



**Oversight and Governance**

Chief Executive's Department  
Plymouth City Council  
Ballard House  
Plymouth PL1 3BJ

Please ask for Jamie Sheldon  
T 01752 668000  
E [jamie.sheldon@plymouth.gov.uk](mailto:jamie.sheldon@plymouth.gov.uk)  
[www.plymouth.gov.uk](http://www.plymouth.gov.uk)

Published 07 November 2022

## **CABINET – SUPPLEMENT PACK**

Thursday 10 November 2022  
3.30 pm  
Council House, Plymouth

**Members:**

Councillor Bingley, Chair  
Councillor Shayer, Vice Chair  
Councillors Drean, Carlyle, Dr Mahony, Patel, Smith, Stoneman and Wakeham.

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

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**Tracey Lee**

Chief Executive

## **Cabinet**

- |  |                          |
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| <b>8. Audit and Governance Committee Chair Update</b>    | <b>(Pages 1 - 4)</b>     |
| <b>9. Chelson Meadow Solar Farm</b>                      | <b>(Pages 5 - 18)</b>    |
| <b>10. Finance and Capital Monitoring Report Month 6</b> | <b>(Pages 19 - 42)</b>   |
| <b>11. Parking Modernisation and Environment Plan</b>    | <b>(Pages 43 - 146)</b>  |
| <b>12. Garden Waste Subscription Charge</b>              | <b>(Pages 147 - 182)</b> |
| <b>13. Non Commercial Route Options</b>                  | <b>(Pages 183 - 236)</b> |
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| <b>16. Non Commercial Route Options</b>                  | <b>(Pages 271 - 292)</b> |

# Cabinet



Date of meeting:	10 November 2022
Title of Report:	<b>Audit and Governance Committee – Chair’s Update</b>
Lead Member:	Councillor Lugger
Lead Strategic Director:	Giles Perritt (Assistant Chief Executive)
Author:	Ross Jago, Head of Governance, Performance and Risk
Contact Email:	ross.jago@plymouth.gov.uk
Your Reference:	AG-CI
Key Decision:	No
Confidentiality:	Part I - Official

## Purpose of Report

In line with best practice, the Terms of Reference for this Committee state that a report of the work of the Committee should be submitted to Cabinet. The Audit and Governance Committee’s remit, as defined in the council’s constitution, has allowed the Members to develop an overview of the whole system of governance within the council.

A summary of the areas of responsibility which the Committee covers includes the following:

- Receiving and considering the content of reports from Internal Audit.
- Receiving and considering reports from the council’s External Auditor.
- Ensuring that management teams take appropriate actions to implement the recommendations contained in these reports.
- Receiving reports on risk management and governance issues.
- Having responsibility for ensuring that the Annual Statement of Accounts and the Annual Governance Statement present a fair and accurate position of the council.
- Having regard for the Annual Audit Letter provided by the council’s External Auditor.

In March 2022 the Committee conducted a self- assessment exercise against the CIPFA good practice guidance. Overall, the response from the Members in the exercise was positive and as a result of this the review the Audit and Governance Committee Terms of Reference were updated in line with CIPFA best practice.

The Committee has met three times this municipal year in July and September, the third meeting being an Extraordinary meeting to discuss the consultation on the Council’s election cycle. The Committee has also discussed –

- Disclosure and Barring Checks for Councillors
- Councillor Training and Development
- Risk Registers
- Internal and External Auditor Reports and Recommendations

- Counter Fraud Services.

As a result of recommendations that the Committee has made –

- A Councillor Training and Development steering group has been established to guide the work on a new Councillor Development Strategy.
- Risk reporting is now a regular feature on Scrutiny work programmes, this ensures risks identified and reviewed at the Audit and Governance Committee are subject to further scrutiny and assurance.
- The Consultation on Electoral Cycle has been agreed and a report prepared for publication for the 21 November 2022 Council meeting.
- A briefing on disclosure and barring checks has been arranged in November in advance of a further report to Audit and Governance Committee.

As the Cabinet and wider council grapples with the further tough decisions that will be required over the coming weeks and months, the Audit and Governance Committee will continue to provide an independent and high-level focus on the audit, assurance and reporting arrangements that underpin good governance and financial standards.

This will include consideration of the Auditor's 2020/21 and 2021/22 Annual Report on Plymouth City Council at the next meeting of the Audit and Governance Committee. This will allow the Audit and Governance Committee to seek assurance that the council has in place proper arrangements for securing economy, efficiency and effectiveness in its use of resources.

### **Recommendations and Reasons**

Cabinet is recommended to note the report.

### **Alternative options considered and rejected**

There are no alternative options as the Chair is required to make this report under the committee terms of reference.

### **Relevance to the Corporate Plan and/or the Plymouth Plan**

This reports identifies how the committees work programme is vital to the delivery of the Plymouth and Corporate Plan by enabling the Council to exercise the scrutiny and challenge of its governance, finance, risk and audit processes.

### **Implications for the Medium Term Financial Plan and Resource Implications:**

None arising specifically from this report.

### **Financial Risks**

None arising specifically from this report.

### **Carbon Footprint (Environmental) Implications:**

None arising specifically from this report.

### **Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:**

None arising specifically from this report.



**Appendices**

\*Add rows as required to box below

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>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.</i>						
		1	2	3	4	5	6	7
A								
B								

**Background papers:**

\*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable) <i>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.</i>						
	1	2	3	4	5	6	7

**Sign off:**

Fin	pl.22 .23.2 62	Leg	EJ/38 851/7 .11.22 (1)	Mon Off	EJ/38 851/7 .11.22 (1)	HR		Asset s		Strat Proc	
Originating Senior Leadership Team member: Giles Perritt (Assistant Chief Executive)											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 07/11/2022											
Chair approval: <i>Approved by email</i>											
Date approved: 07/11/2022											

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# Cabinet



Date of meeting: 08 November 2022

Title of Report: **Chelson Meadow Solar Farm**

Lead Member: Councillor James Stoneman (Cabinet Member for Climate Change)

Lead Strategic Director: Anthony Payne (Strategic Director for Place)

Author: Kat Deeney / Paul Elliott

Contact Email: [Kathryn.Deeney@plymouth.gov.uk](mailto:Kathryn.Deeney@plymouth.gov.uk) [Paul.Elliott@plymouth.gov.uk](mailto:Paul.Elliott@plymouth.gov.uk)

Your Reference:

Key Decision: Yes

Confidentiality: Part I - Official

## Purpose of Report

To gain an in principle cabinet decision on the first of 5 business cases relating to financing the construction of the proposed solar farm at Chelson Meadow which gained planning permission in the summer.

## Recommendations and Reasons

That Cabinet:

- Note the full Business Case
- Approve the capital allocation of £320,000 for development works, as set out in the business case to inform future reports and final approval of the Business Case.
- Note that the final Business Case will be brought back to by March 2023 for a final decision on whether to proceed with the Project.

## Alternative options considered and rejected

The alternatives would be to not to allocate funding and proceed to undertake feasibility for the scheme. Given the Council's increasing energy costs and the possible savings that can be achieved through the Project it would be prudent to explore the possibility to bring forward the scheme and assist in alleviating budget pressures by mitigating the cost of energy.

## Relevance to the Corporate Plan and/or the Plymouth Plan

Directly feeds into the priority 'A green sustainable city that cares about the environment'.

## Implications for the Medium Term Financial Plan and Resource Implications:

The solar farm as a whole provides the opportunity to generate an income over the lifetime of the asset (up to 30 years). It also provides an opportunity for The Council to purchase the electricity generated, this will guarantee and provide certainty over its electricity costs over the long term.

Subject to the project proceeding and gaining final approval for implementation the £320,000 development costs will be funded by loan repayments through securing a long-term debt.

### Financial Risks

Planning approval has removed a significant risk to the project.

The recent and future interest rate, inflation and energy price rises will affect the cost and potential income of the project. We have completed some modelling and currently the business model is resilient as increases in prices are mitigated by increases in energy cost. More work has been commissioned to help inform the BC in March.

There is a risk should the project not proceed that development costs could not be capitalised and would therefore fall as a revenue pressure.

### Carbon Footprint (Environmental) Implications:

Hugely beneficial and positive impact in reducing the Council's carbon emissions predicted to be 60% of carbon emissions and providing 75% of the Council's electricity needs.

### Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

*\* When considering these proposals members have a responsibility to ensure they give 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.*

### Appendices

*\*Add rows as required to box below*

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>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.</i>						
		1	2	3	4	5	6	7
A	Chelson Solar Investment Business Case							

### Background papers:

*\*Add rows as required to box below*

*Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.*

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	1	2	3	4	5	6	7

**Sign off:**

Fin	pl.22. 23.2 65.	Leg	EJ/3 8851 /7.11 .22(7 )	Mon Off	EJ/3 8851 /7.11 .22(7 )	HR		Assets		Strat Proc	
Originating Senior Leadership Team member: Anthony Payne (Strategic Director for Place)											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 18/10/2022											
Cabinet Member approval: Councillor James Stoneman (Cabinet Member for Climate Change) – approved verbally											
Date approved: 19/10/2022											

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# CAPITAL INVESTMENT BUSINESS CASE

**Chelson Meadow Community Solar - Construction finance**



## EXECUTIVE SUMMARY

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

The Council and Plymouth Energy Community have an approved planning application to build a 13MW solar farm on the ex-landfill site at Chelson Meadow.

The solar farm creates the following opportunities for the council:

- To reduce the Council's carbon emissions by approximately 60%, with 75% of the electricity need being met by renewable energy.
- To reduce the corporate energy costs. Our best current estimate for this is an average annual saving of between £170K and £440K until 2030.
- To guarantee future energy costs over a 15 – 20 year period through a Virtual Power Purchase Agreement with the solar farm.
- To generate an income over just under £1million over the life of the solar farm through a lease on the land which will be paid annually.
- To generate an income by offering construction finance and long-term debt to the project. By borrowing at PWLB rates and loaning onwards to the joint venture on commercial terms, the Council's debt margin would be up to c£1.2million over the life of the project.
- To create a 50/50 joint venture with PEC to build the solar farm. This will result in 50% of the surplus returning to PCC – estimated to be £1.5 million over the life of the project.

This business case seeks to secure an in-principle agreement to provide up to £15.7 million on the capital funding programme for 22/23 to provide a long term finance loan to a joint venture for the construction of Chelson Meadow solar farm.

## SECTION I: PROJECT DETAIL

<b>Project Value</b> (indicate capital or revenue)	£15,740,840	<b>Contingency</b> (show as £ and % of project value)	5%
<b>Programme</b>	Low Carbon	<b>Directorate</b>	Place
<b>Portfolio Holder</b>	James Stoneman	<b>Service Director</b>	Paul Barnard
<b>Senior Responsible Officer (client)</b>	Kat Deeney	<b>Project Manager</b>	Paul Elliott
<b>Address and Post Code</b>	Ballard House	<b>Ward</b>	Plymstock Radford

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

The current plan is to build the solar farm in summer 2023 in order that the benefits of competitive energy prices are realised as soon as possible, as well as completing the relevant action within the Climate Emergency Action Plan. Because of various planning conditions the construction can only take place over the drier months of the year. To do this, a series of business cases need to be reviewed to determine which of the opportunities the Council wants to consider over this autumn.

The minimum commitment to this project required by the Council is to agree to lease the land to the project – this will be brought forward in a subsequent business case. However, the Council can be involved at a greater level, and subsequently receive far greater benefit from the project if it agrees to:

1. Provide a long-term loan to the joint venture to enable construction and subsequent operation of the solar farm.
  - *This enables the Council to make a finance margin – by capturing the value between the rate the Council borrow at, and the increased rate the Council lend to the joint venture at on commercial terms. At current rates the value of this is estimated to be £1.2m over 20 years.*
2. Create a joint venture with Plymouth Energy Community (PEC) to run and manage the solar farm.
  - *This enables the Council to benefit from a share of the surplus generated by the joint venture - based on current modelling this is estimated to be approximately £3million to be split 50/50 between the council and PEC.*
3. Purchase the electricity generated by the solar farm.
  - *The solar farm can provide locally generated green power equivalent to 75% of the council's electricity needs. By signing a long-term Virtual Power Purchase Agreement (VPPA) with the joint venture the Council will gain long-term security on energy prices as well as provide security of income for the project - giving additional confidence on the projects ability to repay finance loaned to the project. This provides the Council significant opportunity to hedge against long-term energy price increases as well as reduce its carbon emissions. This could be realised from Q1. 23/24 at the latest with construction in 2023.*

This business case considers the first point regarding providing a long-term loan to the project.

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

There is an opportunity for the Council to provide long term finance for the project to enable construction and subsequent operation. Finance agreements must be in place for February 2023 at the very latest for a build in 2023, and a decision is required as to whether the Council can issue an in principle agreement on this. If the Council is not interested in providing the finance, the project team will need to look to the commercial market for external finance.



The longer timelines associated with agreeing external finance would mean construction in 2024 rather than 2023, this would be subject to additional costs of approx. £80K and, because of planning conditions, result in a 12month delay in the construction of the solar farm. This in turn means that the realisation of the energy bill savings, carbon savings, and income generation, would not begin until Q1. 24/25 at the earliest.

The basic principle of the opportunity here is that the Council secures the finance from the PWLB at a rate (currently 5.1%) and then provide onward finance to the JV at a higher rate for the lifetime of the loan. This mechanism enables the solar farm to be built as well as generating an income from the debt margin. The table below provides an illustration of how a debt margin of more than £1 million could be made on a long-term debt offer over the life of the project.

*Table 1 – illustration of income potential through providing finance to the project*

Assumed project cost	£15,740,840
Interest rate paid to PWLB	5.1%
Interest rate paid by JV	6%
PWLB loan term/type	20 years - annuity
Term of JV loan	20 years Year 1 – interest only during construction Year 2 – repay 15% of capital from community share offer
Debt margin made by Council (undiscounted)	£1,275,000

The above captures a plausible illustration of the income potential from the Council providing long-term finance to the scheme. It is worth noting that the Council have previously provided finance in a similar way to Plymouth Energy Community, which enabled the successful construction and completion of the solar farm at Ernesettle.

Currently the finance and energy markets are particularly volatile - fluctuating interest and currency rates, as well as increasing inflation could impact on the cost of this proposal. The business case recognises this and as such seeks an in-principle approval for the loan, it uses the most current information to present an illustration of how the mechanism for providing a loan would work. The precise loan rates and the final decision to lend or not would be made at cabinet in February 2023 once certainty on costs and interest rates was gained.

The above table has been populated with input from external technical experts, who have been in discussion with Council finance colleagues. Expressions of interest were received from contractors which enabled a ceiling build cost with contingency to be calculated at £15.7m. The final cost of construction will be known following a more detailed procurement exercise.

The loan will be structured in such a way that benefits the project, but also works within the financial mechanisms of PCC. The key points below illustrate this:

- The council can borrow from the PWLB at 5.1%
- The whole loan is offered at 6% to the Joint Venture (rate to be confirmed)
- The first 12 months of the loan to the Joint Venture is interest only. This interest is not paid in year 1, and is instead added to the capital sum and recovered over the remaining loan period

- 15% of the debt is repaid by PEC in year 2 from a community share offer. This is not deducted from the remaining PWLB loan, and instead is a revenue income for the council. PEC have an excellent track of raising finance via this method.

If this business case is taken in isolation, it is forecast to provide a debt margin income of £1.275m over the lifetime of the 20 year loan. However, as referenced above, the Council can achieve a far greater return and maximum benefit if this business case - along with those for the land lease, the joint venture, and the power purchase agreement - are all agreed. The expected lifetime income if all are approved is approximately £3.75m - with an additional energy saving between £170K and £420K annually. The table below summarises these on an annual basis where relevant, or over the life of the project where this is more appropriate

Source of Income	Annual Value (Averaged out over lifetime)
Land lease	£33,000
Energy Bill Saving	£170,000 (low estimate out to 2030)
Annual Total	£203,000

Source of Income	Whole Project Value
Debt margin	£1.275million
Joint venture – council share of predicted surplus	£1.528million
Project Total	£2.8million

### Development Costs

To date the project has incurred the following development costs – with PEC providing the majority of the funding

Description	Already paid		Committed (but unpaid)	
	PEC	Council	PEC	Council
RCEF Stage 1 - Feasibility	£40,000			
PEC RCEF Stage 1 Match	£3,656			
RCEF Stage 2 - Planning development	£93,437			
PEC RCEF Stage 2 Match	£40,637			
PEC grid connection commitment	£39,370			
PCC Planning spend + Legals to planning		£22,983		
Project Management time - planning to Oct	£3,500			
Development activities - planning to construction finance				£76,863
Total by area	£ 220,600	£22,983	£ -	£76,863

Included within the total ask for £15,740,840 is a request for an additional £320,000 of development funding to be released now in order to progress to the construction phase. This £320,000 is required for the following:

- £120,000 for grid connection works
- £26,060 for project management
- £37,000 for technical expert input into design

- £20,000 for financial model audit
- £92,000 for legal work associated with the construction partner, land lease, PPA, finance and creation of the joint venture
- £25,000 for commercial support

The development funding will be incorporated within the total project funding with £15,740,840 financed by securing a long-term debt.

A risk needs to be recognised that if from this feasibility works that the project does not progress then all feasibility costs up to £320,000 cannot be capitalised and therefore would fall as a revenue pressure.

Milestones and Date:		
Contract Award Date	Start On Site Date	Completion Date
January 2023	July 2023	December 2023

## SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS

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

Potential Risks Identified			Likelihood	Impact	Overall Rating
<b>Risk</b>	Interest Rates continue to rise and project becomes unviable.		Medium	High	Medium
<b>Mitigation</b>	Final decision to lend will only be made once viable rate has been secured		Low	Low	Low
<b>Calculated risk value in £ (Extent of financial risk)</b>	£0				
<b>Risk</b>	Timely construction – without construction finance in place and a construction partner in place by January 2023 the project will unlikely be able to be constructed in summer 2023.		Medium	High	Medium
<b>Mitigation</b>	Governance arrangements in place, and business cases structured and planned for CMT and cabinet meetings. Resource in place to run timely procurement of construction partner		Low	Low	Low
<b>Calculated risk value in £ (Extent of financial risk)</b>	£0				

<b>Risk</b>	Joint Venture defaults on payments – the business case for the solar farm does not stack up and its income is insufficient to meet its costs	Medium	High	Medium
<b>Mitigation</b>	Solar farms are a tried and tested technology with known and predictable performance. The financial model to assess viability of the business case has been developed and tested by an experienced team. Power prices are increasing and there are long-term national commitments to the role low carbon power has to play in supplying electricity in a resilient and sustainable way. The Council also have the opportunity to set up a Joint Venture with a partner experienced in developing and managing a solar farm.	Low	Low	Low
<b>Calculated risk value in £ (Extent of financial risk)</b>	£0			
<b>Risk</b>	Joint Venture creation not approved.	Medium	High	Medium
<b>Mitigation</b>	Solar farm can still be built by PEC, with the loan going to them rather than the joint venture.	Low	Low	Low
<b>Calculated risk value in £ (Extent of financial risk)</b>	£0			
<b>Risk</b>	Increasing construction costs .	Medium	High	Medium
<b>Mitigation</b>	The project team have engaged widely with partners with relevant experience and the construction market to follow market movements in price. The construction cost reflected through this business case reflects the top end of outline prices provided for this site in the last 4 weeks. Increases in construction costs can also be offset by increases in the price received for power sales. The financial modelling for the project to date has considered wholesale energy market price predictions and how these relate to the energy price needs of the solar farm for viability. This is captured in the expected energy bills savings for the Council which is set against our most expensive expected construction costs.	Medium	Low	Low
<b>Calculated risk value in £ (Extent of financial risk)</b>	£0			

### Outcomes and Benefits

#### List the outcomes and benefits expected from this project.

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

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

Financial outcomes and benefits:	Non-financial outcomes and benefits:
<ul style="list-style-type: none"> <li>£80K saving on project development costs from not having to seek external borrowing</li> <li>Long term loan generates debt margin of £1.25 m generated for the council</li> <li>Construction possible in 2023 (instead of 2024) resulting in: <ul style="list-style-type: none"> <li>Carbon savings</li> <li>Energy bill savings for the Council should the Council decide to purchase the power from the site at a time when power prices are particularly high</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Time freed up for project team with no need to seek external finance</li> </ul> <p>Meeting a commitment on the Climate Emergency Action plan 1 year sooner</p>

Low Carbon		
<b>What is the anticipated impact of the proposal on carbon emissions</b>	Saving of 3,300 t/CO <sub>2</sub> per year	
<b>How does it contribute to the Council becoming Carbon neutral by 2030</b>	If the Council choose to purchase the power from the solar farm 75% of the council's current electricity demand will be met by renewables. Overall this will reduce the Council's CO <sub>2</sub> emissions by up to 60%.	
<b>Have you engaged with Procurement Service?</b>		Yes
<b>Procurement route options considered for goods, services or works</b>	The initial procurement will be carried out by Plymouth Energy Community on behalf of the project team. If the Council approves the creation of the joint venture then then the JV will be the 'employer' for the appointed consultant . If approved the JV will be established by the appointment of the contract.	
<b>Procurements Recommended route.</b>	External procurement	
<b>Who is your Procurement Lead?</b>	External procurement	
<b>Is this business case a purchase of a commercial property</b>		No
<b>If yes then provide evidence to show that it is not 'primarily for yield'</b>	N/A	
<b>Which Members have you engaged with and how have they been consulted (including the Leader, Portfolio Holders and Ward Members)</b>	<p>Planning committee briefed and consulted.</p> <p>Site visit and briefings for Environment portfolio holder.</p> <p>Action in the Climate Emergency Action Plan.</p>	

## SECTION 4: FINANCIAL ASSESSMENT

**FINANCIAL ASSESSMENT:** *In this section the robustness of the proposals should be set out in financial terms. The Project Manager will need to work closely with the capital and revenue finance teams to ensure that these sections demonstrate the affordability of the proposals to the Council as a whole. Exact amounts only throughout the paper - not to be rounded.*

CAPITAL COSTS AND FINANCING								
Breakdown of project costs including fees surveys and contingency	Prev. Yr. £	22/23 £	23/24 £	24/25 £	25/26 £	26/27 £	Future Yrs. £	Total £
Construction costs		3,748,720	11,992,130					
<b>Total capital spend</b>		3,748,720	11,992,130					

Provide details of proposed funding: <i>Funding to match with Project Value</i>								
Breakdown of proposed funding	Prev. Yr. £	22/23 £	23/24 £	24/25 £	25/26 £	26/27 £	Future Yrs. £	Total £
As above								
<b>Total funding</b>								

<b>Which external funding sources been explored</b>	The project received £130k from the Renewable Community Energy Fund (RCEF) for initial development costs. No further funding is available. Plymouth Energy Community have also committed additional development funding to the project.
<b>Are there any bidding constraints and/or any restrictions or conditions attached to your funding</b>	No
<b>Tax and VAT implications</b>	None expected but to be confirmed with finance colleagues
<b>Tax and VAT reviewed by</b>	

REVENUE COSTS AND IMPLICATIONS	
<i>Cost of Developing the Capital Project (To be incurred at risk to Service area)</i>	
<b>Total Cost of developing the project</b>	£640,000 (made up of £320k spent/committed to date and a further ask for £320k as part of this business case)
<b>Revenue cost code for the development costs</b>	
<b>Revenue costs incurred for developing the project are to be included in the capital total, some of the expenditure could be capitalised if it meets the criteria</b>	Y
<b>Budget Managers Name</b>	Paul Elliott

### Ongoing Revenue Implications for Service Area

	Prev. Yr. £	22/23 £	23/24 £	24/25 £	25/26 £	26/27 £	Future Yrs. £
Service area revenue cost							
Other (eg: maintenance, utilities, etc)							
Loan repayment (terms agreed with Treasury Management)		212,303	1,273,817	1,273,817	1,273,817	1,273,817	1,273,817
Total Revenue Cost (A)		212,303	1,273,817	1,273,817	1,273,817	1,273,817	1,273,817
Service area revenue benefits/savings							
Annual revenue income (eg: rents, etc)		0	2,608,083	1,316,744	1,316,744	1,316,744	1,316,744
Total Revenue Income (B) (debt margin and land rent)		0	2,608,083	1,316,744	1,316,744	1,316,744	1,316,744
Service area net (benefit) cost (B-A)		-212,303	1,334,265	42,926	42,926	42,926	42,926
Has the revenue cost been budgeted for or would this make a revenue pressure	Revenue to be included in the capital total so no pressure overall.						
Which cost centre would the revenue pressure be shown	n/a		Has this been reviewed by the budget manager			Y	
Name of budget manager							
Loan value	£15,740,000	Interest Rate	5.1%	Term Years	20	Annual Repayment	£1,273,817
Revenue code for annual repayments							
Service area or corporate borrowing							
Revenue implications reviewed by							

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

Author of Business Case	Date	Document Version	Reviewed By	Date
Paul Elliott	07/10/2022	v 1.0		13/10/2022
	00/00/2022	v 2.0		00/00/2022

## SECTION 6: RECOMMENDATION AND ENDORSEMENT

### Recommended Decision

**It is recommended that the Leader of the Council:**

- Note the full Business Case
- Approve the capital allocation of £320,000 for development works, as set out in the business case to inform future reports and final approval of the Business Case.
- Note that the final Business Case will be brought back to by March 2023 for a final decision on whether to proceed with the Project.

<b>Cllr James Stoneman</b>		<b>Paul Barnard</b>	
<b>Either email dated:</b>	<i>Date 18/10/2022</i>	<b>Either email dated:</b>	<i>Date 18/10/2022</i>
<b>Or signed:</b>		<b>Signed:</b>	
<b>Date:</b>		<b>Date:</b>	
		<b>Service Director</b>	
		<b>Either email dated:</b>	<i>date</i>
		<b>Signed:</b>	
		<b>Date:</b>	



## Cabinet



Date of meeting: 10 November 2022

Title of Report: **Finance Monitoring Report September 2022**

Lead Member: Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy)

Lead Strategic Director: David Northey, (Interim Service Director for Finance)

Author: Stephen Coker Interim Finance Business Partner (CEO & C&CS)

Contact Email: [David.northey@plymouth.gov.uk](mailto:David.northey@plymouth.gov.uk)

Your Reference:

Key Decision: No

Confidentiality: Part I - Official

### Purpose of Report

This report sets out the revenue monitoring position of the Council forecast to the end of the financial year 2022/23 at Period 6; the cash expenditure for the Capital Programme at Period 6; the Quarter 2 Capital Programme update; a report on the work of the Cabinet Working Group on Commercial Income and an update on revenue virements.

### Recommendations and Reasons

That Cabinet notes:

1. The forecast revenue monitoring position at Period 6 as set out in this report in the sum of £6.373m; if the previous agenda reports and recommendation 6 of this report are approved it should be noted the monitoring position will be revised to £5.991m.

*Reason: controlling the outturn within budget is essential to maintain financial control.*

2. The expenditure for the Capital Programme at Period 6.

*Reason: monitoring the expenditure against the Capital Programme is a key part of maintaining financial control and project delivery.*

That Cabinet approves:

3. The increase to the Fees and Charges as proposed in Appendix D.
4. The increase in Crematoria Fees (as set out [here](#)) by 10% with effect from the 1 January 2023
5. Delegation to the Director of Finance the authority to review Fees and Charges and increase them, where possible and appropriate, With effect from 1<sup>st</sup> April 2023, by 10% or, where CPI more than 10%, increase by CPI.

*Reason: the fees and charges policy states they should increase annually in line with the prevailing Consumer Price Index (CPI).*

6. That this report is to proceed for onward consideration by the meeting of Full Council on 21 November 2022.

*Reason: to comply with the Constitution.*

### **Alternative options considered and rejected**

Concerning Period 6 monitoring there are no alternative options – our Financial Regulations require us to produce regular monitoring of our finance resources.

Concerning Fees and Charges increases the alternative is increase them by other amounts or not increase them at all. The proposals have been considered fully by officers in light of benchmarking (where relevant) and the need to achieve cost recovery. They are proposed at the level considered appropriate in light of this and the substantial shortfall in resources needed to set a balanced budget for 2023/4. Setting no increase, a lower increase or, in some cases higher fees, is rejected on the basis it would not achieve cost recovery and/or may affect the level of income achieved from services.

### **Relevance to the Corporate Plan and/or the Plymouth Plan**

The report is fundamentally linked to delivering the priorities within the Council's Corporate Plan. Allocating limited resources to key priorities will maximise the benefits to the residents of Plymouth.

### **Implications for the Medium Term Financial Plan and Resource Implications:**

Robust and accurate financial monitoring underpins the Council's Medium Term Financial Plan (MTFP). The Council's MTFP is updated based on on-going monitoring information, both on a local and national context. Any adverse variations from the annual budget will place pressure on the MTFP going forward and require additional savings to be generated in future years.

### **Financial Risks:**

Financial risks concerning period 6 reporting are discussed in the body of the report and relate to the attainment of a balanced budget position in financial year 2022/23.

In relation to increases in charges there is some risk proposed increases will impact demand for some services and impact income. As such the impact of the increases, if approved, will be monitored and amendments sought as necessary.

### **Carbon Footprint (Environmental) Implications:**

No impacts directly arising from this report.

### **Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:**

The reducing revenue and capital resources across the public sector has been identified as a key risk within our Strategic Risk register. The ability to deliver spending plans within budget is paramount to ensuring the Council can achieve its objectives

## Appendices

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>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.</i>						
		1	2	3	4	5	6	7
A	2022/23 Savings status							
B	Non Controllable expenditure							
C	Gross to Net Pressures							
D	Fees and Charges schedule							

### Background papers:

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable) <i>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.</i>						
	1	2	3	4	5	6	7

### Sign off:

Fin	DJN. 22.2 3.26 6	Leg	EJ/3 8851 /7.11 .22(5 )	Mon Off	EJ/3 8851 /7.11 .22(5 )	HR		Assets		Strat roc	
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Originating Senior Leadership Team member: David Northey (Interim Service Director for Finance)

Please confirm the Strategic Director(s) has agreed the report? Yes

Date agreed: 03/11/2022

Cabinet Member approval: Deputy Leader and Cabinet member of Finance, after discussion with Cabinet colleagues

Date approved: 03/11/2022

**SECTION A: EXECUTIVE SUMMARY****Table 1: End of year revenue forecast**

	<b>Budget £m</b>	<b>Net Forecast Outturn £m</b>	<b>Variance £m</b>
<b>Total General Fund Budget</b>	<b>197.750</b>	<b>204.123</b>	<b>6.373</b>

1. This report highlights a revised monitoring position at Month 6 (September 2022) of £6.373m over budget, which is a variance of +3.2% against the net budget. This is set out in Appendix C. If the previous agenda item reports are approved by Cabinet, this will be revised to a projected overspend of £5.991m
2. The previous Monitoring Report at Month 5 (August 2022) highlighted a net forecast overspend of £6.656m.
3. Like all households and local authorities across the country, the Council continues to experience considerable inflationary pressure in the economy generally and especially in respect of fuel and pay. The current position again includes c. £6m of non-controllable costs which could not have been foreseen at the time of Budget setting; £3.3m relates to energy price inflation.
4. The £3.3m energy price pressure is broken down below. Further update on the forecast will be made in month 7.
  - The Life Centre has additional costs of £0.575m.
  - Street Lighting costs have increased by £0.898m
  - The two crematoria have increased costs of £0.345m
  - Corporate estate & car parking £1.455m
5. Aside from energy, the ongoing impact of the pandemic remains evident in terms of demand pressures and other changes which have seen a persistent increase in volumes of domestic waste and reductions in parking revenues as employees generally maintain homeworking. In adult social care and following the dislocation of the pandemic the numbers of people presenting as homeless has become more costly. The Council is not able to influence such demand pressures in the short term.
6. The Council's Children, Young People and Families Directorate is currently facing additional gross costs of £4.4 million regarding specialist residential placements for vulnerable children and other demand pressures – part of a national trend.
7. Negotiations at national level for pay in Local Government in 2022/23 have reached agreement and we have now costed in the additional £2.9m increase on top of the 2% provision set aside in the Budget. This is a national issue.
8. For the reasons described the variance is considerably higher than would normally be expected at this point of the financial year and in response management have developed a financial recovery plan with the aim of eliminating the forecast overspend.
9. At Period 5 savings of £7.716m were applied; in order to achieve the Period 6 forecast, the following additional adjustments have been applied.

- a. Additional car parking income £293k, reflecting increased usage
- b. Further savings within the Children's Directorate £289k
- c. Further savings from the corporate account £860k

10. As shown in Appendix A, the planned in-year savings targets amount to £11.245m, of which £8.275m are reported as on track or scheduled for delivery. Officers will continue to pursue these savings to ensure full delivery by the end of the financial year.

**SECTION B: Directorate Review****Table 2: End of year revenue forecast by Directorate**

Directorate	Budget £m	Forecast £m	Forecast Net Variance £m	Status
Executive Office	5.398	5.650	0.252	over
Customer and Corporate Services	45.664	47.475	1.811	over
Children's Directorate	61.110	63.327	2.217	over
People Directorate	94.443	94.545	0.102	over
Public Health	(0.297)	(0.547)	(0.250)	under
Place Directorate	26.170	28.648	2.478	over
Corporate Account & Council wide items	(34.738)	(34.975)	(0.237)	under
<b>Total</b>	<b>197.750</b>	<b>204.123</b>	<b>6.373 *</b>	<b>over</b>

- This does not reflect the changes as a result of Cabinet decisions

**Executive Office**

11. The Executive Office is reporting a gross pressure of £0.383m which is no change on month 5. To date pressures include additional member allowances, plus savings target set for 2022/23 not on track due to service demand. Mitigations of £0.131m have been identified leading to a net variance of £0.252m.

**Customer and Corporate Services Directorate (CCS)**

12. The CCS Directorate is forecasting no change to the net over spend of £1.811m which is net of £1.093m of savings. The overspend is significantly driven by energy supply and unmet licence fee savings due to maintained levels of recruitment, other inflationary pressures and demand pressures on business support services and library income. To mitigate these pressures recruitment and all non-essential spend has been delayed or frozen.

**Children's Directorate**

13. At Period 6 the pressure increased by £0.578m due to placements and school transport. This gives a gross adverse variance of £4.421m. The principal variations are; £1.806m relating to new exceptionally high cost bespoke and residential placement above previous growth assumptions, legal costs, specialist assessments, pressures within EP&S relating to SEND Short Breaks and School Transport. There is also a level of savings which appears undeliverable at this juncture.
14. In response to this the directorate has identified mitigations of £2.204m leading to a net variance of £2.217m.

### People Directorate

15. The People Directorate forecast remains unchanged with an overspend of £0.102m.
16. The Department has challenging in year savings of £2.937m and whilst actions and plans are in progress a further stocktake as to progress will be made.

### Office of the Director of Public Health (ODPH)

17. Services within the Public Health office are reporting an under spend of £0.250m which has contributed to the Period 6 net position.

### Place Directorate

18. The directorate is continuing to report a significant gross overspend of £3.860m. The net pressure is down on Period 5 by £0.294m due to a reduction in forecast costs. The overall pressure is due to a combination of factors including utility costs and expenditures due to the Pandemic.
19. There is £1.382m of savings to reduce this to a net variance of £2.478m.

### Corporate Items & Council wide

20. The overall position shows a net underspend of £0.237m. Pressures have increased by £0.582m in Month 6 due to additional pressure for the 2022/23 pay award offset by the recently announced national insurance changes. The pressure is offset by underspends in the treasury and corporate areas.

## **Capital Finance Report Month 6 2022/23**

The approved capital budget (representing forecast resources) is made up of two elements. One is the Capital Programme representing projects that have been approved and the other is future funding assumptions which are estimates of capital funding the Council is likely to receive in the future.

The five year capital budget 2022-2027, is currently forecasted at £585.951m (Month 5 £620.189m) as at 30 September 2022. Movement since 30 June 2022 is detailed in Table 1; the main change is due to lower funding assumptions in 2022/23.

## **Capital Programme movement**

Table 1 The Capital budget consists of the following elements:

Description	£m
Approved Capital Programme as at 30 June 2022	354.589
New approvals July 2022 & August 2022	16.914
New approvals September	2.882
Virements & variations	(1.904)
Capital Programme as at 30 September 2022	372.481
Future Funding Assumptions	213.470
<b>Total Revised Capital Budget for Approval (2022/23 -2026/27)</b>	<b>585.951</b>

A targeted exercise reviewing the cashflow profile of projects solely funded from borrowing identified £32.7m of budgeted spend in 2022/23 being slipped to 2023/24.

This has delivered revenue savings through lower borrowing which formed part of £0.200m reported at Month 4.

A breakdown of the current approved capital budget by directorate and by funding is shown below in Table 2.

**Table 2 Capital Programme by Directorate**

Directorate	2022/23	2023/24	2024/25	2025/26	2026/27	Total
	£m	£m	£m	£m	£m	£m
People	9.010	7.644	3.668	0.132	-	20.453
Place - Economic Development	22.073	92.161	12.927	4.530	0.053	131.744
Place – Strategic Planning and Infrastructure	94.649	37.197	16.804	2.484	-	151.134
Place – Street Services	23.168	5.573	2.377	-	-	31.118
Customer & Corporate Services	7.852	6.424	0.582	-	-	14.858
Office for Director of Public Health	9.823	10.682	2.670	-	-	23.175
<b>Total</b>	<b>166.575</b>	<b>159.679</b>	<b>39.027</b>	<b>7.147</b>	<b>0.053</b>	<b>372.481</b>
Financed by:	2022/23	2023/24	2024/25	2025/26	2026/27	Total
	£m	£m	£m	£m	£m	£m
Capital Receipts	5.636	4.735	0.443	3.000	0.053	13.867
Grant funding	83.250	29.559	2.625	1.803	-	117.238
Corporate funded borrowing	34.065	44.397	18.621	2.259	-	99.342
Service dept. supported borrowing	31.714	78.951	11.950	0.026	-	122.641
Developer contributions	10.443	2.036	5.388	0.058	-	17.925
Other contributions	1.468	-	-	-	-	1.468
<b>Total Financing</b>	<b>166.575</b>	<b>159.679</b>	<b>39.027</b>	<b>7.147</b>	<b>0.053</b>	<b>372.481</b>

### Capital Programme 2022/23 monitoring

As at the end of Month 6 the approved Capital Programme forecast for 2022/23 was £166.575m.

Table 3 below includes a breakdown by directorate of actual cash spend as at 30 September 2022 shown as a value and percentage against latest forecast, overall 19.34%. The comparable percentage for 2021 was 18.98%. Profiling of the capital programme will continue to review robustness of forecasts to spend as project officers assess the inflationary impact to schemes and challenges to meet grant funding conditions.



**Table 3 2022/23 Programme including actual spend and % spent compared to latest forecast**

Directorate	Latest Forecast 2022/23 £	Actual Spend 2022/23 as at 30 Sept 2022 £	Spend as a % of Latest Forecast %
People	9.010	2.752	30.55
Place – Economic Development	22.073	2.656	12.03
Place – Strategic Planning & Infrastructure	94.649	16.626	17.57
Place – Street Services	23.168	5.651	24.39
Customer & Corporate Services	7.852	0.840	10.69
Office for Director of Public Health	9.823	3.697	37.64
<b>Total</b>	<b>166.575</b>	<b>32.223</b>	<b>19.34</b>

The 2022/23 forecast has reduced by £32m with a further £5.532m actual spend processed in the quarter which has increased percentage spend from 13.44% to 19.34%.

Finance Officers will continue to challenge spending profiles as part of the budget setting. With further work planned to incorporate an assessment of inflationary impact to overall capital programme and project officer review planned project delivery across 2022 to 2027.

Work with Project Officers is ongoing to mitigate the risk with S106 funding underwritten by corporate borrowing. A total £2m has been identified in September with circa £3.2m remaining a risk in 2022/23, this has arisen with projects where there is a delay in the receipt of S106 in time to fund expenditure.

Change requests have been submitted to Department of Transport for Transforming Cities Funding Tranche 2 totalling £24m, this will be a funding risk if an extension into 2023/2024 is not agreed. Conditions previously required the grant to be spent by 31 March 2023. The TCF2 quarter 2 return has been submitted to the DfT, and approval of first tranche of change request, is anticipated following a review of this submission.

**SECTION C: FEES AND CHARGES**

1. The Council has a range of Fees and Charges for discretionary and statutory services it provides. The Fees and Charges policy states that Fees and Charges should be increased annually in line with CPI. For some Fees and Charges this has already been applied, for others no increase has yet been applied in the current financial year.
2. As outlined in the report the Council faces increased costs due to inflationary pressures within the economy generally, which have increased the costs of delivering services. The consequence is that the services for which Fees and Charges are set are now being further subsidised from the Council's Revenue Budget to an extent they have not been before.
3. Given the financial position that the Council faces in year and in 2023/24 there is a need to review the Fees and Charges as currently set and increase them, where appropriate and possible, to ensure the services are self-funding the inflationary pressures upon them and to relieve pressure on the Revenue Budget.
4. Some Fees and Charges are nationally set and cannot be amended by the Council, these are set out in Table 1 of Appendix D. No increase is proposed to these.
5. Some Fees and Charges, where an inflationary increase to be applied, would be increased to a level that would lead to the Council pricing itself out of a competitive market and reducing use of the service as a result. Those that have been identified by officers through the Fees and Charges review process are at Table 2 in Appendix D. No Increase in 2022 is proposed to these.
6. Those Fees and Charges which have been reviewed and are able to be increased are set out in Appendix D at Table 3 (a) and (b). It is therefore recommended that Cabinet agree to increase these Fees and Charges as set out at Table 3 (a), the increase to take effect from 1<sup>st</sup> December and those set out at Table 3 (b) relating to HMO Licence Fees increase as set out with effect from the 1<sup>st</sup> January 2023.
7. Cabinet are also asked to approve a 10% increase to Fees and Charges in relation to Crematorium Services (as can be found on the Council's Website) to take effect from the 1<sup>st</sup> January 2023.
8. Due to the forecast economic position nationally and the fact inflationary pressures have existed for some time with no reflecting increase in Fees and Charges, it is also further recommended that Cabinet also delegate to the Director of Finance the authority to review Fees and Charges and increase them, where possible and appropriate, with effect from 1<sup>st</sup> April 2023, by 10% or, where CPI 10%, by CPI. This will allow the Fees and Charges to be increased as per the Fees and Charges policy and for inflationary pressures to be mitigated.

**Appendix A 2022/23 Savings status (I) Summary**

	<b>Total</b>	<b>Achieved savings</b>	<b>On track for delivery</b>	<b>Working on for delivery</b>	<b>Planned, internal/external actions required to deliver</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
Children's	<b>3.942</b>	2.073	0.956	0.467	0.446
People	<b>2.937</b>	1.392	1.545	0.000	0.000
ODPH	<b>0.037</b>	0.037	0.000	0.000	0.000
Customer & Corporate	<b>3.015</b>	0.407	0.000	0.494	2.114
Place	<b>0.964</b>	0.175	0.308	0.071	0.410
Corporate Items	<b>0.350</b>	0.000	0.350	0.000	0.000
<b>2022/23 Savings</b>	<b>11.245</b>	<b>4.047</b>	<b>3.196</b>	<b>1.097</b>	<b>2.970</b>

**Appendix A 2022/23 Savings status (2) Detail**

Directorate / Plans	Target Savings	MTFS Savings	Achieved savings	Plans on track for delivery	Plans worked on for delivery	Planned, internal/external actions required to deliver
	£m	£m	£m	£m	£m	£m
<b>Children's</b>						
Placement Review	1.400	1.400	0.510	0.423	0.467	
AST	0.500	0.500	0.407	0.093		
Fostering	0.450	0.450	0.450	0.000	0.000	
Supporting Families	0.650	0.650	0.435	0.215		
Management Actions - CYPF	0.225	0.225		0.225		
Management Actions - EPS	0.717	0.717	0.271			0.446
<b>Children - Savings</b>	<b>3.942</b>	<b>3.942</b>	<b>2.073</b>	<b>0.956</b>	<b>0.467</b>	<b>0.446</b>
<b>People</b>						
Care Package Reviews	0.750	0.750		0.750		
Place Holder I- reviews	0.430	0.430		0.430		
CES catalogue review	0.100	0.100	0.100			
Service Reviews	0.300	0.300		0.300		
Grant Maximisation	0.600	0.600	0.600			
Management Actions	0.100	0.100	0.100			
Advice / Information / Advocacy	0.050	0.050	0.050			
Social Inclusion	0.180	0.180	0.180			
Housing Services	0.250	0.250	0.250			
Alarms	0.112	0.112	0.112			
Leisure Management	0.065	0.065		0.065		
<b>People – savings</b>	<b>2.937</b>	<b>2.937</b>	<b>1.392</b>	<b>1.545</b>	<b>0.000</b>	<b>0.000</b>
<b>ODPH</b>						
Additional Income	0.037	0.037	0.037	0.000	0.000	
<b>ODPH – savings</b>	<b>0.037</b>	<b>0.037</b>	<b>0.037</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>

<b>CCS and Chief Exec</b>						
Efficiency	0.956	0.758				0.956
Soft FM Income	0.020	0.020	0.020			
Digital	0.025	0.025	0.025			
SLAs	0.040	0.040			0.040	
Fees and charges Review	0.016	0.016	0.016			
Coroner	0.070	0.030			0.070	
Public Conveniences	0.100	0.100			0.100	
ICT (c/fwd 21/22)	0.691	0.000	0.346		0.184	0.161
Hard FM (c/fwd 21/22)	0.550	0.000				0.550
IT Service (Unitary) Charge reduction	0.300	0.000				0.300
CEX	0.100	0.100			0.100	
CEX Review and Scrutiny Panels	0.147	0.147				0.147
<b>Cust. &amp; Corp. Services and CEX savings</b>	<b>3.015</b>	<b>1.236</b>	<b>0.407</b>	<b>0.000</b>	<b>0.494</b>	<b>2.114</b>
<b>Place</b>						
ED - Trust Lease review	0.075	0.075	0.075			
ED - TIC 3 year plan to break even	0.013	0.013			0.013	
ED - Theatre Royal SLA	0.100	0.100	0.100			
ED – Mt Edgcumbe break even position	0.045	0.045		0.045		
SPI - Capitalisation (Environmental Planning)	0.050	0.050		0.050		
SPI - Capitalisation (Strategic Transport)	0.030	0.030		0.030		
SPI – Planning Fee increase (pre-app, S38)	0.058	0.058			0.058	
SPI – Bus Shelter Advertising	0.075	0.075				0.075
SPI - Concessionary fares	0.183	0.183		0.183		
Highways – Invest To Save	0.230	0.230				0.230
Highways – Street Lighting	0.105	0.105				0.105
<b>Place savings</b>	<b>0.964</b>	<b>0.964</b>	<b>0.175</b>	<b>0.308</b>	<b>0.071</b>	<b>0.410</b>
<b>Corporate Items</b>						
Change Reserve	0.350	0.350	0.350			
<b>Corporate savings</b>	<b>0.350</b>	<b>0.350</b>	<b>0.350</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Overall Total savings</b>	<b>11.245</b>	<b>9.466</b>	<b>2.655</b>	<b>3.043</b>	<b>2.577</b>	<b>2.970</b>

**Appendix B Non Controllable Expenditure**

The table shows the level of non-controllable pressures within the Gross overspend as shown in Appendix D.

Non Controllable Budget Pressures	£m
Corporate Estate energy costs	2.243
2022/23 Pay award	2.592
Street Lighting energy costs	0.898
Off Street Parking energy costs	0.132
Streets Services – Fuel / other	0.641
<b>Total</b>	<b>6.496</b>

**Appendix C Gross to Net Pressures Month 6**

Directorate	Gross pressures Month 5 (Aug) £m	Add't Pressures Movement Month 6 (Sept) £m	Gross Pressures Month 6 £m	Month 5 Savings £m	Addt Month 6 Savings £m	Net Pressures £m
Executive Office	0.383	0.000	0.383	(0.131)	0.000	0.252
Customer and Corporate Services	2.904	0.000	2.904	(1.093)	0.000	1.811
Children's Directorate	3.843	0.578	4.421	(1.915)	(0.289)	2.217
People Directorate	1.382	0.000	1.382	(1.280)	0.000	0.102
Public Health	0.000	0.000	0.000	(0.250)	0.000	(0.250)
Place Directorate	3.860	0.000	3.860	(1.088)	(0.294)	2.478
Corporate Account & Council wide items	2.000	0.582	2.582	(1.959)	(0.860)	(0.237)
<b>Total</b>	<b>14.372</b>	<b>1.160</b>	<b>15.532</b>	<b>(7.716)</b>	<b>(1.443)</b>	<b>6.373</b>

**APPENDIX D Fees & Charges****TABLE I – NATIONALLY SET FEES**

The fees listed below are either set nationally or are subject to a cap, set nationally reached, and cannot be increased.

Category	Fee or charge
Planning	All planning application fees
Birth Services	Birth Certificate
Birth Services	Copy of Birth Certificate - standard
Birth Services	Copy Birth Certificate - Next day priority service
Birth Services	Birth Certificate - correcting a mistake
Birth Services	Still Birth - full certificate
Death Registration Services	Death Certificate
Death Registration Services	Copy Death Certificate standard service
Death Registration Services	Copy Death Certificate priority service
Marriage Certificate	Copy of Marriage Certificate - standard service
Marriage Certificate	Copy of Marriage Certificate - priority service
Notice of Marriage / Civil Partnership	Standard
Notice of Marriage / Civil Partnership	Subject to Home Office referral
Notice of Marriage / Civil Partnership	Attending outside office to be given notice of marriage or civil partnership - housebound person
Notice of Marriage / Civil Partnership	Attending outside office to be given notice of marriage or civil partnership - detained person
Marriage / Civil Partnership Ceremonies	Superintendent registrar attending a ceremony for a housebound person
Marriage / Civil Partnership Ceremonies	Superintendent registrar attending a ceremony for a detained person
Marriage / Civil Partnership Ceremonies	Registrar attending a ceremony for a housebound person
Marriage / Civil Partnership Ceremonies	Registrar attending a ceremony for a detained person
Marriage / Civil Partnership Ceremonies	Registrar attending a ceremony at a registered building (place of worship)
Register Office for marriage and civil partnerships	Basic Plymouth Register Office (PRO) - couple & 2 witnesses
Register Office for marriage and civil partnerships	Civil Partnership conversion in PRO (standard)
Register Office for marriage and civil partnerships	Civil Partnership conversion in PRO 2 stage procedure + local set up fee for AP or the Council House
Premise Licences	Nationally set - various fees
Personal Licensing	Nationally set - various fees
Gambling Licenses Fees	Various – nationally set
Ship sanitation	Varies depending on gross tonnage / passenger capacity
Ship sanitation	Extension of a Ship sanitation certificate
Highways licences and permits	Pedestrian dropped kerb (per m2)
Highways licences and permits	Tables and chairs licence (summer months)
Highways licences and permits	Temporary Event Notices
Garages	MOT fees

**TABLE 2 – COMPETITIVE MARKET / RECENT INCREASE**

The following table lists those fees and charges which, on review by officer, have been identified as either:

- i. having already been increased in the current financial year; or
- ii. services which compete against a private market and have been benchmarked.  
Benchmarking indicates that were they to be increased it would be very likely reduce the Council's ability to compete for business and reduce demand for the services and, therefore, income; or
- iii. an annual payment for which payment will have already been received, making increase in year impossible

Category	Fee or charge	Commentary
HWRC (Commercial)	Fees relating to disposal of various items by commercial bodies	This is for services which are not a statutory function of local authority but which we undertaken within a competitive market. These have been benchmarked and confirmed as appropriate as currently set.



Building control- Domestic	Various fees for the element of building control work	These are fees for services which are not a statutory function of local authority but which we undertaken within a competitive market. These have been benchmarked and confirmed as appropriate as currently set.
Maritime services - storage	Storage Rack/mooring fees/landing stage fees	All fees were increased for 22/23
Bowling	Season Ticket and concession rates	Subject to an complaint with the SCLGO
Pitches	Pitch hire fees for a season for various purposes	All fees were increase for 22/23 and are payable in advance and therefore cannot be increased in year
Beach hut hire	Yearly charge	All fees were increase for 22/23 and are payable in advance and therefore cannot be increased in year
Natural Infrastructure	Tennis Courts - Annual passes and per hour play	Fees are payable in advance and therefore cannot practically be increased/changes implemented in year
Natural Infrastructure	Allotments – admin fees, annual rent and misc. charges	Fees are payable in advance and therefore cannot practically be increased/changes implemented in year

### TABLE 3 (a) – PROPOSED INCREASES

This table lists the Fees and Charges proposed for increase, outlining the current fee and proposed fee. The proposed fees are considered appropriate based on current levels of demand and in terms of securing cost recovery for the provision services they relate to. Where 10% has been applied this is due to the assessment that an increase by 10% is appropriate given CPI. These increases will take effect from the 1<sup>st</sup> December 2022.

Category	Fee or charge	Current fee	New fee
Pre-application planning	Need for planning permission/help to complete forms	£71.00	+10%
Pre-application planning	Assistance to agents on general planning issues	£71.00	+10%
Pre-application planning	Condition checking	£125.00	+10%
Pre-application planning	Listed buildings minor works advice	£87.00	+10%
Pre-application planning	Householder	£142.00	+10%
Pre-application planning	Tree Preservation Orders & Conservation Area Trees	£175.00	+10%
Pre-application planning	Minors (residential)	£319.00	+10%
Pre-application planning	Minors (residential)	£182.00	+10%
Pre-application planning	Minors (commercial/non-re new floor space) Advice on commercial/non-residential floor space proposals - Up to 1,000sqm/site area up to 0.99 Ha - up to 499sqm	£542.00	+10%
Pre-application planning	Minors (commercial/non-re new floor space) Advice on commercial/non-residential floor space proposals - Up to 1,000sqm/site area up to 0.99 Ha - 500 to 999sqm	£924.00	+10%
Pre-application planning	Minors (commercial/non-re new floor space) Additional meeting with written advice if required	£525.00	+10%
Pre-application planning	Changes of use where no operational development and floor areas up to 1,000sqm/ advertisements/ alterations where no floor space created/ telecommunications/ renewable energy (up to site area 1 Ha/ Listed building consent (where written advice, redesign or site visit needed)	min £312	+10%
Pre-application planning	each additional meeting with written advice if required	£131.00	+10%
Pre-application planning	Advice on Residential 10 to 30 Houses/up to 1.99 Ha or Commercial/non-residential floor space 1,000 to 4,999sqm/site area between 1 to 1.99Ha	£2,533.00	+10%
Pre-application planning	each additional meeting with written advice if required	£1,249.00	+10%
Pre-application planning	Advice on Residential 31 to 149 Houses/site area 2 to 3.99 Ha or Commercial/non-residential floor space 5,000 to 9,999sqm/site area between 2 to 3.99Ha	£4,651.00	+10%
Pre-application planning	each additional meeting with written advice if required	£1,249.00	+10%
Pre-application planning	Advice on Residential greater than 150 Houses/site area over 4 Ha or Commercial/non-residential floor space over 10,000sqm/site area over 4 Ha	POA	+10%
Pre-application planning	s73 applications – advice on amendments to consents	POA	+10%
Pre-application planning	Minerals and landfill – advice	POA	+10%
Pre-application planning	Design panel – review of proposals	POA	+10%
Pre-application planning	Scoping meetings – consider principle of proposal	£687.00	+10%
Pre-application planning	s106 Heads of Terms	£687.00	+10%
Pre-application planning	Negotiations Planning Performance Agreement - Service Director	£125.00	+10%
Pre-application planning	Negotiations Planning Performance Agreement - Head of Development Management	£94.00	+10%
Pre-application planning	Negotiations Planning Performance Agreement - Other Head of Service	£94.00	+10%
Pre-application planning	Negotiations Planning Performance Agreement - Team Manager	£79.00	+10%
Pre-application planning	An advanced consideration discharge planning conditions - Household	min £142	+10%
Pre-application planning	An advanced consideration discharge planning conditions - Minor	min £152	+10%
Pre-application planning	An advanced consideration discharge planning conditions - Small and medium scale Major	min £175	+10%
Pre-application planning	An advanced consideration discharge planning conditions - Large scale Major	POA	+10%

Premium Pre-application service - Planning	Commencement Fee	£1,250.00	+10%
Planning Viability Assessments	Development type - Residential - up to 7 units	£1,301.00	+10%
Planning Viability Assessments	Development type - Residential - 8 to 15 units	£1,895.00	+10%
Planning Viability Assessments	Development type - Residential - 15 to 50 units	£2,936.00	+10%
Planning Viability Assessments	Development type - Residential - 51 to 150 units	£3,789.00	+10%
Planning Viability Assessments	Development type - Residential - 151 to 299 units	£4,872.00	+10%
Planning Viability Assessments	Development type - Residential - 300 to 499 units	£5,944.00	+10%
Planning Viability Assessments	Development type - Residential - over 500 units	£7,313.00	+10%
Planning Viability Assessments	Development type - Commercial - Up to 9,999sqm	£3,789.00	+10%
Planning Viability Assessments	Development type - Commercial - 10,000 to 19,999sqm	£4,872.00	+10%
Planning Viability Assessments	Development type - Commercial - 20,000+sqm	£7,313.00	+10%
Planning Viability Assessments	Day rates	£812.00	+10%
Planning - Other Fees	Historic Environment Record research - per hour	£72.00	+10%
Planning - Other Fees	Urban design advice and design services	£72.00	+10%
Planning - Other Fees	Confirmation that no planning enforcement action will be taken or enforcement notice withdrawn	£127.00	+10%
Planning - Other Fees	Travel plan audit and monitoring fee (varies depending on use class / development size)	£2,865.00 to £3,595.00	+10%
Planning - Other Fees	Replacement Concessionary bus pass	£10.00	+10%
Planning - Other Fees	Flood risk assessments, surface water drainage strategies and highway design advice	£72.00	+10%
Planning - Other Fees	Flood risk assessments, surface water drainage strategies and highway design advice	£72.00	+10%
Planning - Other Fees	Flood defence consent	£250.00	+10%
Planning - Other Fees	Highway agreement fees (increases based on estimated costs of works)	min £2,275 to min £37,455	+10%
Planning - Other Fees	Highways Register - admin charge - letter	£69.00	+10%
Planning - Other Fees	Highways Register - admin charge - letter and a plan	£116.00	+10%
Planning - Other Fees	Highways Register - admin charge - letter, plan and additional information	£162.00	+10%
Planning - Other Fees	Administration, monitoring and management of a Planning Obligation - Planning obligations with triggers -	£890.00	+10%
Planning - Other Fees	Administration, monitoring and management of a Planning Obligation - Planning obligations without triggers	£890.00	+10%
Planning - Other Fees	Developer contribution enquiries – CIL compliance check	£63.00	+10%
Planning - Other Fees	Developer contribution enquiries – site visit	£116.00	+10%
Planning - Other Fees	Planning obligation compliance check – s106	£63.00	+10%
Planning - Other Fees	Planning obligation compliance check – CIL	£116.00	+10%
Planning - Other Fees	Developer contribution history search	£36.00	+10%
Planning - Other Fees	Making a change to a public right of way	£2,004.00	+10%
Planning - Other Fees	Register of landowner statements, highway statement and declarations	£400.00	+10%
Planning - Other Fees	Mapping and graphics	£60.00	+10%
PCC asset charges and hire	Plymouth Guildhall Great Hall/Lounge charges	£117.00	£129.00
PCC asset charges and hire	Plymouth Guildhall Great Hall/Lounge charges	£133.00	£146.00
PCC asset charges and hire	Plymouth Guildhall Lounge Bar only charges	£59.00	£65.00
PCC asset charges and hire	Plymouth Guildhall Lounge Bar only charges	£96.00	£106.00
PCC asset charges and hire	Plymouth Guildhall Drake Room charges	£61.00	£67.00
PCC asset charges and hire	Plymouth Guildhall Drake Room charges	£70.00	£77.00
PCC asset charges and hire	Plymouth Guildhall Astor Room charges	£33.00	£36.00
PCC asset charges and hire	Plymouth Guildhall Astor Room charges	£35.00	£38.50
PCC asset charges and hire	Plymouth Guildhall Astor Room charges	£60.00	£66.00
PCC asset charges and hire	Plymouth Guildhall Charter Room charges	£30.00	£33.00
PCC asset charges and hire	Plymouth Guildhall Charter Room charges	£32.00	£35.00
PCC asset charges and hire	Plymouth Guildhall Charter Room charges	£60.00	£66.00
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony - Great hall	£726.00	£798.00
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony - Great hall	£858.00	£943.00
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony - Charter Room	£237.60	£260.00
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony - Charter Room	£264.00	£288.00
PCC asset charges and hire	Plymouth Guildhall Wedding reception - Great Hall	£1,914.00	£2105.00
PCC asset charges and hire	Plymouth Guildhall Wedding reception - Great Hall	£2,178.00	£2396.00
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony & reception - Great Hall	£2,772.00	£3049.00
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony & reception - Great Hall	£3,432.00	£3775.00
PCC asset charges and hire	Plymouth Guildhall Wedding reception - Drake Hall	£1,320.00	£1453.00
PCC asset charges and hire	Plymouth Guildhall Wedding reception - Drake Hall	£1,650.00	£1815.00
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony in Charter & reception in Lounge	£1,557.60	£1712.00
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony in Charter & reception in Lounge	£1,914.00	£2105.00
PCC asset charges and hire	Plymouth Guildhall Wedding Reception - The Lounge	£1,320.00	£1452.00

PCC asset charges and hire	Plymouth Guildhall Wedding Reception - The Lounge	£1,650.00	£1815.00
PCC asset charges and hire	Harewood house Main All/Servery charges	£21.50	£23.50
PCC asset charges and hire	Harewood house Main All/Servery charges	£27.00	£30.00
PCC asset charges and hire	Harewood House Alf Wright lounge	£13.00	£14.00
PCC asset charges and hire	Harewood House Alf Wright lounge	£16.00	£18.00
PCC asset charges and hire	Harewood House Meeting room 1	£12.00	£13.00
PCC asset charges and hire	Harewood House Meeting room 1	£14.50	£16.00
PCC asset charges and hire	Harewood House Meeting room 2	£9.50	£11.00
PCC asset charges and hire	Harewood House Meeting room 2	£12.00	£13.00
PCC asset charges and hire	Harewood house Private party	£34.50	£38.00
PCC asset charges and hire	Harewood house Private party	£40.00	£44.00
PCC asset charges and hire	Plympton St maurice Guildhall Main Hall/servery	£15.50	£17.00
PCC asset charges and hire	Plympton St maurice Guildhall Main Hall/servery	£18.50	£21.00
PCC asset charges and hire	Plympton St Maurice Guildhall Council chamber	£11.50	£12.50
PCC asset charges and hire	Plympton St Maurice Guildhall Council chamber	£14.50	£16.00
PCC asset charges and hire	Plympton St Maurice Guildhall Private party rates	£31.00	£34.00
PCC asset charges and hire	Plympton St Maurice Guildhall Private party rates	£40.00	£44.00
PCC asset charges and hire	Tothill Community Centre Large Hall	£18.00	£20.00
PCC asset charges and hire	Tothill Community Centre Small Hall	£15.00	£16.50
PCC asset charges and hire	Tothill Community Centre Small Hall	£18.50	£21.00
PCC asset charges and hire	Tothill Community Centre Small Hall	£31.50	£35.00
PCC asset charges and hire	Tothill Community Centre Room 1	£9.50	£11.00
PCC asset charges and hire	Tothill Community Centre Room 1	£12.50	£14.00
PCC asset charges and hire	Tothill Community Centre Room 2	£10.00	£11.00
PCC asset charges and hire	Tothill Community Centre Room 2	£13.00	£14.00
PCC asset charges and hire	Tothill Community Centre Lounge	£10.00	£11.00
PCC asset charges and hire	Tothill Community Centre Lounge	£13.00	£14.00
Street naming/numbering	Street naming	£160.00	£176.00
Street naming/numbering	Street re-naming	£400.00	£440.00
Street naming/numbering	Property numbering – per property	£115.00	£126.00
Street naming/numbering	Property re-numbering – per property	£115.00	£126.00
Street naming/numbering	Copy renumbering certificate – per copy	£55.00	£60.00
PCC asset charges and hire	Public toilets – per visit	£0.20	£0.50
Photocopying and printing - self service	A4 black and white	£0.15	£0.20
Photocopying and printing- self service	A4 colour	£0.60	£0.70
Photocopying and printing- self service	A3 black and white	£0.40	£0.45
Photocopying and printing- self service	A3 colour	£1.20	£1.30
Photographs and other images	JPEG & TIFF file sent by email - non-commercial	£17.00	£18.50
Posted	A4 black and white -, plus postage and packing	£0.15	£0.20
Posted	A4 colour - plus postage and packing	£0.60	£0.70
Posted	A3 black and white -, plus postage and packing	£0.40	£0.45
Posted	A3 colour -, plus postage and packing	£1.20	£1.30
Posted	Postage and Packaging	£2.00	£2.50
Printing from microform	A4 black and white	£0.80	£0.90
Printing from microform	A3 black and white	£1.60	£1.80
Computer access for visitors	30 minutes	£1.75	£2.00
Computer access for visitors	60 minutes	£3.00	£3.30
Computer access for visitors	120 minutes	£5.00	£5.50
Request fees for books, DVDs and CDs	Not in stock or on order item (notification by email)	£4.00	£7.00
Request fees for books, DVDs and CDs	Urgent requests (interlibrary loans) - Plymouth Council Taxpayers	£8.00	£9.00
Request fees for books, DVDs and CDs	Urgent requests (interlibrary loans) - Non-Plymouth Council Taxpayers	£12.50	£26.00
Request fees for books, DVDs and CDs	Journal articles are charged as request fee plus the rate for photocopies	£3.00	£3.50
Research service	Hourly charge (first 15 min free)	£50.00	£55.00
Hire of music sets/playsets (all per month) Plymouth based groups	Vocal scores/Libretti per 10 copies - per month	£2.60	£3.00
Hire of music sets/playsets (all per month) Plymouth based groups	Boxed Vocal/Orchestral sets per box - per month	£3.50	£5.00

Hire of music sets/playsets (all per month) Plymouth based groups	Playsets - Free for 9 weeks then charged for 4 weeks 16/17 change - charge applicable from first day of loan	£2.10	£2.50
Language courses one to two items	£1.15 for up to 1 week then then 50p per day up to max £12	£1.15	£1.50
Non-Plymouth based groups	Vocal scores/Libretti per 10 copies -	£4.00	£5.00
Non-Plymouth based groups	Boxed Vocal/Orchestral sets per box -	£6.00	£7.00
Meeting room hire	Central library - Scott room non-commercial organisation (per hour)	£14.00	£17.50
Meeting room hire	Central library - Scott room non-commercial organisation (per day)	£100.00	£110.00
Meeting room hire	Central library - Scott room commercial organisation (per hour)	£28.00	£35.00
Meeting room hire	Central library - Scott room commercial organisation (per day)	£200.00	£220.00
Meeting room hire	Central library - Scott room (small room A) - non-commercial organisations (per hour)	£12.00	£13.00
Meeting room hire	Central library - Scott room (small room A) - non-commercial organisations (per day)	£85.00	£90.00
Meeting room hire	Central library - Scott room (small room A) - commercial organisations (per hour)	£24.00	£26.00
Meeting room hire	Central library - Scott room (small room A) - commercial organisations (per day)	£170.00	£180.00
Meeting room hire	Central library - Scott room (small B) - non-commercial organisation (per hour)	£10.00	£12.00
Meeting room hire	Central library - Scott room (small B) - non-commercial organisation (per day)	£75.00	£80.00
Meeting room hire	Central library - Scott room (small B) - commercial organisation (per hour)	£20.00	£24.00
Meeting room hire	Central library - Scott room (small B) - commercial organisation (per day)	£150.00	£160.00
Meeting room hire	Crownhill library - non-commercial organisation (per hour)	£11.00	£12.00
Meeting room hire	Crownhill library - non-commercial organisation (per day)	£80.00	£85.00
Meeting room hire	Crownhill library - commercial organisation (per hour)	£22.00	£24.00
Meeting room hire	Crownhill library - commercial organisation (per day)	£160.00	£170.00
Meeting room hire	Devonport library - non-commercial organisation (per hour)	£14.00	£16.00
Meeting room hire	Devonport library - commercial organisation (per hour)	£28.00	£32.00
Meeting room hire	Efford library - non-commercial organisation (per hour)	£11.00	£12.00
Meeting room hire	Efford library - commercial organisation (per hour)	£22.00	£24.00
Meeting room hire	Plymstock library - non-commercial organisation (per hour)	£14.00	£17.50
Meeting room hire	Plymstock library - non-commercial organisation (per day)	£100.00	£110.00
Meeting room hire	Plymstock library - commercial organisation (per hour)	£28.00	£35.00
Meeting room hire	Plymstock library - commercial organisation (per day)	£200.00	£220.00
Meeting room hire	Southway library - large room - non-commercial (per hour)	£14.00	£17.50
Meeting room hire	Southway library - large room - non-commercial (per day)	£100.00	£110.00
Meeting room hire	Southway library - large room - commercial (per hour)	£28.00	£35.00
Meeting room hire	Southway library - large room - commercial (per day)	£200.00	£220.00
Meeting room hire	Southway library - Small A - non-commercial organisation (per hour)	£11.00	£12.00
Meeting room hire	Southway library - Small A - non-commercial organisation (per day)	£80.00	£85.00
Meeting room hire	Southway library - Small A - commercial organisation (per hour)	£22.00	£24.00
Meeting room hire	Southway library - Small A - commercial organisation (per day)	£160.00	£170.00
Meeting room hire	Southway library - Small B - non-commercial organisation (per hour)	£10.00	£11.00
Meeting room hire	Southway library - Small B - non-commercial organisation (per day)	£75.00	£80.00
Meeting room hire	Southway library - Small B - commercial organisation (per hour)	£20.00	£24.00
Meeting room hire	Southway library - Small B - commercial organisation (per day)	£150.00	£170.00
Meeting room hire	St Budeaux library - Large room - non-commercial organisation (per hour)	£14.00	£17.50
Meeting room hire	St Budeaux library - Large room - non-commercial organisation (per day)	£100.00	£110.00
Meeting room hire	St Budeaux library - Large room - commercial organisation (per hour)	£28.00	£35.00
Meeting room hire	St Budeaux library - Large room - commercial organisation (per day)	£200.00	£220.00
Meeting room hire	St Budeaux library - Small room - non-commercial organisation (per hour)	£8.00	£10.00
Meeting room hire	St Budeaux library - Small room - non-commercial organisation (per day)	£50.00	£60.00
Meeting room hire	St Budeaux library - Small room - commercial organisation (per hour)	£16.00	£20.00
Meeting room hire	St Budeaux library - Small room - commercial organisation (per day)	£100.00	£120.00
Approved premises licensing (Charge from April 2015)	New licence application	£1,900.00	£2,000.00
Approved premises licensing (Charge from April 2015)	Licence renewal	£1,230.00	£1,500.00
Ceremony administration	Booking fee	£45.00	£45.00
Ceremony administration	Booking amendment fee	£35.00	£55.00
Celebratory ceremony approved premises	Mon - Thurs office hours	£430.00	£500.00
Celebratory ceremony approved premises	Mon - Thurs after 5pm	£495.00	£650.00
Celebratory ceremony approved premises	Friday and Saturday office hours	£480.00	£600.00
Celebratory ceremony approved premises	Friday and Saturday after 5pm	£545.00	£750.00
Celebratory ceremony approved premises	Sunday	£570.00	£570.00

Celebratory ceremony approved premises	Bank Holidays	£840.00	£840.00
Baby Naming ceremony Council House	30 Minutes - Friday & Saturday	£415.00	£460.00
Citizenship ceremonies (Charge from April 2022)	Private individual or family group ceremonies - Monday to Friday (work hours)	£155.00	£180.00
Attendance at approved premises for marriage and civil partnership	Monday to Thursday (office hours)	£590.00	£650.00
Attendance at approved premises for marriage and civil partnership	Monday to Thursday (after 5pm)	£730.00	£800.00
Attendance at approved premises for marriage and civil partnership	Friday and Saturday (office hours)	£645.00	£750.00
Attendance at approved premises for marriage and civil partnership	Friday and Saturday (after 5pm)	£780.00	£900.00
Attendance at approved premises for marriage and civil partnership	Sunday (office hours)	£810.00	£810.00
Attendance at approved premises for marriage and civil partnership	Bank Holidays (office hours)	£1,340.00	£1,340.00
Reception Room, Council House for marriage and civil partnerships	30 Minutes - Friday & Saturday	£385.00	£425.00
Register Office for marriage and civil partnerships	Raleigh Room - couple, 2 witnesses, 2 guests	£170.00	£180.00
Kennelling of stray dogs	Stray dogs - kennelling per day - Day1	£114.00	£125.40
Kennelling of stray dogs	Stray dogs - kennelling per day - Day2	£146.00	£160.60
Kennelling of stray dogs	Stray dogs - kennelling per day - Day3	£228.00	£250.80
Kennelling of stray dogs	Stray dogs - kennelling per day - Day4	£241.00	£265.10
Kennelling of stray dogs	Stray dogs - kennelling per day - Day5	£253.00	£278.30
Kennelling of stray dogs	Stray dogs - kennelling per day - Day6	£267.00	£293.70
Kennelling of stray dogs	Stray dogs - kennelling per day - Day7	£279.00	£306.90
Water samples	Water sample - first sample	£125.00	£137.50
Water samples	First sample with ship sanitation certificate	£85.00	£93.50
Water samples	Additional samples - bacteriological	£39.00	£42.90
Water samples	Additional samples - legionella	£39.00	£42.90
Export certificates	Fishery product health certificates	£84.00	£92.50
Export certificates	Fishery product support attestations	£84.00	£92.50
Export certificates	Other food safety premises endorsements/certificate of origin	£45.00	£49.50
Catch certificates (illegal fishing)	number if certificates 1-5 high risk charge	£45.00	£49.50
Catch certificates (illegal fishing)	number if certificates 6-10 high risk charge	£69.00	£76.00
Catch certificates (illegal fishing)	number if certificates 11-20 high risk charge	£82.00	£90.00
Catch certificates (illegal fishing)	number if certificates 21+ high risk charge	£93.00	£102.00
other charges	Formal verification/movement control notice	£93.00	£102.00
other charges	Late notice fee	£61.00	£67.00
other charges	Non-compliance fee	£111.00	£122.00
other charges	Supervising destruction/re-export fee	£111.00	£122.00
Licensing	Sex establishment licence annual/renewal fees inc monitoring/enforcement fee	£3,076.00	£3,382.00
Licensing	Sex establishment licence application fees inc monitoring/enforcement fee	£4,145.00	£4387.00
Licensing	Sex establishment licence transfer fees	£879.00	£920.00
Licensing	Sex establishment licence variation fees	£879.00	£920.00
Licensing	Dangerous wild animals - new application (varies on number of animals)	£407.00	£526.40
Licensing	Dangerous wild animals - renewal (varies on number of animals)	£378.00	£415.80
Licensing	Breeding of dogs (varies on number of bitches and years)	£414.00	£478.50
Licensing	Home boarding for dogs (varies on numbers of dogs and years)	£414.00	£455.40
Licensing	Selling animals as pets – varies depending on number of classes sold and number of years of licence	£414.00	£458.15
Licensing	Day care / kennels for dogs (varies on number of dogs and years)	£414.00	£455.40
Licensing	Boarding for cats (varies on number of cats and years)	£414.00	£455.40
Licensing	Keeping or training animals for exhibition – varies depending on number of animals and number of years of licence	£414.00	£638.70
Licensing	Hiring out horses new application (varies on number of horses & years)	£414.00	£478.50
Licensing	advice visit/rescore visit	£244.00	£268.00
Licensing	Zoo (5 year licence)	£1,406.00	£1546.00
Licensing	Admin fee	£25.00	£27.50
Licensing	Scrap metal - site licence	£569.00	£625.90
Licensing	Scrap metal - mobile collector licence	£372.00	£409.20
Licensing	Scrap metal - licence - renewal	£324.00	£356.00
Licensing	Scrap metal - mobile collector licence - renewal	£202.00	£222.00
Licensing	Scrap metal Change of details	£39.00	£43.00

Licensing	Scrap metal Change of site manager	£53.00	£58.50
Licensing	Scrap metal Variation to site licence	£170.00	£187.00
Licensing	Scrap metal Variation to collector	£80.00	£88.00
Licensing	Beauty & Body Art personal licence	£155.00	£170.50
Licensing	Beauty & Body Art (premises)	£280.00	£308.00
Licensing	Beauty & Body Art (dual) (1 person)	£280.00	£308.00
	Beauty & Body Art (dual) - extra charge for each person	£57.00	£62.50
Licensing	Beauty & Body Art duplicate/replacement licence	£12.00	£13.00
Licensing	Beauty & Body Art admin charge (change of business name)	£26.00	£28.50
Licensing	Film Classification	£110.00	£121.00
Training Services	SFBB Pack	£26.00	£29.00
Training Services	SFBB Pack- 12 month diary re-fills	£12.00	£13.50
Food Safety	Level 1	£16.20	£18.00
Food Safety	Level 2	£16.20	£18.00
Food Safety	level 3	£106.80	£118.00
Personal Licensing	Personal License holder level 2 and exam	£106.80	£118.00
Business Advice	One hour business advice on site	£144.00	£150.00
Business Advice	One hour business advice at PCC office	£144.00	£150.00
Business Advice	Two hour business advice on site	£198.00	£210.00
Licensing Business advice	Application assistance and send - TEN (Temporary Event Notice)	£15.00	N/A
Licensing Business advice	Application assistance and send - Vary DPS	£19.00	£21.00
Licensing Business advice	Application assistance and send - Transfer	£19.00	£21.00
Licensing Business advice	Application assistance and send - Minor Variation	£29.00	£32.00
Licensing Business advice	Application assistance and send - Grant, Variation, Prov. statement	£38.00	£42.00
Licensing Business advice	Application assistance and send - Transfer and Vary DPS	£29.00	£32.00
Pest Control	Rats	£95.00	£105.00
Pest Control	Mice	£95.00	£105.00
Pest Control	Squirrels	£150.00	£165.00
Pest Control	Wasps	£92.00	£101.00
Pest Control	Fleas, 3 bed and under (single family dwelling)	£110.00	£121.00
Pest Control	Fleas, 4 bed or more (normal domestic house)	£128.00	£141.00
Highways licences and permits	Commercial vehicle crossing	£318.00	£330
Highways licences and permits	Domestic vehicle crossing - inspection fee (non-refundable)	£80.00	£90
Highways licences and permits	Domestic vehicle crossing - processing/approval fee (non-refundable)	£100.00	£110
Highways licences and permits	Section 171 - excavation and/or deposit building materials and or execute miscellaneous work on public highway (permit)	£120.00	£132
Highways licences and permits	Section 171 - excavation and/or deposit building materials and or execute miscellaneous work on public highway (permit - less than 3 working days' notice)	£240.00	£264
Highways licences and permits	Section 171 - Vxo permit	£185.00	£200
Highways licences and permits	Section 171 - non excavation	£120.00	£130
Highways licences and permits	Section 50 Streetworks - New apparatus (licence)	£405.00	£445
Highways licences and permits	Section 50 Streetworks - New apparatus - work undertaken without a licence	£810.00	£890
Highways licences and permits	Section 50 Streetworks - New apparatus (licence processed earlier than 7 working days)	£465.00	£511.50
Highways licences and permits	Section 50 Streetworks - New apparatus (licence extension)	£465.00	£511.50
Highways licences and permits	Section 50 - Licence for existing apparatus	£225.00	£260
Highways licences and permits	Section 50 Streetworks - Existing apparatus licence (processed earlier than 7 working days)	£315.00	£346.50
Highways licences and permits	Section 50 Streetworks - Existing apparatus - work undertaken without a licence	£510.00	£520
Highways licences and permits	Emergency road closures - up to 5 days	£450.00	£495
Highways licences and permits	Temporary Traffic Regulation Orders - up to 28 days (less than 3 months' notice provided)	£1,078.00	£1186
Highways licences and permits	Temporary Traffic Regulation Orders - up to 28 days (3 months' notice provided)	£1,278.00	£1405
Highways licences and permits	Temporary Traffic Regulation Orders - up to 6 months max, footway (3 months' notice provided)	£2,500.00	£1186
Highways licences and permits	Temporary Traffic Regulation Orders - up to 6 months max, footway (less than 3 months' notice provided)	£2,700.00	£1405
Highways licences and permits	Temporary Traffic Regulation Orders - up to 18 months max, carriageway (3 months' notice provided)	£2,500.00	£2750
Highways licences and permits	Temporary Traffic Regulation Orders - up to 18 months max, carriageway (less 3 months' notice provided)	£2,700.00	£2970
Highways licences and permits	Banners on the highway (each banner for 28 days)	£46.00	£50
Highways licences and permits	Category 1 and 2 events on the Highway	£526.00	£578
Highways licences and permits	Category 3 events on the Highway	£0.00	N/A
Highways licences and permits	White bar markings	£180.00	£198
Highways licences and permits	Brown tourism signs application (max 3 signs along one route)	£169.74	+10%
Highways licences and permits	Brown tourism signs application (more than 3 signs along more than one route)	POA	POA

Highways licences and permits	Brown tourism signs - cost to make and install signs	POA	POA
Highways licences and permits	Copy renumbering certificate - per copy	£55.00	+10%
Highways licences and permits	HMPE - extinguishments	POA	POA
Highways licences and permits	Scaffolding on the highway	£82.00	£90
Highways licences and permits	Skip on the highway	£65.00	£71
Highways licences and permits	Hoarding on the highway	£82.00	£90
Highways licences and permits	Crane licence	£240.00	£264
Green Gifts	Memorial bench - Installation - £1284 & Initial five year maintenance £514	£1,798.00	+10%
Green Gifts	Memorial bench - Subsequent five year maintenance	£514.00	+10%
Green Gifts	Memorial bench - Plaque only - £128 & five year maintenance £514	£642.00	+10%
Bulky Waste Collection	Up to 4 large items	£25.00	+10%
Bulky Waste Collection	Additional items (per item)	£40.00	+10%
Elliott Terrace weddings	Ceremony - 2 hour - weekday	£550.00	+10%
Elliott Terrace weddings	Ceremony - 2 hours - weekend	£650.00	+10%
Elliott Terrace weddings	Ceremony - 4 hours - weekday	£1,100.00	+10%
Elliott Terrace weddings	Ceremony - 4 hours - weekend	£1,200.00	+10%
Elliott Terrace weddings	Ceremony - 8 hours - weekday	£1,800.00	+10%
Elliott Terrace weddings	Ceremony - 8 hours - weekend	£1,995.00	+10%
Elliott Terrace Tour	Guided tour (per person - min 10 max 15)	£7.50	+10%
Elliott Terrace Tour	Guided tour with cream tea (per person - min 10 max 15)	£10.00	+10%

**TABLE 3 (b)**

The HMO Fee increases, as below, will take effect from 1 January 2023:

Category	Fee or charge	Current fee	New fee
HMO licensing	Initial Application (full fee)	£900	£950
HMO licensing	Initial Application (discounted fee for holding accreditation)	£650 - £800	£850
HMO Licensing	Renewal Application (full fee)	£850	£900
HMO Licensing	Renewal Application(discounted fee for holding accreditation)	£600 - £6750	£800

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# Cabinet



Date of meeting: 10 November 2022  
Title of Report: **Parking Modernisation and Environment Paper**  
Lead Member: Councillor Mark Shayer (Deputy Leader)  
Lead Strategic Director: Anthony Payne (Strategic Director for Place)  
Author: Mike Artherton  
Contact Email: Mike.artherton@plymouth.gov.uk  
Your Reference: PMAEP101122  
Key Decision: Yes  
Confidentiality: Part I - Official

## Purpose of Report

To present the outcome of the statutory consultation on the Parking Modernisation and Environment Plan and make recommendations on the proposals to be implemented having considered the representations received during the consultation period. Additionally, to make any further recommendations as a result of considering the representations received during the consultation period.

## Recommendations and Reasons

1. To note the consultation responses within appendix 1 (summary) and appendix 2;

**Reason:** The product of consultation must be considered by the decision maker.

2. Having considered all representations received through the statutory consultation, that Cabinet approve the implementation of the following changes with effect from 1<sup>st</sup> December 2022:

- 2.1. To increase on-street parking fees from £1.50 per hour to £2 per hour, expand the payment options for parking to include credit, debit cards, contactless, android pay and Apple pay, alongside the existing Ringo (*payment by phone call, phone app or website*) and remove cash as a payment option;

**Reason:** To bring fees more in line with other cities, make payments easier and support the use of public transport.

- 2.2. To introduce a 24 hour on-street tariff of £15 for a 24 hour stay;

**Reason:** To support visitors and the hospitality sector by creating more long stay parking solutions in the vicinity.

- 2.3. To revise the charging periods to 9am to 9pm (daytime) and 9pm to 9am (evening);

**Reason:** To support visitors through enabling an additional hour's stay in the morning.

- 2.4. To remove maximum stay restrictions in the following locations: Armada Way, Basket Ope, Batter Street, Buckwell Street, Catherine Street, Derry's Cross, Gibbon Lane, Gibbon Street, How Street, Lockyer Street (Lower), Looe Street, Notte Street, Palace Street (East), Princess Street, St Andrew's Street, Tavistock Place, The Barbican, The Parade, Whimble Street, Hoe Road, and Madeira Road;

**Reason:** To support visitors and the hospitality sector by removing maximum stay restrictions, enabling longer stays.

- 2.5. To simplify the off-street car parking tariffs in accordance with the off-street charges schedule (**Appendix 5**) for the following sites: , Derry's Cross, Elphinstone, Exchange Street, Guildhall, Mayflower House Court, Mayflower East, North Hill, Regent Street, St Andrews, Theatre Royal, Bretonside B and C, Civic Centre, Colin Campbell Court, Cornwall Street, Cornwall Street East and West, Courtney Street, Marks and Spencer's, Mayflower Street and Western Approach car parks;

**Reason:** To make tariffs easier to understand and to encourage longer stays.

- 2.6. To stop issuing 'Annual Visitor Tickets' and replace with 'Resident Permits' and 'Resident Visitor Tickets' across the city for parking guests of residents in areas where residents parking permits are required;

**Reason:** To ensure a fair and consistent approach to residents permit parking, as currently two different schemes operate across the city.

- 2.7. To increase the fee for a Residents Permit from £30 to £41.

**Reason:** To fully recoup the costs of administering, operating and maintaining residents permits schemes which have not been increased since 2007/2008.

- 2.8. To increase the 'Long Stay Business Permits' from £300 to £400 and 'Short Stay Business Permits' from £150 to £200;

**Reason:** To encourage modal shift and the use of more sustainable transport.

- 2.9. To introduce a new 'Short Stay NHS and Heath Care permit' at a cost £100 and a 'Long Stay NHS and Health Care Permit' at £150;

**Reason:** To support the delivery of critical health care through offering discounted parking to the sector.

- 2.10. To introduce parking terminals within all district car parks and the requirement for motorists to use the terminals to activate a free parking session;

**Reason:** To reduce overstay in car parks to support shoppers and businesses by ensuring that parking spaces are more readily available.

- 2.11. To reduce free parking from 3 to 2 hours at Mutley Barracks and Napier Street car parks;

**Reason:** To support businesses within Mutley by discouraging the use of car parks by motorists visiting other locations than the businesses and facilities on Mutley Plain.

- 2.12. To increase the annual fee of the 'Accessibility Permit' from £40 to £60 and expanding the sites at which it can be used to include to the Theatre Royal, Regent Street, Mayflower East and Western Approach;

**Reason:** To support blue badge holders and increase accessibility by increasing the spaces available.

- 2.13. To introduce a fee of £150 for the marking of a 'Disabled Driver Parking Space' for residents;

**Reason:** The service is subsidised and cannot be maintained by the Council as free. This ensures that the Council is able to maintain support for persons with impairments in accessing their homes by ensuring the services are funded through cost recover, the alternative would be to cease the service.

- 2.14. To increase the charge for concessionary rate parking for guests of guest houses and hoteliers from £5 to £7;

**Reasons:** To ensure that the Council can continue to make the concessionary rate available and support the hospitality sector by ensuring a high proportion of cost recovery in light of the Council's financial position.

3. From 1<sup>st</sup> April 2022:

- 3.1. To provide customers with greater choice of how to pay for parking, through expanding payment options to include credit and debit cards, contactless cards, Apple Pay, Google Pay and RingGo (phone call, smart phone app and web);

**Reason:** To contribute towards reducing the Council's carbon footprint as set out in the briefing.

- 3.2. To remove cash payments from on-street parking;

**Reason:** To contribute towards reducing the Council's carbon footprint as set out in the briefing.

### **Alternative options considered and rejected**

Not to implement these proposals is rejected as the Council would fail to:

1. Implement change to improve customer experience, the customer journey and access to services;
2. Demonstrate our values as a Responsible Council in responding to the climate emergency and financial challenges;
3. Support the Councils £9.8 million investment in mobility hubs as part of a wider £58.8 million 'Transforming Cities' investment to encourage modal shift and a step change in our sustainable transport offer;

4. Respond to the Council's potential £15 million shortfall in the in-year 2022/23 budget and the substantial shortfall in resources required to set a balanced budget for 2023/24, currently projected at £37.6m.

To refocus increases in a different way to those set out in the report, in order to achieve the same income but on a different basis to that set out in the report. This recommendation has been rejected on the basis that:

1. The current proposals were considered the best approach to realising benefits for the Council and residents without significant increases imposed on any one aspect of parking charges;
2. The recommendations proposed have been arrived at and consulted upon, depending on the amendments, it would require further consultation;
3. Further consultation requirements and engagement on any alternative proposals would delay the realisation of cost recovery and savings as set out in the report;
4. Further consultation requirements and engagement on any alternative proposals would delay the realisation of the benefits they seek to achieve.

### **Relevance to the Corporate Plan and/or the Plymouth Plan**

These proposals support our Corporate Plan, specifically:

- Support a green, sustainable city that cares about the environment
- Create a vibrant economy, developing quality jobs and skills
- Create a varied, efficient, sustainable transport network
- Create a friendly welcoming city

### **Implications for the Medium Term Financial Plan and Resource Implications:**

There are costs of £30k associated with the proposals as set out within the report, including public noticing, signing and updating of parking systems.

The proposals set out within this report are expected to have a favourable net impact of £306k in 2022/23, based on implementation of 1<sup>st</sup> December (with exception of migration to cashless in April 2023) and a full year net benefit of £934k in 2023/24.

This net income is required to offset existing pressures within Highway and Parking budgets on-going.

### **Financial Risks**

Income streams generated from these proposals exceed any financial risks of implementing them.

### **Carbon Footprint (Environmental) Implications:**

The proposals to be subject to statutory consultation support the Council's commitment to be carbon neutral by 2030, setting out a range of proposals aimed at reducing our carbon footprint and encouraging modal shift and a step change in our sustainable transport offer. Whilst it is difficult to accurately model all of the proposals, migrating from cash to alternative payment methods for parking will reduce our carbon footprint by 8000kg CO<sub>2</sub> per year.

**Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:**

*\* When considering these proposals members have a responsibility to ensure they give 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.*

There are no other implications associated with the recommendations as set out within the Parking Modernisation and Environment Plan.

**Appendices**

*\*Add rows as required to box below*

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>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.</i>						
		1	2	3	4	5	6	7
1	Summary of Consultation Responses							
2	Consultation Responses (Full)							
3	Equality Impact Assessment							
4	On Street Charges Structure							
5	Off Street Charges Structure							

**Background papers:**

*\*Add rows as required to box below*

*Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.*

Title of any background paper(s)	Exemption Paragraph Number (if applicable) <i>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.</i>						
	1	2	3	4	5	6	7

**Sign off:**

Fin	pl.22. 23.25 7	Leg	EJ/38 851/2 .11.22 /(1)	Mon Off	EJ/38 851/2 .11.22 /(1)	HR		Assets		Strat Proc	
Originating Senior Leadership Team member: Anthony Payne (Strategic Director for Place)											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 02/11/2022											
Cabinet Member approval: Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy)											
Date approved: 24/10/2022											

# PARKING MODERNISATION & ENVIRONMENT PLAN

## Briefing Report



### I. EXECUTIVE SUMMARY

I.1. On 7th July 2022 Cabinet approved for consultation on the Parking Modernisation and Environmental Plan containing a wide range of proposals set out to:

- Improve customer experience, the customer journey and access to services;
- Demonstrate our values as a Responsible Council in responding to the climate emergency.
- Support the Councils £9.8M investment in mobility hubs as part of a wider £58.8M Transforming Cities investment to encourage modal shift and a step change in our sustainable transport offer.
- Support the wider strategy for economic recovery and the city's recovery from COVID-19;
- Respond to the Councils potential £15m shortfall in our in-year 2022/23 budget and the substantial shortfall in resources needed to set a balanced budget for 2023/4, currently projected at £37.6m

I.2. This report summarises the outcome of the consultation (with detailed information found in appendix 1 and 2) and, in considering representations received during the consultation, recommendations for implementing proposals within the Parking Modernisation and Environmental Plan.

I.3. The Parking Modernisation and Environment Plan supports the Councils values, specifically: -

- **Democratic** – Plymouth is a place where people can have their say about what is important to them and where they are empowered to make change happen;
- **Responsible** – We are responsible for our actions; we are accountable for their impact on others and the environment and expect others to do the same;
- **Fair** – We will be honest and open in how we act. We will treat everyone with respect, champion fairness and create opportunities;
- **Collaborative** – We will provide strong community leadership, working with residents, communities, and businesses to deliver our common ambition.

I.4. The Parking Modernisation and Environment Plan supports the Councils values, specifically:

- Support a green, sustainable city that cares about the environment;
- Create a vibrant economy, developing quality jobs and skills;
- Create a varied, efficient, sustainable transport network;
- Create a friendly welcoming city.

## 2. BACKGROUND

- 2.1. On the 07 July 2022 Cabinet considered a report which included benchmarking of current service fees and charge alongside a range of proposals ([\*Parking Modernisation and Environment Plan Proposals\*](#)). Cabinet approved the undertaking of statutory Road Traffic Act (2001) consultation on these proposals. This required proposals to be advertised, for a period of 21 days, via public notices in the local media and displayed locally where any changes were proposed to traffic orders. The statutory consultation commenced on Friday 19 August 2022 and concluded Saturday 10 September 2022, the notices provided details of where people could send any representations to any of the proposals.
- 2.2. Beyond the statutory requirements the Council also contacted a number of stakeholders, organisations and representative groups directly, raising awareness and understanding of the proposals. These included:

- Plymouth Area Disability Network
- Plymouth Hospitality Association
- Plymouth City Centre Company
- Plymouth Waterfront Partnership
- Access Plymouth
- Age UK (Plymouth)
- Alzheimer's Society (Plymouth)
- Devon and Cornwall Police
- Devon and Somerset Fire and Rescue Service
- Harbour Drug & Alcohol Services
- Livewell Southwest
- Parkinson's UK (Plymouth)
- Plymouth Community Healthcare
- Plymouth Councillors
- Plymouth Dementia Action Alliance
- Plymouth Hospital NHS Trust
- South West Ambulance Service NHS
- Stroke Association (Plymouth)

## 3. CONSULTATION

- 3.1. 294 responses were received during the consultation period, equating to 0.0012% of Plymouth's population, 7 responses were received outside of the statutory consultation period.
- 3.2. Representations often contained a number of, or a combination of, objections, expressions of support, suggestions and/or general comments. Representations which were not objecting, expressing support or making a suggestion were recorded as comments. Each objection, expression of support, suggestion and/or comment was assigned to the specific proposal/s which they related (**Appendix 1**).
- 3.3. The 294 responses contained 118 references of support, 415 objections, 40 suggestions and 90 comments in relation to proposals within the Parking Modernisation and Environment Plan. A number of the responses related to similar points and these have been collated together. A summary of objections to any of the proposals is set out within figure 1 (*the full text of each response is shown at **Appendix 2***).



Figure I – Summary of responses to representations objecting to any aspects of the proposals

Headline	Officer Response
<p><i>Objecting to these proposals as they don't help the environment.</i></p>	<p>The primary principle of these proposals is about tackling our climate emergency and supports the Councils £9.8M investment in mobility hubs as part of a wider £58.8M Transforming Cities investment to encourage modal shift and a step change in our sustainable transport offer.</p> <p>These proposals intend to improve air quality through encouraging the use of public transport, walking and cycling. They also aim to provide incentives for reducing the use of private vehicles, which will secure safer movement of pedestrian traffic on the highway and reducing the public health risks posed to them by air pollution.</p> <p>The objective of any charging structure is to encourage private vehicle users, where appropriate, to choose sustainable modes of transport (cycling, walking, Park and Ride or public transport), rather than driving into the city or districts to park.</p> <p>The removal of cash payments removes the requirement for cash to be collected, counted and transferred to banking facilities. Based on current activities, this alone will reduce our carbon footprint by 8000kg per annum.</p> <p>The Council has also expanding the roll out of 'ticketless' parking, removing the requirement for motorists to display tickets (and risk of fines for not displaying correctly) and reducing the use of paper.</p>
<p><i>Objecting to price increases on economic grounds and the cost of living increase</i></p>	<p>We understand that no one welcomes increases in the charges for goods and services, even more so during a period where we understand there are additional pressures around the cost of living. Whilst understanding of this, parking costs represent a very small percentage of the annual costs of running a motor vehicle, where we also have to consider encouraging the use of more sustainable options, such as cycling, walking, Park and Ride or public transport.</p> <p>Parking fees have not increased in Plymouth since 2017, whereas other Councils have increased fees over this time; benchmarking has shown Plymouth to be one of the cheapest cities to park in the Country. Whilst not increasing our parking fees or charges we have not been immune to increased costs and inflation.</p>
<p><i>Objecting to price increases on grounds that public transport is too expensive, unreliable and/or unavailable</i></p>	<p>Plymouth City Council currently supports thirteen bus services that operate within the city, these services are operated by Plymouth Citybus, Stagecoach Southwest and Oakleys Coaches. The rest and therefore the vast majority of the services that operate within the City are entirely commercial. These services receive no funding by Plymouth</p>

	<p>City Council and as a result of this we have no influence over timetables, routes or fare prices.</p> <p>In regards to the services which we do support we have a set timetable which we expect the operators to follow and in regards to fares these should be charged in line with other operators services operating along a similar corridor.</p>
<p><i>Objecting to removing cash as a payment option on the grounds it discriminates e.g. the elderly and disabled who may not have a debit or credit card or smart phone.</i></p>	<p>Plymouth City Council has long offered and encourage cashless payments for many of its services and has consequently seen the number of cash payments steadily decline. Since 5 June 2020, parking machines in our car parks have no longer took cash, with customers required to pay by credit and debit card or pay by RingGo, via the app, website or by phone (call or text).</p> <p>The Council does agree that removal of cash payment would be discriminatory. The removal of cash does not exclude anyone from accessing our services on the basis of a protected characteristic, though we accept that it will impact upon customer choice with the removal of cash payment options. There is nothing to prohibit the movement to purely cashless payment options. A full Equalities Impact Assessment (EIA) <b>Appendix 3</b> has been carried out on the intention to remove payment by cash. The EIA considers potential impact on certain sections of the community such as the elderly and disabled; and where applicable details mitigation against the potential impact.</p> <p>The opposition to going completely cashless in our off-street parking facilities was minimal and the adaptation to cashless was achieved over night through a successful strategic communication plan making sure users understood the change and the mitigations available. There is therefore no significant reason to suggest that similar acceptance would not occur if introduced on-street.</p> <p>In August 2022 payments made by cash accounted for only 17% of all car parking transactions, 26% paid at a machine with a credit or debit card and 56% by RingGo, demonstrating growing acceptance from the public of cashless payment options.</p> <p>Disabled badge holders will continue to be able to park for free at pay and display parking places on-street.</p> <p>It should be remembered that payments can be made via text or phone call. A smartphone is not required.</p> <p>Parking machines will still be available for credit or debit card payments under the proposals and most car owners pay insurance and tax through bank accounts.</p> <p>Those wishing to still pay by cash may consider a prepaid card to pay for parking. A prepaid card is essentially a pay-as-you-go debit card. You load cash onto the card, which can then be used in most places where cards are accepted.</p>

	The proposal to remove cash payments will not affect car parking provision in the City run by other operators.
<i>Objecting to removing cash as alternatives are more expensive.</i>	There is currently an alternative to cash payments, that will continue to be available in the future, which is RingGo. RingGo has been available for over 10 years allowing motorists to pay for their parking via an app, website or by phone (call or text). There is no charge for registering and no charge for using the system unless a customer specifically requests an additional service. If you use the system to simply pay for your parking, the fee you pay is the same as if you had paid cash at the machine. This is also the same for payments made at our current machines that accept cards.
<i>Objection to the increase of residents parking permits on the grounds that it's not in line with inflation.</i>	<p>The charge for resident permits is, and should be, based on the costs of administering, delivering and maintaining the scheme, with fees set at a level which makes the permit scheme self-financing i.e. cost neutral.</p> <p>Resident permit fees have not changed since 2007/08 and over this period the costs of installation, maintenance, enforcement and reviews of schemes have significantly increased.</p> <p>The increase from £30 to £41 represents CPI increase dated back to when the permit fee was last increased, 15 years ago.</p> <p>There is no requirement on the Council to run resident parking schemes. Failing to keep the fees for a scheme in line with the cost results in the Council subsidising the parking of those residents who have elected to have a parking scheme, to the detriment of the wider budget. Given the current financial position and rising costs, the Council cannot continue to subsidise the schemes</p>
<i>Objection to the increase to residents parking permits on the grounds of lack of enforcement.</i>	<p>The role of civil parking enforcement is about supporting the Council's management of the highway, specifically keeping traffic moving and road safety as a priority.</p> <p>Civil parking enforcement is provided from the Council's Parking Services, and resources are deployed as effectively as possible, whilst considering the safety of staff. The service is continually reviewed to ensure resources are suitable and sufficient.</p> <p>Requests for enforcement can be made online at <a href="https://new.plymouth.gov.uk/report-parking-issue">https://new.plymouth.gov.uk/report-parking-issue</a>. The information received is used to help ensure our patrols are covering the areas with the greatest need for parking enforcement.</p>
<i>Objection to the increase to residents parking permits on the grounds of being unable to park.</i>	The process to implement a residents parking scheme has followed the legal consultation process required. Scheme are only implemented where the majority of residents are in favour.

	<p>Resident permit schemes are intended to help residents find somewhere to park during the days and times that the scheme is in operation. During those times only vehicles displaying a valid permit are allowed to park. This makes it more likely that permit holders will be able to find somewhere to park, although it cannot guarantee a parking space.</p> <p>Whilst nobody has the right to park on the highway outside their own home, we understand the inability to do so can be frustrating.</p> <p>Unfortunately a residents parking scheme will not solve parking problems caused by too many residents' vehicles and may likely cause further frustration for residents.</p>
<i>Objection to the proposals as the impact businesses and will reduce footfall</i>	<p>The Parking Modernisation and Environmental Plan recognises the importance of short stay parking capacity to support the economic viability of the city centre, districts and the tourism market.</p> <p>Through this consultation process we ensured we engaged with key stakeholders such as Plymouth City Centre Company and Plymouth Waterfront Partnership.</p>
<i>Opposed to introducing parking charges in Plympton District Car Parks</i>	<p>We are not introducing new charges at district car parks. To support shops and local businesses we are proposing to keep the concessionary free period of parking but introduce additional parking controls to ensure motorists do not overstay the given free parking periods, making it difficult for other shoppers to park to access local shops and businesses.</p> <p>Motorists would be required to enter their registration for a free session at a parking machine, as effectively operated in several other locations in the city such as in Crownhill and Mutley. This approach has the dual benefit of encouraging a faster turnover of spaces while increasing the total number of visitors to the area, which is good news for local businesses.</p>
<i>Opposed to introducing a maximum stay period in Plympton District Car Parks</i>	<p>We are not changing the maximum stay at district car parks, there are already maximum stay resections in place within Alexandra Road, The Broadway, Church Street, Deans Cross, Devils Point, Haye Road South, Marlborough Street, Morrice Street, Mudge Way North, Ridgeway and West Park. Likewise car parks that provide sections of free all day parking are to remain.</p>
<i>Objecting to the removal of Annual Visitor Permits on the grounds that Cross Park area of Crownhill is a small,</i>	<p>The basis of introducing permit controls is consistent across all residential schemes across the city, that being to seek to improve parking for local residents by deterring non-residential vehicle use. For an area to have a permit scheme</p>

<i>residential area, far from the City Centre and therefore does not compare with the other areas.</i>	there would have to have been an issue with parking in the areas for permit controls to be introduced, otherwise a permit scheme would not be required.
<i>Objecting to the removal of Annual Visitor Permits on the grounds of road safety if there are no visitor tickets available.</i>	The current permit schemes operating across the city, with exception to some areas of Plympton, Plymstock and Crownhill, provide residents access to permits which enable their visitor parking. The Council has not had any complaints or representations from any of these areas citing the inability to accommodate guest parking.
<i>Objecting to the removal of Annual Visitor Permits on the grounds that it's purely for financial reasons and will cause a substantial, additional financial burden on most residents.</i>	<p>The primary driver for these proposed changes, is to ensure consistency to residents parking schemes across the city and a fair approach to the 1000's of residents that use residential and guest parking permits. This is not just about the price of permits, but it is about the service that people can access, such as how permits work and entitlement; to move to a fair and consistent system city wide. Annual visitor permits represented only 4% of the type of resident visitor parking permits purchased in 21/22.</p> <p>The cost of permits should be set at a level which seeks to meet the core costs of administering and operating residential permit schemes. The reality is that the current fees, which have remained unchanged since 2007/08, do not meet the costs to the Council of administering and operating the schemes, including the roads and streets of our residents permit schemes. Over time we have reduced costs, such as moving to digital permits and online applications, however the reality is some costs, such as maintaining the streets and residents bays, has increased significantly. The proposed fees, which are in line with inflationary increases since 2007/08, alongside ensuring a consistent approach to residents parking, is not expected to meet the full cost associated with residents parking schemes; however, it is expected to reduce the subsidy of such services.</p> <p>The proposal to remove Annual Visitor Permits and extend the Zones eligible for Daily Resident Visitor Tickets to include Crownhill, Plympton and Plymstock is about ensuring a fair and consistent approach to residents across the whole city.</p>
<i>Objecting to the removal of Annual Visitor Permits on the grounds that many of the residents of Crownhill are older, elderly or disabled and look forward to, and in fact require, visits from family and friends.</i>	Residential schemes have been in operational across the city for a number of years, operating under the existing allocation for Daily Resident Visitor Tickets where residents can purchase three books of 30 tickets a year. Each ticket is valid for one vehicle for one calendar day. These allocations have applied consistently to all residents of varying ages, disabilities, with exception to some areas of Plympton, Plymstock and Crownhill.

	<p>The proposal to remove Annual Visitor Permits and extend the Zones eligible for Daily Resident Visitor Tickets to include Crownhill, Plympton and Plymstock is about ensuring a fair and consistent approach to residents across the whole city.</p> <p>Residents who are in need of essential daily care by relatives or carers can apply for an essential visitor permit. You must be in receipt of attendance allowance or the disability living allowance care component. A property is entitled to a maximum of one permit which is valid for 12 months. Essential visitor permits are free of charge.</p>
<p><i>Objecting to the removal of Annual Visitor Permits on the grounds that Small businesses in the area will be adversely affected.</i></p>	<p>The Council provides a range of business permits to support businesses across the city to undertake their business function, where the use of a car is required to do this within residential areas (i.e. trade persons, estate agents) for controlled periods.</p> <p>Businesses can apply for parking session to allow their visitors to park within their controlled parking zone whilst they are visiting their business address. A Business Visitor Permits allows visitors up to 2 hours parking in the zone of the registered business.</p> <p>Throughout the COVID-19 pandemic, especially lockdown periods and growth in home working, we have seen increases and changes in the use of residential parking; such as residents working from home whereas they may have otherwise gone to a place of work. Whilst in some cases we have seen increases in resident's use of residents parking associated with this, we have also seen reductions in non-residential use, such as where persons who would otherwise commute to work, parking in and around residential streets, have stayed at home instead. We are continuing to monitor such emerging trends and behaviours associated with areas such as home working, however we do not agree that the these changes centred on adopting a fair and consistent approach to residents parking with adversely impact in the manner set out.</p>

#### 4. FINANCIAL IMPACT

- 4.1. Funding available to local government has been reducing steadily in recent years despite rising demand for services. As a council we have undergone huge changes in order to maintain good local services with fewer resources.
- 4.2. We have a history of delivering and in the past three years we have delivered over £26.2million of savings, in order to set a balanced budget. However, like all authorities we are now in a serious and unprecedented position due to additional national factors largely beyond our control, including rapidly rising energy costs and demand pressures and costs in social care. We have a legal duty to close our funding black hole.

- 4.3. To date, Plymouth City Council have identified a potential £15m shortfall in our in-year 2022/23 budgets. We immediately instigated urgent and decisive action to identify savings of £9m. But, these pressures mean we are also facing a substantial shortfall in resources needed to set a balanced budget for 2023/24 – where we are currently projecting a £37.6m shortfall.
- 4.4. The latest budget forecast for the parking trading accounts, as of October 22, is forecasting a £649k pressure against budget. Whilst it is not possible to accurately determine the financial impact of the proposals set out within this report, as it is not possible to accurately pre-determine customer behaviour, modelling based on current trends and data indicates these proposals will reduce the 2022/23 in year pressure by £306k.
- 4.5. Furthermore, modelling of the proposals in this report indicates that, in seeking to re-establish previous income levels and in response to rising service costs, the proposals are expected to generate £934k in 2023/24 through savings and income.
- 4.6. The savings and income are broken down as follows:

Proposal	Gross Benefit £k	
	2022/23	2023/24
Payment Systems	£0	£50
On Street Fees	£163	£489
Off Street Fees	£52	£125
Residents Parking Permits	£60	£140
Business & Health Care Permits	£42	£100
Hotelier and Guest House Permits	£13	£15
Disabled Parking	£6	£15
<b>Total</b>	<b>£336</b>	<b>£934</b>

- 4.7. There are costs associated with implementing these proposals. There is an existing capital allocation to fund the modernisation of payment systems; however, there are revenue costs of £30k associated with advertising, lines, signs, and reconfiguration of systems.
- 4.8. In addition to the proposals set out within this report, going forward, all parking fees and charges shall be subject to annual inflationary increases, in accordance with the Councils 'Fees, Charges and Concession' Policy.

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# APPENDIX I

## Summary of Consultation Responses



Proposal Type	Proposal	Objections	Support	Suggestions	Comments	Total
<b>On Street Parking</b>	Modernise and upgrade all On Street payment systems, increase options to pay to include Apple pay, Android Pay, Google pay, credit card, debit card, mobile app and phone	5	9	0	4	18
	Remove cash payments from On Street parking	59	3	0	11	73
	Increase the fee for an hour's parking from £1.50 to £2 per hour and introduce 24-hour tariff of £15.	81	6	3	10	100
	Revise the daily rate to apply from 9am to 9pm, revise evening rate to apply 9pm to 9am (currently 6pm to 8am).	1	3	0	0	4
	Remove maximum stay restrictions - retain where required to support shops and amenities that thrive on churn of customers.	0	2	1	1	4
<b>Residents Parking</b>	Increase the Residents Parking fee to £41.	46	11	16	20	93
	Standardise resident visitor parking in the city by removing Annual Visitor Permits and extending the Zone eligible for Daily Residents Visitor Tickets to include Crownhill, Plympton and Plymstock.	75	5	3	7	91
<b>Hotelier Permits</b>	Maintain access to concessionary parking for guests, modernise by migrating to a digital virtual solution.	0	3	0	0	3





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**APPENDIX 2**

## Consultation Responses (Full)



I am objecting to point number 10 with regards to Mudge Way North and Ridgeway. Maintain a concessionary free period of parking within the following District car parks managed by a free vend parking ticket: Alexandra Rd, Broadway, Church St, Deans Cross, Devils Point, Haye Rd South, Marlborough St, Morice St, Mudge Way North, Ridgeway and West Park.

There are no issues with the parking at either of these 2 locations and to introduce a concessionary free period will just kill off the local businesses.

2 or 3 hours parking will still not be enough, so I would prefer you just leave it free as it is with no limit.

I frequently meet up with friends to go to lunch, have a coffee and then do a food shop on completion and by introducing this will be detrimental to the local business that operate on the Ridgeway as we will now have a restricted time limit to adhere to.

Also, I hear of a lot of people who like to drive to the Ridgeway, normally on a Friday or Saturday after the shops have closed, park their car overnight so that they can enjoy an evening visiting the local bars/ restaurants and return the following morning to collect it. I fear that by introducing a time limit, this will also increase the risk of people driving under the influence of alcohol as they will not be able to leave their car and may make the stupid decision to drive home instead.

In my opinion, I believe that it is clear that PCC have overspent and are not spending Council Tax wisely and as a result, are now going after drivers and road users to try and recover money in the form of parking fines and increased fares instead of thinking logically.

I realise the Council needs more revenue but I do wonder at some of your proposals.

For a start I see no relevance in the cost of parking in other cities to the situation in Plymouth.

I understand the need for increased charges but you do not say what you will charge in the 3 bands for off street parking. I hope the increase will be very modest. I don't know how many millions of pounds are being spent on revamping the city centre, presumably to make it more attractive and so increase footfall. There is also a need to make things easier for retail businesses and big increases in parking charges are likely to deter visits to the city rather than increase them.

I do not understand how making on street meters cashless is offering more choice to people. It may have missed your notice that some people do not have smart phones. Even for those who have, sometimes they are out of juice or even forgotten at home. I have a smart phone but at my age I still much prefer paying by cash. I hope you will reconsider that proposal.

I applaud the decision to reduce the free time for parking in Mutley and also to limit it at Devil's Point. Free parking is a splendid idea but it often has unintended consequences

As you stated in your comments, the changes are about increasing the prices! That's true

I hope that all machines will have a contactless option (the phone app isn't the best most of the time and includes additional fees!). Personally, I prefer a barrier car park as I do not have anxiety to finish by certain time! I feel as a prisoner when parking in a pay and display parking area!

Finally,

Your comments about reducing the carbon print is very misleading. Car owners will continue to use their car even with the price increase. If you want to decrease carbon print, you could increase EV charging points, reduce tariffs on EV parking or similar actions. You have done no additional measures of that!

I am writing to lodge my objections to the proposed parking plans for Plympton.

With the economy the way it is retail and hospitality are struggling as it is, to introduce a parking charge (even if you offer a 2-3 hour free period) will have a massive impact on the ridgeway and its trade.

hair appointments take far longer than this, a lunch with friends would be out but most importantly and something that seems to have not been considered is the amount of people who attend either the pubs or conservative club with leave their cars so they are not drink driving , your plan will have a seriously dangerous sting in the tail as these people could then make the choice to drive home, as there are never any police around as they are so short staffed this means more drink drivers on the roads !

Please reconsider the huge effects this will have on Plympton as its disaster waiting to happen sadly.

Also why is Dan Collins allowed a voice on this when he is no longer a voice for his constituents!

I am writing to provide some feedback on the recent proposals surrounding changes to parking fees in Plymouth.

I would like to start by saying I totally agree with the majority of the proposals. During this climate emergency we should be doing everything we can to encourage people to stop using private vehicles. I also am aware of how austerity has put a massive strain on local authorities and understand how increased revenues could benefit the city and its inhabitants.

I do however wish to raise one issue that I oppose. This is the increase in resident's permits from £30 to £41. The proposal outlines that the £11 rise is in line with inflation, which is currently at 11%. If this were true, surely the permits should rise by 11% which is £3.30, bringing the total to £33.30? I require a car to access my place of work, with the recent dramatic increase in the cost of living, I am finding it really hard to make ends meet. Changes like this, which are significantly above inflation, will have a negative impact. I feel like they are punishing those who have no choice but to pay up. Please could you offer an explanation as to why the increase is so drastically above inflation?

I do hope that those employed by PCC are receiving pay increases in line with inflation as per this policy?

I would appreciate it if you were to take my comments on board during the consultation, and provide me with some feedback regarding the issues raised.

Various residents of College Avenue, listed at the bottom of this letter, have come together as a community to provide the following comments in relation to the parking proposals for the city.

As residents of College Avenue we are struggling daily with parking issues along our street. I believe many of the residential streets off of Mutley high street are in a similar predicament. All being in Zone U, which is one of the only zones in the city that has a 2 hour resident's only allocation, rather than the standard 3.

Around 90% of the vehicles parked along the street belong to employees of businesses along the high street, mainly estate agents in our street. As I mentioned, there is only a requirement of a permit between the hours of 0800 and 1000, so outside of those hours it's a free parking ground for anyone who wishes to use it. Residents are expected to pay for an annual permit for 2 hours parking a day, which for any working person leaving the house between 0800-0900 in the morning, we are in essence paying to be able to park our car there for 30 mins a day and 2 hours on a Saturday morning. We are coming home from work and there are no spaces along the street. Come 1800 the street is empty as businesses along the high street have closed and employees have gone home.

The increase in cost to the residents permit for us seems unacceptable, without a change to the residents permit allocation within the zone. It would be better for us to move our cars to Mutley Barracks or Napier Street car parks for the 2 hours free parking, rather than pay for an annual

residents permit, although completely inconvenient and leaving less spaces for visitors to our local high street.

Speaking with various residents, businesses and witnessing it for myself, the reduction of free hours in Mutley Barracks and Napier Street car parks will be a positive change and is fully supported. It will stop people utilising these car parks when not visiting the high street, leaving important and much needed space for visitors using the local shops and facilities. It will indeed see a very small number of visitors utilising these car parks, rather than our street. However, it will not deter employees of businesses. Why would they want to pay £5 a day to park when they can park in College Avenue from 1000 for free? The increase in costs to business permits won't deter them either. Business permits provide the user the ability to park in a resident's only area for 2 hours. With College Avenue only having a 2 hour restriction, that means they can park here all day.

Mutley high street is a local high street servicing local residents. There isn't much to keep visitors along the high street for longer than a couple of hours. The car parks provide ample parking and the public transport links, that the council urge people to utilise, are all sufficient for visitors to access and make use of Mutley. Why then do residents have to suffer these parking issues? Why are there such minimal hours applied to the residents permits in these areas?

I appreciate this letter is very much focused on our street/zone and the parking proposals outline many areas within the city. There have been many attempts in speaking to local councillors and parking managers from the residents individually, with no success. However, I believe our comments on the increase in resident's permits and Mutley Barracks and Napier Street car parks are relevant to this proposal.

I do not agree with proposals to raise car parking charges or resident permit charges in this time of rising inflation and high prices on essentials such as food, petrol and gas/electricity. People can't afford it as it is with more inflation forecast to come.

Raising the cost of parking especially in places like town or the Hoe will have a knock on effect of less visitors and therefore less trade for businesses, cafes etc. and so is a backward step when we are trying to regenerate interest and footfall in these areas. With so many businesses and shops closing already in town, it's starting to look like a rundown ghost town. If you raise car parking charges, more people will stop using these areas as they won't be able to afford it.

Also, you have made many car parks cashless, many people without smart phones cannot download parking apps and prefer to use cash, and you have totally ignored this fact meaning people won't go to these places if they can't afford to pay the higher charges or can't have the option to use cash. Very disappointed with your proposals, poor Plymouth is going backwards, when we need to go forwards.

I have some questions regarding the increase cost of the installation of disabled parking markings from £40 to £150.

1. Why is there such a dramatic increase, nearly 400%
2. As the disabled parking bays are polite notices, where anyone can park, this is unfair to have such a hefty cost. They do not come under any enforcement and disabled people cannot always use them.

I would appreciate a reply

Whilst I agree with most of the changes proposed to the parking arrangements in the city, I do not think that in the current economic climate it is the right time to increase parking fees & resident parking fees. If the city is deemed to be too expensive to park in, it will drive people away from the city centre to out of town shopping areas which will be completely counter-productive.

I have just got through the 68 pages of the very wordy and unreadable document, I am in disagreement with the of the Parking Modernisation its timing is idiotic.

I feel that at this critical time with the increase in daily living expenses, and fuel costs along with massive utility increases, and now Plymouth Council looking at increasing parking charges, around the City, just because you have not increased parking for some year's doesn't mean that you

should, cut down on the rubbish statues, use local artists like the beautiful bird at Central Park, and dragon fly in the City Centre.

There are already masses of empty shops in the City Centre, you are forcing people to head out of the Town Centre to get all their shopping, hence killing off what was once a vibrant place, to a ghost town.

The Residents parking permit increases is far too high as an £11 increase, people in certain areas i.e. close to Devonport Dockyard or the city centre where high work force took over residents parking, had to request parking permit's in order to access and park close to their property.

The council has benefited financially from this and have racked in thousands of pounds, therefore a small increase of fees of £5.00 is much more appropriate, some families will even find that a struggle.

I oppose this Parking Modernisation.

Once again the subject of parking within Ridgeway car parks occurs.

Now in 2022 my business has been running for fifty years and although many others have come and gone I speak with some knowledge of the area!

More than fifty percent of the workers in this shopping district do not live within PL7 and unlike the city centre they are unable to bus to Plympton from other areas of the city. To change the available parking to a two hour limit would cause those workers to seek parking within the side roads and residential areas.

The businesses within Ridgeway offering services taking more than two hours would most definitely struggle to maintain a clientele within a two hour limit.

What we have at the moment works and a change would definitely discourage clients from using our struggling high street.

The cost of imposing a two hour limit and the prospect of parking permits for the residential side roads would be very unpopular and expensive.

What we have within Plympton at the moment is successful and should stay the same.

Council needs to reconsider the economic implications to struggling high streets!

I understand from my local councillor there are plans to introduce parking charges at The Ridgeway Plympton / other Plympton council car parks which are currently free to park in for customers supporting local businesses. Can I register my objection and disappointment with regards these proposals as this will deter people from supporting local business if they have to pay to park attracting them to other retailers within Plympton where parking is free or, forcing people to park in residential areas and then walking to the Ridgeway to shop causing a nuisance to residents.

A few observations on the proposals:

1. I can't see any mention of Residents' Visitors passes – of which we are allowed 14 per fortnight @ £2 each
2. The proposal to go cash-less clearly SAVES THE Council a lot of ,money, but what about the minority of (mainly elderly) who have no mobile phone &, possibly, no credit card.
3. What will happen to the free carpark for the Cremyll Ferry – which seems to be mainly used by residents of Durnford Street?
4. I live in Plympton and prior to covid would visit Plymouth for shopping on a regular basis. With increases in Bus fares and these proposed increases in Car Parking, it is unlikely that I will be returning to the pre-covid regularity. You are simply pricing the centre out for shopping and directing shoppers online!

I can see the benefits and reasons behind many of these proposals, but I don't see putting up the price of residents permits as a necessary or even reasonable. It is bad enough that some people need to pay £30 a year to have the option of parking somewhere near their own house. (Often



not even outside their house or even being able to park at all.) It isn't like they have an alternative but to pay the fees. With the current climate this is an increase which could simply wait until things get settled and people can afford a moderate rise in this fee.

Also a second point on the resident permit increase. Increasing a £30 charge by £11 is around a 35% increase. The current rate of inflation in the UK is around 10% which would mean a £3 rise. Why are you suggesting such a huge increase and then saying it is in line with inflation when it is more than 3 times inflation?

Finally on resident's permits, what extra are residents going to get for this massive price increase? We rarely see any parking enforcement teams anymore and often cannot park due to people parking without permits. I have reported this on multiple occasions in the past via the online portal, ticking the box to request an update on the resultant fines but never heard anything. I can only assume that this just goes into a black hole so is a total waste of my time.

On the subject of visitor permits, surely these raise a good amount of money for the council without any real downside / costs. It allows residents to have visitors without them having to park a long way away. With elderly people in particular the lack of a visitors pass might mean that they no longer get the vital human contact they need to survive. I see no benefit in removing this option for people and it will reduce the money available to the council.

Feel it's wrong to increase parking charges in town when it is already like a ghost town , many more shops will close

I live in a parking permit area, where at present we pay £30 per year for our permit and £30 for a book of visitors permits, we are not guaranteed a space outside our houses, let alone in the street, I cannot see how you can justify an increase to £41, this is just revenue collection, we do not receive anything for paying for a permit. The streets are not repaired, the pavements are a mess, why should we be penalised just because we don't have off road parking.

No problem with potential price hikes - but please do not do away with cash payment option for us oldies...

With reference to the proposal regarding parking modernisation and, in particular, the District car parks. I would very strongly object to any charges being levied as it will have a detrimental effect on all the businesses in the local areas. The majority of these are still recovering from the effects of the pandemic and if parking charges are put in place this will encourage people to go to the large superstores where parking is free. In the present economic situation we should be encouraging everyone to support local businesses and any parking charges would discourage people from doing this.

The proposals that have been made are good.

The only one that concerns me is Resident Parking Permits increasing to £41. Approximately 80p per week to park near your home which is good.

However, the terms & conditions for applying for a Resident Parking Permit states that vehicles should be no more than 5.5 metres in length. As there are no bays marked a lot of cars take up more space than they need to.

So in order for another revenue stream for the council could residential streets be marked with bays and parking outside of the bays would result in a penalty notice.

This would also alleviate tensions with residents when shift workers return home at night time and cannot park near their homes as cars are taking up more than one space.

The increase in parking charges are ill-timed and the reasons given quite erroneous.

Quoting national averages is spurious as Plymouth does not have an 'average-aged population' nor the same wages structure as that in other cities.

Entering a period of high inflation and a potential recession, the only way to keep businesses afloat would be to reduce parking charges and make an attempt to keep the City Centre 'alive' rather than push more people into out-of-town facilities.

The loss in income from business rates would probably wipe out the increased revenue from the revised charges.

Basically the wrong proposal at the wrong time.

Dear Sir/Madam, I write to you in response to your proposals to remove the Annual Visitor Permits and replace them with Daily Resident Visitor Tickets in Crownhill. I find this proposal outrageous on two counts: 1. COST. We currently pay £15 for our annual Resident Visitor Permit. This would rise to £100 as we would require 3 books of 30 tickets. How can such a massive increase of 566% be justified at any time but particularly now in the current climate of escalating living costs? You state in the 'Parking Modernisation and Environment Plan' (PMAEP) 1.3, Council's Values, that you will 'champion fairness' but these proposals are clearly not fair with such a huge cost increase to residents of Crownhill. You also state in the PMAEP, 2. Background, 2.2, that there hasn't been a rise in residents' permits for 14 years. That doesn't mean that now you can make up for missed opportunities and increase the cost by such a massive jump. Surely, a small annual increase would have been the way to manage matters? Similarly, in PMAEP, 3. Current Position, Residents Parking, 3.6, you state that there's not been an increase for 15 years. A similar argument applies here as in the paragraph above. 2. PRACTICALITY AND CONVENIENCE. Your proposal to remove Annual Visitor Permits and replace them with Daily Resident Visitor Tickets means that the maximum number of visits that we can have from family and friends, where they can park close to our house, is just 90 a year. I find this stance dictatorial and completely unworkable. Take for example our daughter who visits us regularly with our 2 small grandchildren. On average, we see them about 4 times a week. 52 weeks of the year multiplied by 4 is 208. That takes us well over the allowed maximum number of visits. It is unreasonable, to say the least, that you expect our daughter, with her two young children (aged 11 months and 3 years) to park away from our house with all the paraphernalia that comes with young children. In addition to this, there's the safety aspect to consider whereby if our daughter cannot park outside our house she'll have to cross several busy roads with 2 very small children. To me, that's completely unacceptable and unnecessary. On top of this, having gone well over the 90 visit threshold with our daughter's visits alone, nobody else can park near our house when visiting. Ludicrous! This will certainly mean that some of our family and friends, unable to park outside our house, will not be able to visit us because of age and health issues. Unacceptable. We also know of elderly residents living close by who do not qualify for an Essential Visitor Permit. Once their allowed 90 visits are exhausted what do they do? It is quite obvious that their mental and physical health will deteriorate once regular visitors decide not to visit because of the difficulty with parking. Having explained my 2 main objections to the proposal to withdraw Residents' Visitor Permits there are a number of other points to make: 1. I have found it very difficult to gain a hard copy of the proposals. This I consider to be essential as some of the connecting documents online do not have page numbers therefore are difficult to follow. Following the advice given on the notices attached to local lamp-posts I phoned the number given, only to hear that I would have to wait an hour to speak to someone. Clearly, that's not practical. I then decided to call-in to Ballard House to see if someone could assist me. The gentleman at reception (Len?) was very helpful and I left my contact details with him so that he could investigate my request for a hard copy of the document. Within the hour I had a call from Len giving me a number to call. I phoned the number, spoke to a lady who said she could post me a hard copy. To date, I am still waiting to receive anything from her. As it happens, Councillor James Stoneman was able, after some delay, to obtain 2 hard copies of the documents I required. I am grateful for his assistance. I would have thought that it would have been a lot easier to obtain hard copies of important Council documents, particularly when there are important matters involved. 2. It is mentioned about the need to be consistent across the city but one size does not fit all. Our particular difficulties and issues in Crownhill will be different from other areas of the city. In conclusion, I understand that the Council is under huge financial stress at the moment. The job of organising the budget and providing the services that we all demand, must be very difficult. That said, the proposals by the Council to change the permit arrangements in Crownhill, as they stand, are totally unacceptable to our community. I urge the Council to reconsider their proposals for Crownhill.

I am a resident living in Lipton, there are a few points that I would like to make regarding your new proposals regards parking.

Is it now the right time to force people to pay more for parking in Plymouth, as the cost of living is going up so much, surely this will drive people away from the centre of Plymouth, retailers are struggling now with costs and this will only make things worse.

The idea for people to pay by phone or card and not cash is ok but will there be a provision for people that don't have a mobile and in some cases a bank card to pay by cash?

You mention about Residents parking going up in line with inflation, inflation is now about ten percent and yet the increase you propose is way above this figure, WHY? I live in an area of residents parking and it is nye on impossible to park after 4pm on any day and not at all at weekends. I have asked that there should be a longer restriction on the length of time someone without a permit can park. We pay for a service we don't really get and it is not really fare In conclusion, you seem intent on running down the footfall in Plymouth city centre and driving people to go elsewhere for their shopping, you are forcing people to pay more when most have less to spend.

Why are you trying to make Plymouth a worse place to live, surely you should be promoting it not trying to destroy it with swinging price rises

Having read the proposals to increase the permit charges by 36% , which I consider rather excessive, whilst I understand the need to increase all fees due to the financial predicament we are all suffering, I would like you to consider the following, I live in the BB parking zone, our area has residents parking times from 0900 to 1200 then 1800 to 2100, we have problems with non-residents parking for the six hours between permit hours that is detrimental to shift workers/ teachers/anyone with medical appointments, I have witnessed on many occasions non-residents parking then going into town on foot or by bus then returning 3-4 hrs later with shopping, therefore depriving the council of much needed parking revenue , also in this area of the BB zone we have a lot of industrial units who also use it as a free parking space ,I therefore suggest perhaps change the permit hours to operate from 0900 to 2100.

I think your plans are completely out of touch and line with what the people of the city of Plymouth need at this moment in Time.

So removing cash payments is going to limit the options for paying to park, also any increase will make town just a place people will not visit I myself used to live in the city centre the parking charges are killing the city centre off. I have recently moved to Southway there are shops outside of the city centre that sell goods I used to buy in town the difference is free accessible parking. Putting charges up taking away methods of paying is just going to make people more put off.

What Plymouth needs is Greater investment in infrastructure invest in the public transport companies the car parks should have a parking scheme where people are put first in a time of a living crisis city centre parking should be free to encourage people to buy local and shop in the city centre I fear your just going to kill the city centre off by hiking up more of a charge I wonder how many businesses you have asked about parking charges and whether they agree with it.

I'm concerned because not only at the moment does the city centre look a state with the works going on what is there that actually can draw shoppers into Plymouth honestly ???

Someone needs to shake their heads and look at the bigger picture

I write with my comment on the proposals to increase charges for street parking in Plymouth, as follows:-

- I. It seems illogical to increase the charges on all those who have no alternative to parking on the street in Plymouth, just because Plymouth's charges are below others. Parking charges should be assessed according to what is needed for Plymouth residents. To increase parking charges in the middle of a cost-of-living crisis is harsh, and not in the interests of the majority of residents who have to park on the street.

2. It is discriminatory to increase charges for the majority of the street parking car-owners in Plymouth when a segment in Durnford Street and Cremyll Street enjoy the privilege of long-term free parking at the Cremyll Ferry "Visitors" car park. I have previously corresponded with your department about the inability of visitors to find a space for the ferry, because the carpark is nearly always full of long-term parked vehicles. Plymouth Council should not be increasing the charges for the majority, when a small minority living in or near these streets enjoy free parking. It creates the suspicion that there may be some self-interest at work here.

Parking fees should be reduced not increased.

I particularly oppose the increase in business permits £400 per vehicle (from £300!) That is an increase of 33%, how is that in line with inflation or any other measure? You aren't even justifying it. That is too expensive for most businesses operating in Plymouth!

With regards to the parking consultation, I would like to see more (and clearly marked) motorbike/scooter parking as well as clearly defined (and securable) cycle parking in and around the city centre.

Plymouth already has a good reputation as being a motorcycle-friendly city with many small free parking bays for bikers and this should be praised and encouraged. It benefits from the annual Megaride and last year hosted the Tour of Britain cycling stage, so I feel this should be encouraged with more provision for both kinds of two-wheel users.

I'd like to reply to the proposed parking charge changes

I don't have a choice but to drive and park in the city centre as I work there and due to my shift times the public transport system just won't work for me.

The bus I would have to catch to get me to work on time for an early shift would see me arrive approx. 90 minutes before my shift starts, and there isn't a bus running when I finish on a late shift. To park out of the city centre would involve a long walk in and out on my own which again is not something I'm willing to do for my own safety! I'd happily take the bus if it ran at times I could get home on late shifts. This just isn't a possibility unfortunately so driving in is my only option.

I'm also interested to know the criteria for the so called discounted rates for NHS workers? As I am one and not aware that there are any currently!

This is an unnecessary increase at a time people are struggling. Which just goes to show how much our local council care about its people!

I'm a Chaddlewood resident and as I say on some shifts there are literally no buses I can catch to get home so have no choice but to park

These new charges are discriminating against the disabled and anyone who does not possess a smart phone or a contactless debit/credit card, of which there are many. Whilst you may see smart phones and contactless cards as being the best thing since sliced bread, there are an awful lot of people out there who disagree and these people will no longer be able to park in town. These people are afraid of technology, distrust it or simply believe it is unnecessary. Whilst these people remain in the minority, and you undoubtedly sneer at them for being backwards, it is unfair to punish them by removing cash parking machines.

Additionally, reducing parking times to 2 hours is extremely limiting for people with a disability who have to unload their scooter from their car, put it together before going into town, then get back in time to dismantle their scooter and get it back in their car. Two hours is simply not enough, it means very short forays into town, or not going out.

As for the £150 fee for a disabled parking space, apart from the fact that your application system is flawed and prevents people in need from acquiring one, this additional fee is extortionate and will prevent people applying. The only disabled people who can afford it are those in well paid employment and many people with disabilities are unable to work or are on low income. This

charge is excessive. £150 to be informed that because the person can walk 20 yards on the flat they can't have a disabled space outside their house sitting on a 1 in 10 hill is theft.

I appreciate that the council is £13m+ in the hole, but this is not the way to top up the council coffers, punishing those who are less fortunate or simply don't appreciate modern technology. This will ensure people don't go into town and do not apply for much needed disabled parking spaces outside of their homes. These charges will isolate already vulnerable people.

I believe the proposed changes will have no impact on the environment, and will not make the drivers experience any easier. It will provide Plymouth City Council with more money, which it probably needs, but why pretend it is done for any other reason?

If it were to help with the environment, the bus tickets would be lowered and busses routes would be expanded at the same time. A bus fare from Mount Gould to town and back is over £3. For a 10 minutes' drive. Robbery! Other parts of the country might have dearer parking, but they have a better public transport network.

Also, Plymouth city centre is dead, little to see and do. I believe these proposals will keep even more people away from it. I rather go to Plymstock where the parking is free and most shops are open.

It is a very short-sighted plan, done merely to raise money, and it will affect mainly low income families, the only ones still bothering visiting the failing city centre.

Not that my opinion will make any difference...

With reference to your proposed changes regarding parking and permits in the city in particular residential parking permits.

I have no objection to the proposed price increase to £41 however the parking restrictions within the zones needs updating.

I live in the PL4 8RL area, currently the only restriction is Mon to Fri 10am till 11am, so yeah I can always park between those times, however if I arrive home late afternoon/evening and especially a weekend I don't not stand a chance of parking close to my home which is very frustrating.

I strongly believe if you do go ahead with the proposed increase then permit holders get priority parking and the timing of the zones needs updating as its simply unfair to us that purchased permits

I would just like to make comment on the parking modernisation scheme.

On the whole I do believe that most of the changes are reasonable. However the one/ones I have concerns about are the removal of the cashless parking, from my experience with elderly parents not everyone has smart phones to be able to have the technology to be able to pay via the app and similarly with debit/credit card.

However my major concern is the dramatic price increase in the hourly parking rate for parking within the city. At a time when the city centre has a lot of empty spaces and shops are still trying to recoup from the last 2 years as well as an impending recession it feels like a time when we want to keep people visiting the city not jumping the prices so as not to make it a place to avoid and make it easier to place an internet order as this will certainly not benefit the city or local businesses. I understand the councils need to balance the budgets but wonder if a smaller increase such as 10 or 15p an hour increase could make a difference that would increase revenue but would also be a selling point for the city to encourage people to visit as parking is cheaper than other areas. I hope you take these points into account

My use of the ridgeway and support of their trade will significantly reduce should I have to pay to park!

The proposals to raise the hourly parking charges in Plymouth by 33% to £2 per hour is absolutely outrageous. To state that this compares to the rest of the country is absolutely untrue unless you have been comparing to the areas around the capital. Having travelled around the

country I have found our hourly charges to be amongst the dearest around. In order to justify this increase details are required of the areas compared in order to justify this proposal.

Whilst it is understood the Council has a budgetary deficit, it is not acceptable to raise charges by 33%. This is just another case of the council wanting to do less for more money. No garden waste, increased parking charges, what next? The council does not seem to care about how families are going to cope in this cost of living crisis or the fact that people will now be dissuaded from visiting the city centre and thus the subsequent impact on the businesses that require the footfall.

This overall proposal is an absolute disgrace.

I am writing with my response to the above consultation

I strongly object to the proposed changes on the following grounds

1) changes to residents parking permits can only be undertaken in agreement with residents and to show that there is an increased cost to maintain the scheme

You have over the past 3 years applied virtual permits and automated application scheme to reduce the majority of your costs

You have not relined to my knowledge any scheme

Therefore I would request either through this or by freedom of information a detailed breakdown of the costs of providing a permit scheme and the income for all schemes including enforcement and the actual spend on Maintaining schemes currently in place over the past 3 years Secondly you have failed to publish a details parking report as required in law to show where you spend all monies taken through parking (2015 deregulation bill)

Thirdly why you have chosen to penalise residents at a time when we have increased bills already highlighted by national government

Fourthly please publish the benchmark data so that we can see what you are saying is true

The government have warned local authorities that they cannot reduce budgets to highways and then supplement through higher fees can you therefore evidence the funding for highways over the past three years and how the additional income to parking will be spent and how this is in addition to the pre-existing highway budget (Barnet and Dorset court case)

I met with the ward councillor for whittleigh at a residents meeting and he was not in support of the charges

Why is the city centre on street not included

Why has the focus been to penalise residents

I would ask if any elected councillors or senior officers truly understand the impact of the cost of living

As a business owner not only will my residents permit increase but also my business permit on top of business rate increases

Where is your evidence to show cashless is cheaper, please supply your evidence of actual current costs against any current costs

I look forward to hearing from you

As an older person who has just started living in Plymouth, I have found parking extremely confusing and irritating.

This summer I tried to park in the multi-storey car park at the station as I found, to my surprise, that here was no direct bus to the station. I parked the car and together with the help of another driver, I tried to pay on the app, ringing the number displayed and by credit card; all unsuccessful. This took 20 minutes at the end of which, I simply drove to Exeter!

The different systems in place mean that when I need to take the car, I tend to park in Drake's Circus, and walk everywhere from there. The instructions in the car park are clear, the payment machines are great and you pay as you leave.

Please bear in mind the campaign of Silver Voices and disability groups; there are many people who cannot use apps or mobile phones. Do not discriminate against them.

I am the Secretary of Plympton Bowling Club and am concerned if the Council bring a limit of 2 hours parking in all Car Parks. It will no doubt be the case that motorists will use the free parking

at a Plympton if they cannot use the regular place. Free parking in Plympton is supposed to be for leisure uses only tennis, cricket, swimming bowls library and events in Harewood Hse. Many of the sports last longer than 2 hrs. A game of bowls is a minimum of two and a half hours, plus preparing for match setting up green etc. Many of these matches will exceed 4 hours. Surely the Council aren't expecting a mass exodus from the green to try a find another parking space or risk a fine???

Some solution has to be found, perhaps permits need to be considered which we have suggested before. Members would then display them on windscreens.

I sincerely hope sense prevails.

The hike in parking charges will kill off our City Centre. People will look elsewhere to shop, shops will shut and tax revenue reduced. Permit charges for residents in this time of huge financial crisis is not the way forward and will place further burden on residents.

I totally disagree with charges for district shopping centres. This will kill trade in Ridgeway Plympton which is the heart of the community. 2hr limited parking is no good for staff or those visiting hairdressers and beauty salons. People will stop enjoying our cafes and supporting restaurants in this area.

Whilst I have been told all the additional measures will cost very little and will be resourced I don't believe this. To increase patrols will cost more in staff time. To maintain machines will cost more and all of this when residents are already suffering due to finances and fuel crisis. I don't support these measures and if it's voted on I will oppose.

This is an example of the Conservative administration damaging business and placing huge pressures on residents.

I would like to register my concern about the possibility of parking meters being installed in the District shopping centre car parks around Plympton Ridgeway.

I believe that it is important to keep access as easy as possible in order to promote community activities and the businesses which we all know have been struggling post-Covid and with the current economic crisis.

I am concerned that although the proposal is currently for the parking to remain free, this could be a slippery slope towards charging in the future and drive away support for this popular District shopping centre.

I am also concerned that parking in the nearby residential roads will become overwhelmed if people choose not to register their car numbers and the car park nearest to Harewood House and the community which it supports, as well as the community sports of Tennis, Bowling and Cricket.

The District car parks also serve the Health and Wellbeing Hub at the Rees centre, and car park meters will affect this usage in my belief.

This proposal goes against the Plympton St Mary Neighbourhood Plan of which I was a part of formulating in:

PSM6 - Ridgeway shopping which reads 'Free and good parking facilities are key to the success of the established retail and employment areas of Plympton St Mary and something both residents and businesses wish to continue to support'

Community Action EC4 – 'To support proposals for the continuation and expansion of free, short and long term parking to meet the needs of local businesses'.

I hope you take my comments into account when making decisions which will impact on the community and residents I serve.

Plympton St. Mary Ward Councillors wish to record our opposition to the introduction of parking machines and ticketing arrangements in the Mudgeway North and Ridgeway car parks in Plympton.

We have received no requests from local businesses or residents for such expense to be incurred and such a proposal will inevitably lead to the introduction of car parking charges in future and the loss of trade to Ridgeway business.

The consequences of such a proposal will lead to additional parking in neighbouring residential streets and in the car parking provision at Harewood House and at the Plympton Swimming Pool causing significant inconvenience to residents and those using public facilities.

We recommend that the proposal is abandoned.

Please keep Cllrs Harrison, Darcy and myself informed of any future recommendations from this consultation.

I would like to be able to pay for my parking with cash and not be forced to use a card or phone app.

I write this in response to your planned proposal to alter the rules and regulations with regards to the parking in Cross Park Road/Way/Avenue.

I can totally get the intention to raise the residents parking BUT I do resent this charge being here in the first place!! I think it unlikely to change but I do want to note I think it unfair.

My real gripe however is the scrapping of the visitors parking scheme - and changing it to a capped system of 90 visits/visitors a year!!

The last 2+years we've been living in isolation and whilst I am fortunate enough to have a drive to accommodate visitors many of my neighbours do not!!

Many elderly people live in this area and are reliant on professional and altruistic visitors who offer physical, mental emotional and spiritual support and help this now is threatened and their anxiety levels have shot up!!

I am not from Plymouth and enjoy it when my family come to visit from around the country - am I now only allowed to see them at the councils pleasure rather than my own!

I'd strongly encourage you to reconsider your thinking in this matter

I object to your amendments to the parking in Plymouth. You will price people out of going in to town. People will shop online. The high street in Plymouth will collapse.

I suggest the council budget better. As all I'm seeing is cuts. No mow may which doesn't get sorted until July. No more black garden waste collection. Roads in poor condition. Make changes where changes need to be made. Not increasing the parking to help yourself whilst killing the business owners.

I object most strongly to the proposed plan to put parking charges in car parks, Plympton Iceland and Plymco car parks are used by a large proportion of the local residents, To impose charges here would be the death for a lot of the businesses who are already struggling; it would drive shoppers to the large supermarkets and out of town shops who have free parking.

Plympton and Plymstock residents already pay their fair share of PCCs income through their council Tax

I would strongly object to the removal of the ability to pay by cash.

1. The council would be open to legal challenge if a cash option was not available.
2. It discriminates against those without a smartphone or cash card, such as elderly.
3. Currently, it is not clear when your machines have taken payment in all cases, this can (and has) resulted in deducting double payments

Please tell me how the removal of the use of cash for parking meters reduces the cities carbon footprint?

I would be fascinated to know.

I wish to express my opposition to the removal of the payment by cash method for car parking. I believe that the cash method is still an important and convenient method for many people and a move to digital methods should not exclude these people.

The subject of cashless parking has been reported by many media outlets over the past few years. One such story was run by the Express newspaper on 31st May 2022 titled " motorists slam cashless parking as totally discriminatory ". Included in the article were the results of a poll which the newspaper ran between 26th > 30th May 2022. The Express asked the public "should car



parks still accept cash after elderly drivers fined". The result was an overwhelming 99% of the public who responded answered "yes" car parks should still accept cash. Perhaps a similar poll should be run for Plymouth residents before cashless methods are imposed.

Re: request for comments on parking modernisation

If you remove cash payments some will not be able to pay. Most elderly drivers do not have smartphones and wouldn't know what an 'app' was. So this would be discrimination against those without smartphones because you are removing their ability to pay and thus park.

Increasing parking charges will just do more damage to city centre shops. There are other towns where parking is much cheaper eg Saltash 70p per hour. So Plymouth is expensive already in comparison.

In response to the parking proposals:

Whilst I agree with the sentiment around climate change, it seems to me that all this will do is make an already financial hardship even worse for many in the city. I would wholeheartedly agree with parking increases (for the sake of our planet) if public transport infrastructure was efficient and a cheaper option, but it is not. It is currently cheaper for me to drive my car than it is to get a bus into town, or to get a train... if visiting outside the city. I want to support our planet by travelling by public transport but it is currently inefficient and too expensive for me. I have to drive to just outside the city centre and walk the rest of the way - even park and ride works out more expensive, by the time I also have to drive to Milehouse. Even with the increased parking charges it will still be cheaper for me to drive into town if I only need to pop in for one or two hours.

Please look at ways of reducing public transport costs and increasing its efficiency before increasing parking charges.

- Removing cash payments and modernising and upgrading all on-street systems to accept payments by phone (via Apple and Android Pay for example), credit and debit cards and mobile apps, offering greater choice and convenience for drivers and removing the need to use cash, which helps reduce the city's carbon footprint

I worry for people who can't use apps like elderly or people who can't afford a newer phone like myself

- Bringing on-street parking charges more in line with other cities, increasing the fee for an hour's parking by 50p to £2 an hour.

Our city is small and we don't get as much money so please don't. We want to encourage people to come to our city and not Exeter!

- Removing maximum stay restrictions in many central off-street parking locations

That's cool maybe allow some overnight parking for vans? Would be good for surfers and hikers who don't want to sleep on Dartmoor.

- Raising the price of residents' parking permits in line with inflation, from £30 to £41 a year

Maybe so it in three tiers so people on benefits pay less?

- Removing the annual visitor permits available in some zones to ensure a fair and consistent approach across the city

People should be allowed to have visitors it's unfair to allow some and not allow others.

- Increasing the cost of guest house and hotelier permits from £5 to £7 (still providing guests with a saving of £19 off the face value) and replacing paper permits with a more convenient digital system
- Simplifying off-street charges by introducing three 'bands' for car parks, with higher tariffs in the most popular and centrally located car parks such as Elphinstone, Mayflower East, St Andrews Street, North Hill and Guildhall (Band A) and better value tariffs in Bands B and C. Proposals would see short-stay prices increase and long-stay prices decrease in Bands A and B, with no changes in Band C (where the lowest tariffs apply)

This will again penalise disabilities and drive traffic towards Exeter.

- Allowing drivers to move from a Band A car park to any other car park if they have any unused time remaining, providing more flexibility, convenience and value
- Increasing the cost of short-stay business permits from £150 to £200 and long-stay from £300 to £400. Discounted rates will be kept as they are for NHS and health care workers, who will receive a new, dedicated health care permit replacing the discounted business permit
- Supporting local businesses by reducing the free parking period back to two hours (from three) at Mutley Barracks and Napier Street car parks, where drivers are often now parking to visit other locations, such as the city centre and university. An hour for food then two hours for picking up food or going to kids music class, should be kept at 3
- Tackling the issue of drivers overstaying their free parking time at district car parks (and making it difficult for other shoppers to park) by introducing a system where they must all register their session using an app or terminal. Drivers will not need to display a ticket.

Yet again not everyone uses a smart phone!

- Increasing the fee of the popular Accessibility Permit (which allows blue badge holders to park for free in certain car parks) from £40 to £60 a year but expanding it to include all car parks.

Disabilities already penalised and often poor, don't make it worse.

- Introducing a charge of £150 to cover the cost of installing a disabled parking space.

This should be free or way cheaper. People with disabilities are often in pain so if they can't afford a space they are stuck at home more if they struggle to walk to their car.

Dear Consultation re Parking in Plymouth

I am responding to request for comments on the parking charges proposals as a resident of Plymouth.

I have read the new proposals and would like to state that I am very much in agreement with you and support the need to take measures to reduce carbon footprint to address the Climate Emergency.

I am also broadly in agreement with proposals to achieve this by making it more expensive to use a car in the city.

And in general with your proposal to do this by raising parking fees across the widest range of personal use car journeys.

So as a city resident I am broadly supportive of these measures.

HOWEVER, and it's a big however, I think it is insufficient to achieve these carbon emission targets solely by punitive cost measures.

Especially at the start of a winter of discontent and likely very real hardship for many in the Cost of Living crisis we as a country face.

I cannot give wholehearted support to these measures as such (the Stick) UNLESS they are part of a two pronged strategy which also provides encouragement to leave the car at home (the Carrot).

By this I mean substantially enhanced PUBLIC TRANSPORT availability. People still need to get to work, to come to shop, and spend money in town...there needs to be much improved and more frequent bus services across and into the city, there needs to be the incentive to leave the car behind by making available very cheap or free travel (as has been done in some other cities, including in the US).

Without this it is difficult to see how residents of the city will support, or even be able to afford, punitive parking charges.

I am encouraged to see that the Council is encouraging a consultative process on this proposed action, and I offer my views in a spirit of helpfulness. We all want this to work to address the fearful evidence of the climate deterioration already on us.

I would appreciate an ACKNOWLEDGMENT of receipt of this submission, thank you

.....parking meters. No cash ok. CC ok BUT definitely not mobile only. The RINGO and similar service only is not acceptable.

I am sending you this email to register my objection against planned parking restriction that you intend to introduce.

As a small business, I can only confirm what other small businesses are going through with rising energy costs, fuel costs, and high inflation. Most employees travel to Plympton by car, and rely on free parking to earn a living. This will be a slap in the face with additional parking charges when they are already facing high costs already.

I strongly urge you to reconsider your plans as the economic situation is heading towards a storm in the next few months and try and help businesses and their staff not hinder them with more costs.

Amd.2022.2137287 Parking Modernisation

I have read with interest your proposed parking changes which I see include increasing the cost of residents parking permits. As a resident of Hermitage Road (PL3 4RU) and previously Wembury Park Rd (PL3 4NG), there is insufficient space for residential parking. May I suggest a 'tapered' pricing structure where the first vehicle costs, for example, £5, the second £50 and subsequent vehicles £250?

This would alleviate the pressure on many residents who are unable to park near their property because of others' multiple cars. It may also encourage public transport before multiple-car ownership.

Those who can least afford the parking charges probably have fewer cars and so would be less affected (especially if the fee for the first permit was a reduction in price).

I would like to make a representation on this parking proposal. Particularly with the parking on the Ridgeway, Plympton.

The Ridgeway is a community hub for those living in the local area who do not want to travel into town. With traffic worsening on Plymouth road and Marsh Mills, a lot of people avoid town and use Ridgeway instead. Adding a paid metre will make Ridgeway no different to town and will significantly damage our local community.

Two hours of free parking is not enough - a lot of hairdressers, mine included are at the Ridgeway. It's impossible to get your hair done in two hours when having full colour. This will mean people will start moving elsewhere. People and businesses.

To take a ticket on arrival even if for free - there's a lot of elderly who would forget this at times and therefore would be subject to fines. A lot of the local community spend the afternoon up Ridgeway - shopping, having a coffee with friends, to charge would result in this not happening. Instead people will start using the surrounding streets to park for free and walk to the Ridgeway. The roads are narrow and would cause a huge problem especially during rush hour when those roads can hardly deal with two lanes of traffic. Local residents a lot of whom don't have driveways, rely on on-street parking. This would not be as available as workers who are on long shifts at the Ridgeway would instead park outside residential houses rather than pay for parking each day.

Also a lot of people make use of the bars and pubs up Ridgeway in the evening and through the night. They park for free and leave their car to collect in the morning. If they have a two hour limit or have to pay to park, this will just encourage people to drink drive. This behaviour on the streets of Plympton will endanger life and increase fatalities without a doubt.

I appreciate the council have overspent and need this money back, but increasing parking charges isn't the right solution. You will be damaging already struggling businesses, meaning not as many businesses paying their tax, which will make the situation even worse. Cuts need to be made elsewhere in adult social care which is where the huge overspend is, not for something that is going to effect the majority whilst the minority still benefit.

In reference to proposals to increase parking costs - all this will achieve is people will park further afield to avoid paid car parks which will actually result in less income than previously. Or people will just stop traveling into town. Our businesses cannot cope with this. You only need look at the high street and big names are disappearing. Not to mention the effect this will have on small businesses and cafes who are already struggling. Increasing these costs is a sure way to kill the high street at a time when they need your support. There's no point in spending millions on the new Millbay walkway or Colin Campbell Court demolition or new trees and paving down the centre of town if there will be no shops to attract people.

I hope you reconsider this proposal as it will have a hugely detrimental effect on businesses and in turn our local community. That car park is the heart of Plympton and has been free for as long as I remember. Making this paid will kill the local community.

Having read the proposals I wish to make the following observations regarding raising the price of residents' parking permits in line with inflation, from £30 to £41 a year.

1. When Zoning was introduced my area became S and is now R which incorporates streets near to the University and the centre.
2. At the time we permanent residents were assured that the annual charge would never increase from the initial £15 per annum.
3. Subsequently the charge was doubled to the present £30.
4. If the charge is increased to £41 this cannot be argued that it is in line with inflation (presently hovering around 10%) as £11 extra onto £30 is a 36.66 % rise.
5. With the majority of households struggling at the present time, this is an added burden which many will find draconian, especially if pensioners unable to gain that extra income to cover such rises.

I think putting parking up isn't a good idea, with the cost of everything else going up going out and parking on the hoe etc. etc. will boost peoples sad life's at the moment, putting parking up is just another kick in the teeth for people!!! Why does everyone want to jump on the band wagon by upping prices. There won't be any pleasures left in life in a minute!!! What is wrong with people. As for making payment by app or card and taking payment by cash away well it's wrong

older people don't have modern technology they are happy to pay with cash and the less money people have , the more they will want to pay with cash then they can budget and no exactly how much they are spending. Your timing for this is rubbish you want to be attracting people to come here not sending them away! Other towns and cities earn more than this part of the country why punish us more!!! . The only good thing I can say is making the parking tickets flexible so people can move from place to place is a good thing if they have time left on ticket. When things are cheaper more people use them , which leads to more people come , which leads to them spending, which will help all the small businesses that are going to fold with the way things are

Whilst the need to raise Council funds is obvious I am concerned that increasing parking charges at a time when businesses are struggling, buses are unpredictable and social isolation a concern is not helpful.

Also requiring people to have an app unfairly discriminates against people without the funds or ability to manage a mobile phone

I'm a local resident (zone H) and also make use of a business permit.

Regarding your recent public consultation on the parking modernisation plan I'd like to make representation on a few points -

Removal of visitor passes-

We find these invaluable for visitors and are our only option living on the Hoe. I note the consultation mentions making it 'fair' to all but the discounted passes (correctly limited in number) were a fair way people living in popular areas could still have family or friends stay without penalising them financially. One option could be reducing who can access these - I understand lots of the local B&Bs provide them to their clients which should instead perhaps be paying the local rate- but could maintain them for residential addresses?

The new healthcare permit sounds interesting (and would likely replace my business permit). Could this allow parking (for a limited time; such as 2hrs) in pay and display places too? As a visiting GP often areas (particularly around the Barbican) are only pay and display and these therefore limit where we can park such as to undertake a patient visit (the current business permit only allows use of residential spaces).

Thank you in advance for considering the above.

To whom it may concern

We strongly object to the possibility of parking

Charges in many car parks which are now free.

Including Plympton ice land car park.

I have read through the proposed changes, and I would like to comment on the increased price for resident's permits.

I am in the PL4 (BB) area and residents permits were introduced a couple of years ago, after suffering years of parking issues. This was welcomed, however, I was disappointed that the permit only comes into play for 3 hours in the morning and 3 hours in the evening. I have been working from home and see people parking up before 12pm and going off for the day, taking advantage of the free parking between 12pm and 6pm.

Due to the proposed increased price of our permits, could there be a review of the times these are valid for? Eg. 9am to 9pm.

Also what is meant by removing annual visitor's permits? I have used quite a few of these recently when having work done on my property. I haven't come across any businesses that have business permits on their vehicles.

How are friends and family supposed to visit if these are removed?

I look forward to hearing from you.

With reference to your proposal regarding the car park I strongly object to any changes to the present arrangements as charging or putting a time limit on this car park would be completely damaging for the Ridgeway traders with a complete reduction in sales the restaurants and cafés also the Conservative Club would be hit very hard with any restrictions to the car park , the Ridgeway will die and be a massive loss to Plympton, I remember what happened at the Broadway in Plymstock years ago which has never completely recovered .

Good evening

If PCC are considering payment changes to the small carpark to the immediate right of Theatre Royal, please bring these in line with matinee performances. As a regular attender, I fear receiving a parking ticket on every occasion I attend. Many thanks

Objection

We write to object to the proposed amendments to the Resident Visitor Parking Permit scheme in the Cross Park area of Crownhill.

A. This is a small, residential area, far from the City Centre and therefore does not compare with the other areas shown in the report, with their needs for transport access. Cross Park is not a thoroughfare. The only reason for entering the Cross Park area is as a resident or to visit a specific property.

There is, however, a road-safety issue in that if there are no visitor tickets available, the only alternative, other than parking in neighbouring streets with no restrictions, is the Crownhill, Alexandra Road car park, which has restrictive parking. The access road is narrow and any extra traffic build-up will cause more congestion and also take up spaces that would otherwise be used by people wishing to use the local business services.

There is also the extra safety issue, particularly for the elderly or infirm, of walking from the car park to the Cross Park area.

B. "Removing the Annual Visitor Permits available in some zones to ensure a fair and consistent approach across the City."

This is not a 'Reason', just a statement. However, as we currently hold a yearly Visitor Permit, it has to be assumed that it is for purely financial reasons.

Detrimental Effect on Residents

C. This proposal will cause a substantial, additional financial burden on most residents and equally seriously, the inability to have more than 90 visits by friends, carers, family, trades people etc. in any 12-month period. This is not only unjustifiable but also iniquitous, as those residents are being discriminated against because of living in a 'CPZ' area.

Many of the residents are older or elderly and look forward to visits from family and friends.

Over the years and increasingly during and subsequent to the Pandemic, we have been encouraged to engage with our elderly residents. The proposed measures seem to run counter to these wishes and could place an additional financial burden on the Council in the long-run, because friends and family may be unable to make timely visits to ensure the well-being of elderly or needy residents.

There are also, of course, younger residents who also have friends and family who wish to visit. Additionally, if residents are unable to use on-street parking, they may well find it necessary to create a parking space out of what is now a garden area, thereby removing valuable green space.

Cost ramifications

D. On reading various reports regarding Local authority parking charges, the clear implication is that authorities should not use parking charges as simply a revenue-gathering scheme. Looking at the figures below, P.C.C. can hardly be said to be doing anything else.

The current charge for an annual visitor permit is £15. The proposed and quite frankly, scandalous charges are as follows:

£20 for 30 tickets 33% increase in cost for an 8% maximum possible number of visits

£55 for 60 tickets 266% increase in cost for a 16% maximum possible number of visits

£100 for 90 tickets 566% increase in cost for a 24% maximum possible number of visits

As the highest increase in other proposed parking charges appears to relate to the Accessibility Permit, which will rise from £40 to £60 - a 50% increase in cost, the residents of the Cross Park area seem to be being particularly shabbily treated.

Summary

We understand that it is illegal for Local Authorities to raise parking charges solely for the provision of revenue to provide for other activities and that the level of charges should be based on the need to manage parking. It appears that Section 55 Road Traffic Regulation Act 1984 does

not provide Local Authorities with powers to set parking charges at a level greater than that needed to relieve or prevent traffic congestion. We would also point out that if a Local Authority sets parking charges in order to raise revenue, it can be deemed to be acting "ultra vires" if it cannot show that the proposed charges are necessary to relieve or prevent traffic congestion. It appears that the proposals at The City of Plymouth (Traffic Regulation and Street Parking Places) Amendment No: 2022 2137287 in relation to the Crownhill Area do not manage parking or either relieve or prevent traffic congestion.

We therefore invite you to review this objection and withdraw the proposed changes to the Visitor Parking Permit scheme in the Crownhill Area. Surely in the best interests of all concerned, it would be sensible and equitable to increase the cost of the Visitor Permit in line with that of the Resident Parking permit.

My comments.

- 1) Accepting payment via Apple Pay/Android pay is really important.
- 2) Some free car parks seem to have become a place to store cars/camper vans which rarely move, such as the one near the Cremyll ferry (Strand street). Having some time limit or responsibility to get a free ticket on a daily basis could solve this and owners may store their cars/camper vans elsewhere, so these car parks can be better used by transient users who really need to park. E.g. To access the ferry, shop or local businesses like Elvira's café in the example of the Cremyll car park.

Ideas (for future?)

Residential parking zones: Personally I think some zones have too many cars for the number of spaces, and perhaps there should be a limit on how many cars per household are allowed, perhaps based on the council tax band. And those properties which pay no council tax (e.g. student houses) be limited to zero or one permit.

After visiting some other cities I think the idea of underground car parks could be considered – as these can really make an area more friendly and appealing by 'hiding' the parking underground.

Pay on exit car parks could encourage visitors to the city centre to stay longer, compared to paying at time of parking

The proposals aim to maintain the support of free parking and introduce additional parking controls.

My comments address issues that are likely to arise from the proposals as they affect the Plympton Ridgeway area district car parks.

Whilst there may be some abuse of limited stay, there needs to be adequate 'long stay' parking for those who work in retail, hospitality, and service businesses in the Ridgeway.

The introduction of additional parking controls will only result in the 'long stayers' migrating to the parking areas at the Library, Swimming Pool / Gym, Harewood House and Plympton Health Centre, limiting available parking to users of these key local facilities and for Plympton Cricket, Bowls & Tennis Clubs. It is stretching the imagination to believe that such controls will 'support shops and local businesses'.

Whilst the support of free parking is welcome, there is a strongly held belief that the introduction of additional parking controls can only be a precursor to charging. Charging will only result in displacement to the parking areas at the Library, Swimming Pool / Gym, Harewood House and Plympton Health Centre, and then to surrounding streets with the consequent chaos that will cause.

Free car parking is addressed in the policies of Plympton St Mary Neighbourhood Plan, namely PSM6 - "Free and good parking facilities are key to the success of the established retail and employment areas ...", and EC3 - "Support the policy for free parking to be maintained in all public car parks within Plympton."

In summary, the proposals as they affect Plympton are a proverbial sledgehammer to crack a nut, with the (obvious) intention to introduce charging by stealth, which will destroy trading and businesses in the Ridgeway.

I spotted this consultation on Twitter and as a Plymouth resident in an area with residents' parking permits want to respond: I'd expected a form to fill in but as that does not seem to be the case please accept this email:

- Increase cost of resident's parking permits: that is fine, as it has not changed for many years. I assume increased costs will also apply to resident's visitors permits – these will need to stay paper-based as individual visitors, who may also be tradespeople, cannot be expected to register online.
- Removal of cash payment option for car parking: I am opposed to this as it discriminates against older drivers who are less likely to have smartphones or be able to download apps or are reluctant to make financial transactions on their phones for justifiable security reasons. It would be more acceptable if every car parking site had functioning card payment facilities, though they rarely do.
- Increasing the cost of annual business permits: this will hit small businesses such as carpenters, handy people, and electricians etc. who are already working on very tight margins due to the increased costs of everything. It will make it more difficult for residents of restricted zones to find tradespeople for their urgent and important jobs. I do not agree with this proposal.
- Health and Care Passes: I did not know these existed, but I am shocked that domiciliary carers who get paid such low wages on poor conditions of service are also expected to find £200 for a parking permit. This is disgraceful and the Council should make these passes free, especially as the costs of them are likely to be built in to charges made to the Council for delivering care services, thereby simply creating costs in another Council department.
- Reducing free period in Mutley Plain car parks will negatively impact on businesses in Mutley Plain which are largely service providers such as hairdressers, health and education providers. 2 hours is too short for an adult learning class or a hair appointment, beauty treatment or solicitor's appointment. The increase to 3 hours has been really valuable and should remain in place. Making city centre car parks easier and cheaper to access would resolve any use of Mutley parking for city centre activity
- Overall increase in parking charges: the Council needs to look at the City Centre and see how many empty shops and business premises there are, and realise that a significant increase in parking charges will only make this worse. An inflation level increase is to be expected but beyond that is ridiculous, since most of the towns surrounding Plymouth where people might go instead to shop have easier and cheaper parking.

I don't agree with not being able to pay for parking by using cash as My sight is very poor and can't use app's on a phone and also have difficulty reading instruction on the pay machine as it's usually small writing and confusing.

Also there are many people usually older people who don't understand all the new technology. What are you going to do for them?

Fleece us a bit more why don't you, don't help us A

I live in a terraced house at St Jude's, where I currently pay to park outside on the street. This would be acceptable if it was for the whole day, however it is for just one hour a day. Living near the park, once that hour is over anyone and everyone can park for the rest of the day. You made the original arrangements in order to stop people who worked in the city centre from parking all day while they went to work. Since the city centre is now devoid of shops, offices and workers it no longer makes sense. The remaining workers now park in Lanhydrock road all day long, along with people who live in their vans, and motor homes, causing congestion on a road which has many children crossing it daily, in order to get to school. I object strenuously to having increased parking charges.

Please find my comments to the parking proposals **in red**:

- Removing cash payments and modernising and upgrading all on-street systems to accept payments by phone (via Apple and Android Pay for example), credit and debit cards and mobile apps, offering greater choice and convenience for drivers and removing the need



to use cash, which helps reduce the city's carbon footprint. I do not agree with this proposal. It discriminates against the non-digital, the elderly and those who do not wish to use their phones to make payments. Using mobile apps depends on good signal which is not always available. It is difficult to read phones at night time, during storms and can be time consuming. There is no back up when systems fail. I have had to leave car parks because I have not been able to make a digital payment. Please keep cash options.

- Bringing on-street parking charges more in line with other cities, increasing the fee for an hour's parking by 50p to £2 an hour. I do not agree with this proposal. High streets such as Plymouth are already dying. Increasing parking charges will accelerate this demise.
- Removing maximum stay restrictions in many central off-street parking locations. I do not agree with this proposal. It appears to contradict a 'green' approach to the city and will surely create more demand for parking spaces.
- Raising the price of residents' parking permits in line with inflation, from £30 to £41 a year. This proposal seems reasonable.
- Removing the annual visitor permits available in some zones to ensure a fair and consistent approach across the city. More details are needed to comment on this proposal. How much are the annual visitor permits?
- Increasing the cost of guest house and hotelier permits from £5 to £7 (still providing guests with a saving of £19 off the face value) and replacing paper permits with a more convenient digital system. This proposal seems reasonable.
- Simplifying off-street charges by introducing three 'bands' for car parks, with higher tariffs in the most popular and centrally located car parks such as Elphinstone, Mayflower East, St Andrews Street, North Hill and Guildhall (Band A) and better value tariffs in Bands B and C. Proposals would see short-stay prices increase and long-stay prices decrease in Bands A and B, with no changes in Band C (where the lowest tariffs apply). I would only agree with this proposal if the tariff for Band A does not exceed the current cost.
- Allowing drivers to move from a Band A car park to any other car park if they have any unused time remaining, providing more flexibility, convenience and value. This proposal seems reasonable and appears to be the only imaginative proposal so far.
- Increasing the cost of short-stay business permits from £150 to £200 and long-stay from £300 to £400. Discounted rates will be kept as they are for NHS and health care workers, who will receive a new, dedicated health care permit replacing the discounted business permit. I do not agree with this proposal. Post-covid business are already struggling. Likewise petrol fees and energy bills across the sector have increased dramatically.
- Supporting local businesses by reducing the free parking period back to two hours (from three) at Mutley Barracks and Napier Street car parks, where drivers are often now parking to visit other locations, such as the city centre and university. Possibly. Or provide more park and ride facilities and bicycle lanes?
- Tackling the issue of drivers overstaying their free parking time at district car parks (and making it difficult for other shoppers to park) by introducing a system where they must all register their session using an app or terminal. Drivers will not need to display a ticket I do not agree with this proposal for reasons given above.
- Increasing the fee of the popular Accessibility Permit (which allows blue badge holders to park for free in certain car parks) from £40 to £60 a year but expanding it to include all car parks. No comment. What do Blue Badge Holders wish? Has a survey been done to establish the justification for this change?
- Introducing a charge of £150 to cover the cost of installing a disabled parking space. This is an unclear proposal. Who would pay the charge? Where would these parking spaces be created? What is the system for creating new disabled parking spaces atm?

I have recently read the proposals with regards to "Raising the price of residents parking" within Plymouth, and especially within certain zones.

I live in zone 'R' and I am charged £30 per annum. If I lived half a mile away I would be charged nothing. Having lived here for nearly 40 years, I have probably been charged for parking my car outside my house for about 20 years, about £600 more than someone who lives half a mile away. I think it is time that residents stopped being charged for parking permits and you made everyone within Plymouth the same and didn't discriminate against us.

Surely it would be better if you put parking meters in all the streets that residents are now charged for, and started getting the money that way. It would take the burden off of the residents and make it fairer on the people who live in the city, like myself.

I feel sure that if you had a parking restriction from 10am till 5pm and people had to pay then the residents would be far happier. I feel that it is a very unfair proposal and especially as you are proposing to increase it to £41

Shame on the council for not treating everyone the same.

Increasing parking charges in the town will result in reduced footfall and therefore customers for shops, restaurants, etc.

It would be more inventive to reduce charges.

I would like to bring to everyone's attention to the outrageous car parking proposals and misinformation put out recently Plymouth's city council.

They are proposing putting up the city centre charges to £2 an hour to "align with other parts of the country". There are no towns or cities that I can see this side of Bristol that have a £2 an hour charge.

They are also proposing to offer greater choice of payment options by.....wait for it.....REMOVING the option of paying by cash!! In their naivety they are assuming every one carries a smart phone and has the App. Where in fact 4.5 million people in this country do not. By the way using the App for a transaction comes at a cost of 20p. So your 1 hour has just cost you £2.20, but they don't want to tell you that.

The council in its document boasts about the free parking arrangement (if you've got the App) in areas such as Mutley Plain to help attract footfall. So, by the same argument they must be seeking to de-incentivise footfall in the city centre by inflating their charges.

And to add insult to injury they dress this whole package up as "Helping to tackle the Climate Crisis"

They must think we are all docile mugs who will just lap up these emotive, tug on your conscience, sound bites that have absolutely no substance.

If you feel you are as outraged as I am at these proposals and the window dressing around them, please share with your friends and give feedback to the council regarding this public consultation to: [trafficmanagementinbox@plymouth.gov.uk](mailto:trafficmanagementinbox@plymouth.gov.uk)

If you are going to change times maybe just a couple of hrs once a day to stop town workers would do or stop them completely as the only difference since it started is cost

With reference to the residents' permit increase of 35%, I'm appalled at the untimely 35% increase when the mostly poorer off inner city residents are penalised yet again. I expected a 10% rise "in line with inflation", but 35%? Cruel. It reminds me of the huge 300% increase over the last 5 years on our allotment rentals. Totally ignoring the whole idea and ethos behind council allotments for those mainly with no suitable gardens. When taken in context of the massive overall PCC spending budget, allotment and resident parking increases are miniscule, yet affect the poorest residents on average the most. To invoke a 14 year stable permit price as an excuse for a 35% rise this year at a time when everything is going through the roof, especially for the poorest, is insulting our intelligence. You should be proud of no increase in parking permits over the last 14 years, not desperately reversing that fine record.

You say you want residents' comments and consultation, but I remember 3 or 4 years ago attending a couple of "consultations" under a previous administration on how the £9m grant should be spent in Central Park. On several issues, those meetings made it quite clear what residents felt on a range of issues, only for those charged with overseeing the grant intimating that the decisions were already made, centralised life centre area footfall was all important, and that we would be ignored. Local consultations and comments are a mythical box ticking exercise.

I'm very sorry I feel this way, but that is my comment. I understand the huge austerity forced on local councils for years now, but it should not be the most needy that pay the highest percentage price.

I fear the next big issue to affect us inner city poorer people will be air quality and those of us who sadly cannot afford a new electric car and will be hugely punished fiscally for just leaving our apartment in our older vehicle. We will, in effect, be fiscally banned from owning a car. How about planning to punish everybody equally for once? It's the only way our community will accept the new rules coming

I really feel it is not in the best interests of traders or customers to start charging in the Ridgeway car parks. Life is hard enough as it is n food costs rising and our utility bills along with petrol. Please reconsider!

1. I believe by removing the facility to accept cash payments this is discriminatory towards people who do not have smart phones and elderly people who do not understand technology or the ability to use it, and also people who do not wish to link a bank card to an app for fear of being scammed or the app being hacked.

2. I understand the need to increase Parking Charges, but as Parking Enforcement, especially in Permit Only Streets is near enough totally non-existent, I wonder what any increase would be used for? Certainly not to enforce parking strictly, which is what we are paying for with Parking Permits and Meter Charges.

3. The council is failing TOTALLY in enforcement of Disabled Bays and the abuse of people using Blue Badges that they are not entitled to use ( i.e. Using other peoples badges without the holder being present, to park for work and constantly popping back to change the clock time!!!!) 4. The council is also failing to enforce any parking in the town centre areas, such as access only areas, outside the Mall for an example, which people regularly park daily, especially after 5pm at night, creating a serious hazard to pedestrians and cyclists!!.

5. I understand the need to raise the fee for applying for a Blue Badge holder Bay in a residential area, Permit or not, however, these bays are unenforceable, so, again you are penalising the Disabled for a facility that is totally open to abuse!!!!

6. I would be grateful if these issues and concerns could be raised at the proposed meeting and addressed. Parking Charges, Permit Charges to be raised is understandable, however, Parking Enforcement MUST be raised as well as the issues I have raised please.

I think a price rise from £30.00 to £41.00 for a parking permit at this time of high energy prices is very over the top. £30.00 to £35.00 is fair. Especially as the likelihood of actually getting a parking space in some areas once the students return is highly unlikely. Especially zone C. I'm also against the removal of guest parking tickets. Although you haven't stated which zones. Please update Happy for the free parking to be reduced to 2 hours in Mutley, I can see how this word be beneficial.

These are my main concerns.

I am writing regarding the above.

One thing that hasn't been mentioned in your proposal that I can see is planning permission for new commercial units where the blue badge/disabled parking is currently frequently placed unacceptably and uselessly too far from the building entrance.

As an example, take Aldi in Southway. The child parking spaces are right outside, bravo, but the disabled bays are around the side and towards the rear of the building. That means a person who can't walk far, most people who hold a blue badge in fact, must walk nearly the length of the store to even be able to get into the building! How much sense does that make? I certainly can't go there.

Tesco in Transit Way has a great deal of disabled parking but you might notice how little of it is used because it runs in a straight line away from the building entrance! I have to wait for a space to become available that I can actually use and therefore usually choose to shop elsewhere entirely, much further away to drive for me.

There are so many examples of this across the city. Add onto that this council's refusal to promote the blue badge dropping off/collecting rule, those of us who are single are left with a massive lack of parking.

The above rule means that a disabled bay may be used by an able-bodied person to drive and drop a person with disabilities off, but they must either leave the car as well or park elsewhere and then collect the disabled person at the time required. Otherwise, that bay is being misused and, in fact, the council loses income through lack of parking ticket revenue.

This part of the government's regulations covers this:

Who can use the badge?

The badge is for your use and benefit only. It must only be displayed if you are travelling in the vehicle as a driver or passenger, or if someone is collecting you or dropping you off and needs to park at the place where you are being collected or dropped.

Don't allow other people to use the badge to do something on your behalf, such as shopping or collecting something for you.

- You must never give the badge to friends or family to allow them to park for free, even if they are visiting you.
- You should not use the badge to allow non-disabled people to take advantage of the benefits while you sit in the car.
- It's a criminal offence to misuse a badge. This includes people other than the badge holder taking advantage of the parking concessions provided under the scheme.

I have repeatedly asked the council to promote this on their Facebook page but be met with nothing but refusal. The wording itself in this rule isn't clear enough so many people end up abusing this, leaving single people unable to park once again.

When will this council wake up to disability rights?

Firstly I'd like to say I think it's appalling that you're even thinking about increasing the cost of basically every aspect of parking in the city centre considering what is currently going on in this climate. People are going to struggle to heat and feed their children this difference is going to have a huge impact on these people.

I do not think these changes are appropriate or will have any positive impact on our city, you are just going to deter people like myself from paying for parking in our city and going into the town centre. There is nothing in town we can't get online people are not going to pay fuel prices parking prices to go into town to get these items when there are easier means have you thought about that?

You have quoted that you are raising the prices in line with other cities this is highly unfair as other cities most likely have higher wages. Have you thought about that?

As a new mum to a 13 week baby I have found myself avoiding town more and more and getting upset and stressed out due to the lack of family spaces yet expensive looking cars are parked in there. Firstly this should be manned as is not fair that I have to drive around to try and get a space because of the lack of them yet there are about 80% more disabled spaces which might I add are empty the majority of the time. I am unable to get my baby out of the side door if I do not have the space to open my door. Too many times I have stood crying unsure of what to do. You need to sort this!!!!

Lastly I don't think you are going to take in any of the peoples opinions (who pay our taxes) you already have a plan and are going to make the increase regardless but at least I did my bit. You should be ashamed of yourselves.

This is an absolute disgrace and as far as I can see just a way for the fat cats at Plymouth City Council to line their pockets.

I don't agree with updating car parks to be cashless. Believe it or not, not everyone has a smart phone do would be discouraged from visiting the city centre

I certainly don't agree with raising city centre parking charges to match other cities in the country. In case you hadn't noticed, we live in the south west and have the lowest wages in the country.

I don't agree with charging £150 for a disabled bay. Why should people be out of pocket because they have a disability and need to park close to their homes? This is discrimination and you should be ashamed of thinking about it.

Why raise the annual charge of the annual disabled pass for the city centre? This is just pure greed.

Residents parking. Seriously? You want to put the charge up? What exactly do Residents get for their money? When you tried to introduce that scheme for St Budeaux Square, you were more bothered about the local traders than the residents. That's why it didn't get voted for.

Finally, a lot of people are on their knees financially at the moment, with the cost of living crisis we are all experiencing, how can you even consider these increases? Talk about kick people when they are down.

All this council do is take take take. Give something back for once

Has the council considered bringing in parking permits for residential roads where houses have drives and/or garages which the owners persist in not using, instead causing road users difficulties by parking on the roads instead. May be the council should look at issues this causes, the breakdown of the road surface because drivers are continually driving on the only piece of road available when cars are parked on both sides of the road. Pedestrians not being able to use the pavement. A drive down Merafield road towards underwood road, Merafield drive, Amado's drive etc. would give you an idea of what I am talking about.

Have paid for permits been issued for cars to be parked on the newly created Billacombe road Plymouth parking spaces? Are the owners paying for this parking which has been created on the road, where the upkeep I presume is funded by the motorists?

If the parking charges continue to rise this will push more people to shop on line, I always consider what it will now cost me in parking if I am thinking of shopping in Plymouth city centre, I consider any costs of having the items delivered instead and I will say 9 out of 10 times its less expensive to have it delivered than go into the city. The knock on effect is that I don't get encouraged into buying items I hadn't planned on, saves me money but doesn't do the businesses any good.

As the generation gets older and those living in the more rural areas of the county rely on driving into the city parking is still going to be required.

However I don't understand why a blue badge cannot be issued (either free or small admin costs) but the driver pays the same as others parking in the car parks, the benefit they get is that the dedicated parking is much nearer to amenities. I have always thought this would be fairer to all, as there are people who work in the city every day and either get free disabled parking or cheaper rates than others, when really their need is access to parking closer to the amenities, not subsidised parking costs.

It would be interesting if you published how much cash is used in parking machines, which could give substance to the decisions you are making that everyone wants to pay by card or phone.

I do think the council could be more progressive and set up 'working groups', volunteers who have experience in 'real life' that could pass on their ideas and real expertise.

Thanking you for taking time in reading my comments.

I love my city, it would be great to see it as a leader rather than a 'follower'.

I do not think it is in the best interests of every motorist to make all city car parks cashless.

Many very elderly motorists do not have a mobile phone (maybe by choice), & also do have/or use any type of credit/debit card.

Using car parks in The Barbican frequently, I have experienced what a nuisance this can be.

I have been queued with young & old.....the machines are not that easy for people to use, even when you are completely computer literate, & know what you are doing. I have seen people really struggling to pay.....the queue gets bigger, & is also very embarrassing for the person who is trying to pay for their parking.

How can this be making things any easier for the average motorist, especially when large events are being held in the city. People queuing, just get very irate. Paying with cash was much quicker & simpler.

I also think that taking away cash payments, is taking away people's rights. I wasn't a where that we are now living in a totally cashless society!!!!

I also think that blue badge holders, should not have to pay to park anywhere, especially, as in some car parks, there are so few spaces for people with disabilities!!!!

#### Objection To Removal Of Annual Visitor Parking Permit

I would like to comment on your recent proposals to remove the Annual Visitor Parking Permit. Where I live we have had a Residents Parking Scheme in operation for years. (Zone CB)

The Residents originally agreed with you, to have this scheme in force to stop workers and shoppers parking in our neighbourhood. The scheme which we agreed to consists of an Annual Resident Permit and an Annual Visitor Permit.

I would like to voice my objection to your recent proposal to remove the Annual Visitor Permit and replace it with single permits, a maximum of 90 for the year.

Surely limiting the number of visitors any resident can have in a year is discrimination. Residents have numerous visitors, for various reasons and nobody should be limited by our Council as to how many visitors we can see.

We need to keep our Annual Visitor Permit. Your recent proposals are NOT the scheme we agreed to have in force when we agreed to have a parking scheme in our neighbourhood. At the time we agreed to have it, we would not have expected you to propose, as you are doing, to change the scheme.

Another point I would like to draw your attention to - During School Term Time, from about 3.00pm onwards we very often have non- residents parking in our neighbourhood waiting to collect children from Widey Primary, this time is when our Resident Parking Scheme is in force.

1. Parking meters should and must take the basic form of payment, cash. I for one do not take a phone or cards with me on most occasions.
  2. There should be no raising of parking charges. I avoid town because of that very point already if I can and will not shop in the town centre due to heavy parking charges. Parking fees should be dropped to increase footfall or the city will get even worse, if it can!
  3. Residents parking should be FREE and not increased, residents are already under financial hardship and this will add to their burden.
  4. Increasing the cost of "guest" parking areas will just drive more away from visiting Plymouth, and our city is already dying.
  5. Tariffs city wide should be one price as people have no idea what cash they should carry.
  6. Short stay "business" tariffs should be lowered not increased! Who comes up with these ideas beats me as it's if they are trying to drive businesses out of Plymouth because of greed.
  7. NHS staff and cares workers should have FREE parking within working hours, city wide!
  8. Plymouth council are saying they want to increase blue badge holders permit charges, this is discrimination at the least as these people should be prioritised and we should make life as cost effective as we can for them.
  - 9- Parking machines in the city are always broken, one on Swary street has been out of action for about six months, and we expect them to be fixed on the same day they fail. More parking is needed to revive Plymouth and cost-effective parking is needed as we might as well shop on Amazon if not, and this drives people away from the shopping areas. It feels as if these proposals are just an attack on the pockets of the working people of Plymouth who are already financially burdened with high cost and a silly overpriced council tax bill.
- Is PCC trying to make the people of Plymouth poor?

Having read the proposals to increase the permit charges by 36% , which I consider rather excessive, whilst I understand the need to increase all fees due to the financial predicament, we are all suffering, I would like you to consider the following;

I live in the BB parking zone, our area has residents parking times from 0900 to 1200 then 1800 to 2100, we have problems with non-residents parking for the six hours between permit hours that

is detrimental to shift workers/ teachers/anyone with medical appointments, I have witnessed on many occasions non-residents parking then going into town on foot or by bus then returning 3-4 hrs later with shopping, therefore depriving the council of much needed parking revenue, also in this area of the BB zone we have a lot of industrial units who also use it as a free parking space, I therefore suggest perhaps change the permit hours to operate from 0900 to 2100 and not increase the parking permit prices for people who live here.

I would like to register my objection to the proposed large increase in charges for resident parking permits.

I live in Hillside Avenue where more permits are issued than there are parking spaces on the street, and then to have to pay more for sometimes having to park streets away from where we live is an insult. Whilst understanding that employees have to be paid to monitor the system this is a huge jump in charges. I strongly urge you all to reconsider how much the increase will be.

Don't move away from cash or card payment meters for parking. I know many people who would not be able to use them and would have to stop visiting the city.

Sadly it's a simple fact we have to pay more for most things including parking.

I agree to the cost increase in principle however will the Council look to provide more on street charging for electric vehicles including a scheme allowing residents to apply or at least enquire about having On street Charging installed in residential areas.

This in itself would assist residents making a choice of vehicle and would encourage use of EV's thus helping to get to net zero carbon.

Would any of the additional revenue raised be used towards improving public transport with the aim to remove use of cars?

Is the Council looking to install Low Emission Zones within the city?

Plympton has three free car parks Ridgeway/Mudeway and Chaddlewood do you intend to make chargeable?

I pay £30 per year for permit parking in DD AREA Mutley Lipson area from 2pm till 7 pm. This needs to be reviewed. We only need an hour in the middle of the day at the most in fact I think you should scrap the permit parking as I still can't get a parking space when the students arrive. We have no choice but to pay it. You won't drop it as it is easy money for you.

Not everyone can use an app when parking, please include paying by debit card in all car parks and parking meters.

I have read the recent consultation and whilst I like everyone else, am affected by the cost of living crisis, I do understand the need to increase parking charges and limit times to central parking spaces.

I do feel that the parking at mutely barracks etc...should stay as 3 hours. I feel 2 hours will serve to dissuade shoppers from even going there for social and shopping reasons. I have a small child and we visit the church stay and play group, a cafe and the charity shops weekly. This usually takes about 2-3 hours. Sometimes grandma accompanies us but she is disabled and has mobility issues and this adds some time to the outing. This group and weekly outing is a lifeline to other mums like me who struggle with more costly activities. In addition, as an ex support worker for disabled persons we regularly went to Mutley to shop in the charity shops and go to cafes. The parking made it accessible and quieter than town so less overwhelming to some. Bus travel is tricky for many of the disabled persons I worked with.

I do wonder about the introduction of a permit for residents with more than 1/2 cars in other areas. I live in a place where many residents own at least 3 cars and the majority use on street parking. Introducing a permit of say £100 (increasing per car) annually will perhaps encourage them to limit cars per household. This will help reduce the household's carbon footprint and the revenue could be used to fund green initiatives, or be used to offset parking charges elsewhere.

I live In Plympton. If you were to introduce parking charges it will push people to park in residential areas which would cause a lot of issues. Parking outside your own house is at a premium and if new people park up the main road by Old Priory it does limit viewing pedestrians. A lot of people use harewood house and the library and the tennis and bowling green in plympton . If this area stays free then it will be full all the time. harewood is an absolute blessing for older

people and if suddenly my Parents were unable to park or if I could not park with my mum we wouldn't be able to go. My mum has dementia so dropping her and then parking the car would not be an option.

Ridgeway has lots hairdressers and places to eat. To limit to 2 hours would cause anxiety for people having to get back to their car or to think about parking.

We are

In a cost of living crisis too so please support our community by not imposing charges.

Please reconsider.

If it helps re costing. Plympton has an amazing community we have the Plympton Litter Pickers who have saved the council many call outs by cleaning up glass and mess in parks. Even cutting back brambles the other week.

Other residents and groups have cut grass verges where it was dangerously high at junctions.

Please take this into consideration

Zone BB Cattedown area.

I am in agreement with the rise in the charge for the Residents Parking Permits. However, myself and others in the area do not believe that the exclusion times were reviewed after the initial 12 months, there are still parking problems in late afternoons, and almost impossible if you return from an evening theatre or cinema programme. The current times Mon - Sun 09:00 - 12:00 and 18:00 - 21:00 need to be extended (as was originally mooted in the consultation meetings) to Mon - Sun 09:00 - 22:00, (as a bare minimum, Mon - Sun 09:00 - 12:00 and 15:00 - 21:00) this will allow shift workers and theatre / cinema goers etc. a fighting chance in finding a parking slot somewhere.

There are also a large and growing number of commercial (local / national) vans, lorries and hackney / private hire vehicles currently seeming to have residents permits (the residents who attended consultation meetings) were assured that these vehicles would not be eligible for Residents Parking Permits.

There also seems to be no action taken by any authorities to remove any vehicles which do not meet the requirements for Residents Parking Permits or legal / road worthiness requirements. Currently a vehicle (WR52VGO) has been untaxed since 1st October 2021, has had no MOT since 5th December 2020, and has been SORN (but still parked on the public highway) since at least 10th December 2021. This vehicle does not comply (and has not complied) with the main requirements for Residents Parking Permits, yet is still parked outside of 106 Mainstone Avenue, (and has been since April 2021) how does it do this? Simple, it has a car cover which prevents the Registration Number being read (yet another traffic offence 'not displaying a Registration Plate'). I have reported this vehicle on several occasions, via the council website, to the DVLA, and the community Police officer, who says they will only intervene, 'if it commits moving traffic violation', all other violations being now considered to be dealt with by 'the local council'.

There are also several motorcycles / scooters parked on pavements (I suspect they have no permits).

I also believe that residents who have moved out of the area, are still managing to obtain permits, as their families are still local residents.

Resident parking is an emotive subject, whilst the majority actually abide by the rules, the system is still being abused by a few.

Dear friends I strongly object to the proposal of installing meters at Plympton car parks initially for 2 hours free parking for the following reasons

It will push parking to already congested side streets

The council will want to recover cost of installing meters so 2hrs free will soon become a 24 hour charge period

It will be damaging to local businesses taking people away from the shops to supermarkets and out of town shopping areas where it is free

Parking at Harewood house sporting facilities tennis, cricket swimming pool will become even more tenuous, it becomes very busy now with parking on grass areas, naturally illegal but not policed



My only comment is:

With inflation forecast to go over 10%, possibly as high as 18%. Electricity / gas rising for both domestic and business users forecasted at around 300% in 18 month period. Now is not the time to increase parking costs, if they are raised especially in city centre, shoppers will move, even faster, to on line retailers. Which will cause businesses to fail leading to higher unemployment and more empty shops.

Now is the time to help people of Plymouth not add to their financial burden at the same time supporting local and national businesses particularly in the city centre.

Your proposal to abolish the use of cash and introduce parking via phone apps is discriminatory to people, myself included who do not own or want to own a mobile smartphone. The elderly are particularly at a disadvantage introducing modern technology and this group of people prefer to use cash.

In this current situation to put up parking charges is ludicrous. People are already struggling so nobody will go shopping in town!

Above all, parking schemes should recognise that one size does not fit all localities, so it is good to see more flexibilities such as portable tickets for off street parking, and removing maximum stay limits where appropriate.

Permits I support the introduction of a carers permit, and an increase in the cost of permits in general. However parking for residents in high density areas continues to disadvantage people in buildings where planning restrictions are in place, excluding eligibility for parking permits for both residents and visitors. A fairer solution might be to limit permits to a second car only - other residents can purchase one per resident with no limit, and to remove the exclusion for visitor permits.

Digital technology I do not support the removal of the option to pay by cash - this is an ageist attitude disguised as modernisation. I have heard numerous complaints both during covid and since! Plymouth is a tourist destination, but businesses also rely on local trade in the hospitality and retail sectors. Experiences so far show that signage is unclear and machinery unreliable. Small things like it not being easy to pay for parking will not bring visitors back to the City, parking meters are often not well lit (Cornwall Street for example), and the RingGo App is definitely not customer friendly. Whether parking for leisure or business reasons, people don't want to spend 10 minutes on the kerb figuring the system out! I do not support the move away from the option of paper permits - guest houses and small hotels want to give guests quick and easy access to parking.

Extension of overnight tariffs I would support this especially in the Hoe area with its large tourist sector. We want to use the big ticket events and Graduation ceremonies to showcase Plymouth and bring visitors back, this is another instance where we need to make Plymouth a positive experience. Currently the 8am finish is too early for hotel guests having breakfast or a leisurely start, and for many residents who would not be leaving for work this early.

Motor homes a lot of large vehicles park in the vicinity of the Hoe, reducing visibility for traffic in congested streets, and generally not enhancing the experience for tourists in the area. Could consideration be given to prohibiting parking of vehicles over a certain size in streets in the immediate area?

I am too late to reply in full to the changes proposed. However, I think at a time of increased financial strain to the extent that we may see people dying because they cannot afford to live... increasing charges to park is conscious cruelty. It will add pressure, it will result in increased financial distress, and it will starve the city of footfall necessary for its survival. I think it is a road to greater financial problems for all – individuals and businesses who rely on people coming into town to spend a reducing pot of money.

It's a mistake. It will lose you votes and it will lose any confidence. If you want to support people, you need to do the exact opposite to what you propose and tell people you are making a decision to NOT increase charges given the current financial difficulties they face.

I understand that the prices have to go up, but please think carefully before stopping payment with cash.

I have a lot of elderly friends who find it very difficult to use any other form of payment other than cash.

Do take into account the age population not just in Plymouth but those that visit from other parts of Devon.

I have several people say to me they just want be going into Plymouth if this comes into force. Please think of our parents, grandparents etc.

To: quoting reference 'Amd.2022.2137287 Parking Modernisation') to: Service Director for Street Services, Plymouth City Council, Ballard House, West Hoe Road, Plymouth, PL1 3BJ via email: [trafficmanagementinbox@plymouth.gov.uk](mailto:trafficmanagementinbox@plymouth.gov.uk) **Removing cash payments** – This has a very negative impact and prevents people from going to the City Centre at all. It also fails to give people a choice. Most of the apps require a service provider such as Google and Apple Pay to download the App. Information therefore is shared with parties who are not even part of the transaction, being a breach of data protection, for those who choose not to use Google or Apple. Also apps such as Ringo require a mobile telephone number before you can even access their system, also again a breach of data that is imposed. Failure of working machines in a carpark therefore means you either have to go elsewhere or divulge your personal data against your wishes, even if you are prepared to use a payment or credit card. Using “*which helps reduce the city’s carbon footprint*” as an excuse for failing to offer the option of paying by cash is appalling and could be considered a form of bullying and dogmatism. Cash is still legal tender and the only option for many.

If machines are not working then car parking should be free, to incentivise the servicing company of machines is maintained at 100%, or as near as.

**Bringing on-street parking charges more in line with other cities** – Plymouth is poorly served by on-street parking. The layout of the City Centre and proposed layout is very poor. It has become unbalanced, in favour of pedestrians. The original street layout of the City Centre was design to encourage people to park alongside the many shops in New George Street and Cornwall Street. The City Centre is ‘dying’ and one way to revive this is to allow cars back in, whilst at the same time facilitating buses to travel these streets, and still allowing pedestrians’ safe routes. The City Centre needs housing in order to bring it back to life, where people are living there in the evenings. Ideally free on-street parking would be one of the best ways to bring the City Centre back to life, tinkering by increasing the current cost, would further prevent local city-wide residents from going into the City Centre at all.

**Removing maximum stay restrictions in many central off-street parking locations.** - This idea would benefit from some statistical empirical evidence one way or another, possibly through a trial. Would it be to generate more income for example, or to allow workers to park there all day, if they chose, or to bring and keep more people in the City Centre? A free bus / electric tram circulating the streets of the City Centre, where you could jump on and off as pleased, might be better, to assist getting everyone about more easily.

**Parking permits** – the cost for these should be set at the level to cover the cost of running the scheme only, as residents pay their Council Tax.

**Removing the annual visitor permits available** – No it should not be removed. Should be available to all permit holders, otherwise scheme is discriminatory.

**Increasing the cost of guest house and hotelier permits from £5 to £7 (still providing guests with a saving of £19 off the face value) and replacing paper permits with a more convenient digital system** – Set up a system which will incur minimal cost for operating this system – suggest one annual payment - all inclusive.

Simplifying off-street charges by introducing three 'bands' for car parks, with higher tariffs in the most popular and centrally located car parks such as Elphinstone, Mayflower East, St Andrews Street, North Hill and Guildhall (Band A) and better value tariffs in Bands B and C. Proposals would see short-stay prices increase and long-stay prices decrease in Bands A and B, with no changes in Band C (where the lowest tariffs apply) – Why make it so complicated? Simplify. The size of the car parking space matters – many vehicles can be vans, 4x4s, and oversized vehicles, often making neighbouring spaces unparkable. Charge more for larger car parking spaces and a standard charge for all others throughout the city, with transferable tickets, so you can move between car parks and on street parking – to encourage people to move around the City Centre bringing more life and trade. Is the collection of monies for parking intended to be profitable; or to cover maintenance cost; or loss making to breathe life into the City Centre? The costs should therefore match the strategy, be simple to use, and this should be transparent to all users.

Allowing drivers to move from a Band A car park to any other car park if they have any unused time remaining, providing more flexibility, convenience and value. Why would you have wanted to hinder parkers in the past? What was the rationale? What statistics have you got to validate the decision in this aspect? Have you explored using a camera to recognise number plates and automatically billing, for registered users?

Increasing the cost of short-stay business permits from £150 to £200 and long-stay from £300 to £400. Discounted rates will be kept as they are for NHS and health care workers, who will receive a new, dedicated health care permit replacing the discounted business permit – Why make this so complicated? Why should business customers be treated differently from residents? What is the rationale behind this strategy? Surely a long-term parking scheme for all should be available? Concessions could be built-in to be free?

Supporting local businesses by reducing the free parking period back to two hours (from three) at Mutley Barracks and Napier Street car parks, where drivers are often now parking to visit other locations, such as the city centre and university – this is as a result of poor planning decisions regarding car parking, and failure to anticipate needs (future), also evident in many streets where residents have no option but to park on pavements. Communicate with the University (5.2 not on your Consultee list) and others to establish their needs first, rather than imposing unworkable schemes for people. Make certain that a review of car parking needs for all city residents and business meets the demand, not some unworkable scheme to discourage cars, so people can park, where they need to go and for how long. Have some long-term thinking, strategies and flexibility to adapt to demand.

Tackling the issue of drivers overstaying their free parking time at district car parks (and making it difficult for other shoppers to park) by introducing a system where they must all register their session using an app or terminal. Drivers will not need to display a ticket – This again results from a poor planning strategy and needs should be reviewed. Why don't you want people to overstay and go about their life and normal business? Why choose to hinder them?

Increasing the fee of the popular Accessibility Permit (which allows blue badge holders to park for free in certain car parks) from £40 to £60 a year but expanding it to include all car parks – What is the strategy? To cover cost of running the scheme? To make a profit? To subsidise? Be clear about the strategy and charge to match.

Introducing a charge of £150 to cover the cost of installing a disabled parking space. – What is the strategy? To cover cost of running the scheme? To make a profit? To subsidise? Be clear about the strategy and charge to match.

The consultation also includes proposals to increase loading and unloading facilities for local businesses on the Barbican and restrictions to improve access and safety along Southside Street. – Again, poor past planning decisions – should have been built in from the last review. Review again to match needs.

*“We know that any price increases will be unwelcome with drivers right now but we, too, are facing tough financial challenges and we just cannot afford to keep Plymouth’s parking charges as low as they are. We hope that people will see that, as part of this review, we are proposing a range of improvements that will make parking more straightforward and convenient and support the local economy but – even more crucially – help reduce the city’s carbon footprint and address the climate emergency. I believe these are bold, green proposals.”* - It’s not just about money, it is about meeting people’s needs. Create the right strategies and the costs needed to be charged, will reveal themselves, as will any subsidies. Transparency, lack of bias, and consistency is much more important. *“help reduce the city’s carbon footprint”* Sounds more like rhetoric. Unless you improve public transport, the needs of car users will continue and increase. Do you want to revitalise the City Centre, or kill it?

*“I encourage people to share their views and help us find a solution to this issue.”* Short-term thinking is much in evidence. Plan for the long-term, otherwise you will be asking similar questions next year, the year after, and so on – not really solving the underlying issues, staying with narrow-minded thinking, as evidenced by the need to ask the above questions, all of which should have had a clearly laid out strategy backed by statistics and rationale to meet residents, visitors and business needs in 2022 and beyond.

The removal of paying for City Centre parking by cash, has meant I have already gone elsewhere for my needs, including online, as has several of my friends and family. Why do you want to keep me and others away from visiting the City Centre? This is as a direct result of your current strategy.

**Benchmarking shows Plymouth's fees are amongst the lowest available.** - Is this a valid strategy? Do we aim to be the lowest? Is this our priority? What is the Vision? What is the Mission?

What could the Parking Vision be?

*Parking in Plymouth is designed to be user friendly, welcoming, inclusive, adaptive, consistent and transparent and fair to all users, well maintained, whilst aimed at supporting long-term promotion of the City Centre and Residential areas, as a safe space to park, work, walk and play, and self-funding.*

What could the Parking related Mission be?

*Parking in Plymouth is designed with the needs of the parking public, visitors and business people foremost to revitalise, maintain and be convenient and excellent value-for-money for all.*

I’d like to comment on the proposed changes to parking within Plymouth.

It seems that systems are being put in place to increase revenue.. However, it is going to cost a fortune to implement. How much will these changes cost & how is that to be recouped.. Is this covered by the increase in charges. Why not keep this as they are & not spend that money in the first place.

Having to register when you are parking / leaving on an app.. this seems like it is going to cause a massive problem for the older generation! What if I don’t have a phone with the ability to do this?

I’m shocked at what you have proposed. We are meant to be an inclusive and welcoming city.. this is far from that!

I would like to express my dismay at the council’s intention to increase parking charges at this time.

Our city centre is dying, and we need to be encouraging people to use it.

Raising parking charges will be yet another nail in the coffin!!

This hike in charges comes as every resident is facing unprecedented increases in the cost of living! People will be unable to afford these extra costs.

I have lived in this city all my life, and would like to see it prosper as it did in my youth.

As a council tax payer, I should like to know where my tax is being spent, as services( like garden waste collections ) are being cut, and roads and pavements have been neglected, so our lovely city is starting to look like a third world country!!

Please reconsider any increase in these general parking charges, certainly for the time being.

Following the pandemic and the current unheard of cost of living rises, it's time that the council look to balance their shortfall from reserves (as any of us would have to use our savings!!), not pass the burden onto the struggling residents of Plymouth!

This council needs to put its residents first!!

I trust that you will take these views into consideration.

I write to comment on the forthcoming parking modernisation proposals.

I wish to strongly protest against the proposed rise in parking permit charges - this rise seems to punish the residents who the scheme claims to work for whilst doing nothing to deter parking in permit hours - surely a better solution would be to maintain the residents fee but increase the parking fine for those disregarding the rules and blocking residents parking.

I am also strongly against increasing parking charges in the city centre. We have a dying city shopping community as it is due to online shopping and these increases in parking charges will only deter people further ( what with the increase in petrol & energy costs ). Our public transport just isn't good enough for the local community. I feel very strongly there should be a reduction in parking charges to stimulate re growth of our city centre economy otherwise online shopping will continue to thrive and our city will further decline.

I would like to make a point on street parking in Plymouth.

Currently I am able to park using my Ringo app...Which is absolutely fine...but absolutely useless in certain instances. I work in Plymouth and my work involves visiting a lot of hospitality sites across the city. What I find frustrating is if I have a 2 hour meeting at North Hill area followed by another meeting on the Barbican but because I have used the maximum parking on North Hill and I am in the same zone I am unable to use the Ringo app again, so currently have to pay in a new parking space by cash. If you remove payment by cash how will I be able to park?

I hope this makes sense. I would be very keen to hear your views or give you more precise information.

Comments on the above where requested; therefore below are mine:

1. To retain/encourage visitors to our wonderful city, water front, Barbican and Hoe and shopping centre; don't increase parking charges, make it £1 per hour throughout 24hrs.
2. Two more park ride locations required if parking charges rise to the extortionate cost of £2 per hr. Plymstock/Sherford and west of the city.
3. One new multi-storey car park needed for city centre.

I feel very strongly that putting up parking in Plymouth will drive people away from the already floundering city centre, I agree that implementing a charge for disabled parking bays is a good idea but feel that penalising areas where residents don't have an option to choose their restrictions is very unfair

I think consideration should be taken on the increase of the Residents Permit cost from £30 - £41.

An increase of £11 is too high considering light on all other general household bills that are putting households under strain, stress and creating issues.

The resident parking makes a large profit as households usually pay 2+ cars.

There have been areas that have introduced resident parking over the past years which has in turn increased profit.

Instead:

It is noted that vehicles with less than 4 wheels is free of charge on permits - perhaps motorcycles should be charged a small fee (£10 a year) as road parked they still take up space. A small admin fee could be considered (if not already in place) to be taken for amendments to the permit - such as change of registration. A household with 2 cars is paying £60 a year as it is. (And majority households are likely 2+) At most permits to £35 (from £30) - £41 is a large increase for current struggling households - putting more strain on residents & mental health.

Dear Sir,

I write to you in response to the Council's proposal to withdraw Annual Visitor Permits from the Crownhill area, specifically Cross Park Road. My parents live in Cross Park Road.

Putting aside the huge increase in cost to the residents from currently paying £15 to the proposed £100 for the 3 books of Visitor Tickets, I would like to point out to you the difficulties that I would encounter, personally, visiting my parents with my 2 children aged 11 months and 3 years, their grandchildren, and not being able to park outside their property.

I visit my parents, bringing with me their small grandchildren, on average, 4 times a week. Multiply that by 52 and you get a total of 208 visits a year. This far exceeds the maximum 90 visits that you propose to allow using the Visitor Ticket scheme.

This would mean that I would have to park a considerable distance away from my parents' house outside the restricted zone, with a pushchair, 2 little ones and all the bags and luggage that has to accompany a visit. This is something that I would not look forward to doing, particularly in bad weather.

I can envisage a situation whereby I would not visit my parents because of the restrictions and limitations you propose. This would be detrimental in many ways to me, my parents and their grandchildren.

The car park in Crownhill Village, some might say, would be an alternative but it has a very narrow and dangerous, one-way, entrance and exit.

This makes it very difficult to use the

Pushchair while trying to keep an eye on the 3 year old. The pavement is not wide enough to accommodate the pushchair together with other pedestrians going both ways.

I urge you to think again on this matter and leave the current system in place. It has worked perfectly well for the 10 years my parents have been living in Cross Park Road.

I am writing to object to the proposal to introduce parking meters in the currently free car parks in and around the Ridgeway in Plympton. This, I feel, will have a detrimental effect on the many businesses within the Ridgeway, especially at the present time, with higher costs already starting to bite. Any loss of footfall caused by introducing parking charges, can only bring further hardship to already struggling businesses.

I write as a concerned resident to the proposal of raising the price of residents' parking permits. When the permits were first introduced they were £10. This was at a time when traffic was considerably less than today.

As a resident of Zone R, traffic has increased significantly, and coupled with the ongoing approval of HMOs in the area the parking permit fails to permit parking: to expand -

The average UK household (2022, excluding London) has 1.3 cars. The average car length is 4.4 metres long. Allowing for space between vehicles this means that each household on average requires 6.12 metres of parking.

The nature of property in zone R means that a typical home is 5.5 metres wide. This means that for approximately every 10 houses, 1 car cannot park.

If the council cannot guarantee that for £41 I can be guaranteed a place to park, as I can for the fee paid when parking in a designated parking bay, then I question what parking is being permitted for the fee.

As such I object to the proposal.

Regarding the potential plans to implement limited time parking at the Ridgeway Plympton.

These aforementioned parking areas are not in the same situation as the town orientated parking areas, the reason being patrons do not use them to visit anywhere else so are rarely abused.

There is not a requirement to implement such conditions in the Plympton area and doing so I feel would have a detrimental effect on the local businesses such as the, pub's, restaurants and cafés. Its been widely seen when these sort of restrictions are implemented with new packing machines that shortly after and in due course, full charges are introduced and this is not what the residents of Plympton desire. Should this happen you would then push the attending public to seek free parking in residential areas thus causing new and unwanted parking issues in the surrounding areas.

Taking all the above into account I would like to request no further action is taken to the parking areas in the Ridgeway Plympton vicinity. As the saying goes. If it isn't broke, don't fix it!

You should be proud for keeping parking charges low compared to others It's a retrograde step increasing them people just will not put up with it You will turn the hush streets into ghost towns businesses will leave

Think again!

I'm mostly Ok with the suggested changes, but would like to remind you that not everyone uses a mobile phone with apps. I prefer meters that accept debit cards, particularly the variety where you just tap to pay (assuming this is secure).

I write as a concerned resident to the proposal of raising the price of residents' parking permits. When the permits were first introduced they were £10. This was at a time when traffic was considerably less than today.

As a resident of Zone R, traffic has increased significantly, and coupled with the ongoing approval of HMOs in the area the parking permit fails to permit parking: to expand -

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The nature of property in zone R means that a typical home is 5.5 metres wide. This means that for approximately every 10 houses, 1 car cannot park.

If the council cannot guarantee that for £41 I can be guaranteed a place to park, as I can for the fee paid when parking in a designated parking bay, then I question what parking is being permitted for the fee.

Why should we be penalised and other areas pay nothing? An unfair system, applied at a time of extreme hardship.

As such I object to the proposal.

Reference car parking charges. We will not be visiting the City Centre when prices increase. £2.00 an hour will be beyond our ability to afford to park.

One of the reasons we try not to go to town at the moment is the cost of parking and how awful the City Centre looks. It looks like a deprived area.

Make parking cheap or free, make the city centre attractive and people will use it.

Putting up parking fees is killing the city centre, but then, it is already pretty dead. Reduce bus fares and up the age that children have to pay to travel. Maybe then more parents etc. would be able to afford to take the bus rather than the car. Allow public transport to take over from private cars in the city.

Hello,

With regards to the parking proposals, in my opinion and that of my family who are over 50 years old and not able to use App-based parking payment systems. Please keep the option of cash payments. Often the basic phones we have do not have sufficient working memory capacity to have the Apps, or we can't afford mobile Data packages for our phones meaning internet outside the home is not possible. Some of us have special needs and removing the cash option creates another layer of complexity thus making our everyday getting about even more of a problem. Please don't do this to us!

We're not all eligible for disabled parking, we just need parking to be non-discriminatory.

Thank you for asking for our opinions,

I write this in response to your planned proposal to alter the rules and regulations with regards to the parking in Cross Park Road/Way/Avenue.

The last 2+years we've been living in isolation and we continue to support my father who as an elderly gentleman needs a lot of help - he visits us at least 3 times a week for food and company - we also visit him BUT in an attempt to get him out of his house and he gf be f the sofa it's better for him to come to us - are we to tell him he can only visit less than twice a week!

Many elderly people live in this area and are reliant on professional and altruistic visitors who offer physical, mental emotional and spiritual support and help this now is threatened and their anxiety levels have shot up!!

We have three children does that also mean they cannot have any visitors park in the street!!  
I'd hope you take these points into consideration

I live in a resident parking permit street with 7 - 7 restrictions, I can understand prices may need to rise however I do not agree with paying for a service we do not receive.

In Rogate Drive we rarely see a parking warden. We used to see a warden in the middle of the afternoon when the street was empty and the majority of people at work. People without permits know they are safe to park before 8 or after 6 as we have never seen wardens at those times.

Cars also park above the double yellow lines on Miller Way outside their properties in Findon Gardens with no fear of getting a ticket.

So as I said I don't mind paying for a service as long as the service is seen to being carried out.

I believe that car parking fees should not be increased. We should be encouraging people to come into the city to shop. More and more people are shopping on line and increasing charges will do nothing to help city centre shops and restaurants. We do want our city centres to survive. I also think that cash payment should be continued as, especially for older people, apps are not easy to use and you have to have a smart phone. I have found apps frustrating, time wasting and difficult to use.

Please do NOT remove the ability to pay in cash. I know several people who do not have smart phones and couldn't cope without cash I do have an iPhone but have struggled with Ringo at times

Increasing parking fees = lower footfall and less attractive shopping ( and I am one who uses the buses anyway ) but I have a frequent bus service- others don't

Thank you for the opportunity to have our say on proposed parking arrangements.

1. I am hugely opposed to removing cash payments from on-street parking.

There are surprisingly a large number of older folk who do not have credit/debit cards or the necessary apps on a mobile phone if they even have one. It is sad that older people are constantly discriminated against. Several people I know have been commented about this and how they feel marginalised

Although men nearly always have their phone on their person in one pocket or another it is not always the case for women. I don't always want to have to carry a handbag with me everywhere I go in order to pay for parking, particularly for dog walking, for example on the Hoe. I do however always have hidden cash in the car to pay for meters, supermarket trolleys or emergency situations so I don't need to carry the phone. I feel really strongly about this.

2. Although I am not totally opposed to an increase in off street charges parking charges, as agree they are cheaper than in some areas, it does worry me that city centre car parks would be on higher tariff than others. I think it could put some folk off coming into Plymouth to shop which would be bad for the economy. Also the North Hill car park is always full, often with people coming to utilise services from the adjacent businesses, eg. One of the few very busy NHS dentists in Plymouth. Residents come in from all over the city to this dentist. Maybe this car park could be dropped from the proposal as further out of the actual centre.

I trust my thoughts will be considered.

I'm old, I struggle with technology.

I have several times to use parking apps etc. and am completely baffled.

I have an old phone which I struggle with.

By removing cash in parking machines will stop me going into the city.



It has come to our attention that the availability of Free Parking for road vehicles, for up to 2 hrs in Plympton car parks, specifically that for customers to 'The Ridgeway' and associated businesses in the environs, is under threat of reduction. As Plympton residents who use these facilities many times each week, we wish to register our opposition to the reduced access to free parking at these sites and any changes which lead to a reduction in this access. This main neighbourhood shopping centre for Plympton relies on free parking to help support the range of small businesses that provide essential services to our community. This facility also supports our Health Centre, Library and local Schools which rely upon shorter term access. With the loss of Lloyds Bank this month from 'The Ridgeway', the remaining local amenities and businesses require continued support, which would not be encouraged by loss of access to free parking. It is noted that many (if not all!) supermarkets (Lidl, Aldi and Sainsbury's for example) have free parking to support their 'national' businesses. Our local Plympton community facilities, including shops and other small businesses would not have a 'level playing field' if access to free parking is removed! The result would encourage people to non-local, out-of-town shopping and business, thereby increasing road traffic to these centres. This would also increase the associated problems of congestion and emissions. Any reduction in pedestrianised footfall in 'The Ridgeway' will be detrimental to the maintenance of local facilities and businesses. Further to any loss of free parking will be an increase in on-road and side road parking together with the associated hazards. This would certainly be evident at the beginning and end of the 'school day'.

Further, it has been noted that now when parking charges are introduced, payment is required, usually by smart-phone or card. These methods of payment are not available to all sections of society at all times or may not be preferred. This will further alienate and marginalise members of our community.

In the current financial climate people will be forced to make difficult choices regarding their spending. The financial overheads on small businesses make their survival critically balanced and the income to PCC will rely heavily upon their continued survival.

I am emailing to object to your plan to change al parking metres to cashless. Not everyone has a smartphone, or even a debit card. I know many people who still use cash. Why should we be forced into a cashless society, which is what you will be doing? Also with putting parking charges up people will not want to go into the city. With the cost of living crisis as it is now, people will not go into the City to spend any spare money they may be lucky to have. Therefore, I can foresee many businesses closing.

I feel I must object to this outrageous proposed increase in parking charges how do you think this is relevant at Present and expecting people to pay these prices when our shops are in decline and we will be charging higher than other towns I go to Totnes and Exeter often as their shops are more varied and independent and their changes are much cheaper Shouldn't we be encouraging the public into our city centre with reasonable charges Two pounds an hour and also not being able to use cash is so wrong when a high percentage of older people still only deal in cash

We wish to strongly object to these parking proposals .The last time you tried this on the Ridgway car park it impacted on our Rd being used as an all-day parking facility as Earlsmill Rd is close to a bus stop and the Ridgway for people that work there .It is bad enough at school coming out times with parents waiting for their children.i have had to ask people to move so that I could go up my drive Yours sincerely Marcia and John Knight

With reference to future parking charges in Plymouth, I would have thought it would be an excellent enticement to people from the rest of Devon and Cornwall to choose Plymouth for shopping over Exeter and Truro.

With an ageing demographic in the South West, there is going to be more use of cars for convenience, especially for disabled people. Public transport cannot always be the answer, simply because it is often unreliable, infrequent and there's limited space for wheelchairs, walkers and invalid scooters. They vie for space with prams and pushchairs, and it's worse than ever from bus stops nearer the city centre.

Surely it's better for traders in the centre to have as many potential customers as possible, and it would be better to reduce car park charges, and it would help to regenerate the city centre, which currently has far too many businesses closed down.

I realise the green lobby would rather we all cycled or walked, and those of us with health problems dearly wish we could, but government policy or not, until public transport becomes radically improved, it can't happen. So, why make things even worse during the cost of living crisis? Even more businesses will go to the wall when you price so many people out of visiting the city centre. It makes absolutely no difference what other cities charge, because their demographic could be different, their wage packets bigger and their public transport vastly better. If the difference had been less, would you have reduced our prices?

Also, another big problem for many of us will be cashless payments. Many, especially older people, do not have or want the means of paying with a smart phone. At least allow card payments, if you must, but I and many of my friends, will find it virtually impossible to use car parks if this is brought in, and at what cost to the taxpayers of changing the machines?

Please do not waste money changing things for the sake of it, especially when the council is in so much debt.

Regarding increasing car park charges, I can assure you Plymouth doesn't have the cheapest car park charges in England.

I haven't paid as little as £1.15 here in the city (your quoted average charge) for many years.

I can only presume you're taking into account the odd car park which permits 1-2 hours free? Or comparing all car parks city-wide? This obviously distorts any comparison.

I do not support an increase to £2/hour in Plymouth car parks. This is excessive at a time we are all having to make savings and spend less. £1.40 which is already often the charge and is more than enough.

£2 would also be higher than many other towns/cities in the area and discourage visitors whom we sorely need to maintain and support the local economy.

I appreciate the Council is currently in debt but this is largely due to central govt. having reduced funding to local councils over many years (under a Tory govt., overtly the same political persuasion as the current local administration.) £2/hour may easily be affordable to a richer minority but not to most local people.

I use the bus when I can but there are many journeys where this is inconvenient or not viable.

Please take my views into account when considering any increase in parking fees.

Please don't remove cash as a means of paying for parking.

I strongly object to the proposal to make parking in Plymouth cashless. Removing the option to pay in cash is debilitating to parts of our society and in no way benefits the people of Plymouth that you are here to represent.

I welcome the fact that there will be no change to the Alexandra Road free car park, but please can something be done urgently to replace the ticket machine at the top end of the car park? This has been out of use for some time now, and this causes great inconvenience to users of the car park, as they have to use the machine at the bottom, which is often not working.

I wish to make the following comments in regards to the proposed amendments to parking.

1. My understanding is that a lot of parking payment apps have hidden charges, the following extract is from a recent press article - "the latest payment ruse is being carried out by the app YourParkingSpace. It is demanding an extra £1.50 for drivers who use a car park without pre-booking a space.

This is on top of a 49p 'service charge' for using the app. Some customer's say that they are finding out they have paid an extra levy only after pressing a button to make a payment on their phone.

Other pay-by-phone parking apps are also demanding extra money to use their service – with the fees taking a variety of guises.

For example, RingGo can include a 'convenience charge' of 12p on top of the normal parking tariff.

In addition, it demands up to 20p for a 'summary charge' text confirming you have paid – and a further 20p 'reminder charge' text sent ten minutes before your car park session ends, inviting you to extend your stay via your mobile.

Competitor PayByPhone also demands up to 20p for a texted 'receipt' as well as 20p for texting a 'reminder'. JustPark has a 49p 'transaction fee' for parking for less than two hours – 99p if longer.

If you are to outsource the administration of parking fees, does this not already save the council money?

2. Fully appreciate councils are underfunded, but if you are so strapped for cash, why are you spending so much money on improvements to the city centre to make it more attractive, only to then discourage people from visiting by hiking up parking charges!

3 You say you want to increase parking permits in line with inflation. My understanding is that inflation is currently running at just over 10%, yet the change from £30 to £41 would represent an increase of 36%.

You may not have increased the price of permits for many years, but where I live (zone BB) we have only had them for 2.5 years, so that's a big increase from zero!

A recent national survey has shown that doing away with card payments discriminates against elderly drivers. The elderly prefer to use cash. Not all elderly people have mobile phones and do not know how to use them for parking from my observations.

Bringing charges in line with other cities is also not appropriate. The residents of Plymouth are relatively poor compared to other big cities. Raising prices too much will deter people from using the city centre which will be detrimental to the businesses and lead to shop closures and not the vibrant city you propose!

The 'free three hours parking' in the Crownhill Village Car Park is much appreciated, but can we please have the upper Payment Machine re-instated.

It has been out of use for several weeks and the regular elderly Sunday morning users need to park in the top area.

For those with mobility problems, the second machine really is needed. At present, queues of cars often just pause beside the lower machine, blocking access to the car park, and as a regular user, I am unable walk the distance back and forth, to get a ticket.

Thank you again for the free parking time privilege in the Crownhill Village Car Park.

Having read your proposals I will simply no longer shop in Plymouth to increase something by £11 and say that's in line with inflation is madness These proposals will be the nail in the coffin for shops in Plymouth

Increase this increase that screw it lets add permits here so we can get more money while it's already a struggle, let's in courage public transport but while at it lets increase that too starts getting cheaper to get a taxi wait now let's change that too let's charge the people for this for that. You're all greedy.

Want my opinion stop looking at ways to make extortionate money and start working for the people the way the council was meant to be for, won't take long before even parking in a street you can't do anymore because you have this stupid crazy idea of permits, where is the first come first serve no you get whiny miserable people complain about everything.

I would like to see students paying a higher premium than us residents especially near the University where one house alone can have five students all with a car, and that's just one house.

I reside on Cross Park Way Crownhill and this afternoon attended a consultation into proposed changes to our permit parking scheme. We currently buy two visitors permits and no resident permit as I park my car on the driveway. Under the proposed scheme we will be restricted to only 90 visitors a year which means 275 days a year with no visitors all at a cost of £100!!!. We are against these proposals and would like to see either the permit scheme to continue as is or scrapped completely.

We don't live near the city centre or the Barbican just near a hand full of local shops in Crownhill. We feel this would be an infringement on our human rights and would make a huge

difference to our day to day living. This is totally unacceptable we live in a democracy not a dictatorship. !!!!!

This is more of a generalised comment on parking in the city for the parking modernisation proposal.

I've lived in the city centre, where there are restrictions in place, and I live further out of the city where there are no restrictions. Both have had major challenges when it comes to parking.

Whether you get people to pay for permits or not, people are going to continue to park where they can. The permit parking where I used to live didn't mean people didn't get cars. Sometimes with 3-4 cars per household, with street parking means that they take up multiple spaces when the width of their house is 1 space wide. The same is true of living in unrestricted places, and in both it's often difficult to find a space.

I agree with permits (especially electronic, where you register your number plate), but I doubt they do little to deter people from getting cars, as usually the reason for having a car is bigger than that (commuting, work, leisure etc.).

I begrudge paying for parking and if I need to go into the city centre, I'll try to group up my errands and try to do them in a short timeframe, so I can use the 2 hour parking bays, which I feel are the most reasonable thing that can be done for everyone. Increasing the number of 2/3/4 hour parking bays in the city will encourage more visitors to the city centre, especially in a time of rising costs for everyone. They can spend their money on the things they need, in the city, rather than going online. Sure, there are people that need to spend longer in the city, and I feel like that's when you could start charging, though I'd also argue that those people will be parking in Drake Circus, which is a major reason for the road improvements leading up to the car park. I also feel like the 2/3/4 hour bays would deter people who want to park their car somewhere permanently, such as in a free car park or on a road with no restrictions.

If these costs are coming into play, then the bus services need to be improved. The services need to be more regular, and the cost reduced. There are two things that could lead to people not using buses, the price and the reliability. If the bus isn't reliable, then people are going to find other means to get around. Services then get reduced in that area, but that doesn't mean there isn't a need for it, there's just an element of trust that's disappeared. The cost of an annual bus ticket is £1,250. This is the total cost of a cheap car for most, along with the insurance, tax and most of the petrol. This paired with some buses stopping services early (I'm guessing because of lack of people using the service) and lack of regular buses when needed all amount to something that isn't worth paying.

There are two things that could lead to people not using buses, the price and the reliability. If the bus isn't reliable, then people are going to find other means to get around. Services then get reduced in that area, but that doesn't mean there isn't a need for it, there's just an element of trust that's disappeared.

Ultimately, I understand we're all feeling the pinch but with these changes in place, I feel like the city centre is just going to be much quieter and more retailers will go out of business or move. Thank you for reading.

Proposed Parking charge increases will stop more people coming in to the city centre. I live in Plymstock and have tried using the bus twice first thing 0800 on a Saturday and waited over an hour so I restarted driving in. These increases will mean I will not use the City Centre as far as possible half the shops are closed anyway and this will close many more

Please could we have parking permits in Wesley Avenue?

We hereby submit our comments on your list of proposals: Our only objection is to a single proposal, however we also offer general environmental comments as well.

"Removing the annual visitor permits available in some zones to ensure a fair and consistent approach across the city"

We totally oppose this proposal. This will be an unfair and retrograde step in many areas of the central city, where (a) some residents already abuse the system by having regular groups of visiting friends take up between 2 to 5 or 6 parking spaces at a time, several times a week,

preventing genuine residents from finding space, and (b) defy the restricted-parking periods by up to 30-45 minutes due to the adherence of the Parking Patrolmen to a similar time of day for their beat. Also, (c) parking congestion - residential areas are already over-congested due to the sheer number of vehicles owned per property, and (d) how will the Council prevent non-residents from parking in our streets and then going to work, especially in areas like the University neighbourhoods? The visitor permits are essential for the old, the sick, the infirm, the lonely, and the vulnerable, to receive visits at any time from family and loved-ones.

We agree with all of the other proposals, and agree that city-parking should be better regulated, but modernised, simpler to use, and brought into line with other areas of England. In particular, we APPLAUD ANY AND ALL measures to reduce congestion and air-pollution in the central area within which housing is particularly dense.

If public comments are to be open viewing, we would be grateful to be contacted beforehand. We strongly object to charges you are looking to implement for Plympton car parks as this will ruin the shopping centre for the Ridgeway.

This is a great community where people shop and meet up regularly.

We need places like this without the worry about having to pay for car parking.

As pensioners we need our transport to take us to places such as the Ridgeway, as we live on the outskirts of Plympton and we go to the Ridgeway most days for shopping and meeting family and friends.

If you start charging for car parking, there will be a huge impact on the shops and businesses in and around the Ridgeway, and people will stop going to them.

We pay enough in council tax, we should be able to park for free in our local areas.

We hope you will reconsider these changes.

I am emailing as I am very much opposed and quite frankly appalled at the idea Plymouth City Council are proposing.

The residents of Plympton very much rely on the shops at The Ridgeway. We as residents are constantly encouraged to 'shop locally' yet this measure could discourage people and will ultimately affect and could even force our current available local services to close!

The residents of Plympton are very much a mixed bunch, with an aging population with mobility issues to young families with children who all rely on their vehicles to get around...it can take a considerable amount of time for the residents to move from shop to shop. Not only this, there are quite a few hair and beauty salons up the ridgeway, for women if you are having a colour and cut, this could take anywhere from 2-4 hours to do so. There is dance school (Starlite School of Dance) that uses the Masonic Hall and Chaddlewood Community Centre which can mean the dancers are there for many hours taking their lessons and practicing for their exams. There is the Ridgeway Methodist Church, many services are 2 hours long. There are several restaurants (The Shapla, Plympton Spice, The Stannary Court Weatherspoons etc.) When attending these eateries, usually you are with friends and with chatting can spend way longer than 2 hours. Let alone all these wonderful business owners and employees, where will they park? I really do not think Plymouth City Council have thought this through the impact this will have of the 30,000 people living in Plympton.

I appreciate you have 'made a boo boo' and have somehow gone over your budget by a mere 13.6million, but taking it out on the local residents is absolutely barbaric. You made the mistake, don't punish the residents for it.

I am disappointed in our Council.

Just wanted to voice my opposition to the parking proposals for increasing parking charges on Plymouth Hoe Please don't!

You are paid for by us the people of Plymouth via taxes- council and income - I pay an outrageous amount as it without putting up parking payments for the people of Plymouth who love our city and indeed the hoe Needs to be made more accessible not more expensive- hiding behind a green agenda - load of tosh - don't do it!

Feedback details

Your proposal of all the price increases relative to parking are disgusting. You literally do not know where to stop as a council. The most corrupt bunch of thieves this world has ever seen! Feeding the rich and killing off the poor. Not only do you allow huge businesses to continue robbing the general public for gas and electric and petrol and diesel, helping them gain enormous and disgusting profit margins but you do the same yourself. I hope someone starts an uprising and the whole city turfs out every single last one of you.

What do you think we should do

Do what you're supposed to do, help and support the general public, everyone. Not just you're pals in office and whatever company pays you the most money in back handers.

I totally disagree with the proposal to do away with cash payments for parking. Not everyone is confident with using new technology – elderly people and dyslexics for example. Just give people the choice. Cash is simple. Everything else is a hassle for many people and will result in giving Plymouth a miss for other more flexible places.

I am emailing to object to your plan to change all parking metres to cashless. Not everyone has a smartphone, or even a debit card. I know many people who still use cash. Why should we be forced into a cashless society, which is what you will be doing? Also, with putting parking charges up people will not want to go into the city. With the cost of living crisis, as it is now, people will not go into the City to spend any spare money they may be lucky to have. Therefore, I can foresee many businesses closing.

I am a disabled resident and at the moment, and am paying £40 annually to park in the City Centre, however, if the cost rises to £60 then I will not go into the city Centre.

This is in response to the above “Public consultation”. Please see below a recipe to help kill off our city centre.

1. “Virtually give away” the bus service to a private operator perhaps more concerned with “Profit” than “providing a service”

2. Hugely increase development of housing and road networks, resulting in overcrowding, delayed long slow road journey and perpetual traffic jams.

3. Penalise “easy targets” such as the most poorly and most disabled, who may be unable to use public transport and thus have no alternative but to use a car to travel.

4. To remove the option to use cash to pay for parking. This will exclude the poorest and most vulnerable in our society; not everyone has a smart phone or bank card.

5. At a time when inflation is rising at a 40+ year high, many households are already in crisis.

Significantly raising parking charges can only add to this and reduce footfall in our City Centre.

Removing the option to pay for parking with cash will also hit these poorer households unfairly; it has been shown that when money is tight, many find it easier and more efficient to budget with cash.

It was also concerning to see that on the day these “changes” went out for public consultation, a “notice of proposed order” (for these same ‘changes’) was published!

Has Plymouth City Council already decided to go ahead regardless of the outcome of this “public consultation”?

Does Plymouth City Council care more about “their budget” than the future of Plymouth City Centre?

And does Plymouth City Council care more about “their budget” than the extra misery this will inflict, especially on the most vulnerable in our society?

With reference to the proposed car parking charges at Plympton, please take this email as our objection to such a proposal. We have to take our car to the Ridgeway as we only have 4 buses a day and none on Sundays and Mondays. Most of our stops are short stays of less than an hour. We live in Newnham Close and when we arrived here in 1998 we did have a good bus service but that was eventually taken away.

The car parking charges will have a devastating effect on the Ridgeway as footfall drops, traders will leave. In a few years’ time councillors will be asking what happened to the Ridgeway.

The size of the parking spaces is too small and most people have to allow passengers to get out before they park.

To allow this to happen will be good news for the out of town supermarkets and the Ridgeway will become a ghost town. This is totally unacceptable and we strongly object.

The proposed increase in Residential parking fees is outrageous for many reasons!

1. The roads we park on are so poorly maintained it's actually a joke.
2. £30 is already ample, given the fact bringing in permits around my street was totally unnecessary in the first place. (St Leonard's road)
3. People are already struggling financially.
4. The financial struggle is set to get worse with the energy and fuel crisis.

The list goes on and on.

I completely object to this, it is taking advantage and jumping on an already crippling bandwagon!

I'd like to send my comments regarding Amd.2022.2137287 Parking Modernisation.

I completely disagree with your proposal to raise the prices both for the yearly parking permits and for the hourly parking rates. You are comparing parking prices with other cities without considering the highest wages they are getting, compared to ours. With cost of living over the roof, inflation above 10% and fuel prices remaining higher than ever before, your action should be to lower the parking fares and not increase them.

Ring Go is expensive, inefficient and unreliable and should be abandoned. There should always be a contactless option as this is quick, easy and can be used by most. I can see that removing cash payments is appealing if you wish to save money but it does further marginalise the most disadvantaged in our society.

I do not agree with the changes to parking in Plymouth (Amd.2022.2137287), at the moment people across the city are facing huge increases in other areas of regular household spending and this is absolutely the wrong time to do this!

Some members of our community may weather the rising cost of living but others will really struggle. People use the city car parks for many reasons including; work, study, shopping, and exercise and to attend events. Increasing charges at this time adds to the strain on households. I appreciate charges do need to increase but I believe this should wait until inflation starts to fall, the council should be supporting our community during this time, you have already shown the political will to do this by freezing council tax, do this again and support our city!

As a local resident of Mutley Plain I would like to forward comments on the proposals for parking.

☐ I agree that the council's carbon footprint needs to be addressed and this is urgent as we were all reminded by the heatwaves this summer. I do feel the council needs to consider ways of improving the local transport system (including park and ride) in order to reduce the number of cars entering Plymouth city centre. Not only will this reduce the carbon footprint but also pollution. I have 2 young children that are inhaling the pollution emitted by cars on our street on a daily basis. Cars still continue to run their engines when parked which is totally unnecessarily polluting our area.

☐ I worry that by removing maximum stay restrictions in many central off-street parking locations this will only encourage more students to bring their cars and dump them in these areas as many of their residences are in the excluded list for parking.

☐ I do agree with raising the price of residents' parking permits in line with inflation, from £30 to £41 a year, we would be happy to pay more (up to £85) as we are a one car family.

☐ Would the council consider having a limit on the number of parking permits per household including HMOS that are not on the excluded list? We are a family and have chosen to use one car and then use the public transport if we can. I have spoken to many families on our street and they too have only one car. It is mainly the HMOs that have numerous cars, we live next door to a 7 bed HMO not on the excluded list so they potentially will be given 7 annual car permit.....this doesn't feel fair for us as residents and also for local people trying to park to use the businesses on Mutley Plain.

☐ I absolutely agree with reducing the free parking period back to two hours (from three) at Mutley Barracks and Napier Street car parks, where drivers are often now parking to visit other locations, such as the city centre and university.

☐ This is true and also what needs to be considered is that you have made it very easy for people who commute to work on Mutley Plain, they park on nearby roads for free, filling the spaces so there is not room for shoppers, then at 12 they all coming walking down the road to move their cars to the Mutley barracks and Napier street parking free for 3 hours, filling up the car parks, again no room for shoppers and the shoppers are such as they can't park on nearby roads 12-3 either. We have been stopped so many times by people frustrated they can't park in the local area between 12-3 as the car parks have been filled by the commuters. By reducing the parking back down to 2 hours it takes away the ease with which the commuters can use and abuse the system, hopefully think twice about bringing their cars to work.

☐ Above all I do agree that fees need to be increased as a deterrent for car use and ownership. I do think the council really need to consider the improvement of local public transport and put a limit on the number of parking permits given per household to 2 as this is reasonable and would free up spaces in the area and reduce the pollution.

Re parking proposals

Please don't refuse cash. We cannot be a cashless society. Many do not have phones with apps. Please protect shops & especially independent businesses by encouraging shoppers with free parking hours or one day a week Not by increasing charges.

Responding to your request for Plymouth residents' feedback about changes to parking around the city centre, I would like to say the following:

- At a time when there is possibly the most extreme cost of living crisis in decades, can you really justify increasing parking charges by 33% (50p increase on £1.50 per hour) when inflation is currently around 10%?
- You use the justification for this increase as Plymouth being significantly below the national average for parking charges; however, average salaries and standards of living are also significantly below the national average. So, I suggest that parking charges below the national average are entirely appropriate and should remain.
- With the high street dying because of online shopping, and huge numbers of empty lots around Plymouth city centre, do you think that a 33% increase in parking charges is likely to attract shoppers back to the high street? This is not how you revitalise the high street!
- Why not start incentivising people to come to the city centre with schemes such as first hour of parking free, or make it completely free, as I understand that other towns and cities have trialled.
- Will not attracting people back to the city centre actually pay dividends in the long term, rather than a short-term, and short-sighted, strategy of increasing parking charges to raise additional revenue? Such a scheme will likely even cause a drop in parking revenues as people are put off from coming to the city centre in the first place.

I'm writing to ask why there's more parking around Devils Point for visitors than there is for people who pay for a permit who actually live here, people who come to visit are parking in permit spaces meaning we have to drive around none stop trying to find a space, we pay for a permit to have a space but 9 times out of 10 we cannot find anywhere to actually park. Is there anything that can be done about this so residents actually have somewhere to park at all times? It's gotten a lot worse here in the last two years than it ever has been before we have old people and people with kids who would have to park 10 minutes away from their home because there's nowhere to park.

I disagree completely, the cost of parking does not reflect the prices in other areas, in Downham Market it's free other areas in England are free or £1 an hour are you only talking about London, Manchester and Birmingham. We down here have lower wages with higher housing cost, higher petrol, higher food, water gas and electric so what on earth are you playing at, I for one including all my family and friends do not visit the city centre as it is due to no shops and dirty so why are you just putting a nail in the coffin. Please take note of the people you are supposed to be representing and not your greed.

I would like to object to some of your proposed parking amendments.



1. Removing cash payments - This will seriously affect a large part of the elderly population, many do not have a smart phone, many do not have a bank card with a contactless facility, they prefer to use cash, particularly if they have a limited income & need to watch every penny. Their car may be an absolute necessity, because they do not live on an accessible bus route, & the busses are so unreliable anyway. You would be causing major stress & anxiety to people who have worked hard all their lives, & many would be confined to their homes.

2. Increasing parking charges - When the majority of people are having to pay vast amounts of money for their increased fuel bills, why would you want to make it more expensive for people to go to work, the busses are very unreliable, & not everyone is near a bus route.

It will also discourage people from visiting the city centre

3. Increasing parking charges for businesses - Businesses are already struggling with fuel bills & staffing issues, why impose further pain & increase the risk of them going out of business & then we will have yet more empty shops.

4. Increasing Parking/bay charges for disabled people - many disabled/elderly people are living on a very limited income, they already pay more to heat their homes as generally they are at home all day & need to be kept warmer as they are immobile. Their fuel bills are rising exponentially, why would you want to inflict more pain on this group of vulnerable people?

I would like to comment on the increase in parking charges. I understand that there are costs that need to be covered but increasing all the parking costs included car parks and residence parking alongside all the other rising costs of living seems the wrong time.

If there are these changes, could visitor's permits be made electronic so they are more easily accessible?

Unable to attend any meetings but I believe the removal of the cash option is discriminatory, certainly for older people. Not only if the card payment fails... there have been recent reports of this in Cornwall...the choice should not be removed! So easy to park on the Bedford car park in Tavistock where there is still the option.

Clearly someone has to collect the cash from the machines, but, bit by bit the public are being stripped of choices!

We are writing to express our opposition to the following changes to the parking proposals.

1. Removal of cash payments: This doesn't offer drivers greater choice - quite the reverse.

2. Raising the cost of Residents Parking Permits: The proposed increase over 33% is unwarranted, the cost of producing and policing these permits is unlikely to have increased by this amount. Given that these permits do not actually provide any real benefit to the holders, it would seem to be being imposed purely as a means to increase income to the council.

3. Annual Visitor Permits: Surely the fair thing to do is to level up so everyone purchases books of permits at the same cost.

4. How is reducing the free parking period from 3 hrs to 2 hrs at Mutley Barracks and Napier Street supporting local businesses?

5. The issue of drivers overstaying their free parking time would presumably require the installation of CCTV cameras & NPRS, would the cost of this solution be recovered in the resultant parking fines?

6. On street parking fee increase: In these times of economic squeeze it is important that people come into the city and spend their money. Increasing parking fees discourages this!

I have some comments on the proposal to increase parking permit charges.

Unless there's actual changes to existing parking spaces for resident permit holders you shouldn't be increasing the costs. Especially when there are limited spaces already and nothing has been done to improve the situation.

People like myself, and many people in similar circumstances, aren't getting pay increases in line with inflation and it's getting more difficult. I personally cannot rely on public transport to get to and from work and have to rely on my car to do so.

I live on Hillpark Crescent (PL4 8JW) and the parking is a nightmare. Students shouldn't be allowed to have parking permits when it means full time residents cannot park. I have spoken too people in this street who live here with cars and they share similar views.

People often park here after 7pm when permit times run out and it means that people cannot park.

As I stated, unless things are done to improve services then why should costs be done to make it more expensive. Our council tax has gone up, food prices are going up, and living in general has become more expensive. Why make it more difficult by charging more for this? I know it's a one off payment but this could mean in one month the difference between a little extra credit on a prepayment key meter or having to pay out for a permit.

This leads on to my other proposal. The nearest council car park to the permit holder zone should be used as an overflow car park for when people cannot park in their own street.

Speaking of- is increasing car parking payments a good idea for business who need revenue to stay afloat? Why are we potentially putting people off parking when it could mean small businesses make sales when we having an economic downturn?

Whoever made these 'proposals' needs to go back to the drawing board because they're not the best.

I get Plymouth City Council needs to make money but with council tax going up each year, where is this money actually going? On this topic I feel an audit should be completed as public finances aren't going to the correct places. There's frequent fly tipping, drug abuse in streets around where I live, and dog affluence.

Honestly Plymouth City Council, you need to do better.

Increasing parking fees during these economically hard times is wrong and discriminates against the less well off.

I have concerns about the permit parking changes.

1. The raise in price I understand is in accordance to inflation but does that mean all streets with permit parking will be manned on a regular basis more than they are now?

I find for the money I pay to park my car is completely pointless as families have more than 1 car per household nowadays and some have a whole fleet of vehicles. I do find the parking officers are very rare to frequent the area so why am I paying £30 a year for 30 mins a year of patrolling?

2. I have a concern with the guest passes being revoked. How is this a good thing? How can you decide to hinder visiting family/friends from actually doing so? What if households require work and said tradespeople are at risk of a penalty notice?

What if when buying a new vehicle and there is a wait for the registration to change over you can't park anywhere near your property.

I feel all companies including PCC are jumping on a very dangerous bandwagon at the moment which is affecting hardworking public. Changes and price hikes are coming thick and fast from all angles but no extra incentives.

With reference to the schedule of proposals I would like to express support for most aspects in particular the modernisation of processes and the adoption of the likes of Apple Pay for payment – transactional methods have moved in this direction and we are very much behind in reflecting this.

Strand Street / Cremyll Street

I would also kindly request the committee review the usage of the "Strand Street / Cremyll Street" car Park. It is a free car park but without restrictions on stay. Hence it is frequently full and not able to service the needs of businesses, visitors, tourism and the usual visitations one will expect in such an area. It is extremely busy and, to be honest, used as permanent storage for vehicles such as motorhomes, vans and suchlike.

A scheme where 24-hour parking could be prohibited would benefit the area.

Zone T – Supporting the needs of SMEs

I also kindly request the committee review the adequacy of "Zone T". When we took up premises in the area, some 3 years ago, it was the case that small businesses resident in Zone T were able to apply for a small number of parking permits to support business operations and light staffing.

This is no longer the case, and inhibits business operations, particularly (coupled with the issues with the Cremyll Street/Strand Street car park) where we need to accommodate client visits. The ability to purchase a small number of permits, albeit at a higher business fee perhaps, would be immensely beneficial at supporting the ability of SMEs in the area to do business. Also, the ability to purchase shorter daily visitor permits for businesses resident in Zone T would also support business operations – particularly SMEs. Thank you for your consideration of the above thoughts, and I look forward to reading an update soon

I'd like to propose more availability of parking for bicycles. Currently there are very few secure bicycle lockers. I, for one, would be more inclined to cycle to the City Centre if I knew my bicycle wasn't visible to the public and left vulnerable.

You're increasing payments with no better public transport. You want people to use the buses but they are shocking, expensive and there are not enough. We do not have the wealth of other cities and to increase these fees with the cost of living is deplorable. The council have already cut services, garden waste and pavement spraying for weeds etc. What exactly do we pay for???

1 or 2 hours should be free in the city centre, cash at machines should be standard along with using card. Cash is still legal tender so why is it not acceptable for PCC?

In a minute you'll need to be repairing the roads and pavements because all the weeds have damaged them. Get back to basics, look after the little things that build up to cause big problems, that'll save you money in the long run.

While I'm at it, if you're so worried about climate change stop making me drive across the city to use chelson meadow when Weston mill is closer. Emissions, wear and tear on my vehicle and the road all play a part.

My issue with PCC is that you're hypocritical, you cannot make up mind what you want. Our city is fabulous but you make it hard to show it in the best light.

I would like to place on record my objections to the proposed changes to parking in District Centre car parks, namely The Ridgeway Plympton. The allocation of two free hours which is to be monitored by the installation of machines in the car parks and which I understand are easily adjusted could in fact after a period of time be stopped and all car parks become chargeable. The fact that these machines all over the council owned car parks will be cashless and involve mobile phone apps. Or debit/credit card payment in advance will probably result in users overpaying as they will be concerned not to incur penalties by running out of time.

The Local Plan for Plympton specifically included the provision of free car parking and should be honoured in its full meaning. People wishing to stay longer than the allocated two hours will choose to use on-street parking in residential areas as well as the car parks at Harewood House and the sports clubs to the detriment of the users of these vital community facilities. Should the council then decide that there is no free parking the effect on the businesses in The Ridgeway and surrounding areas will be catastrophic?

Whilst I understand that the council needs to make up a budget shortfall of over £13 million please do not penalise the general public. The comments in your proposal about Plymouth having cheaper parking costs than other cities does not seem to take into account that the wages of the car park users are also less than in other cities. I also fail to see how using a debit/credit card or mobile phone as opposed to cash reduces the city's carbon footprint.

I sincerely hope that you will reconsider some if not all of these changes.

I note you say you want to increase the choice of methods to pay for parking, yet also say that you wish to remove the option for cash payments.

Last week I tried to park in the guildhall car park, but was unable to pay. I had a choice, risk getting a ticket or leave. No wonder the city centre is dying.

Thank you for putting this information out on the proposed changes to parking management.

Clearly, the Council must consider how to increase income in response to high inflation. However, I have always considered Plymouth to be an expensive city for car users. As a city that depends to some extent on visitors, that is not good. I also resent the additional payments for online parking fees – the council (and others) lower costs by going online and there should be no additional charge.

When I first came to Plymouth over 40 years ago (attending a job interview which overran by a full hour) I was 15 minutes late getting back to my car and found a parking ticket on my windscreen. Welcome to Plymouth! It didn't form a good impression.

I love my adopted city and married a Plymouth girl – but it is not the friendliest place for drivers, and I see that as a constraint on business. That needs to be carefully considered.

Thank you for consulting.

Putting up charges for parking in line with the rest of the country .is another nail in are coffin we are not in the same pay scale as the rest of the country. .there are still people who can only get by with cash for their parking are we not allowed to park anymore a bit of discrimination there. .blue badge holders are being driven out of town. Or being screwed. People are leaving the city centre because it's filthy instead if all these proposed upgrades (waste of our money) just power hose the whole place clean from pigeon shit act and dirty buildings

Has anybody thought about increasing the level of fast/rapid charging for EVs in and around the city? I've heard a large GridServe station has been approved on Outland road. This would be popular with passing tourists on the A38 (although I can't imagine it'd improve congestion) but what about installing more smaller facilities at destination car parks such as supermarkets, cinemas etc. throughout the city.

Are there rapid chargers at the park and ride stops? Are they advertised as being available at the park and ride? Generally people use the park and ride for at least an hour which would be more than long enough for rapid/fast chargers. For people wanting to stay longer, the 7kW chargers would be adequate and these are easier to install as they're the same capacity as those used at homes. Increasing use of park and ride by whatever means would help reduce congestion and also improve the councils green credentials. As the park and rides are generally on or very near arterial roads at the outskirts you'd also catch tourists passing the city by. If the charges/contracts/leases are set correctly the city could also make some money from them?

I wish to object to the proposed increase in parking charges in Plymouth City Centre. Whilst it is true that Plymothians probably enjoy lower parking fees than in most parts of the country, one would argue whether the quality of what's on offer compares to other cities in the country. Indeed the very act of increasing parking charges will have a detrimental effect on trade in the City Centre and the businesses that operate from there.

Shopping centres such as Plymstock and Plympton have managed to survive the pandemic and remain thriving shopping centres due to the fact that they offer free parking.

Please, I urge you to consider the negative effect that this course of action will have on the local economy.

I am making some general representations about your proposals.

Whilst I understand the financial challenges faced by Plymouth City Council, that same body needs to remember the financial challenges being faced by its residents and businesses. The current proposals pass on the vast majority of the burden onto residents.

Residents and indeed visitors only have finite resources and your proposals will mean they have less money to spend whilst in Plymouth. Businesses already struggling could see further negative impact on their income, this could be the difference between survival and cessation of business. Without these businesses why would people want to come to the city centre. I fear most for small hospitality type businesses and small independent shops who don't have the luxury of sharing costs etc. amongst a national chain.

I am particularly concerned about proposals to extend the times of payable on street parking, at the same time as putting hourly charges up to £2ph. As an example when attending the theatre or having a city centre evening meal we park after 18:00 on the road leading up to the hoe from Elphinstone car park. This tends to be relatively empty especially out of season. Your proposals

would mean us paying £8 per visit or the fee for Elphinstone car park. This would mean for us less trips to such venues and a consequential loss of income for such venues.

Is it seriously your idea that such trips should be the prerogative of the better off?

We use Elphinstone car park when we come into Plymouth and pay £3.50 for six hours. We can then undertake our shopping, have a coffee and possibly lunch. The proposed increase will mean us undertaking less trips and potentially buying online, small businesses again take the hit for your charges.

You might say use the bus but at nearly £15 return for the three of us that is not affordable. It is not much more for a taxi but your more recent policy changes have increased their costs and Brexit meant less drivers so less taxis. We can't go by taxi for an evening for the fear of not getting home.

My last point concerns the removal of cash options. I believe it is totally unfair to exclude people who either don't have a smartphone for apps or don't have a mobile to make calls or in some cases don't want to use cards but prefer cash. I know this is a minority of people but should they be excluded from being able to park!

I honestly believe these comments are a waste of time as you are just ticking boxes and have made your minds up but I feel strongly about the future of the small businesses in the City Centre.

I would like to register my disapproval of the proposal to charge for car parking in and around the Ridgeway car parks.

This will have a huge detrimental effect on footfall and therefore trading capacity for all of the traders and drive more people to use the supermarkets where parking is free.

In your newsletter the council firstly sets out its vision to invite more people into Plymouth City Centre with the expensive works to be carried out on the City Centre and in particular Armada Way. Then it separately advises of the changes to Car Parking policies.

I am of the generation (aged early 60's) who have seen many changes to our lovely City Centre. I travelled into the City Centre for School and then work from 1970 until 2017 and have seen the gradual decline of the centre. When I first started going in traffic could travel in New George Street, Cornwall Street and Armada Way as well as many other roads. Quite rightly it was then pedestrianised which made the Centre more inviting and safer to move around. I used to boast too many people outside of Plymouth that we had a great centre to visit and indeed many people outside of Plymouth told me that we had a centre they wanted to visit. Then in the name of modernisation it was all torn apart with the destruction of Drake Circus and the building of The Mall. Anyone with a modicum of sense would have foreseen that the city centre would be broken into 3 with 1) The Mall, 2) Top half of town and 3) The Bottom half of town. This quickly happened and the demise of Woolworths, Littlewoods and Derry's (Co-op) did not help but clearly the Bottom Half became an almost dead zone to be filled with 'cheap' shops and moving the Main Post Office into Smiths did not help the situation as Smiths is also struggling which can easily be seen by lack of footfall and extremely tired appearance.

The top half of town struggles to hang on and the Half Baked Improvements which has left it looking like a bomb site are a disgrace and for a long time there have been many reported struggles to keep the Mall fully occupied, it is clear that it is dying like the rest of the centre... if that was the council's aim, Well Done! You are succeeding!!

How do you try to arrest this position? By making it more difficult for shoppers to park! I know that Covid made people wary of handling cash and the younger generations have embraced their mobile phone technology massively and cannot live without them but there are still loads of people who are more wary of technology and certainly do not trust things like contactless cards or having to use a smartphone for everything. I and many others do not have contactless cards or use smartphone technology, we do use pin & chip in supermarkets and always look to use cash in a carpark or public transport. I would also suggest that whilst the Centre has become a student area which does not use cash, they are already in the centre, the people you want to encourage into the centre are the middle aged/ older generation and I can assure you that if you cannot pay for the expensive by cash, we will be avoiding the centre as much as possible, which will not help

the cause of increasing footfall into the centre and make the retailers less likely to open up there. Everything you are proposing and Doing is driving everyone out of the centre to new retail parks / offices in the outskirts of the City.

I therefore urge you on a personal level and on a business level of keeping the City Centre alive and not just a student area, to reconsider your parking plans.

Plympton St Mary Neighbourhood Forum strongly object to the implementation of measures to introduce parking controls in the car parks within Ridgeway area.

When our Neighbourhood plan was written and subsequently made in May 2019, the Forum consulted with both local businesses and residents prior to its compilation and their views were taken into consideration.

In the Section of our Plan headed "Economy" under PSM6 Ridgeway Shopping it reads "Free and good parking facilities are key to the success of the established retail and employment areas of Plympton St Mary and something both residents and businesses wish to continue and support. " In the same section - Community Action EC4 "to support proposals for the continuation and expansion of free, short and long term parking to meet the needs of local businesses."

In the area adjacent to Ridgeway is Harewood House, Plympton Library, and a variety of Sports facilities. Tennis, Bowls, Cricket, Swimming and just pure recreation for all. Harewood House is an integral part of our Community and provides facilities for the Health and Wellbeing for all.

Several groups and associations use Harewood House for exercise, social meetings, educational classes etc. which caters for all ages and abilities. Every weekday there is a "Coffee Bar" run by local groups. This Coffee Bar is used by many as a means of making contact socially but also provides a "meal" at a very reasonable cost for everyone. Many stay from 10 until it closes at 2. The parking around the Harewood area at present is very limited and if utilised by those who would not want to be restricted by time, then users of Harewood Park with all its sports Clubs, Harewood House and the Library will be penalised.

I wish to make a representation, mainly regarding residential parking and the costing. I live in Knighton Road. We were asked to complete a consultation on the permit parking earlier in the year regarding timing and restrictions to which we still do not know the outcome. Are you able to enlighten me?!

I strongly oppose the price increase especially when a lot of the time we can't even park in our road which we pay permits for. This is especially a problem at weekends (when no permit is valid) People park here to go to town, the hoe or barbian!

Maybe before you consider increasing any charges, you should think about just increasing everyone's by a reasonable amount such as £5 a year and not the amounts you have indicated depending on the car you have. A lot of people will be penalised for their car. Which is no fault of their own, especially in today's climate will they may not be able to afford a different car!

Please give regard to the people who actually live in the area and make the permit parking 7 days a week from 8-4 for example to give us a chance to be able to park by our houses for a change.

Increasing the price of residents' parking permits from £30 to £41 not acceptable, particularly at a time when the cost of living has risen astronomically and most people have not had wage increases to accommodate this increase. I can say for myself that I have not had a wage increase for more than four years.

The council will have made savings with the resident parking permit scheme by changing to a digital parking permit, so administration, postage and material costs have reduced.

I also feel that increasing the on street parking charges will discourage people from coming to the city centre for shopping, social, and leisure reasons which will in turn have a negative impact on our local economy. I do not feel that this is a way to support struggling local businesses. The city centre already looks run down with so many empty stores.

It is well known that Plymouth City Council is having to address the projected budgetary overspend, but I do not feel it is right to pass this on to the local population at this time.

I am writing to respond to one part of the proposed changes for parking in particular.

I note that at the bottom of the list of planned changes is "Introducing a charge of £150 to cover the cost of installing a disabled parking space."

I feel this part of the plan disproportionately affects people with disabilities and may be discriminatory.

People with disabilities who might require a disabled parking space are already some of those most affected by the current cost of living crisis and so charging them to install a parking space that they require in order to be able to safely mobilise from vehicle to home is inappropriate. I do not have or require such a parking space, nor does anyone in my household. I would feel very aggrieved if I found out that a neighbour or colleague with a mobility problem was expected to pay a considerable sum in order to maintain their independence in this way.

Please reconsider this part of the plan, and if you intend to go ahead, be prepared to share publicly the EIA I'm sure you have completed.

The proposal to alter the district parking will I feel be costly for the authority. Not everyone has access to an app to register their car. This will require terminals to be fitted to the car parks giving a cost increase for installation and maintenance, not to mention how this will be policed. In some towns and shopping areas there is a free period of an hour or two for parking, allowing shoppers to make a quick visit. The minimum fee of two hours is also off putting in the city centre.

These proposals will encourage people to use out of town shopping areas rather than increase the shopping expenditure by going into Plymouth city centre.

May I please protest about the proposed idea of putting parking machines in the Ridgeway Car Park.

This would just about put the last nail in the coffin of the Plympton Ridgeway. Our local shopping centre is just about done with the closing of Lloyd's bank this week. I feel once machines are placed in the car park the next step would be too start charging and this would definitely be the end!

Plymouth City Council have successfully killed the city centre off and since they absorbed Plympton in 1967 are seem to be intent in doing the same here.

I believe the government's view on parking charges, which has not changed, is that they should be no greater than the sum needed to cover the administration and other costs directly related to parking. They shouldn't be another revenue raiser to swell the coffers of the council.

I am writing in respect of the proposed increases in car parking charges currently being considered for Plymouth. For the avoidance of doubt this is a letter setting out reasons for objecting to any proposals for an increase in car parking charges in Plymouth. In fact I believe that it is the very opposite that should be considered in order to prevent; further loss of trading, loss of more retailers and further reduction in visitor spending in the community which will contribute to the continuing decline in the City's attractiveness.

The following is a list of reasons that I believe support my belief that to increase car parking charges would be unconscionable and should therefore not be raised:

Firstly, on reading some time ago that the reason for the increase is that the current hourly charge in Plymouth was in the order of 50p per hour lower than other areas or City's, I immediately reacted with the thought that the hourly rate for many working people who live in and around Plymouth is less than many other cities. Also noting that Plymouth has a significant number of retired people who are on small pensions and who sometimes use the City car parks. Secondly, loss of small and large Companies are suffering from low footfall and need schemes that encourage more customers. Car parking charges are a major consideration when deciding where to shop and therefore affect how many people travel into the City. I feel I am stating the obvious here but I am invited to make my reasonable comments.

Thirdly, I believe that any increase in charges would be unreasonable in the current climate of energy price rises. The added cost of car parking increases would add more to what is forecast as the heaviest increase in energy costs for many years.

Fourthly, any increase would serve to add to inflation which already stands at 10%. Therefore the burden would fall to people who are already struggling with steeply rising costs. It surely cannot have escaped the thoughts and minds of the decision makers in respect of this issue that by increasing costs inflation will continue to rise.

The following extract from the Plymouth Live article (dated 17 August) claims a number of points: "We hope that people will see that, as part of this review, we are proposing a range of improvements that will make parking more straightforward and convenient and support the local economy but – even more crucially – help reduce the city's carbon footprint and address the climate emergency. I believe these are bold, green proposals". With the possible exception of "Removing maximum stay restrictions" I do not view any of the proposals as "improvements" any benefit to "straightforward and convenient" will be at a cost, it will certainly not "support the local economy" and to claim that it will "help reduce the city's carbon footprint and address the climate emergency" is a claim that would be difficult to measure. Making the cost of parking more expensive for people who have no other option but to use their vehicle to visit the city will not prevent the use of the vehicle, giving people the choice to use public transport as an alternative may go some way to help reduce the climate emergency. Where is the evidence to support the claim that putting up car parking charges to "help reduce the city's carbon footprint and address the climate emergency" could be regarded as: "bold, green proposals".

I also consider that the 50% increase being considered for blue badge holders is unconscionable, why should any person or group have such a burden handed to them. I read an article in the Plymouth Herald (24 August) that highlighted this unacceptable proposed rise in the charge for blue badge holders, the contributor of that article made it clear that rather than renew their concession, if the new price is adopted, they would seek another shopping centre. If others do the same the increases would not only result in an overall revenue decrease but would also result in a loss in revenue to City Centre traders. Plymouth cannot afford such continuing decline to its business community.

I do not believe car parking charge increases will help the future sustainability of the business community, and therefore the community as a whole.

I read with interest the "Fun and Fountains plan for the City Centre" Plymouth Herald 20 August. Is there a business case for this "Urban Park", no I'm not against it, I just do not comprehend a decision (involving increasing parking charges) that will surely adversely affect footfall being consistent with an expensive scheme to encourage an increase in footfall. The article in the Herald alludes to "years of under-investment in city centre streets and spaces". Any business case should surely take into account the conflict between the detrimental effects that increasing car parking charges will have compared to the anticipated benefit that an "Urban Park" would have. The final paragraph of the Herald article reads: "If we are serious about encouraging investment and people back into the city to live as well as work and shop, we need to make it more attractive". I agree wholeheartedly with the latter, so one way to prove being serious is to refrain from the detrimental effect that increasing parking charges would have.

Regeneration of the City Centre will not be achieved by increasing parking charges.

I would appreciate if the above could be considered as reasonable and justified reasons for not increasing car parking charges, and the proposal rejected.

Should you wish further comment or ideas please do not hesitate to contact me.

This surely is not the time to be penalising hard pressed residence by what is in effect free money for the council. Of your reasons for increasing charges the only one that is barely legitimate in these difficult times is trying to reduce carbon emissions. But that doesn't stand up for residents who buy permits and park their car near their home and cycle, walk or use the bus which many do. The reason given to bring charges in line with other councils is poor in the extreme. How about bringing charges in line with those who charge less. Give hard pressed council tax payers a break and a helping hand and shelve this unnecessary increase on their budgets, no matter how small and show them a sympathetic side of the council in these extremely difficult times. The kudos you will gain from that will far outweigh the financial gain to the council and will not make any difference to climate change.

Whilst I have no objection to the proposed increased cost of resident permits, I should like to see some limit placed on the number of permits issued, together with stiffer penalties for those who repeatedly contravene restrictions.



In my street (Hillside Avenue, Mutley) we have a household of two tenants with six vehicles that are each used in connection with their business. Several of those vehicles are driven by their employees, and each has been parked in the permit bay during the hours when restrictions apply. To my knowledge, permits have been issued for three of those six vehicles.

I should like there to be a limit on permits issued per household; I believe two is quite adequate. I also believe that the vehicles in question should not be driven by anyone other than the registered keeper. In other words, those vehicles should not be driven by non-resident employees of local residents who happen to be running business operations.

I should also like to suggest that permit holders who repeatedly contravene restrictions, whether by parking vehicles in the permit zone without a permit, or parking on double yellow lines, are dealt with by forfeiture of all permits in issue to them.

1) Raising these is a good idea. Folk who can afford a vehicle can afford to pay to park

2) Carrying small change to allow any amount into the machines has become a habit

Not a problem. Using electronic devices would defeat me.

Please may I have a telephone number for this facility, as I often wish to improve the traffic flow, and have traffic lights which are faulty report? Thank you.

I am writing to you to express my concern about increasing in parking charges. As I'm sure you're aware, we are in a coat of living crisis and people are struggling now more than ever to put food on the table. The increase in charges for parking may not seem like much, but they will increase social isolation for those living in adverse poverty and will create difficulty for those who are working to make ends meet.

It is difficult enough being student in Plymouth who is not allowed to park outside of my own home due to resident permit restrictions, but to now have to pay more for parking during restricted hours and when doing shopping in the city centre would be something which would create a great deal of difficulty for me and my partner (and many others in my building)

I write to give my representations to the proposed changes concerning the visitor annual permit scheme

Preamble

Firstly, I do not think placing notices on a few lampposts in the middle of August to be adequate to bring the proposed changes to the attention of all the residents of Cross Park who would be affected by the changes.

Secondly, the list of proposals contained in the Council's email, Plymouth News, of 19 August just states: ...'Removing the annual visitor permits in some zones ...' without stating which zones, nor which zones are not having their annual visitor permits removed. It would of course be possible to bring the zones which already have 'books' of 30 permits to be brought in line with the annual visitor permit system and not the other way round.

Thirdly, neither of the above guarantees that everyone affected will have received this bad news. (There was a time when residents would have been informed by letter and a meeting held with the local councillors to discuss such proposals).

Fourthly, James Stoneman has kindly arranged a hasty meeting on 31 August 2.00–

5.00 pm at a time when some residents, particularly those with school-aged children, are away on holiday and others may be at work. This is of course a result of the short notice given of the timetable for receipt of representations. The only notice I have seen of this meeting has been through the Cross Park Residents Facebook group and not all residents belong to this group.

My Representations

I. Very few streets in the 'suburbs' have any restrictions at all, including the next road over, Great Berry Road. Those inhabitants can have as many visitors as they like and indeed anyone can park there freely by day and night. I understand why the resident and visitor permit scheme for Cross Park came about (I was here at the time) but not why we should have the present system changed. If the Council want to make more money, why not bring in the same system for the whole city, then we would all be equal? Parking is difficult just about everywhere given the increasing number and size of cars. How much extra money do the Council think it will receive from the proposed changes in Cross Park?

2. The worst thing of all is that the number of visitors being allowed to park here is to be rationed i.e. limited to 90 per year (and this at a cost of c. £100 on top of the resident permit fee of £41 when most Plymouth inhabitants pay nothing – this at a time when we are all worried about the rapidly rising cost of energy etc.).

3. I have someone to help with my garden. This would account for one book of 30. If at some point I wanted a bit of help with the housework this would take another 50, leaving 10 for family and friends, let alone people such as plumbers, builders, and electricians etc. who do not have city-wide business permits. If someone were to visit for even 10 minutes that is one permit gone.

4. There will of course be some who are not affected as they have paved frontages of a size for 2-3 cars to park. Others may not have or need many day-time visitors but please see the paragraphs below – circumstances can change over the years.

5. The following points relate to the elderly (of which I am one), people who are at home during the day as a result of retirement, illness, particularly those living alone, looking after children etc. This is discrimination against them.

6. People living on their own had no visitors during lockdown - for good reason. It was worse for those shielding. Phone calls are a poor substitute for human contact but most of us got by. However there are people who are lonely, both young and old, perhaps depressed, who need regular visits and do not meet the requirement for an 'essential visitor permit'. Now the Council are proposing to isolate us again to a certain extent by rationing the number of visitors and taking away our freedom to have visitors at any time. What happens when the 90 permits have been used? No visitors or tradespeople? And please do not say they should come by bus. Elderly people tend to have elderly visitors and it is a long walk from the bus stop, especially if you are waiting for a hip replacement. Also not every visitor lives in Plymouth. My relatives, for example, all live at a distance. The same applies to evenings when anyone can park – a lot of people do not like coming out in the evening or having visitors at that time.

7. If this proposal goes through (and I very much hope it will not) I have the following choices: Either

Have the whole of my front garden paved over to accommodate my visitors – and this high cost may not be affordable, particularly in view of the heights to which energy prices are heading. Also this is not very environmentally friendly.

or

Ask my visitors to park in Great Berry Road or the roads off it. Tradesmen would not be happy with that.

or

Move to live where there are no restrictions whatsoever. However, this new system Could make it difficult to sell.

I appeal to your humanity. Two of the councillors are very young. How would you feel if you could not visit your elderly relations because they had run out of visitor permits or you were restricted in having visitors in the same way? You may not be bothered now but we are all ageing.

Plymouth, PL1 3BJ

I have to say that I am very angry about the proposed increase in resident parking permits for zones such as mine (Zone R).

The reason for my anger is as follows:

We have restricted parking between noon and 3pm every day except Sunday. As a working family, this is practically useless to us. We leave at 7-7:30 am and return 5-5:30 pm, Monday to Friday. The restricted parking time is basically useless to us, those who have to pay - but if we do not pay this fee we cannot park outside our house on Saturdays between noon and 3pm

Heaven forbid we try to drive away from our house on a Saturday with the intention to return after 3pm. If we do so, our spaces get taken by people who can then park for free until Monday noon, leaving us often with difficult, if not impossible parking.

During the week, our spaces are used at home-time by people picking up from the local school - who of course do not have to pay anything for the privilege - giving us problems parking.

What is the point of resident parking permits if not to protect the spaces for residents at the times they need to use them?

We have raised this issue before, when our zone was protected from 8-10am Monday to Saturday - but your response was to change it to noon to 3pm (which is worse from our point of view) - so we get the feeling that you have no intention to work in favour of the residents (those who pay), but for some strange reason you would rather make things easier for those who do not have to pay for resident parking permits.

Increasing the price of the parking permits simply adds salt to this already gaping wound.

I would be happy to see spaces in my zone taken by someone who pays (even during the restricted times), so adding metered parking in my zone would at least be equitable - the ones who want to park outside my house when I cannot, can pay for the privilege. However, what would be far preferable would be to have my zone protected at the times I need to use it. 5-8pm (instead of noon to 3pm) would be a far better option than the current one - at least we could expect a reasonable chance to park nearby after working hard to earn money to pay our council tax.

I suppose that parking permits are the same price for other zones where all day parking is restricted? That seems very unfair - why should I pay the same rate for only 3 hours if someone in another zone gets 8, 12 or even 24 hours for the same price?

It's high time you put in place a resident-centric policy for parking permits.

Hi, your proposed increase in parking charges will finish the shops in the city centre all you will do is drive people to the out of town shopping centres where they can park for free, very short sighted, you cannot continue to milk the motorist.

People are already struggling with the rise in petrol, diesel, heating, cooking and overall cost of living. If you increase charges now you run the risk of making people more isolated and vulnerable. Mental health issues are huge in the city and are on the increase.

Plymouth Council has already made savings by stopping the garden waste and 'no mow' May, June, July and August. I have never seen Plymouth look such a mess as it does at the moment. To increase charges now is going to push some people over the edge.

Also to remove the option of paying by cash is not helpful not everyone is able to pay by card in particular the older generation will struggle.

I understand the need to increase revenue for the council and that parking charges have been largely left as is for several years. However I think to increase the costs now with the current cost of living would be counterproductive as it could cause people to lose their jobs if they can't afford the extra charges and cause shoppers to not go into town which is already seeing a footfall shortfall over the past decade. Which will cause traders and chains to potentially lay off staff due to the decreased revenue to those stores and traders. I personally would support an increase in parking charges once this living crisis is under control and an extra street sweeper sent out once a week to make sure parking spaces and car parks are kept clean. I believe the general public would be willing to pay the extra if they saw that the upkeep of these spaces and car parks were being improved. The revenue created from extra charge to parking would pay for an extra street sweeper once a week and have money left over to go into other departments pots as well.

The perfect way to stop people spending money in the city centre and Barbican area let alone Mutley. Footfall will decrease. Short term, shocking decision.

I'm not against an increase in parking charges across the city, however I am concerned that you are preventing those with lower incomes from entering the city by increasing the cost of parking vehicles they have already paid for without offering to reduce the cost of public transport.

Additionally, you don't explain what's actually going to be done with the fees you're collecting from parking space users. Yes, you talk about Plymouth's nebulous and opaque plan to become 'carbon neutral' but charging more money for parking spaces you know full-well people are going to use anyway doesn't help you to achieve this goal.

There is an additionally problem, as there are only two alternatives to taking a car into Plymouth and they're both unappealing:

1. Take public transport: Public transport costs in the UK are unreasonably high, especially when you consider the poor condition of our buses and unreliability of their service. Too often have I had to collect friends who have been left by last-minute cancelled services with no warning from Plymouth City Bus.
2. Cycle: Cycling in Plymouth is terrifying for new riders, and all but the newest road infrastructure is extremely cycle-unfriendly not only because other road users cannot be trusted to drive safely around cyclists, but the poor road conditions on most roads except main roads is also discouraging.

I have the following questions for you:

1. When you've increased the price of parking, permits, etc., where is this money going to go?
2. How will you improve cycling infrastructure across the city to encourage truly green transport into the city?
3. How much will you be lowering Plymouth City Bus prices by in order to make up for the increase in private vehicle parking costs and therefore encourage public transport use?

So at a time when people have been unprecedentedly financially attacked from every angle you decide to increase charges on everything. Often at well above the already crazy inflation rates eg parking up to £2 an hour is a 33% price rise, 3 times that of inflation. These proposals are also entirely discriminatory particularly to the older generations who don't have or want smart phones and are not aware how to use things like Apple Pay. Also why should people who live in permit zones not be allowed guest permits so they can have guests in their home the same as everyone else?

All in all I think every proposal is awful and could not be at a worse time for an already financially struggling society!

I would like to object to Residents parking increasing.

Why should we be penalised for living near the city centre, surely we should have incentives.

People who live further out do not have to pay for parking outside their houses. We also are not guaranteed a space.

I know and realise my letter will not make the slightest of difference, as money rules and penalise whoever stands in the way.

With anticipation?

I welcome the fact that there will be no change to the Alexandra Road Crownhill free car park, but please can something be done urgently to replace the ticket machine at the top end of the car park? This has been out of use for some time now, and this causes great inconvenience to users of the car park, as they have to use the machine at the bottom, which is often not working.

I live in one of the roads where we pay the parking charges. To me I think you are being very unfair. We pay this sum each year all we get is just 1 hr 5 days a week to park which leaves it to any other car to use 23 hrs a day free of any charge so we pay for everyone to park here for free. you class this as resident parking why are we not able to park in the road where we live and most times we are not able to do this .we are not getting the residents parking that you are asking us to pay if we pay residents parking then that is what we should get .as for expecting us to pay more when we don't get a decent service from you now .we need free parking like everyone else or pay for residents only parking

My only comment is to please give us an alternative to RingGo or phoning at all parking machines. Ideally I would like cash to still be available but I can cope with using a credit card if necessary.

I would like to register that I think paying on leaving a car park is preferable to pay on arrival, when you don't necessarily know how long you will want. If charges are increasing people are more likely to want to pay for the minimum they may require, which may mean that they leave earlier than they might if they could decide at the end of a visit. Businesses may miss out on revenue if customers decide to rush back to their car, rather than continue shopping or have a pudding in a restaurant.

I also wonder whether some car parks could have a floor with wider spaces for larger vehicles, which could be charged at a higher rate. Some people may prefer to pay more for peace of mind that their car is less likely to be knocked by another's door and may be less inclined to use parent and child spaces when they don't need them. As the owner of a small car, I don't come into this category but I've noticed that some cars barely have room to open the door.

I write to comment on the forthcoming parking modernisation proposals.

I wish to strongly protest against the proposed rise in parking permit charges - this rise seems to punish the residents who the scheme claims to work for whilst doing nothing to deter parking in permit hours - surely a better solution would be to maintain the residents fee but increase the parking fine for those disregarding the rules and blocking residents parking.

I would like to voice my concern regarding the idea of adding a parking charge to our free car parks.

I DISAGREE with this because of the following

- The council say they support small businesses and local highstreets, but this will KILL our Highstreet and the businesses within it.
- Local residential streets will be highly impacted by shoppers avoiding parking in chargeable car parks and find free areas to park.
- Plympton is one of the most bustling local highstreets in the county that offers a wide selection of products from people that work extremely hard to ensure their own businesses thrive/survive.
- Local businesses on the Highstreet support the cottage industry, local farmers and other local suppliers who would also be impacted if this was to go ahead.
- There will be local job losses in the community
- Charging for the local Highstreet will push people to the main supermarkets that do not charge for car parking, therefore putting money in to the pockets of large retail chains rather than supporting the local people of Plympton.
- People that own and work in the businesses along with customers will have to pay daily parking which is unaffordable generally, but even more so in the current climate.
- Why is this even being considered when people are struggling to heat their houses and buy food.
- If the council need the money - then put cameras in the loading bays and up the double yellow lines and fine the people that are parking illegally, numerous times I have to block the road outside of my shop due to people parking in the loading bay, leading to angry people behind beeping etc.
- Would it not be more beneficial to put a charity parking box instead to help local charities?
- How much will it cost to put the machines in? Why not put in public toilets in and charge 20p, this would provide the local community something they really need whilst also making some money for the council.

On a personal note from myself at Fruity Roots this will destroy my business, you will push my local customers to main stream supermarkets. I employ local people who would lose their job as would I. I have previously served the community as a postwoman and a Firefighter. I gave up these roles to support the community in a different way, helping society and our younger generation look for healthier choices and a healthier lifestyle and this could be gone in the blink of an eye.

Look forward to hearing your decision.

I get you need to get some money back but you are not helping people to go into the city centre and shop with put prices up. Also to take away the chance of paying cash to park is terrible, you shouldn't take that away from shoppers.

Nope nope nope. If you want to keep any part of the city accessible and even try to make it busier even though the lack of shops is embarrassing then parking costs should be lowered rather than highered

I strongly object to introducing or increasing parking charges in Plymouth. It is an incredibly challenging financial climate currently and I really think now would be a terrible time to start taking more money off the people of Plymouth.

I am writing in response to the proposed changes to parking charges in Plymouth.

I am COMPLETELY and UTTERLY against an increase in the resident parking permit fee to be in line with inflation, increasing from £30 to £41 annually, an increase of 27%. Not only is that NOT in line with inflation, it is also a really poor reflection on the city to ask already struggling families and singletons to have yet another increase in an annual bill, which is 17% over the current inflation rate of 10%. Perhaps if the city council did something about ALL OF THE WORK VANS AND TRUCKS that park in residential areas, often taking up 2 on-street spaces, that could be a good revenue stream either through additional permitting or increasing the window of time to 24/7 for residential parking areas then issuing parking tickets to all non-residents as a potential revenue stream for the city council as there is no end to this occurring in the St. Jude's / Prince Rock / Cattedown area. It is often quite difficult to find any place to park in this area in the evenings after returning from work or a night out. The fact that I may not be able to park on my street if I were to go out makes me stay at home more often and therefore not out frequenting local businesses.

I've also seen that you want to introduce resident parking charges based on a car's emissions. My car, which is now 10 years old, is in fine working order, but there is absolutely no way that I can afford to replace it with a newer, greener vehicle. Looking around my neighbourhood, I would gather that most of the residents around here are very much in a similar position. I know that the city has a NetZero plan, but again, timing is key. I am lucky in that I have a converted e-bike, but that is no good when I need to travel to my allotment and come back with several trugs/baskets full of produce, hence the use of my car. The vast majority of the time, it remains parked and does not add CO2 to the atmosphere. I drive less than 4000 miles a year and that includes my annual road trip to the Scottish Highlands and back again. Being penalised based on the car emissions when I so infrequently drive is also a kick in the teeth.

As for the other proposed changes, Plymouth doesn't have the same level of affluence as other cities in the UK, so why should parking charges be more in line with places that are more affluent than the SW. The SW is one of the most deprived areas in the UK and so to have cheaper parking than many other places in the country isn't a radical way to think. This proposed increase will likely drive even more people away from the city centre and even more to shopping online, leaving the city centre to further decline and businesses close. Given the current catastrophe that businesses face due to the rising and uncapped energy costs, doing anything possible to keep people coming to the city centre would be better as open businesses pay business rates to the council, whereas closed businesses do not. I am all for encouraging and growing a green economy (I work as a marine ecologist), but in the midst of a cost of living crisis is not the best time to enact such measures as people are currently having to decide whether to eat or heat their homes.

Regarding moving to paying electronically for parking with a debit card, credit card, mobile app, etc., it really annoys me to no end that you get charged 20p over and above the parking charge when using RingGo. If you want to include that fee, make it part of a flat parking fee. That would give the city council an extra 20p for every parking transaction, but the cost would be the same no matter what method people used to pay.

So, please consider these points. I know the council has a shortfall, but asking the residents to foot the bill in the midst of the most challenging time for people in the last several decades may not be the wisest of decisions

I agreed with the proposed increase in parking fees in Plymouth city centre. I don't like busy shops and this proposal should reduce the number of people using the city centre shops. Well done Plymouth City Council.

I'm horrified at these increases. "In line with other towns etc." only compares with London. Everywhere else in Devon & Cornwall is much cheaper. This will only increase the exodus from

our dying Plymouth centre. I barely visit living in Plymstock I will continue to show locally and on line for other products not available. No doubt I'm not the only one.

I have read through the many pages of the above proposal.

I am sure I have read somewhere that all payments are going to be made using an app using a smart phone or else by calling a number but I cannot find mention of this in the aforementioned proposal. I would mention that the picture in the Herald showed a pound coin being put into a machine.

Can you advise whether this is the case, please? This is the part I would wish to object to as I feel it will discriminate against many older people who do not have a mobile phone and it will stop them going out if they know they are unable to pay.

Discrimination against those with dyslexia and who struggle with IT

I am rather shocked that the council would suggest a course of action that discriminates against certain members of the community.

I am absolutely against getting rid of cash payment parking meters. This doesn't only effect some older people but anyone who may struggle with mobile phones/apps or doesn't want to use them for whatever reason or doesn't have bank cards. Use cash or lose it with everything that will entail.

Objection

I write to object to the proposed amendments to the Resident Visitor Parking Permit scheme in the Cross Park area of Crownhill.

A. This is a small, residential area, far from the City Centre and therefore does not compare with the other areas shown in the report, with their needs for transport access. Cross Park is not a thoroughfare. The only reason for entering the Cross Park area is as a resident or to visit a specific property.

There is, however, a road-safety issue in that if there are no visitor tickets available, the only alternative, other than parking in neighbouring streets with no restrictions, is the Crownhill, Alexandra Road car park, which has restricted parking. The access road is narrow and any extra traffic build-up will cause more congestion and also take up spaces that would otherwise be used by people wishing to use the local business services.

There is also the extra safety issue, particularly for the elderly or infirm, of walking from the car park to the Cross Park area.

B. "Removing the Annual Visitor Permits available in some zones to ensure a fair and consistent approach across the City."

This is not a reason, just a statement. However, as residents currently hold a yearly Visitor Permit, it has to be assumed that it is for purely financial reasons. The full terms and conditions of the Resident and Visitor parking were agreed upon by discussion with the Council and the Residents. The residents do not wish to have that agreement amended in any way. It is however accepted that costs increase over time and that inflation increases may be applied

Detrimental Effect on Residents

C. This proposal will cause a substantial, additional financial burden on most residents and equally seriously, the inability to have more than 90 visits by friends, carers, family, trades people etc. in any 12-month period. This is not only unjustifiable but also iniquitous, as those residents are being discriminated against because of living in a 'CPZ' area.

Many of the residents are older, elderly or disabled and look forward to, and in fact require, visits from family and friends. Over the years and increasingly during and subsequent to the Pandemic, we have been encouraged to engage with our elderly residents. The proposed measures seem to run counter to these wishes and could place an additional financial burden on the Council in the long-run, because friends and family may be unable to make timely visits to ensure the well-being of elderly or needy residents.

There are also, of course, younger residents who also have friends and family who wish to visit. Additionally, if residents are unable to use on-street parking, they may well find it necessary to create a parking space out of what is now a garden area, thereby removing valuable green space.

Small businesses in the area will be adversely affected, possibly to such a degree that they will be unable to continue to work from their home. This would clearly cause economic hardship.

Cost ramifications

D. On reading various reports regarding Local authority parking charges, the clear implication is that authorities should not use parking charges as simply a revenue-gathering scheme. Looking at the figures below, P.C.C. can hardly be said to be doing anything else.

The current charge for an annual visitor permit is £15. The proposed charges of up to £100 (an equivalent 566% increase) for only a 24% maximum possible number of visits are, quite frankly, scandalous.

As the highest increase in other proposed parking charges appears to relate to the Accessibility Permit, which will rise from £40 to £60 - a 50% increase in cost, the residents of the Cross Park area seem to be being treated unfairly.

Summary

I understand that it is illegal for Local Authorities to raise parking charges solely for the provision of revenue to provide for other activities and that the level of charges should be based on the need to manage parking. It appears that Section 55 Road Traffic Regulation Act 1984 does not provide Local Authorities with powers to set parking charges at a level greater than that needed to relieve or prevent traffic congestion. I would also point out that if a Local Authority sets parking charges in order to raise revenue, it can be deemed to be acting "ultra vires" if it cannot show that the proposed charges are necessary to relieve or prevent traffic congestion.

It appears that the proposals at The City of Plymouth (Traffic Regulation and Street Parking Places) Amendment No: 2022 2137287 in relation to the Crownhill Area do not manage parking or either relieve or prevent traffic congestion.

I therefore invite you to review this objection and withdraw the proposed changes to the Visitor Parking Permit scheme in the Crownhill Area. Surely, in the best interests of all concerned, it would be sensible and equitable to increase the cost of the Visitor Permit in line with that of the Resident Parking permit.

I oppose your parking modernisation proposal.

Your proposals come at a time people are struggling to put food on the table.

Pcc timing is disgusting, this has nothing to do with carbon footprint, and it's about taking more money from residents.

You mention inflation "raising residents parking in line with inflation"

This isn't in line with inflation.

Residents have to pay a fee to hopefully be able to park close to their home, and now you want to increase this fee when the parking problem is not their fault.

Disabled bays are not policed. You propose a disabled person should pay a fee to hopefully have a bay outside their home, yet other drivers can park in it with no repercussion.

You are not bringing the fee in line with other councils, quite a lot still charge no fee for this service. You have averaged out the fees other councils charge, given a few are greedy this has worked in your favour.

Removing cash payments from street systems limits people who don't have a more modern form of payment facility. You assume everyone has this and most don't trust pcc with access to their payment details.

Businesses are already struggling, increasing guest parking and business permits will just ensure you drive visitors and trades away.

Everything you have proposed is purely to squeeze more money from the very people who sadly have no choice but to employ you.

You didn't mention under these proposals at what rate councillors and the mayor pay for their parking when attending council meetings. This information would be very welcome along with what restrictions are implemented.

I have read your proposals on parking, and I feel that I need to oppose the way you want to go forward with a cashless system.



There are still a lot of older people who don't use smart phones, and therefore they will be unable to use Apps etc. to use the car parks. Why can't you use a system that accepts both cash, and Apps, then you keep everyone happy.

I believe this is Ageist, as I've already mentioned, a lot of older people don't use smart phones. However, I believe you've probably already made up your minds to go cashless.

All these ideas seem perfectly reasonable.

Please can you raise my concerns that you are going to remove our visitors parking passes? I will actually need to move if that's the case or I won't see my family. I won't be able to have any work carried out on my home. This is really concerning. We have been through enough in the last few years without the worry of now having to find a new home so our family can visit. We are being punished for living in the centre of the city when it's the commuters who cause the issues not the residents.

I have just read on our community Web page that you are going to make our permit parking all day. Please don't do that. I will run out if visitor's passes and I won't have any visitors. I can't afford to buy more than one book a year in the current climate.

I'm totally against an increase in parking fees in this city.

We are entering one of the most serious cost of living crises in our memory, and this will make it even worse.

The cost of fuel is proving hard enough.

We simply cannot afford it!

Below are issues I would like to raise.

1. Why is there the need to do away with cash payments, these should be possible at all parking sites. There are people who do not have bank cards/ mobile phones.

2. Multi-storey car parks should be pay on exit - hence no confusion when parking about time, over staying etc.

3. Car parking spaces need to be adapted to make the parking of modern day cars easier. This will not only make their parking easier but will also make life easier for those who park in their bay correctly but perhaps drive smaller cars. Trying to get into your car parked correctly but with two "Chelsea tractors" now parked beside you is not fun.

4. Ensure that all car parking places have the correct time showing on them - a few minutes out can make the difference of another hour being charged.

I would like to comment on your proposals to increase parking from 50p to £2 an hour. This is a huge increase, the 50p charge is so affordable right now, and why are you going to put more pressure on already struggling families.

The scheme to make the car parks closer to the centre more expensive will make it harder for disabled people who can't afford the higher charges. What are you putting in place for disabled people?

The ridiculous £40 charge to allow blue badge holders to use the car parks is bad enough but to increase it to £60 is terrible. I can't afford that. And you say able to use all car parks. How will Blue badge holders use drakes circus car park in your £60 scheme? Plus you say it allowed us to use the car parks for free. It's not free s we have to pay £60 for the privilege.

Finally, how do you expect some of the older people cope with cash less machines. I witness an old gentleman trying to pay for parking in the market car park with his card and it would not accept it. He was getting so Distressed.

This is just another way to make more money from us comes with the cost of living crisis right now, this is the wrong time to be increasing prices

Parking in our Ridgeway car parks..

I understand it is currently proposed to keep the free parking in the car parks which business owners are grateful for, However in our beauty salon where we work some customers are having treatments with us for 3 hrs, or if they have treatment with us they haven't got time to visit other shops in the high street without worrying about their limited time running out.

This is also going to have a devastating impact on all businesses on The Ridgeway.

Councils have put charges in car parks in other small towns and we have seen shops sadly decline.

Look at the state of Plymouth, charges have led to people on line shopping instead...

I can see the current problems people have been getting is from people who park their cars in the car parks all day and go off into the town shopping on the bus avoiding the park & ride facility that is available, could you please look into why they are not using the park & ride.

What are you proposing to do about business owners and staff who work in the businesses on the Ridgeway?

Business owners and staff should NOT be forced into paying parking charges.

Also a lot of elderly public visit the shops on the ridgeway rather than face going all the way into Plymouth and face charges from parking, they would not be able to use the proposed machines via using a smart phone/ app as most people do not have a smart phone to do this.

People would park in nearby streets to avoid charges which will then cause further problems.

If the council are looking to raise extra funds may I suggest they get more traffic wardens on the Ridgeway during the day as we constantly every day get people who are too lazy to park in the car parks and walk, they park on the double yellow lines causing obstruction for the bus and large lorries to pass through.

I am concerned about future of our free parking may lead eventually to charges, and no help for business owners or staff that work on the ridgeway.

I wish to object to these proposals as it may lead eventually to charges.

As a resident, 2 Central Park Ave, Plymouth PL4 6NW, UK I would like to voice my concerns at the rise in the cost of the parking permit for residents.

As a resident suffering from severe mental health issues and council tax exempt these small changes in prices can have massive impacts.

I agree with nearly every other aspect of your changes but cannot agree with them whilst the residents parking permit cost will be increased. My ability to survive on a day to day living is consistently getting squeezed by cost of living crisis and I'm not sure how much more I am able to take.

It's not enjoyable to continue living and the government's decisions on a local and national level seems to forget about people like me.

The decision to support Ukraine at the cost of thousands of UK citizen's wellbeing is short sighted and extremely dangerous.

In short, I cannot support these changes whilst the resident permit charge will be increased.

In response to your plans outlined in today's Herald for the future of Parking in the Plymouth car parks. If it is within your intention to have Phone or App options only throughout the city car parks, I and many senior citizens would be inconvenienced. Older local residents do prefer to use cash and not visa/Debit cards to park their cars.

With regards to the proposed increase in prices, I do find this is acceptable and justified. Perhaps the additional income to the Council funds could be put to good use improving the facilities around Plymouth Hoe i.e. usable toilets, repaired hand safety rails (Health & Safety Hazard), uneven steps, in the areas below and adjacent to the Hoe Swimming pool. As a frequent visitor to the Hoe, walking and swimming, it is one of the main attractions within the City. I and many locals and visitors consider it to be run down and an eyesore, needing an urgent attention and a good "Clean-up".

I don't use the phone app only cash payments so won't be using the car parks

I have read the proposals regarding the changes to parking in Plymouth.

I wanted to voice my concerns regarding the price increase for parking. I do appreciate the council is not excluded from the rising costs, however with the looming recession, I feel the council's priority should be giving businesses the best chance possible to survive the crippling decline of the high street. With the convenience of online shopping ever increasing, increasing parking charges are just going to push customers to shop online more and further help the decline of the highstreets.

I appreciate Plymouth charges may not be in line with other cities, but we do not have the same high street temptations as other cities either. In the past decade we have seen an increase in

empty shops, closing businesses and the shops that are surviving are not enticing people to visit the higher street in person.

My concern is also the cost to visit the city centre for a brief amount of time. I begrudge paying a minimum of 2 hours parking if I simply need to collect an order and will opt to have that item delivered.

I also want to express concern regarding the move away from cashless machines. We still have generations of citizens that are not smartphone literate and will be intimidated at the thought of having to pay via the phone.

Also, I am aware that the signal in the city centre is very unreliable. If you are visiting Plymouth and do not have the correct app, it is impossible to rely on 4G/5G or the free Wi-Fi available in some parts of the centre to be able to download the relevant app.

I am also aware that the app charges a service charge to use the app which makes parking that much more expensive again.

I hope you consider my reservations regarding the proposed changes in the next steps of this proposal.

I live at 23 abbey court palace street and the parking is shocking 40 flats but 8 spaces that we are allowed to get permits for ridiculous so I pay for my permit but still have to pay to park because there are never any spaces something needs to be done

x 61 copies

**I write to object to the proposed amendments to the Resident Visitor Parking Permit scheme in the Cross Park area of Crownhill .**

**A.** This is a small, residential area, far from the City Centre and therefore does not compare with the other areas shown in the report, with their needs for transport access. Cross Park is not a thoroughfare. The only reason for entering the Cross Park area is as a resident or to visit a specific property.

There is, however, a road-safety issue in that if there are no visitor tickets available, the only alternative, other than parking in neighbouring streets with no restrictions, is the Crownhill, Alexandra Road car park, which has restricted parking. The access road is narrow and any extra traffic build-up will cause more congestion and also take up spaces that would otherwise be used by people wishing to use the local business services.

There is also the extra safety issue, particularly for the elderly or infirm, of walking from the car park to the Cross Park area.

**B. "Removing the Annual Visitor Permits available in some zones to ensure a fair and consistent approach across the City."**

This is not a reason, just a statement. However, as residents currently hold a yearly Visitor Permit, it has to be assumed that it is for purely financial reasons. **The full terms and conditions of the Resident and Visitor parking were agreed upon by discussion with the Council and the Residents. The residents do not wish to have that agreement amended in any way. It is however accepted that costs increase over time and that inflation increases may be applied**

#### **Detrimental Effect on Residents**

**C.** This proposal will cause a substantial, additional financial burden on most residents and equally seriously, the inability to have more than 90 visits by friends, carers, family, trades people etc in any 12-month period. This is not only unjustifiable but also iniquitous, as those residents are being discriminated against because of living in a 'CPZ' area.

Many of the residents are older, elderly or disabled and look forward to, and in fact require, visits from family and friends. Over the years and increasingly during and subsequent to the Pandemic, we have been encouraged to engage with our elderly residents. The proposed measures seem to run counter to these wishes and could place an additional financial burden on the Council in the long-run, because friends and family may be unable to make timely visits to ensure the well-being of elderly or needy residents.

There are also, of course, younger residents who also have friends and family who wish to visit.

Additionally, if residents are unable to use on-street parking, they may well find it necessary to create a parking space out of what is now a garden area, thereby removing valuable green space.

**Small businesses in the area will be adversely affected, possibly to such a degree that they will be unable to continue to work from their home. This would clearly cause economic hardship.**

#### Cost ramifications

D. On reading various reports regarding Local authority parking charges, the clear implication is that authorities should not use parking charges as simply a revenue-gathering scheme. Looking at the figures below, P.C.C. can hardly be said to be doing anything else.

The current charge for an annual visitor permit is £15. The proposed charges of up to £100 (an equivalent 566% increase) for only a 24% maximum possible number of visits are, quite frankly, scandalous.

As the highest increase in other proposed parking charges appears to relate to the Accessibility Permit, which will rise from £40 to £60 - a 50% increase in cost, the residents of the Cross Park area seem to be being treated unfairly.

#### Summary

I understand that it is illegal for Local Authorities to raise parking charges solely for the provision of revenue to provide for other activities and that the level of charges should be based on the need to manage parking. It appears that Section 55 Road Traffic Regulation Act 1984 does not provide Local Authorities with powers to set parking charges at a level greater than that needed to relieve or prevent traffic congestion. I would also point out that if a Local Authority sets parking charges in order to raise revenue, it can be deemed to be acting "ultra vires" if it cannot show that the proposed charges are necessary to relieve or prevent traffic congestion.

It appears that the proposals at **The City of Plymouth (Traffic Regulation and Street Parking Places) Amendment No: 2022 2137287** in relation to the Crownhill Area do not manage parking or either relieve or prevent traffic congestion.

I therefore invite you to review this objection and withdraw the proposed changes to the Visitor Parking Permit scheme in the Crownhill Area. Surely, in the best interests of all concerned, it would be sensible and equitable to increase the cost of the Visitor Permit in line with that of the Resident Parking permit.

APPENDIX 3 - EQUALITY IMPACT ASSESSMENT

Plymouth Highways



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p><b>What is being assessed - including a brief description of aims and objectives?</b></p>	<p>The Implementation of 2022 Parking Fees and Charges Review</p> <p>The review includes:</p> <ul style="list-style-type: none"><li>• Changes to Parking charges for On-street Parking Sessions</li><li>• Changes to Parking charges for Off-Street Parking Sessions</li><li>• Changes to Permit schemes</li><li>• Increased Parking flexibility (Transferable)</li><li>• Direct link between Permit charges and the Climate Emergency Action Plan</li><li>• Increase to Cashless Parking offer across the city</li><li>• New Improved parking systems across the city</li></ul> <p>Changes to parking charges for both on-street and off-street parking will see an amendment to price and more importantly changes to the tariff / charge times which will see an positive impact on those people visiting Plymouth and staying overnight in our thriving hotelier / leisure sector. The changes will also allow for longer stays. The Changes will allow an increased level of flexibility for motorists to be able to transfer their parking session between like banded car parks and thus gain better value.</p> <p>Changes to Permit schemes will bring some consistency across the city, and linking with the Climate Emergency Action Plan, offer encouragement for residents to own vehicles with lower emission levels.</p> <p>These changes will be subject to a formal public consultation and in addition, further engagement will be undertaken with those sectors of our city who may require further clarification, this includes but not limited to Tourism, Disability, Faith, Business, Residents, and Business Improvement Districts.</p>
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	<p>The changes will ensure that robust, DDA compliant payment systems are installed across the city, to allow us to promote greater channel shift to digital payments, and also provide mini service terminals which are able to be programmed to offer other services both for the local authority, but also for a potential commercial opportunity.</p> <p>Cashless parking was first introduced in Plymouth in 2009 and expanded in 2020 to cover all Plymouth City Council Surface Carparks with the removal of cash as a payment option, in addition to this telephone or app payments are also available and increasing in popularity, the current provider in Plymouth is 'RingGo'. Mobile Phone Payment solutions provides an alternative to the traditional payment machines and offers significant advantages in convenience, environmental benefits and efficiency.</p> <p>Whilst it is accepted that these changes will impact on the general increase to the cost of living in the city, the fees and charges review offers a balance between increased costs and increased flexibility. The review will still leave Plymouth at the lower end of parking charge scale amongst both our local neighbours and across similar local authorities.</p>
<b>Author</b>	Darren Stoneman
<b>Department and service</b>	Plymouth Highways (Parking)
<b>Date of assessment</b>	28/06/2022

## 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>	<ul style="list-style-type: none"> <li>The average age in Plymouth (39.0 years) is about the same as the rest of England (39.3 years), but less than the South West (41.6yrs).</li> <li>Of the 16 SW authorities we have the third lowest percentage of older people (75), and the fifth highest percentage of children and young people (under 18).</li> </ul>	Plymouth City Council are aware that there will be limited impact on older people with the implementation of the Parking Fees and Charges Review	Increased visibility of payment telephone numbers will be installed at all payment machines and on lamp columns	Mike Artherton Sept 2022

<ul style="list-style-type: none"><li>Children and young people (CYP) under 18 account for 19.8 per cent of our population, within this 88.8 per cent &gt;16.</li><li>In December 2016 it was estimated that 5.5% of young people in our city aged between 16 and 18 were not in Education, Employment or Training (NEET) young people. Of those 457 young people who are NEET, approximately 25 % are known to have specific vulnerabilities.</li><li>The proportion of the working age population (16-64) is higher (66.1 per cent) than regionally (62.8 per cent) and nationally (64.7 per cent).</li><li>Plymouth has the sixth highest percentage of working age people in the South West.</li><li>The latest OFCOM Technology Tracker shows that financial status has little impact on mobile phone ownership as follows</li></ul> <table><tr><td>UNDER 10.4K</td><td>10.4K- 15.59K</td><td>15.6K- 25.99K</td><td>26K+</td></tr><tr><td>88%</td><td>90%</td><td>95%</td><td>99%</td></tr></table>	UNDER 10.4K	10.4K- 15.59K	15.6K- 25.99K	26K+	88%	90%	95%	99%	<p>It is recognised that older people will be less likely to have a mobile phone or ability to set up an online account for online payment options.</p> <p>It is recognised that older people may experience difficulty with the concept of transferable parking sessions.</p> <p>It is likely that older customers will be less inclined to make card or online payments, therefore Plymouth City Council will ensure that a link is on its website to alternative parking facilities in the City which will retain cash, these will be privately owned or operated,</p> <p>New Machines will be different and users may experience some short term difficulties, however all machines will be DDA compliant and have fill 'Plain English Instructions'</p> <p>All telephone payment options will remain through a local all number to ensure that no additional costs are borne by the customer</p>	<p>Design of car park groups into names and colours which will be easily understood</p> <p>Civil Enforcement Officers will be supported with additional customer service training to support those experiencing difficulty</p> <p>All partners within the city, including City Centre Company, Plymouth Waterfront Partnership, Plymouth Area Disability Access Network, AGEUK, and Access Plymouth will be engaged to support increased public awareness.</p> <p>All Civil Enforcement Officers will undergo enhanced Customer Service Training to include additional content on protected characteristics.</p> <p>The development of 'Social Care' permit will increase access options to those who receive in-home care and these permits designed for 'Social Care' sector to be promoted accordingly</p>
UNDER 10.4K	10.4K- 15.59K	15.6K- 25.99K	26K+							
88%	90%	95%	99%							

		<p>The Ofcom ‘Adults media use and attitudes report 2018’ indicates that 78% of 65-74 year olds use a mobile phone with 72% of the over 74’s. Whilst only 39% of the over 65’s use a smartphone (up from 28% in 2016) it should be remembered that RingGo payments can be made via text or a phone call.</p> <p>To mitigate the above figures, additional signage and assistance will be provided.</p> <p>A Smartphone is not an essential requirement for using this service.</p> <p>A bank account is an essential requirement for using the service. However, it should be noted that the UK government has helped launch fee-free bank accounts for people on low incomes, including the elderly. Most wages and state benefits are now paid directly into recipients’ bank accounts which makes living without one and being able to run a vehicle most unlikely</p> <p>For those with difficulty in walking or consider the pay machines difficult to access or use, phone payments can be made easier</p>		
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		<p>Website <a href="https://www.parkopedia.com/">https://www.parkopedia.com/</a> contains details of all car parks in the city with which will accept cash,</p> <p>The Deloitte UK Smart Phone report 2019 shows 80% of over 55 year olds regularly use a Smart Phone</p> <p>The OFCOM Technology Tracker report 2020 shows usage of mobiles phones has increased over 87% of over 55s now regularly use a Mobile Phone increasing to 99% in younger age groups</p> <p>This policy and assessment will be regularly reviewed to ensure the impact is understood and mitigated ongoing, this will be achieved through</p> <p>Attendance at Disability Involvement Group meetings (PADAN)</p> <p>On-street surveys</p> <p>Engagement with customers through the Have Your Say function, Twitter, emails, phone calls, etc.</p> <p>Continue to monitor new accessibility changes from the cashless parking provider and improvements to machine technology.</p>		
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<b>Disability</b>	<ul style="list-style-type: none"> <li>• A total of 31,164 people (from 28.5 per cent of households) declared themselves as having a long-term health problem or disability (national figure 25.7 per cent of households), compared with the total number of people with disabilities in UK (11,600,000).</li> <li>• 10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability.</li> <li>• 1,297 adults registered with a GP in Plymouth have some form of learning disability (2013/14).</li> <li>• Plymouth schools report that of every 1,000 children 17.5 have a learning difficulty.</li> <li>• There are 27166 adults with a disability in work.</li> <li>• There are 23,407 carers aged between 18 and 64 in Plymouth known to our services.</li> <li>• There are 17,937 state pension age people with disability.</li> <li>• There are 3,142 children with disability.</li> <li>• National figures in March 2014, record that 143,400 people were registered as blind, a decrease of 4,400 (three per cent) from March 2011.</li> <li>• Similarly 147,700 people were registered as partially sighted, a decrease of 3,300 (two per cent) from March 2011. Our Translate Plymouth services recorded that BSL is amongst our most requested languages.</li> <li>• Over 13,000 people in our City are currently dependent on ESA.</li> </ul>	<p>Plymouth City Council are aware that there will be limited impact on disabled people with the implementation of the Parking Fees and Charges Review</p> <p>It is recognised that disabled people may be less likely to have a mobile phone or ability to set up an online account for online payment options.</p> <p>There will be no change to the rights which allow disabled persons with Blue Badges will continue to be able to park for free in all on-street parking bays,</p> <p>Reading information notices and paying for parking using a mobile device may cause problems for some, including those with learning difficulties or physical impairments such as hearing loss.</p> <p>Any new parking technology both virtual and physical will be DDA compliant and will be demonstrated through our partners PADAN</p> <p>Mobile phone Technology is continually improving and phones are available for people with a range of disabilities, including voice amplification and</p>	<p>A full range of payment options including the use of Smartphone Apps, Payment by Text, along with Card Payments at machines will ensure the widest possible accessibility for most disabilities</p> <p>We will increase the promotion of the disabled parking accessibility permit, this negating the need for payment, this will be undertaken by seeking engagement through our local partners , PADAN, Age UK and Access Plymouth to advertise this through their newsletters and website.</p> <p>Free disabled parking is available in all on street locations and is not impacted by these proposals</p>	<p>Darren Stoneman (Civil Enforcement Officer) Oct 2022</p>

		<p>hearing aid compatibility for those who have problems with hearing. One of the UK's largest hearing loss charities 'Action on Hearing Loss' states the following: - <b>“The increasing availability of smartphone apps for parking payments has been beneficial and helps to avoid situations where people with hearing loss are disadvantaged by not being able to make use of voice call payment systems or seeking assistance through help points”</b></p> <p>There are likely to be some people for whom the existing payment machines are currently considered inaccessible, either in distance or in operation. A cashless alternative may be particularly beneficial for this group of users. The ability to 'top-up' parking fees rather than returning to the vehicle to do this will benefit those with any walking difficulties.</p> <p>This policy and assessment will be regularly reviewed to ensure the impact is understood and mitigated ongoing, this will be achieved through</p>		
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		<ul style="list-style-type: none"> <li>• Attendance at Disability Involvement Group meetings (PADAN)</li> <li>• On-street surveys</li> <li>• Engagement with customers through the Have Your Say function, Twitter, emails, phone calls, etc.</li> <li>• Continue to monitor new accessibility changes from the cashless parking provider and improvements to machine technology</li> </ul>		
<b>Faith/religion or belief</b>	<ul style="list-style-type: none"> <li>• 84,326 (32.9 per cent) of the Plymouth population stated they had no religion.</li> <li>• Those with a Hindu, Buddhist, Jewish or Sikh religion combined totalled less than 1 per cent.</li> <li>• Christianity: 148,917 people (58.1 per cent), decreased from 73.6 per cent since 2001.</li> <li>• Islam: 2,078 people (0.8 per cent), doubled from 0.4 per cent since 2001.</li> <li>• Buddhism: 881 people (0.3 per cent), increased from 0.2 per cent since 2001.</li> <li>• Hinduism: 567 people (0.2 per cent) described their religion as Hindu,</li> </ul>	<p>We have no reason to believe that the Parking fees and charges review would have any greater or lesser effect on people on account of their faith or beliefs.</p> <p>This policy and assessment will be regularly reviewed to ensure the impact is understood and mitigated ongoing, this will be achieved through</p> <ul style="list-style-type: none"> <li>• On-street surveys</li> <li>• Engagement with customers through the Have Your Say function, Twitter, emails, phone calls, etc.</li> <li>• Continue to monitor new accessibility changes from the cashless parking provider and improvements to machine technology</li> </ul>	None	<p>Darren Stoneman (Civil Enforcement Manager)</p> <p>Ongoing</p>

	<p>increased from 0.1 per cent since 2001.</p> <ul style="list-style-type: none"> <li>• Judaism: 168 people (0.1 per cent), decreased from 181 people since 2001.</li> <li>• Sikhism: 89 people (less than 0.1 per cent), increased from 56 people since 2001.</li> <li>• 0.5 per cent of the population had a current religion that was not Christianity, Islam, Buddhism, Hinduism, Judaism or Sikh, such as Paganism or Spiritualism.</li> </ul>			
<b>Gender - including marriage, pregnancy and maternity</b>	<ul style="list-style-type: none"> <li>• Overall 50.6 per cent of our population are women and 49.4 per cent are men: this reflects the national figure of 50.8 per cent women and 49.2 per cent men.</li> <li>• There were 3280 births in 2011. Birth rate trends have been on the increase since 2001, but since 2010 the number of births has stabilised. Areas with highest numbers of births include Stonehouse (142), Whitleigh (137) and Devonport (137).</li> <li>• Of those aged 16 and over, 90,765 people (42.9 per cent) are married. 5,190 (2.5 per cent) are separated and still legally married or legally in a same-sex civil partnership.</li> <li>• In Plymouth in 2017 the mean difference between average hourly earnings (excluding overtime) of men and women as a proportion of average hourly earnings</li> </ul>	<p>We have no reason to believe that the Parking fees and charges review would have a detrimental effect on people on account of their gender, Marital status or Pregnancy status</p> <p>It could offer an increase in the perceived safety for women who, with RingGo, can pay from the comfort and security of their vehicles, rather than walk to a pay machine with cash or a bank card at night or when alone and negate the need to return for any required payment top-ups.</p>	None	N/A

	<p>(excluding overtime) of men was 11.3%, the median difference was 14.9%. (ASHE)</p> <ul style="list-style-type: none"> <li>Women employed by Plymouth City Council currently earn 97.4% of the average full time hourly wages of their male colleagues. (PCC Data)</li> </ul>	<p>The use of RingGo would negate the need for pregnant women and those with small children, to locate and walk to a payment machine with cash or a bank card and enable payment top-ups without the need to return to the vehicle</p> <p>This policy and assessment will be regularly reviewed to ensure the impact is understood and mitigated ongoing, this will be achieved through</p> <p>On-street surveys</p> <p>Engagement with customers through the Have Your Say function, Twitter, emails, phone calls, etc.</p> <p>Continue to monitor new accessibility changes from the cashless parking provider and improvements to machine technology</p>		
<b>Gender reassignment</b>	<ul style="list-style-type: none"> <li>Recent surveys have put the prevalence of transgender people between 0.6 and 1% of population (some very recent reports have upped this to 2%).</li> <li>Over the last 8 years the prevalence of transgendered people in the UK has been</li> </ul>	<p>We have no reason to believe that the Parking fees and charges review would have any greater or lesser effect on people on account of their sexual orientation or Gender position.</p>	None	Darren Stoneman (Civil Enforcement Manager)

	increasing at an average rate of 20%+ per annum in adults and 50% for children.	<p>This policy and assessment will be regularly reviewed to ensure the impact is understood and mitigated ongoing, this will be achieved through</p> <ul style="list-style-type: none"> <li>• On-street surveys</li> <li>• Engagement with customers through the Have Your Say function, Twitter, emails, phone calls, etc.</li> <li>• Continue to monitor new accessibility changes from the cashless parking provider and improvements to machine technology</li> </ul>		Jan 23
<b>Race</b>	<ul style="list-style-type: none"> <li>• 92.9% of people living in the city identify themselves as White British</li> <li>• 7.1% identify themselves as Black and Minority Ethnic</li> <li>• in 2019, 90.8% of people aged 16 and over had used the internet in the 3 months prior to being surveyed (making them 'recent internet users')</li> <li>• The Indian and White ethnic groups had the lowest percentages of recent internet users (at 90.4% and 90.5%) and the Chinese ethnic group had the highest (98.6%)</li> </ul> <p>Full data sets can be found</p>	<p>We have no reason to believe that the Parking fees and charges review will generate an increased impact on individuals based on Race</p> <p>Anyone who does not speak English as a first language may have difficulty using the pay by phone parking system.</p> <p>Visitors will not necessarily have a RingGo account set-up (although this is a national system and has accounts all over the UK)</p> <p>Difficulties reading signage</p>	<ul style="list-style-type: none"> <li>• The RingGo website offers information on how to use the system in over 80 different languages. This is more accessible for both visitors and non-English speakers than using the existing payment machines.</li> <li>• Existing pay machines will still be in place within the City Centre for those who use credit/debit cards.</li> </ul>	<p>Darren Stoneman (Civil Enforcement Manager)</p> <p>Jan 23</p>

	<a href="https://www.ethnicity-facts-figures.service.gov.uk/culture-and-community/digital/internet-use/latest">https://www.ethnicity-facts-figures.service.gov.uk/culture-and-community/digital/internet-use/latest</a>	<p>This policy and assessment will be regularly reviewed to ensure the impact is understood and mitigated ongoing, this will be achieved through</p> <ul style="list-style-type: none"> <li>• Unify Plymouth</li> <li>• On-street surveys</li> <li>• Engagement with customers through the Have Your Say function, Twitter, emails, phone calls, etc.</li> <li>• Continue to monitor new accessibility changes from the cashless parking provider and improvements to machine technology</li> </ul>	<ul style="list-style-type: none"> <li>• There are issues with legislative requirements in relation to street/road signage in order to provide information in other languages. The Department for Transport does not currently provide statutory road signs in languages other than in Wales and Cornwall and by application exception</li> <li>• The impact overall is likely to be negligible given that it is increasingly difficult to obtain a licence, legally buy a car, obtain annual insurance and pay car tax etc. in the UK by persons for whom English or reading is difficult.</li> </ul>	
<b>Sexual orientation - including civil partnership</b>	<ul style="list-style-type: none"> <li>• There are no definitive data on <b>sexual orientation</b> at a local or national level. A recent estimate from the 2015 ONS Annual Population Survey (APS) suggests that 1.7 per cent of the UK population is LGB: if this figure was applied to Plymouth it would mean that there are approximately 3,649 LGB people in the city.</li> </ul>	<p>We have no reason to believe that the Parking fees and charges review would have any greater or lesser effect on people on account of their sexual orientation.</p> <p>This policy and assessment will be regularly reviewed to ensure the impact is understood and mitigated ongoing, this will be achieved through</p>	None	N/A



		<ul style="list-style-type: none"> <li>• On-street surveys</li> <li>• Engagement with customers through the Have Your Say function, Twitter, emails, phone calls, etc.</li> <li>• Continue to monitor new accessibility changes from the cashless parking provider and improvements to machine technology</li> </ul>		
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**STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN**

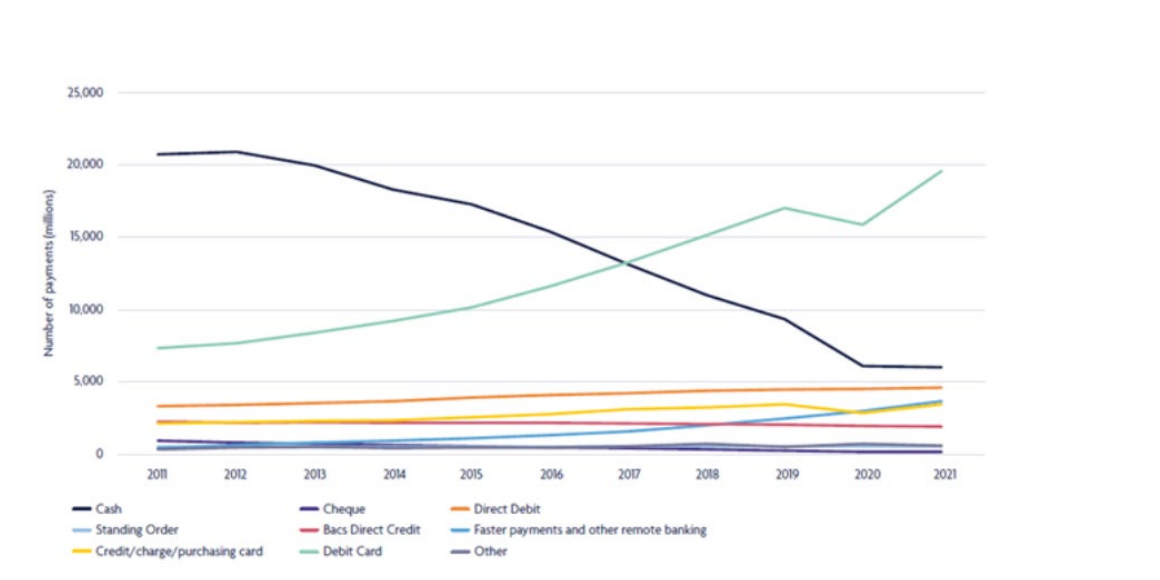
Local priorities	Implications	Timescale and who is responsible
<b>Eliminate discrimination and tackle prejudice</b>	There are no implications	NA
<b>Advance equality of opportunity.</b>	There are no implications	N/A
<b>Foster good relations and promote understanding</b>	There are no implications	NA
<b>Meet the needs of people within the protected characteristics</b>	<p>Whilst this Equality Impact Assessment focuses on the service provided by Plymouth City Council owned or operated car parks there are currently 4031, privately operated parking spaces within walking distance of the City Centre which currently accept cash. (Data June 2020, <a href="https://en.parkopedia.co.uk/parking/locations/pll_2aa_plymouth_plymouth_england_united_kingdom_gbvn99x0hun/?country=uk&amp;arriving=202006101130&amp;leaving=202006101330">https://en.parkopedia.co.uk/parking/locations/pll_2aa_plymouth_plymouth_england_united_kingdom_gbvn99x0hun/?country=uk&amp;arriving=202006101130&amp;leaving=202006101330</a> )</p> <p>The Financial Conduct Authority report (financial lives across the UK 2019) <a href="https://www.fca.org.uk/publication/research/financial-lives-consumers-across-uk.pdf">https://www.fca.org.uk/publication/research/financial-lives-consumers-across-uk.pdf</a> shows that only 3% of the UK population do not have or use a bank account, and over 18% have a credit card, in the South West there is a 75% propensity to use online banking and 16% bank using the telephone. The report also highlights that less than 10% of the population have never used the</p>	Mike Artherton Ongoing

internet, this is key in the motoring industry with high take up of online insurance and vehicle excise duty.

The regional banking uptake figures again show that 98% of people in the south west have a bank account and in the Devon, Cornwall, Somerset, Dorset, Bristol & Avon only 90,000 do not have access to an account (7%) of the national total.

UKFinance.org. data for February shows that there are 165million contactless debit and credit cards in use across the UK, of which 1.8bn transactions were undertaken. This shows a continual rise of 2%.

[Contactless makes up a third of all payments, while cash use falls again in 2021 | Insights | UK Finance](#)



Card payments

The Healthier Finance Report, Does show that lower income households rely less on card transactions, however this sector of society with the increase in basic bank accounts for all shows and average 14% increase in usage.

	<p>All nine major banks offer a contactless card for all basic bank accounts, thus removing the obstacle to a cashless option.</p> <p>The following data sources have been considered in this equality Impact Assessment - 'Adults media use and attitudes report 2018' (<a href="http://www.ofcom.org.uk">www.ofcom.org.uk</a>)</p> <p>Action on Hearing Loss - <a href="http://www.actiononhearingloss.org.uk">www.actiononhearingloss.org.uk</a></p> <p>Plymouth City Council Parking Teams' knowledge of parking.</p> <p>Access to Cash Review 2019 <a href="https://www.accesstocash.org.uk/media/1087/final-report-final-web.pdf">https://www.accesstocash.org.uk/media/1087/final-report-final-web.pdf</a></p> <p>Car Parking in Plymouth <a href="https://en.parkopedia.co.uk/parking/locations/pll_2aa_plymouth_plymouth_england_united_kingdom_gbvn99x0hun/?country=uk&amp;arriving=202006101130&amp;leaving=202006101330">https://en.parkopedia.co.uk/parking/locations/pll_2aa_plymouth_plymouth_england_united_kingdom_gbvn99x0hun/?country=uk&amp;arriving=202006101130&amp;leaving=202006101330</a></p> <p>Deloitte Smart phone report <a href="https://www2.deloitte.com/content/dam/Deloitte/uk/Documents/technology-media-telecommunications/deloitte-uk-plateauing-at-the-peak-the-state-of-the-smartphone.pdf">https://www2.deloitte.com/content/dam/Deloitte/uk/Documents/technology-media-telecommunications/deloitte-uk-plateauing-at-the-peak-the-state-of-the-smartphone.pdf</a></p> <p>Ofcom Technology Tracker 2020 <a href="https://www.ofcom.org.uk/research-and-data/data/statistics/stats20">https://www.ofcom.org.uk/research-and-data/data/statistics/stats20</a></p> <p>The Healthier Finance Report, <a href="https://financialhealthexchange.org.uk/wp-content/uploads/2015/11/Low_Income_Consumers_and_Electronic_Payments_Final_Report.pdf">https://financialhealthexchange.org.uk/wp-content/uploads/2015/11/Low_Income_Consumers_and_Electronic_Payments_Final_Report.pdf</a></p> <p>UK Finance.org <a href="https://www.ukfinance.org.uk/insights/2021/01/contactless-makes-up-a-third-of-all-payments-while-cash-use-falls-again-in-2021/">Contactless makes up a third of all payments, while cash use falls again in 2021   Insights   UK Finance</a></p>	
<b>Encourage participation in public life/activities</b>	There are no implications	N/A
<b>Human rights</b> <b>Please refer to <a href="#">guidance</a></b>	There are no implications	N/A

**STAGE 4: PUBLICATION**

Responsible Officer Darren Stoneman, Civil Enforcement Manager

Date 03/10/2022

**ON-STREET CHARGES STRUCTURE**

Plymouth Highways



Please note blue badge holders may park for free and for as long as they need to.

Street	Parking Tariff
<b>Zone 1</b> Cornwall Street*, Market Avenue and New George Street	<b>All Days</b> Inc. Bank/Public holidays <b>(09:00 - 21:00)</b> 15 minutes – Free 30 minutes – £1 1 hour (max) – £2 <b>(21:00 - 09:00)</b> £2
<b>Zone 2</b> Armada Way*, Cornwall Street* and Mayflower Street	<b>All Days</b> Inc. Bank/Public holidays <b>(09:00 - 21:00)</b> 30 minutes – £1 1 hour (max) – £2 <b>(21:00 - 09:00)</b> £2
<b>Zone 3</b> Alton Place, Alton Road, Armada Way*, Athenaeum Place, Athenaeum Street, Basket Ope, Batter Street, Buckwell Street, Catherine Street, Citadel Road, Citadel Road East, Cliff Road, Constantine Street, Derry Avenue, Derry's Cross, Elliot Street, Evelyn Place, Gibbon Lane, Gibbon Street, Gooseberry Lane, Gordon Terrace, Grand Parade, Great Western Road, Hampton Street, Hoe Approach, Hoe Road, Houndiscombe Road, How Street, Kirby Place, Lambhay Hill, Leigham Street, Lockyer Street, Looe Street, Madeira Road, Napier Terrace, North Road East, Notte Street, Palace Street (East), Pier Street, Princess Street, Princess Street Ope, Prospect Place, Radford Road, Regent Street, Runway Road, St Andrews Street, St James Place East, St Lawrence Road, Sutherland Place, Sutherland Road, Tavistock Place, The Barbican, The Parade, Walker Terrace, Welbeck Avenue, West Hoe Road, Whimble Street, Windsor Place, Winston Avenue.	<b>All Days</b> Inc. Bank/Public holidays <b>(09:00 - 21:00)</b> £2 an hour 24 hours £15 <b>(21:00 - 09:00)</b> £2

\* The street falls within more than one charging tariff

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**OFF-STREET CHARGES STRUCTURE**

Plymouth Highways



City Centre Car Parks	Parking Tariff
<b>Band A</b> ( <i>long stay</i> ) Derry's Cross Car Park* Elphinstone Car Park* Exchange Street Car Park Guildhall Car Park Mayflower House Court Car Park* Mayflower Street (East) Car Park* North Hill Car Park* Regent Street Car Park* St Andrews Car Park Theatre Royal Car Park*	<b>All Days &amp; All Hours</b> Inc. Bank/Public holidays Up to 2 hours – £2.80 Up to 3 hours – £3.50 Up to 4 hours – £4.80 Up to 6 hours – £6 24 hours – £12 *Weekly – £50 *Monthly – £150
<b>Band B</b> ( <i>short stay</i> ) Bretonside (B) Car Park Bretonside (C) Car Park Civic Centre Car Park Colin Campbell Court Car Park Cornwall Street East Car Park Cornwall Street West Car Park Courtney Street Car Park Marks and Spencer Car Park Mayflower Street (West) Car Park	<b>All Days</b> Inc. Bank/Public holidays <b>(09:00 – 21:00)</b> 1 hour – £1.50 2 hours – £2.70 3 hours (MAX) – £3.50 <b>(21:00 – 09:00)</b> 1 hour – £1.50 2 hours – £2.70 Over 3 hours – £3.50
<b>Band C</b> ( <i>best value</i> ) Western Approach Car Park	<b>All Days</b> Inc. Bank/Public holidays <b>(08:00 - 22:00)</b> 1 hour – £1 2 hours – £2 3 hours – £3 4 hours – £4 Daily – £5 Weekly – £25 Monthly – £50

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# Cabinet



Date of meeting:	10 November 2022
Title of Report:	<b>Garden Waste Subscription Charge</b>
Lead Member:	Councillor Bill Wakeham (Cabinet Member for Environment & Street Scene)
Lead Strategic Director:	Anthony Payne (Strategic Director for Place)
Author:	Andy Sharp Interim Head of Environmental Operations
Contact Email:	Andy.sharp@plymouth.gov.uk
Your Reference:	
Key Decision:	Yes
Confidentiality:	Part I - Official

## Purpose of Report

The report and associated business case sets out the case for introducing a subscription charge for the collection of household garden waste.

## Recommendations and Reasons

It is recommended that the Council's Cabinet:

- Approves the Business Case
- Approves the introduction of a subscription charge for the garden waste collection service of £49 per garden waste receptacle with an early bird reduction to £39 for those who sign up within the publicised offer period.
- Approves an inflationary increase to be applied to the charge for garden waste collection to take effect for each calendar year from 2024 onwards.
- Approves the introduction of a charge of £10 for residents who request that the Council collect Garden Waste containers that are no longer required, as opposed to retaining it or taking it themselves to Chelson Meadow Recycling Centre.

The introduction of the subscription charge would deliver against a range of drivers including: helping to mitigate the Council's unprecedented budget pressures; improve service reliability; provide the right level of resource on our toughest waste collection rounds to reduce the risk of musculo-skeletal injuries for our crews; and provide resource to help educate residents to recycle more. It is also a fairer approach for those residents who do not currently receive the service as it will ensure Council budgets are prioritised for essential services. The introduction of a container collection charge is necessary to help reduce the volume of requests and contribute towards the cost of collection. Lower volumes will mean that the Council can collect the bins within shorter timescales.

**Alternative options considered and rejected**

1. Continue to offer a free service – this would not generate the forecast savings which will help the Council deliver a balanced budget.
2. Cease garden waste collection – this is a popular service used by approximately half of Plymouth's households. It also counts towards the Council's overall Recycling rate. It is therefore deemed more appropriate to give residents who value the service the opportunity to pay for it and in doing so help to cover the operating costs.
3. Introduce charging at a lower rate – the rate is reasonable based upon comparative benchmarking and has been selected to appropriately help deliver a balance of subscription rates which is the main driver of cost and income. Any reduction in the rate will likely reduce the overall forecast contribution to the Council's budget.

**Relevance to the Corporate Plan and/or the Plymouth Plan**

The decision demonstrates the values set out in the Corporate Plan. It is fair and responsible to ensure as much cost recovery as possible for the provision of discretionary and non-statutory services.

The Plymouth Plan sets a 65% recycling rate target set for 2025. The combination of a number of measures will help reduce the risk of any negative impact on the Council's overall Recycling Rate. These measures include: the ability for residents to bring garden waste to the Recycling Centres; the addition of new Recycling Officer roles to increase recycling participation and reduce instances of recycling contamination; and wider targeted communications campaigns designed to inform and encourage residents to recycle more and recycle correctly.

**Implications for the Medium Term Financial Plan and Resource Implications:**

The proposals, based on a 23.5% household participation rate, are modelled to produce a net cost of £0.360m in 2023-24, and £0.227m in 2024-25.

When these proposals are compared to the 2022-23 £0.890m net cost budget, then the proposals generate a net £0.530m saving to the current budget in 2023/24, and a £0.663m saving against current budget in 2024-25. If the participation rate is lower or higher then the figures will vary.

**Financial Risks**

If the household participation rate is lower than forecast then the income levels will be lower. As the participation levels will be unknown until after the 2023/24 budget is set there is a risk of a budget deficit.

The Government may legislate for free of charge household garden waste collections. If this is implemented and additional burdens funding is not provided then the Council could face a budget deficit.

**Carbon Footprint (Environmental) Implications:**

The crew vehicle mileage, idling times and disposal trips are likely to reduce thus reducing associated vehicle carbon emissions. However, resident trips to the Recycling Centres are likely to increase.

Additional measures such as re-introducing Recycling Officers and targeted recycling information campaigns to help residents recycle correctly, and the provision of a subsidised rate for the purchase of home composters will be beneficial to environment.

**Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:**

\* When considering these proposals members have a responsibility to ensure they give 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.

As detailed in the Business Case this decision will help mitigate the musculo-skeletal risk that certain waste collection rounds pose our crews. The increased funding will enable an increase in waste crew members to bolster collection rounds with known manual handling challenges.

**Appendices**

\*Add rows as required to box below

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) 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.						
		1	2	3	4	5	6	7
A	Garden waste subscription briefing paper							
B	Equalities Impact Assessment							
C	Garden waste subscription business case							

**Background papers:**

\*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable) 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.						
	1	2	3	4	5	6	7

**Sign off:**

Fin	pl.22. 23.2 61	Leg	EJ/3 8851 /4.11 .22(2 )	Mon Off	EJ/3 8851 /4.11 .22(2 )	HR	KAB 0411 2022	Asset s		Strat Proc	
Originating Senior Leadership Team member: Anthony Payne (Strategic Director for Place)											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 04/11/2022											

Cabinet Member approval: *Councillor Bill Wakeham, via email.*

Date approved: 05/11/2022

# **GARDEN WASTE SUBSCRIPTION CHARGE BRIEFING PAPER**

Environmental Operations



## **1. EXECUTIVE SUMMARY**

This paper accompanies the proposed decision and business case which collectively set out the case for the introduction of an annual subscription charge for the collection of household garden waste. This is a non-statutory service and the introduction of this charge would bring Plymouth in line with the majority of English Local Authorities who already have charges in place. The decision will deliver against a range of drivers including helping mitigate the Council's unprecedented budget pressures, improve service reliability and enable increased activity to help residents improve home recycling. It is also a fairer approach for those residents who do not currently receive this non statutory service as the decision will enable Council budgets to be prioritised for the provision of other essential and statutory services.

## **2. BACKGROUND & SERVICE OVERVIEW**

Funding available to local government has been reducing steadily in recent years despite rising demand for services. As a council we have undergone huge change in order to maintain good local services with fewer resources. We've had to deliver ongoing savings in order to set a balanced budget each year. Before setting this year's budget we had already saved more than £25 million over the three previous years.

A key part of managing this change has been our ongoing modernisation programme that has sought to continuously drive greater efficiency in everything we do and maintain good quality services with fewer resources. Like all authorities we are now in a serious and unprecedented position due to additional national factors largely beyond our control, including rapidly rising energy costs and demand pressures and costs in social care.

Plymouth currently offers a fortnightly household garden waste collection service to residents across the City. Garden waste includes grass cuttings or soft foliage from pruning (branches up to 7 cm in width), weeding and vegetable growing. The service operates from April to November, it is operated with six collection crews which work Monday -Thursday. The crews consist of 20 frontline members of staff, supported by a team leader, the contact centre and back office staff.

The Council rolled out wheelie bins to residents in 2021 primarily to reduce the risk to our staff from manually lifting and emptying the garden waste bags used previously. Residents were offered the choice of 140 litre or 240 litre bins. This change was popular and resulted in a take up of approximately 50% of Citywide households opting into the service, there are 58,442 registrations currently. The tonnages collected contribute towards the Council's overall recycling figures and the collected materials are composted by a third party provider.

## **3. RECYCLING**

The Council's 2021/22 Recycling rate was 36.7%. Table 1 show the rates for the last 3 years of Garden Waste collected at kerbside, Garden Waste brought to the Recycling Centres, overall recycling and then garden waste as a percentage of overall recycling. When the tonnages are assessed against the major service disruption in 2020 due to Covid19 and the popular roll out of bins in 2021 there is a clear link between the ease of household collections and tonnages at the Recycling Centres. Tonnages at the Recycling Centres increased as household collections were halted and they decreased when the wheelie bins were rolled out. It is therefore reasonable to assume that as subscriptions for the collection service reduce visits to the Recycling Centres will increase. A

proportion of residents who cease using the Garden Waste collection service will compost at home, which we can't record, and some will divert small volumes into the residual waste bin.

The business case associated with this decision builds in the provision of two Recycling Officer roles to work with residents to help them recycle more and correctly, this will help mitigate any impact on recycling rates and reduce the costly impact of dealing with contaminated recycling. A sum for ongoing targeted communication and engagement is also provided to further drive compliant recycling across the City. Additionally, provision has been made for the Council to offer a discounted home composter for residents to help them manage their garden waste material.

**Table 1: Garden waste and recycling tonnages**

	Tonnes		
	2019	2020	2021
Garden Waste Kerbside Tonnage	4429.13	1527.96	6806.62
Garden Waste Recycling Centre Tonnage	3314.26	3883.03	1947.89
Overall Recycling %	35.67%	31.36%	36.73%
Garden Waste % of Overall Recycling	7.73%	5.08%	8.25%

#### 4. SERVICE DELIVERY

In 2022 the service delivery was impacted by high sickness levels in the waste department. This was a combination of general sickness but also spikes in Covid19 cases and particularly a number of refuse vehicle drivers having NHS treatments for outstanding conditions. Due to the non-statutory nature of Garden Waste collections the service was given lowest priority for crew allocations compared to residual waste and recycling collections. The situation was so dire in Summer 2022 that a temporary suspension of the garden waste service was put in place for 1 month.

A further challenge faced by the Service is the impact of heavy bins, long pull outs and steps on certain rounds. This is an issue which affects all waste collection services and where possible a 3<sup>rd</sup> crew member is allocated. A new garden waste model would provide the opportunity to bolster the number of collectors overall as part of resilience measures which would enable a 3<sup>rd</sup> crew member to be provided, where required, more consistently.

The Council are also facing unprecedented budget pressures both in year and forecast for future years. This pressure directly led to the decision to completely suspend the Garden Waste service for the remainder of the 2022 season from the end of August.

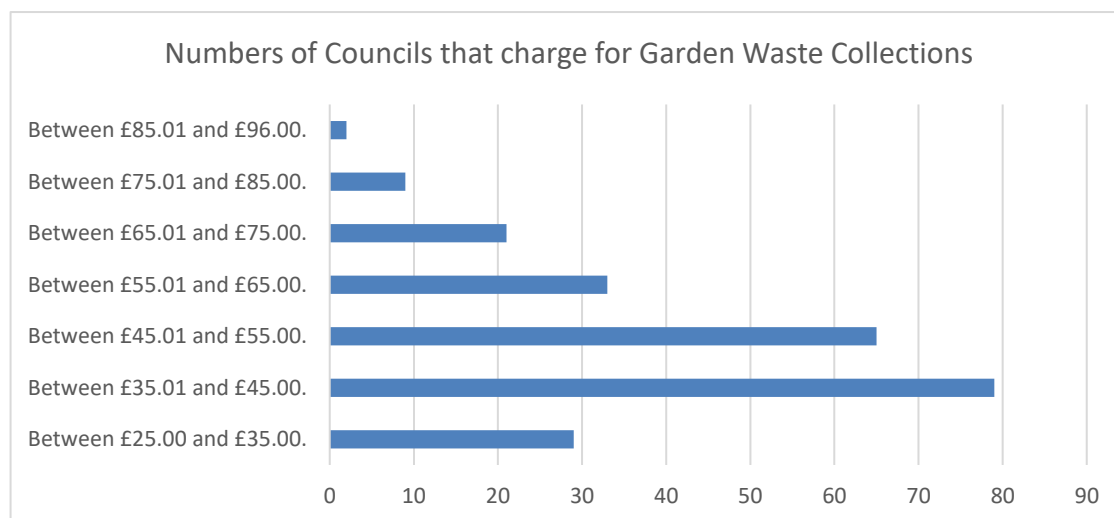
#### 5. BENCHMARKING

Recent benchmarking undertaken by South Hams District Council assessed the majority of Local Authorities in England. Of the Local Authorities assessed 238 levied a charge for garden waste collections. The average charge is £49.86 per annum.

Graph 1 details the price bands of the English local authorities that were benchmarked. It should be noted that there is a very wide range of charging methods and individual scheme details. Some charge a variable rate depending upon bin size and number of, some issue sacks or bags, some provide a full

12 month service whereas others only seasonal, a few provide weekly collections whereas the majority provide fortnightly collections.

**Graph 1: Numbers of Councils that charge for garden waste collections by price band**



Cornwall Council and all Devon's district councils charge currently with the exception of South Hams who have recently announced they will implement a charge from 2023. Table 2 details the various charges and other scheme details.

**Table 2: Charges levied by neighbouring Local Authorities**

Council	Collection frequency	Annual Charge <sup>1</sup>
Cornwall County	Fortnightly	£30 - £55 per bin
East Devon District	Fortnightly	£48
Exeter City	Fortnightly	£39 - £51
Mid Devon District	Fortnightly	£40 - £50 per bin
North Devon	Fortnightly	£45 per bin
South Hams District	Fortnightly	£49 per bin
Teignbridge District	Fortnightly	£50 per bin
Torbay	Fortnightly	£12 for 8 bags no annual charge
Torridge District	Fortnightly	£45 per bin
West Devon Borough	Fortnightly	£40 per 4 sacks

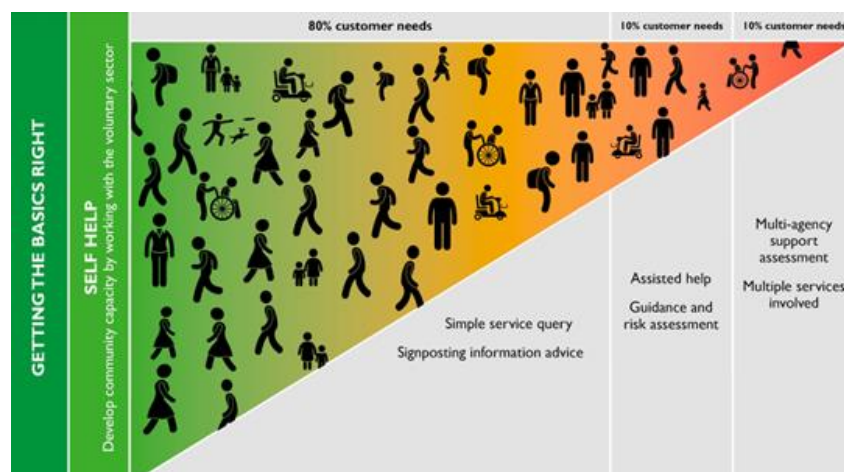
<sup>1</sup> A charge range indicates there is different charge depending on the size of bin or bag

## 6. TRANSFORMING THE COUNCIL

The Council's Transformation journey has evolved to focus on a range of drivers which will balance fiscal efficiency with ensuring the needs of our customers, residents and communities are met, and ultimately that our City vision is delivered. The Garden Waste service supports the programme through its digital registration process. At the heart of this programme sits 'the wedge' infographic, as shown, which sets out a vision for how the needs of our customers should be met. This involves for

the majority a greater push to digitisation, self-help, signposting and empowering communities to deliver services whilst ensuring a more niche focus on specialist and targeted support for the minority through the Council's digital advocacy service. The project also aligns with the Council's focus on automation through the One Council Programme. The registration process will automatically link with our back office system and allocate households to our scheduled rounds.

**Image 1: Transformation infographic**



## DRIVERS FOR CHANGE

Table 3 sets out a summary of the drivers for change and the opportunities a subscription charge will deliver.

**Table 3: Drivers for change, issues and opportunities**

Driver	Issue	Opportunity
Financial	Service does not cover costs.  One of most generous LA's in relation to concession and charge.	Full cost recovery on a charged service.
Health and Safety	High risk of musculoskeletal injuries on some collections rounds – both Garden and residual	Utilise income through new model to ensure we can consistently provide enough crew members for the rounds which pose the greatest manual handling challenges.
Improve resilience of service	Service reliability has been a major issue in recent years as simply not enough crew resilience.	Utilise income through new model to bolster crew resilience across all waste collection services.



Customer	Inequitable service with 50% participation, 50% of households did not register	Give residents the choice to pay for this discretionary service, rather than current model whereby everyone effectively pays for it through Council overall spend.
Targeted Recycling education	There is currently no specific resource to help drive behavioural change with residents to help improve recycling. This means natural resources are being wasted and also a high level of contamination of recycling collections, where incorrect items are placed in the bins.	Introduce dedicated resource to work with and provide information to households to help residents recycle more and correctly. This will increase recycling levels and reduce costs associated with recycling contamination.

## 7. PROPOSAL

The business case linked to this decision sets out the relevant elements of the proposal.

The principles include:

- Subscription charge:
  - introduction of a subscription charge for the garden waste collection service of £49 per garden waste receptacle with an early bird reduction to £39 for those who sign up within the publicised offer period. The early bird period will be in place for approximately 8 weeks from the date the subscription launches.
  - A flat charge regardless of bin size.
  - Multiple subscriptions will be permitted for a household.
- Season length: The season will remain April to November each year.
- Household participation: forecast that this will be 23.5% of all City households following the introduction of the charge.
- Redundant bins: It is proposed that residents who already have a bin, but choose not to pay for the subscription service, will have the following options: they can retain the bin and repurpose; they can return the bin to Chelson Meadow recycling centre; or they can request a collection of the bin and pay a £10 charge.
- Seasonal bin stickers: A bin sticker for each season will be posted to each subscribed household. The bin will need to display this sticker in order to be collected.
- The charges for the subscription service will be subject to an inflationary increase each calendar year from 2024.
- The Council will work with an existing provider to offer residents the opportunity to purchase a home composter at a subsidised rate. This will help residents dispose of garden waste in a sustainable manner and will be open to any resident. A £10 discounted rate will be applied and to manage the financial risk to the Council's budget a fixed number, 4,000, discounts will be available in 2023. This will be reviewed for future years.

## 8. FINANCE

The table below is taken from the full business case.

The proposals, based on a 23.5% household participation rate, are modelled to produce a net cost of £0.360m in 2023-24, and £0.227m in 2024-25.

When these proposals are compared to the 2022-23 £0.890m net cost budget, then the proposals generate a net £0.530m saving to the current budget in 2023/24, and a £0.663m saving against current budget in 2024-25. If the participation rate is lower or higher then the figures will vary.

	Budget 22/23 £	23/24 £	24/25* £
<b>Service area revenue cost</b>			
Staff: Crew	444,320	723,638	759,820
Staff: Business Support	0	20,444	21,466
Waste disposal costs	218,310	185,724	195,010
Vehicle costs incl fuel	211,904	214,184	224,893
Equipment	3,500	36,612	4,500
IT / Systems integration	0	20,000	21,000
Borrowing charges	11,975	11,975	12,573
Transaction fees	0	18,000	18,900
Bin collection allocation	0	80,000	0
Lease of land for bin storage	0	20,000	21,000
Postage and printing	0	50,000	52,500
Recycling communications & engagement	0	25,000	25,000
Home composting	0	40,000	20,000
Contingency 5%	0	71,041	64,019
Total Revenue Cost (A)	890,000	1,516,618	1,440,681
<b>Service area revenue benefits/savings</b>			
Total Revenue Income (B)	0	1,156,200	1,214,010
Service area net cost (B-A)	890,000	360,418	226,671
Variance to 22/23 budget	n/a	529,582	663,329

*\*Inflationary increase of 5% assumed for 2024/25*

## 9. RISK

The identified risks are summarised below:

- Government could legislate to ensure free garden waste collections. Whilst it's possible Additional Burdens funding may be provided to Local Authorities there is still the risk of a future budget shortfall
- Participation levels may be lower than anticipated which could result in a deficit against the 2023/24 budget
- Risk of inappropriate disposal of garden waste through placing in residual waste bins. The costs for a potential increase in tonnages have been factored into the business case.
- The decision is likely to increase complaints from residents who are unhappy with the charge. This will be mitigated by having a very clear communications strategy explaining the reasons for the changes and having adequate business support capacity available.
- Risk to achieving Council's overall recycling rate target. The combination of a number of measures will help reduce the risk of any negative impact on the Council's overall Recycling Rate. These measures include: the ability for residents to bring garden waste to the Recycling Centres; the addition of new Recycling Officer roles to increase recycling participation and reduce instances of recycling contamination; and wider general communications campaigns to inform and encourage residents to recycle more and recycle correctly.
- Risk of increased fly tipping. Whilst there is a risk of increased fly tipping it is a significant step for a resident who currently registers for a collection service to commit environmental crime through illegal disposal. Therefore, any increase is likely to be minimal.

## 10. RECOMMENDED DECISIONS

It is recommended that the Council's Cabinet:

- Approves the Business Case
- Approves the introduction of an annual subscription charge for the garden waste collection service of £49 per garden waste receptacle with an early bird reduction to £39 for those who sign up within the publicised offer period.
- Approves an inflationary increase to be applied to the charge for garden waste collection to take effect for each calendar year from 2024 onwards.
- Approves the introduction of a charge of £10 for residents who request that the Council collect Garden Waste containers that are no longer required, as opposed to retaining it or taking it themselves to Chelson Meadow Recycling Centre.

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# DRAFT EQUALITY IMPACT ASSESSMENT – GARDEN WASTE

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	Laura Hill, Policy and Intelligence Officer	<b>Department and service:</b>	Street Services	<b>Date of assessment:</b>	21/10/22 (Updated 01/11/22)
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Andy Sharp, Interim Head of Environmental Operations	<b>Signature:</b>	A. Sharp	<b>Approval date:</b>	04/11/22
<b>Overview:</b>	<p><b>BACKGROUND</b></p> <p>The Equality Act 2010 harmonised and replaced pre-existing equality legislation and extended statutory protection across nine ‘protected characteristics’. It recognised forms of discrimination that were previously beyond the scope of legislation and introduced the concept of the Public Sector Equality Duty (PSED).</p> <p>The protected characteristics include; <u>age</u>, <u>disability</u>, <u>gender reassignment</u>, <u>marriage and civil partnership</u>, <u>pregnancy and maternity</u>, <u>race</u>, <u>religion or belief</u>, <u>sex</u> and <u>sexual orientation</u>.</p> <p>The PSED placed specific responsibilities on public sector organisations to consider equality in their decision making. It consists of a general equality duty, supported by specific duties, which are imposed by secondary legislation. In summary, those subject to the equality duty must, in the exercise of their functions, have due regard to the need to:</p> <ul style="list-style-type: none"> <li>• Eliminate unlawful discrimination, harassment and victimisation and other prohibited conduct.</li> <li>• Advance equality of opportunity between people who share a protected characteristic, and those who do not.</li> <li>• Promote good relations between people who share a protected characteristic and those who do not</li> </ul> <p><b>CONTEXT</b></p> <p>Plymouth City Council is facing significant budget pressures. The business case which is being presented sets out the rational for introducing a subscription charge for the collection of household garden waste. The introduction of this charge would contribute to helping mitigate the Council’s unprecedented budget pressures, improve service reliability, and provide the right level of resource on our toughest waste collection rounds to reduce the risk of musculoskeletal</p>				

	<p>injuries for our crews. The introduction of a subscription charge garden waste collection would also help to ensure that Council budgets are prioritised for essential services.</p> <p><b>DECISION</b></p> <p>It is recommended that the Council's Cabinet:</p> <ul style="list-style-type: none"><li>• Approves the Business Case</li><li>• Approves the introduction of an annual subscription charge for the garden waste collection service of £49 per garden waste receptacle with an early bird reduction to £39 for those who sign up within the publicised offer period.</li><li>• Approves an inflationary increase to be applied to the charge for garden waste collection to take effect for each calendar year from 2024 onwards.</li><li>• Approves the introduction of a charge of £10 for residents who request that the Council collect Garden Waste containers that are no longer required, as opposed to retaining it or taking it themselves to Chelson Meadow Recycling Centre.</li></ul>
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<p><b>Potential external impacts:</b></p> <p>Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<b>Yes</b>	x	<b>No</b>	
<p><b>Potential internal impacts:</b></p> <p>Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<b>Yes</b>		<b>No</b>	x
<p>Is a full Equality Impact Assessment required?</p>	<b>Yes</b>	x	<b>No</b>	
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	Not applicable.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department

<b>Age</b>	<p>Plymouth</p> <ul style="list-style-type: none"> <li>• 16.4 per cent of people in Plymouth are children aged under 15.</li> <li>• 65.1 per cent are adults aged 15 to 64.</li> <li>• 18.5 percent are adults aged 65 and over.</li> <li>• 2.4 percent of the resident population are 85 and over.</li> </ul> <p>A shift in the demographics of Plymouth is expected over the next fifteen years. It is projected that there will be a 32.7 per cent increase in the number of people aged 65 or over between 2016 and 2034.</p> <p>South West</p> <ul style="list-style-type: none"> <li>• 15.9 per cent of people are aged 0 to 14.</li> <li>• 61.8 per cent are aged 15 to 64.</li> <li>• 22.3 per cent are aged 65 and over.</li> </ul> <p>England</p> <ul style="list-style-type: none"> <li>• 17.4 per cent of people are aged 0 to 14.</li> <li>• 64.2 per cent of people are aged 15 to 64.</li> <li>• 18.4 per cent of people are aged 65 and over.</li> </ul> <p>(Data sourced from the 2021 Census)</p> <p>The Driver and Vehicle Licensing Agency (DVLA) 'Full car driving licence holders' data shows that year on year, people aged over 70 are less likely to hold a driving license and so it can be assumed that</p>	<p>As people age they face an increased risk of fragility. This combined with the lower proportion of older people who hold a driving license, may mean that some older people could find it more difficult to access a household recycling centre.</p> <p>As there is a relatively high proportion of pensioners living in poverty, this may mean that some older people may face difficulties to remove their garden waste if they cannot afford to pay the new service charges.</p> <p>It is anticipated that older people could be adversely impacted by this decision.</p>	<p>Raising awareness of assisted collections through our partners and communications channels will help to ensure that those people who need assisted collections are aware of the wider service offer.</p> <p>To help ensure that as many people as possible can manage their garden waste, the Council will be subsidising the cost of home composters. Information about how residents can compost effectively will be shared. The impact of the decision will be monitored and opportunities for targeted communications will be identified.</p>	<p>Street Services</p> <p>Street Services</p>

	<p>they are more likely to rely on public transport.</p> <p>Older people are statistically more likely to rely on cash. Findings from the Financial Lives 2020 Survey found that around 2.4 million people aged 65 and over in the UK relied on cash to a great extent in their day-to-day life around 21 per cent) of all older people (Age UK, 2021).</p> <p>Almost 1 in 5 pensioners are living in poverty (<a href="#">Joseph Round Tree Foundation, 2022</a>).</p> <p>5971 Plymouth households have assisted waste collections.</p>			
<b>Disability</b>	<p>10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).</p> <p>National evidence suggests that a higher proportion of individuals who live in families with disabled members live in poverty, compared to individuals who live in families where no one is disabled (<a href="#">EHRC 2017</a>).</p> <p>5971 Plymouth households have assisted waste collections.</p>	<p>People with some disabilities may find it difficult to take their garden waste to a recycling centre. This combined with the lower proportion of disabled people who hold a driving license, may mean that some disabled people could find it more difficult to access a household recycling centre.</p> <p>There is a higher proportion of disabled people living in poverty when compared to people without a disability. Some people with disabilities may find it difficult to remove their garden waste as they may find the subscription service financially inaccessible.</p>	<p>Raising awareness of assisted collections through our partners such as PADAN and communications channels will help to ensure that those people who need assisted collection are aware of the wider service offer.</p> <p>To help ensure that as many people as possible can manage their garden waste, the Council will be subsidising the cost of home composters. Information about how residents can compost effectively will be shared.</p>	<p>Street Services</p> <p>Street Services</p>



		It is anticipated that disabled people may be adversely impacted by this decision.	The impact of the decision will be monitored and opportunities for targeted communications will be identified.	
<b>Gender reassignment</b>	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</p> <p>However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.</p>	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.
<b>Marriage and civil partnership</b>	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales.</p> <p>There were 785 civil partnerships formed between same-sex couples in England and Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.</p>	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.
<b>Pregnancy and maternity</b>	There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.

	The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.			
<b>Race</b>	<p>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</p> <p>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).</p> <p>ONS data shows that white people were consistently the most likely to have a driving licence out of all ethnic groups, and black people were least likely to (<a href="#">ONS, 2020</a>).</p> <p>There is evidence to suggest that Black and Minority Ethnic groups are increasingly likely to face financial hardship during the cost of living crisis.</p>	<p>There is a higher proportion of people from minority ethnic backgrounds who do not hold a driving licence when compared to the white population. Therefore some people from a minority ethnic background may find it difficult to dispose of their garden waste at a household recycling centre.</p> <p>There is a higher proportion of people from minority ethnic backgrounds living in poverty when compared to people from white backgrounds. Some people from minority ethnic backgrounds may find it difficult to remove their garden waste as they may find the service financially inaccessible.</p> <p>It is anticipated that people from minority ethnic backgrounds may be adversely impacted by this decision.</p>	<p>To help ensure that as many people as possible can manage their garden waste, the Council will be subsidising the cost of home composters. Information about how residents can compost effectively will be shared. The impact of the decision will be monitored and opportunities for targeted communications will be identified.</p>	Street Services

<b>Religion or belief</b>	<p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917). 32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</p> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.
<b>Sex</b>	51 per cent of our population are women and 49 per cent are men (2021 Census).	<p>Single parent families are more likely to experience poverty and are also more likely to be headed by women than men. The introduction of a garden waste collection charge may result in more women finding it difficult to dispose of their garden waste if the garden waste collection service is financially inaccessible.</p> <p>It is anticipated that some women may be adversely impacted by this decision.</p>	To help ensure that as many people as possible can manage their garden waste, the Council will be subsidising the cost of home composters. Information about how residents can compost effectively will be shared. The impact of the decision will be monitored and opportunities for targeted communications will be identified.	Street Services
<b>Sexual orientation</b>	There is no precise local data on sexual orientation in Plymouth (we are awaiting 2021 Census data).	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.

## SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
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	No adverse impacts on human rights are expected from this decision.	Not applicable.	Not applicable.
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## SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	Plymouth City Council remains committed to celebrating the diversity of the city.	Not applicable.	Not applicable.
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	Plymouth City Council is committed to equal opportunities and the fair treatment of its workforce. As an employer, we have a clear policy of paying employees equally for the same or equivalent work regardless of gender or disability. The Council operates a comprehensive job evaluation scheme to ensure that rates of pay are fair and are based wholly on the role being undertaken. The changes to the garden waste service will enable additional staff resource which will have the potential to reduce the frequency of musculoskeletal injuries for our waste crews.	In line with our current policies, we will continually review our employees' wellbeing.  Where possible apprenticeship opportunities will be considered and applications from groups which are under-represented within this service area will be encouraged.	TBC
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	Our People Strategy 2020 – 2024 sets out our approach towards ensuring that the Council's workforce can adapt and meet the ever changing needs of the Council and our residents.	Not applicable.	Not applicable.

<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	The Council is committed to reducing and tackling hate crime and ensuring that victims are treated in a trauma informed manner to ensure that they get the outcome which is most appropriate for them. The Council works closely with the Safer Plymouth Partnership, the community safety partnership for the city. Hate crime data is monitored.	Not applicable.	Not applicable.
<b>Plymouth is a city where people from different backgrounds get along well.</b>	The Council is committed to promoting cohesion within the city.	Not applicable.	Not applicable.



# Business Case

## Garden Waste Subscription Charge

### EXECUTIVE SUMMARY

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

Funding available to local government has been reducing steadily in recent years despite rising demand for services. As a council we have undergone huge change in order to maintain good local services with fewer resources. We've had to deliver ongoing savings in order to set a balanced budget each year. Before setting this year's budget we had already saved more than £25 million over the three previous years.

A key part of managing this change has been our ongoing modernisation programme that has sought to continuously drive greater efficiency in everything we do and maintain good quality services with fewer resources. Like all authorities we are now in a serious and unprecedented position due to additional national factors largely beyond our control, including rapidly rising energy costs and demand pressures and costs in social care.

This business case sets out the opportunity to introduce a subscription charge for the collection of household garden waste. The introduction of this charge would deliver against a range of drivers including: helping mitigate the Council's unprecedented budget pressures; improve service reliability; provide the right level of resource on our toughest waste collection rounds to reduce the risk of musculo-skeletal injuries for our crews; and provide resource to help educate residents to recycle more. It is also a fairer approach for those residents who do not currently receive this non statutory service as the decision will enable Council budgets to be prioritised for the provision of other essential and statutory services.

The garden waste collection service is very popular with 58,442 households who have had a wheelie bin delivered. This amounts to approximately 50% of Plymouth households. Scenarios of 20 and 30% participation rates have been modelled following the introduction of a subscription charge, this business case assumes 23.5%.

The majority of Local Authorities already charge for this discretionary and non-statutory service. There is a varied range of approaches to charging across the Country including how long the service is provided, the choice of containers and variable rates. The average annual charge levied is £49.86 which is also broadly in line with the charges levied by our neighbouring Councils.

The proposal for Plymouth is to retain the current seasonal approach of April to November. A subscription charge of £39 would be introduced as an 'early bird' offer to drive registrations ahead of a defined date. The charge would then increase to £49 for any subsequent registrations. The early bird period will be in place for approximately 8 weeks from the date the subscription launches. The reason for this is to help optimise the efficiency of the collection rounds which will need to be rebuilt to balance the registrations. The majority of registrations are required as early as possible to do this properly. Residents will also be offered the opportunity to purchase a subsidised home compost bin to help manage garden waste arisings and help drive reuse of material.

The service will align with the Council's digital by design principles by ensuring residents register and pay online and this in turn will enable a level of automation with existing back office systems used to coordinate rounds and collections.

The key risks are:

- achieving a lower than forecast participation rate, resulting in less income than forecast;

- adverse public opinion;
- a reduction in the Council's overall recycling rate;
- the Government legislating to make Garden Waste Collections free of charge

## SECTION I: PROJECT DETAIL

<b>Project Value</b>	£431,330 in 2023/24	<b>Contingency (show as £ and % of project value)</b>	£71,041 4.9% of cost
<b>Programme</b>	Street Services Modernisation	<b>Directorate</b>	Place - SS
<b>Portfolio Holder</b>	Cllr Bill Wakeham	<b>Service Director</b>	Philip Robinson
<b>Senior Responsible Officer (client)</b>	Andy Sharp – Head of Business Improvement	<b>Project Manager</b>	None
<b>Address and Post Code</b>	Prince Rock Depot	<b>Ward</b>	Citywide

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

### Service overview

Plymouth currently offers a fortnightly household garden waste collection service to residents across the City. Garden waste includes grass cuttings or soft foliage from pruning (branches up to 7 cm in width), weeding and vegetable growing. The service operates from April to November, it is operated with six collection crews which work Monday -Thursday. The crews consist of 20 frontline members of staff, supported by a team leader, the contact centre and back office staff.

### Background

The Council rolled out wheelie bins to residents in 2021 primarily to reduce the musculo-skeletal risk to our staff from manually lifting and emptying the garden waste bags used previously. Residents were offered the choice of 140 litre or 240 litre bins. This change was popular and resulted in a take up of approximately 50% of Citywide households opting into the service, there are 58,442 registrations currently. The tonnages collected contribute towards the Council's overall recycling figures and the collected materials are composted by a third party provider.

### Recycling

The Council's 2021/22 Recycling rate was 36.7%. Table 1 show the rates for the last 3 years of Garden Waste collected at kerbside, Garden Waste brought to the Recycling Centres, overall recycling and then garden waste as a percentage of overall recycling. There is a clear link between the ease of household collections and tonnages at the Recycling Centres. It is therefore reasonable to assume that as subscriptions for the collection service reduce visits to the Recycling Centres will increase. A proportion of residents who cease using the Garden Waste collection service will compost at home, which we can't record, and some will divert small volumes into the residual waste bin. The combination of a number of measures will help reduce the risk of any negative impact on the Council's overall Recycling Rate. These measures include: the ability for residents to bring garden waste to the Recycling Centres; the addition of new Recycling Officer roles to increase recycling participation and reduce instances of recycling contamination; and targeted general communications campaigns inform and encourage residents to recycle more and recycle correctly.

**Table 1: Garden waste and recycling tonnages**

	Tonnes		
	2019	2020	2021



Garden Waste Kerbside Tonnage	4429.13	1527.96	6806.62
Garden Waste Recycling Centre Tonnage	3314.26	3883.03	1947.89
Overall Recycling %	35.67%	31.36%	36.73%
Garden Waste % of Overall Recycling	7.73%	5.08%	8.25%

### Service delivery

In 2022 the service delivery was impacted by high sickness levels in the waste department. This was a combination of general sickness but also spikes in Covid19 cases and particularly a number of refuse vehicle drivers having NHS treatments for outstanding conditions. Due to the non-statutory nature of Garden Waste collections the service was given lowest priority for crew allocations compared to residual waste and recycling collections. The situation was so dire in early summer 2022 that a temporary suspension of the garden waste service was put in place for 1 month.

A further challenge faced by the Service is the impact of heavy bins, long pull outs and steps on certain rounds. This is an issue which affects all waste collection services and where possible a 3<sup>rd</sup> crew member is allocated. A new garden waste model would provide the opportunity to bolster the number of collectors overall as part of resilience measures which would enable a 3<sup>rd</sup> crew member to be provided, where required, more consistently.

The Council are also facing unprecedented budget pressures both in year and forecast for future years. This pressure directly led to the decision to completely suspend the Garden Waste service for the remainder of the 2022 season from the end of August.

### Legal

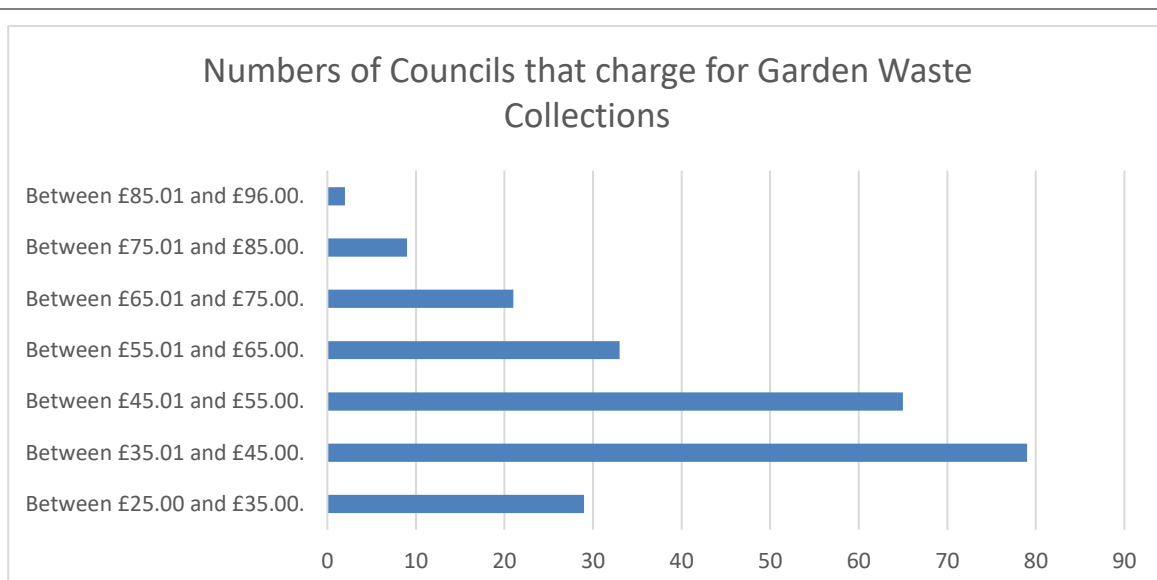
The Council does not have a statutory obligation to offer a separate garden waste collection and can legally charge for the service. The Government has previously suggested it may bring legislation to mandate free collections of Garden Waste. However, it is unknown whether this will happen and if implemented would further pressurise local authority budgets across the country, unless Additional Burdens funding was to be provided.

### Benchmarking

Recent benchmarking undertaken by South Hams District Council assessed the majority of Local Authorities in England. Of the Local Authorities assessed 238 levied a charge for garden waste collections. The average charge is £49.86 per annum.

Graph 1 details the price bands of the English local authorities that were benchmarked. It should be noted that there is a very wide range of charging methods and individual scheme details. Some charge a variable rate depending upon bin size and number of, some issue sacks or bags, some provide a full 12 month service whereas others only seasonal, a few provide weekly collections whereas the majority provide fortnightly collections.

**Graph 1: Numbers of Councils that charge for garden waste collections by price band**



Cornwall Council and all Devon's district councils charge currently with the exception of South Hams who have recently announced they will implement a charge from 2023. Table 2 details the various charges and other scheme details.

**Table 2: Charges levied by neighbouring Local Authorities**

Council	Collection frequency	Annual Charge <sup>1</sup>
Cornwall County	Fortnightly	£30 - £55 per bin
East Devon District	Fortnightly	£48
Exeter City	Fortnightly	£39 - £51
Mid Devon District	Fortnightly	£40 - £50 per bin
North Devon	Fortnightly	£45 per bin
South Hams District	Fortnightly	£49 per bin
Teignbridge District	Fortnightly	£50 per bin
Torbay	Fortnightly	£12 for 8 bags no annual charge
Torridge District	Fortnightly	£45 per bin
West Devon Borough	Fortnightly	£40 per 4 sacks

<sup>1</sup> A charge range indicates there is different charge depending on the size of bin or bag

### Transforming the Council

The Council's Transformation journey has evolved to focus on a range of drivers which will balance fiscal efficiency with ensuring the needs of our customers, residents and communities are met, and ultimately that our City vision is delivered. The Garden Waste service supports the programme through its digital registration process. At the heart of this programme sits 'the wedge' infographic, as shown, which sets out a vision for how the needs of our customers should be met. This involves for the majority a greater push to digitisation, self-help, signposting and empowering communities to deliver services whilst ensuring a more niche focus on specialist and targeted support for the minority through the Council's digital advocacy service. The project also aligns with the Council's focus on automation through the One Council Programme. The registration process will automatically link with our back office system and allocate households to our scheduled rounds.

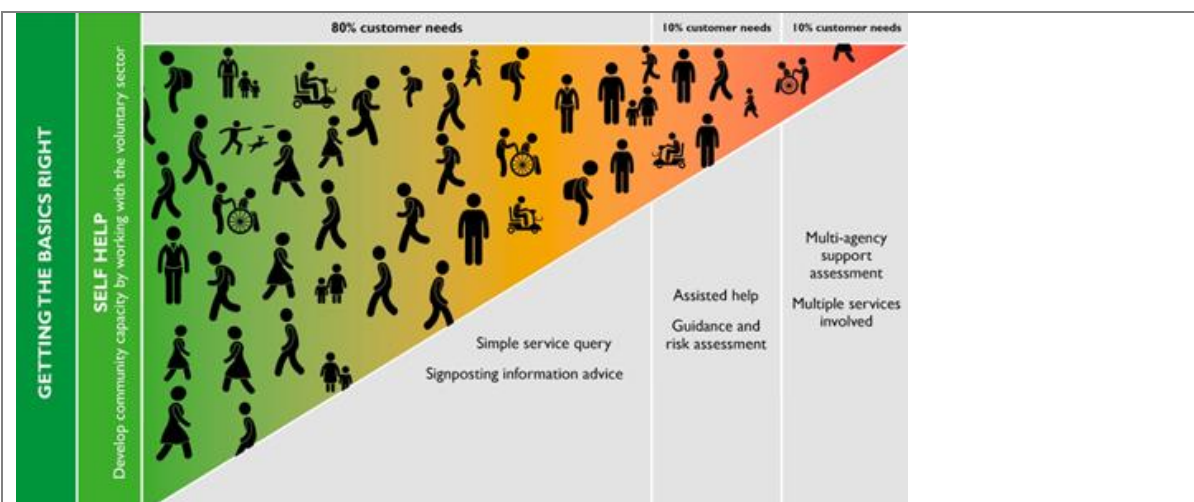


Table 3 sets out the various drivers for the change associated with this business case, the issues these drivers pose and the opportunities that can be realised.

**Table 3: Drivers for change, issues and opportunities**

Driver	Issue	Opportunity
Financial	Service does not cover costs.  One of most generous LA's in relation to concession and charge.	Full cost recovery on a charged service.
Health and Safety	High risk of musculoskeletal injuries on some collections rounds – both Garden and residual	Utilise income through new model to ensure we can consistently provide enough crew members for the rounds which pose the greatest manual handling challenges.
Improve resilience of service	Service reliability has been a major issue in recent years as simply not enough crew resilience.	Utilise income through new model to bolster crew resilience across all waste collection services.
Customer	Inequitable service with 50% participation, 50% of households did not register	Give residents the choice to pay for this discretionary service, rather than current model whereby everyone effectively pays for it through Council overall spend.
Targeted Recycling education	There is currently no specific resource to help drive behavioural change with residents to help improve recycling. This means natural resources are being wasted and also a high level of contamination of recycling collections, where incorrect items are placed in the bins.	Introduce dedicated resource to work with and provide information to households to help residents recycle more and correctly. This will increase recycling levels and reduce costs associated with recycling contamination.

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

It is proposed that Plymouth City Council join our neighbouring, and the majority of English, Local Authorities by introducing a subscription charge for Garden Waste collections.

The introduction of a new revenue income line will offset costs and enable more investment in resources to ensure there are enough drivers and collectors across the Waste department. This decision will also ultimately help mitigate the budget pressures the Council are under thus ensuring other valued services are retained; alongside ensuring resilience and greater reliability of all types of waste collection; and help to mitigate the musculo-skeletal risks to our crews due to manual handling pressures on some of the waste collection rounds.

A detailed cost model has been produced with the following assumptions and considerations:

- Participation levels:

Plymouth is currently at 50% household participation and this is expected to fall considerably following the introduction of a subscription charge. The cost model assessed scenarios between 21-30%. This business case has assumed 23.5% which is comparable to other Local Authorities and reasonable considering Plymouth's currently very high participation rate.

**Table 2: Varying budget impact of different participation rates**

Participation %	Net cost	Net variance to 2022/23 budget
21	£456,033	(£434,496)
25	£295,526	(£595,003)
30	£94,892	(£795,637)

- Registration

Residents will be asked to register annually for the service. As part of this registration a charge will be taken for the full season. Residents will only be given the option to register digitally through the Council's website and payment will also be taken online. Residents with no internet access can use the existing customer advocacy service provided by the Council and will be able to call the contact centre to register. It is proposed that a cut off of mid-February is introduced for registrations to ensure new rounds can be built which optimise crew, vehicle and fuel efficiency. To facilitate this registration a higher charge will be levied for those who register after the specified date. Effectively offering an early bird discount.

- Frequency & Duration of collections:

Most Local Authorities offer a fortnightly collection. The majority of those benchmarked refer to the service being offered for a year. In some cases it is unclear whether this is an annual season or a service across 12 months. Plymouth has an established collection season from April to November, having been extended from October in 2021. Demand is likely to be significantly lower in the winter months and therefore risks wastage and inefficiency from crews and vehicles driving across the City for much lower yields.

This business case assumes the continuation of a seasonal service between April and November, and the relatively low proposed subscription charge reflects this.

- Subscription charge:

There are a wide range of approaches to levying the charge. Cornwall Council for example charges £30, £42 or £55 depending upon the size of the container. The highest charge is for a 240 litre wheelie bin. Devon's district councils charge between £40 to £50 where wheelie bins are provided. Mid Devon offers a PAYG service charging £13 for 10 sacks. Benchmarking across 27 Local Authorities across England, including our

neighbouring Local Authorities, revealed even more variance but the average charge is £49.86.

This business case has assumed that a charge of £49 per container is implemented in Plymouth which would be subject to an annual inflationary increase. Residents who subscribe during an advertised early bird period of time will pay a reduced rate of £39. The business case assumes 80% of residents who subscribe will pay the lower rate. Residents will also have the option of paying for more than one subscription. It is proposed that there is no variance in charge dependent upon the size of bin the resident either already has or has in the future.

If the Council determines that a property is not suitable for a wheelie bin then up to 4 reusable bags may be issued. These 4 bags will be considered the equivalent of one container for the purposes of a subscription.

- Resource

To ensure reliability and adequate resilience across all waste collection services including commercial waste a net increase of HGV Drivers and refuse collectors has been included in the cost modelling. Additionally, this extra capacity will help ensure the musculo-skeletal risks associated with some collection rounds are minimised. Provision for administrative resource within the Council's Business Support team has also being made. They will take on full responsibility for all customer and back off related administration including policy related queries and complaints. Additionally, the business case allows for two Recycling Officer roles which will be used to work with residents who are either not recycling or not recycling correctly. This will help improve the Council's recycling rates and also help reduce costs associated with contaminated recycling and residual waste disposal fees.

- Fleet

Whilst it is possible that a lower participation rate will require a smaller number of collection rounds, thus reducing fleet requirements this is currently an unknown. The mileage required to serve the City is likely to be very similar and therefore the business case has not factored in any reduction in fleet, maintenance or fuel requirements. The cost model does factor in the significant increase in fuel costs since the current budget was set.

- Diverted waste streams

The business case allows for a diversion of some Garden Waste to the Recycling Centres and some will be managed by residents through home composting. However, there is a likelihood that some residents will dispose of garden waste in their residual bins. The cost of disposal is substantially higher through the Energy from Waste plant compared to our Garden Waste disposal contracts. There is also a consideration that if people are paying for a service they are more likely to use it as fully as possible.

- Home composting

The Council will work with an existing provider to offer residents the opportunity to purchase a home composter at a subsidised rate. This will help residents dispose of garden waste in a sustainable manner and will be open to any resident. A £10 discounted rate will be applied and to manage the financial risk to the Council's budget a fixed number, 4,000, discounts will be available in 2023. This will be reviewed for future years.

- Recycling communications and engagement

To mitigate the risk of the Council's recycling rate being impacted adversely by this decision a sum for communications and engagement has been allocated. This will fund targeted campaigns to encourage higher levels of recycling and reduced contamination levels.

- Redundant bins

The current wheelie bins were part of a capital business case approved in December 2020. The cost of bins fluctuate with oil prices but at the time were between £15 to £18 each depending upon size. There is a churn in bins due to damage, wear and tear and new subscribers, and therefore it is assumed that redundant bins will be retained by the Council. It is proposed that residents who already have a bin, but choose not to pay for the subscription service, will have the following options: they can retain the bin and repurpose; they can return the bin to Chelson Meadow Recycling Centre; or they can request a collection of the bin. The introduction of a container collection charge of £10 is necessary to help reduce the volume of requests and contribute towards the cost of collection. Lower volumes will mean that the Council can collect the bins within shorter timescales.

The business case allows for the estimated cost of collection and a sum for the lease of a space to store the bins if a suitable site cannot be secured on the corporate estate.

- Bin stickers

The Council will write to each subscribed household and include a bin sticker for that season that will need to be stuck onto the bin prior to the first collection. The cost for printing and postage has been factored into the business case.

- System integration.

The Council uses in cab technology to designate registered Garden Waste subscribers. This system would be updated with households who register.

Sufficient cost has been assumed to cover the relevant IT integrations between the Council's customer facing and internal systems.

- Scheme Terms and Conditions

A full list of T's and C's will be published on the Council's website. Principles will include:

- Annual subscription charge for the garden waste collection service of £49 per garden waste receptacle with an early bird reduction to £39 for those who sign up within the publicised offer period.
- The season will remain April to November each year.
- Registration will need to be made by a specified date in order to secure a Service from the start of the season.
- Whilst it is the intention that Households will be able to swop bin sizes, subject to payment of a delivery and administration charge, this option will not be available initially due to very limited delivery capacity.
- Should a general delivery and administration charge be introduced for bins then this charge will be additional to the Garden Waste subscription charge.
- With the exception of any statutory requirements, no refunds will be provided if a households cancels their subscription either pre or mid season.
- Flat charge regardless of bin size.
- Multiple bin subscriptions will be permitted but the standard charge will apply to each bin.

- Bin stickers for annual season will be sent to each subscribed household to display on their bin.
- Bins presented that do not display a valid seasonal sticker will not be collected.
- Subscriptions will be for the property and not linked to an individual, therefore if someone moves home following registration the service will not be transferred to a new property.

## SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS

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

<b>Potential Risks Identified</b>		<b>Likelihood</b>	<b>Impact</b>	<b>Overall Rating</b>
<b>Risk</b>	Government could legislate to ensure free garden waste collections. Whilst it's possible Additional Burdens funding may be provided to Local Authorities there is still the risk of a future budget shortfall	Medium	High	High
<b>Risk</b>	Participation levels may be lower than anticipated which could result in a deficit against the 2023/24 budget	Low	Medium	Medium
<b>Risk</b>	Risk of inappropriate disposal of garden waste through placing in residual waste bins. The costs for a potential increase in tonnages have been factored into the business case.	Low	Low	Low
<b>Risk</b>	The decision is likely to increase complaints from residents who are unhappy with the charge.	High	Low	Low
<b>Risk</b>	Risk to achieving Council's overall recycling rate target. The combination of a number of measures will help reduce the risk of any negative impact on the Council's overall Recycling Rate. These measures include: the ability for residents to bring garden waste to the Recycling Centres; the addition of new Recycling Officer roles to increase recycling participation and reduce instances of recycling contamination; and wider general communications campaigns to inform and encourage residents to recycle more and recycle correctly.	Medium	Medium	Medium
<b>Risk</b>	Risk of increased fly tipping. Whilst there is a risk of increased fly tipping it is a significant step for a resident who currently registers for a collection service to commit environmental crime through illegal disposal.	Low	Low	Low

## Outcomes and Benefits

**List the outcomes and benefits expected from this project.**

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

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

**Financial outcomes and benefits:**

**Non-financial outcomes and benefits:**

Reduced cost to the Council for the provision of a non-statutory and discretionary service. Helping to tackle the Council's overall budget deficit	<p>Increased investment in staff resources will improve resilience leading to improved reliability and service consistency across all waste collection services.</p> <p>Residents are given a choice as to whether to pay for a service they value – as opposed to cross subsidisation from Council budgets.</p> <p>Reduced risk of musculo-skeletal injuries through bolstering crew numbers to provide the right number of staff on rounds with greatest manual handling requirements.</p> <p>Ability to provide targeted Recycling Officers to help residents increase household recycling and reduce contamination of collected recycling waste.</p>
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Low Carbon	
<b>What is the anticipated impact of the proposal on carbon emissions</b>	The crew mileage, idling times and disposal trips are likely to reduce thus reducing associated vehicle carbon emissions. However, resident trips to the Recycling Centres are likely to increase.
<b>How does it contribute to the Council becoming Carbon neutral by 2030</b>	The impact of this decision will include elements which increase carbon emissions such as increased private car trips but also elements which decrease carbon emissions such as targeted interventions to encourage greater household recycling and encourage home composting.
<b>Have you engaged with Procurement Service?</b>	Yes
<b>Procurement route options considered for goods, services or works</b>	Procurement advice may be required if a third party contractor is used to collect unwanted bins. Proactive advice will be sought but the decision to use a contractor will depend upon the volume of requests.
<b>Procurements Recommended route.</b>	N/A
<b>Who is your Procurement Lead?</b>	Paul Williams
<b>Is this business case a purchase of a commercial property</b>	No
<b>If yes then provide evidence to show that it is not 'primarily for yield'</b>	N/A
<b>Which Members have you engaged with and how have they been consulted (including the Leader, Portfolio Holders and Ward Members)</b>	Cllr Bill Wakeham Cabinet Members

#### SECTION 4: FINANCIAL ASSESSMENT

**FINANCIAL ASSESSMENT:** *In this section the robustness of the proposals should be set out in financial terms. The Project Manager will need to work closely with the capital and revenue finance teams to ensure*



*that these sections demonstrate the affordability of the proposals to the Council as a whole. Exact amounts only throughout the paper - not to be rounded.*

Tax and VAT implications	<b>Garden Waste subscriptions would not be subject to VAT.</b>
<b>Tax and VAT reviewed by</b>	Sarah Scott

The proposals, based on a 23.5% household participation rate, are modelled to produce a net cost of £0.360m in 2023-24, and £0.227m in 2024-25.

When these proposals are compared to the 2022-23 £0.890m net cost budget, then the proposals generate a net £0.530m saving to the current budget in 2023/24, and a £0.663m saving against current budget in 2024-25. If the participation rate is lower or higher then the figures will vary.

<b>Ongoing Revenue Implications for Service Area*</b>			
	<b>Budget 22/23</b>	<b>23/24</b>	<b>24/25**</b>
	<b>£</b>	<b>£</b>	<b>£</b>
<b>Service area revenue cost</b>			
Staff: Crew	444,320	723,638	759,820
Staff: Business Support	0	20,444	21,466
Waste disposal costs	218,310	185,724	195,010
Vehicle costs incl fuel	211,904	214,184	224,893
Equipment	3,500	36,612	4,500
IT / Systems integration	0	20,000	21,000
Borrowing charges	11,975	11,975	12,573
Transaction fees	0	18,000	18,900
Bin collection allocation	0	80,000	0
Lease of land for bin storage	0	20,000	21,000
Postage and printing	0	50,000	52,500
Recycling communications & engagement	0	25,000	25,000
Home composting	0	40,000	20,000
Contingency 5%	0	71,041	64,019
<b>Total Revenue Cost (A)</b>	<b>890,000</b>	<b>1,516,618</b>	<b>1,440,681</b>
<b>Service area revenue benefits/savings</b>			
<b>Total Revenue Income (B)</b>	<b>0</b>	<b>1,156,200</b>	<b>1,214,010</b>
<b>Service area net cost (B-A)</b>	<b>890,000</b>	<b>360,418</b>	<b>226,671</b>
<b>Variance to 22/23 budget</b>	<b>n/a</b>	<b>529,582</b>	<b>663,329</b>

<b>Has the revenue cost been budgeted for or would this make a revenue pressure</b>	Overall favourable position compared to 22/23 budget.		
<b>Which cost centre would the revenue pressure be shown</b>	Garden Waste cost centre	<b>Has this been reviewed by the budget manager</b>	Y
<b>Name of budget manager</b>	Andy Sharp		
<b>Revenue implications reviewed by</b>	Philip Robinson and Charlie Green		

\* Assumes a 23.5% household participation rate. The actual participation rate will determine certain cost elements and all income.

\*\* Inflationary increase of 5% assumed for 2024/25

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

Author of Business Case	Date	Document Version	Reviewed By	Date
Andy Sharp	20/10/2022	V 1	Philip Robinson	20/10/2022
Andy Sharp	31/10/2022	V 2	Philip Robinson	31/10/2022

## SECTION 6: RECOMMENDATION AND ENDORSEMENT

### Recommended Decision

It is recommended that the Council's Cabinet:

- Approves the Business Case
- Approves the introduction of an annual subscription charge for the garden waste collection service of £49 per garden waste receptacle with an early bird reduction to £39 for those who sign up within the publicised offer period.
- Approves an inflationary increase to be applied to the charge for garden waste collection to take effect for each calendar year from 2024 onwards.
- Approves the introduction of a charge of £10 for residents who request that the Council collect Garden Waste containers that are no longer required, as opposed to retaining it or taking it themselves to Chelson Meadow Recycling Centre.

<b>[Name, Portfolio]</b>		<b>Service Director</b>	
<b>Either email dated:</b>	date	<b>Either email dated:</b>	date 03/11/2022
<b>Or signed:</b>		<b>Signed: Philip Robinson</b>	
<b>Date:</b>		<b>Date:</b>	
		<b>Service Director</b>	

	<i>[Name, department]</i>	
	<b>Either email dated:</b>	<i>date</i>
	<b>Signed:</b>	
	<b>Date:</b>	

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# Cabinet



Date of meeting: 10 November 2022  
Title of Report: **Non-Commercial Route Options**  
Lead Member: Councillor Jonathan Drear (Cabinet Member for Transport)  
Lead Strategic Director: Anthony Payne (Strategic Director for Place)  
Author: Debbie Newcombe, Sustainable Transport Co-Ordinator  
Contact Email: [Debbie.newcombe@plymouth.gov.uk](mailto:Debbie.newcombe@plymouth.gov.uk)  
Your Reference: DN 221021  
Key Decision: Yes  
Confidentiality: Part I - Official

## Purpose of Report

The purpose of this report is to enable Cabinet to make a decision on the award of contracts for non-commercial bus routes following a pre-approved tender process undertaken during the summer of 2022.

The report seeks a decision on the award of contracts and the cancellation of contracts for various non-commercial bus routes. It also seeks approval to undertake statutory consultation on the introduction of parking charges at the city's three park and ride sites, agreement that the income generated through this proposal is ring-fenced to support the city's bus network, and that capital resources can be allocated to enable the necessary installation of car parking and associated infrastructure in the city's park and ride sites.

## Recommendations and Reasons

The Cabinet is recommended to:

1. Confirm and agree which of the options set out in the report for the award of bus service contracts it wishes to implement.

Reason: To ensure bus services can continue beyond the end of December 2022.

2. Approve the cancellation of bus service contracts as set out in the report relating to the agreed option for implementation.

Reason: To ensure the non-commercial routes network can be provided within the available budget in future years.

3. Approve the award of the contracts as set out in the report relating to the agreed option for implementation.

Reason: To ensure the contracts securing the non-commercial routes in the agreed option can be awarded as approved.

4. Approve the undertaking of statutory consultation for the introduction of a £1 24-hour charge within the three park and ride car parks, and agree that the income generated from this is ring-fenced to supporting the city's bus network.

Reason: To ensure that sufficient funding is available to support the city's bus network.

### **Alternative options considered and rejected**

Six alternative options are considered, as set out in the report, offering a range of options for the award of contracts depending on various future budget levels. These are, when considering the statutory provisions, considered to be the options which would secure appropriate provision of transport services, for the reasons set out in the briefing paper. These options will, depending on the option chosen, result in the loss of between 5 and 9 bus routes.

Award all the contracts as tendered is also an option. Given the overall position with the City Council's projected budget shortfalls in both 2022/2023 and 2023/2024. To date, we have identified a potential £15m shortfall in our in-year 2022/23 budget. We immediately instigated urgent and decisive action to identify savings of £9m but, these pressures mean we are also facing a substantial shortfall in resources needed to set a balanced budget for 2023/4 – where we are currently projecting a £37.6m shortfall. As such, award of all contracts is not considered a viable option as it will see the award of contracts of a value in excess of the Council's budget for non-commercial routes, placing further pressure on the wider revenue budget.

### **Relevance to the Corporate Plan and/or the Plymouth Plan**

The provision of a non-commercial routes network supports the sustainable growth of Plymouth by providing residents with sustainable transport options to access employment, education, healthcare, leisure and retail opportunities.

#### **Links to the Corporate Plan:-**

**Growing Plymouth:-** The current non-commercial routes network supports the city's commercial network by providing additional links to employment opportunities and medical facilities in the Derriford and Northern Corridor Growth Area as well as the City Centre and Waterfront Growth Area. These routes enable both residents and visitors to access many parts of the city that would otherwise be unserved by public transport.

**Caring Plymouth:-** The subsidised services network provides valuable links to shops, healthcare, employment, education and leisure for those citizens who do not have access to a commercial bus service. Without these services these residents would face an increased risk of isolation, due to the need to rely on the use of higher cost taxis or relying on the charity and goodwill of friends or family, thereby restricting their independence and impacting on their wellbeing. As the commercial network adjusts to meet changing circumstances the non-commercial routes network provides a safety net; maximising the accessibility of Plymouth's bus network for all.

**Links to the Plymouth Plan:-** Through the provision of non-commercial routes the Council supports the use of sustainable transport modes as set out in the Plymouth Plan specifically policies SPT9 (5)5, where it states that the local Planning and Highway Authorities with key stakeholders will deliver: "realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.," SPT9 (6), which seeks to get the most out of our existing network and encourage behavioural change, SPT9(9) (delivering transport projects which provide a safe and effective transport system) and SPT (10) of the Plymouth and South West Devon Joint Local Plan and policies HEA6 (Delivering a safe, accessible, sustainable and health enabling

transport system), GRO4 (Using transport investment to drive growth) and GRO7 (Reducing carbon emissions and adapting to climate change) of the Plymouth Plan.

**Implications for the Medium Term Financial Plan and Resource Implications:**

The recommended contract award can be fully funded from within existing Strategic Planning and Infrastructure budgets in 2022-2023. In 2023-2024, the increased tender prices have varying budget implications.

In order to meet the costs of the agreed option for implementation, it is proposed to introduce a new charging regime at the city's park and ride sites in order to ring-fence funding to support the city's bus network. In addition, available Section 106 contributions will be maximised to support the provision of bus services.

The City Council will draw down Section 106 funding to support a number of these routes totalling £403,635 for 2022/2023 and £562,749 in 2023/2024. Throughout the contract term, officers will continue to maximise additional Section 106 funding to enable contracts to be extended in future years.

If charging at park and ride car parks is taken forward Cabinet should note that it anticipates that there will be a capital cost associated with the required installation of payment machines and associated infrastructure to allow the commencement of the new charging regime, expected to be from April 2023. A future report would be submitted which would seek a capital allocation and set out in detail the financial implications of any capital proposals being modelled.

**Financial Risks**

- From November 2023 operators can request an inflationary increase on their contract rates, which may impact on the potential savings that are currently predicted to arise from the non-commercial routes budget in 2023-2024.
- Capital costs associated with implementation of any proposed charging arrangements would need to be self financed.
- Securing additional income to support the city's bus network is at risk if the capital proposal is not actioned.

**Carbon Footprint (Environmental) Implications:**

On 8 March 2019 the Council declared a Climate Emergency and produced a number of key actions to achieve net zero carbon by 2030.

The Council's non-commercial routes network supports the efforts to reduce carbon emissions by providing an alternative sustainable transport option to the private car, and hence enabling behavioural change. As a minimum, the contracts will allow the Council to stipulate the maximum age of vehicles on these routes thereby reducing the environmental impact of the services, compared to an unregulated environment.

Bidders were asked to explain how their organisation can help Plymouth achieve net zero carbon by 2030 in delivery of this contract through allocation of vehicles, alternative fuels, cleaning materials and any further enhancements they think will be possible to deliver over the lifetime of the contract, which formed part of the evaluation criteria.

**Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:**

*\* When considering these proposals members have a responsibility to ensure they give 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.*

To ensure that the council gives due regard to equality under our Public Sector Equality Duty an Equality Impact Assessment (EIA) has been undertaken which assesses the impact of each option

against the protected characteristics. The EIA has highlighted that some groups may be adversely impacted by the decision.

## Appendices

\*Add rows as required to box below

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>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.</i>						
		1	2	3	4	5	6	7
A	Non-Commercial Route Options Report							
B	Equalities Impact Assessment							
C	Contract Award Report Part 1							
D	Contract Award Report Part 2			x				

## Background papers:

\*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable) <i>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.</i>						
	1	2	3	4	5	6	7

## Sign off:

Fin	pl.22. 23.26 0	Leg	EJ/38 851/4. 11.22 (1)	Mon Off	EJ/388 51/4.1 1.22(1 )	HR	N/A	Asset s	N/A	Strat Proc	PW/PS/65 6/CP/1122
Originating Senior Leadership Team member: Anthony Payne (Strategic Director for Place)											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 03/11/2022											
Cabinet Member approval: Councillor Jonathan Drear (Cabinet Member for Transport)											
Date approved: 03/11/2022											





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## Non-Commercial Route Options Report



### 1. Background

Funding available to local government has been reducing steadily in recent years despite rising demand for services. As a council we have undergone huge changes in order to maintain good local services with fewer resources.

We have a history of delivering and in the past three years we have delivered over £25million of savings, in order to set a balanced budget. However, like all authorities we are now in a serious and unprecedented position due to additional national factors largely beyond our control, including rapidly rising energy costs and demand pressures and costs in social care. We have a legal duty to close our funding gap.

To date, we have identified a potential £15m shortfall in our in-year 2022/23 budget. We immediately instigated urgent and decisive action to identify savings of £9m. However, these pressures mean we are also facing a substantial shortfall in resources needed to set a balanced budget for 2023/4 – where we are currently projecting a £37.6m shortfall.

In January 2022 we were made aware by both Citybus and Stagecoach that they were planning to withdraw a number of commercial bus services with effect from 1 April 2022 following a Department for Transport announcement that Covid-19 Bus Recovery Grant funding would cease.

Under Section 63 of the Transport Act 1985 the Council has a duty to, as it considers appropriate, secure provision of transport services to meet public requirements not otherwise met. As a result a decision was taken by the Leader in March 2022 to allow us to react to these changes by instigating the procurement of replacement services alongside the poorer performing services of the Council's existing core non-commercial routes network.

In the interim these services have been maintained with short term contracts with the existing Bus Service Operator to ensure routes continued pending procurement. A number of these will expire on 31 December 2022 and a decision on what routes will continue is needed prior to this date to allow for arrangements to be made to register and de-register routes.

The Executive Decision set out the key risk of undertaking the tender, this being that there would be insufficient budget to replace all services. This was mitigated by setting out all the potential funding sources, which included the annual non-commercial routes budget, Bus Service Operator Grant (BSOG) funding, all available S106 funds and use of the concessionary fares underspend, forecast at that time to be £740,666 for 2022-23. The Executive Decision was signed off by the Leader on 7 March 2022.

If we were to award all services included in the tender package the annual cost would be £961,092 against a total annual non-commercial routes budget of £551,008 made up of £466,000 non-commercial routes budget and £85,008 BSOG funding.

### 2. Current Situation

Given the Council's financial position there is a need to carefully consider the options concerning which routes are provided. As such this report has been prepared to present to Cabinet the options with regards to award and service provision balanced with the projected financial gaps.

### 3. Options

The following are the options officers have considered appropriate, in light of the legislation when considering the usage, cost, impact and purpose of the each of the non-commercial routes. It should be noted that there would not be any savings from the non-commercial routes budget in the current financial year for any of these options. The services that would be retained and lost under each option are set out in Appendix A.

Under each option there will be a minimum of five services withdrawn. Having considered the details of the routes these have been identified as the worst performing services in terms of cost to the Council per passenger journey, ranging from between £3.02 and £7.70 against the Council's benchmark of £2.00 when based on existing prices, increasing to between £4.00 and £18.57 on the recently tendered prices. They are services which have been operating for several years but which have not shown any significant signs of passenger growth.

All options allow for five services that are being retained (as set out in Appendix A) where these can be fully funded through S106 developer contributions and BSOG funding. A summary of the options is shown below, with the considerations and rationale behind each option being detailed in Appendix A.

Option 1 – Non-commercial routes budget of £0 (saving £466k)

- 5 services retained, 9 services lost

Option 2 – Non-commercial routes budget of £100k (saving £366k)

- 6 services retained, 8 services lost

Option 3 – Non-commercial routes budget of £200k (saving £266k)

- 7 services retained, 7 services lost

Option 4 – Non-commercial routes budget of £300k (saving £166k)

- 7 services retained, 7 services lost (the 7 retained here would include one different service to that included under the £200k spend option above, but this one would be at a higher cost, hence no increase in the number of services that can be provided)

Option 5 – Non-commercial routes budget of £366k (saving £100k)

- 8 services retained, 6 services lost

Option 6 – Non-commercial route budget of £388K (saving £78k)

- 9 services retained 5 services lost

In respect of the options it should be noted there is no legislative requirement to consult on the proposals. Given the financial position of the Council, the need to make a contract award, and register and de-register routes and to secure the tender submissions under contract and avoid the need to re-procure, it is not practicable to conduct any public engagement on these proposals.

### 4. Parking Charges at the City's Park and Ride Sites

To support the city's bus network, it is proposed to bring forward proposals to generate new income through the introduction of parking charges across the city's three park and ride sites, at a rate of £1 per 24 hour stay. This level of proposed charge would minimise the impact on the total cost of park and ride travel, whilst delivering the level of income required to support provision of the city's bus network. Furthermore, if implemented, it would be proposed that this revenue is protected, through ring-fencing, for supporting the city's bus network.

The proposals would also look to ensure that there is sufficient placement of parking terminals at convenient locations across all three park and ride sites, such as where passengers board buses, and that they are ticketless; meaning motorists will not need to return to their cars to display any tickets. It would also be proposed that, subject to the report on parking fees on the agenda being approved by Cabinet, motorists will also be able to pay via debit, credit and contactless cards, Android Pay, Google Pay and Ringo (mobile app, phone call or website) methods as with all other Council parking arrangements.

The proposed introduction of charges at the park and ride sites will be subject to statutory consultation. This involves the Council publishing the fully developed proposals, via public notice in the local media and notices displayed within the park and ride locations, which will provide details of the proposals and how people can submit representations to them over a 21-day period. The consultation responses will then be presented back to Cabinet with a report seeking a final decision on the implementation of the parking fees.

## **5. Recommendation**

It is recommended that Cabinet:

1. Confirms and agrees which of the options set out in the report for the award of bus service contracts it wishes to implement.
2. Approve the cancellation of bus service contracts as set out in the report relating to the agreed option for implementation.
3. Approve the award of the contracts as set out in the report relating to the agreed option for implementation
4. Approve the undertaking of statutory consultation for the introduction of a £1 24-hour charge within city's three park and ride car parks, and agree that the income generated from this is ring-fenced to supporting the city's bus network.

## Appendix A

The tables below show the services that would be retained and withdrawn under each of the options described in section 3 of the briefing note.

### Option 1 – Non-commercial Routes Budget of £0

#### Services Retained

Service	Route	Reason for retaining
2A	Elburton – Sherford section only	Fully funded through S106
17	City Centre – Plymstock Broadway – Hooe	Fully funded through S106
18	City Centre – Plymstock Broadway - Elburton	Fully funded through S106
42	Seaton Neighbourhood section only	Fully funded through S106
52	Plympton – Coypool Park & Ride – FVLR – Derriford Hospital	Fully funded through S106

#### Services to be Withdrawn

Service Withdrawn	Route
13	City Centre to Saltash Passage via Weston Mill
14	City Centre to Derriford Estates via Devonport, Mutton Cove, Keyham & Derriford Hospital
19	City Centre to Plympton Ridgeway via Merafield
27	City Centre to George Park and ride via Lower Compton, Efford, Eggbuckland & Mainstone
31	City Centre to Pennycross via Peverell & Beacon Park
39	City Centre to Hartley Vale via Mannamead
44A	Holly Park & Ringmore Way
54	City Centre to Bovisand Beach via Plymstock & Jennycliff
200	Coypool Park and Ride

#### Considerations and Rationale

Without any budget only routes that can be fully funded through S106 developer contributions and BSOG would be able to operate.

### Option 2 – Non-commercial Routes Budget of £100k

#### Services Retained

Service	Route	Reason for retaining
2A	Elburton – Sherford section only	Fully funded through S106
17	City Centre – Plymstock Broadway – Hooe	Fully funded through S106
18	City Centre – Plymstock Broadway - Elburton	Fully funded through S106
42	Seaton Neighbourhood section only	Fully funded through S106
52	Plympton – Coypool Park & Ride – FVLR – Derriford Hospital	Fully funded through S106
200	Coypool Park & Ride – City Centre	Retains a Park and Ride service in the east of the city at an improved

		frequency thereby encouraging patronage growth. This is also a better performing service in terms of cost per passenger journey than other services that could be funded with a £100k budget
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### Services to be Withdrawn

Service Withdrawn	Route
13	City Centre to Saltash Passage via Weston Mill
14	City Centre to Derriford Estates via Devonport, Mutton Cove, Keyham & Derriford Hospital
19	City Centre to Plympton Ridgeway via Merafield
27	City Centre to George Park and ride via Lower Compton, Efford, Eggbuckland & Mainstone
31	City Centre to Pennycross via Peverell & Beacon Park
39	City Centre to Hartley Vale via Mannamead
44A	Holly Park & Ringmore Way
54	City Centre to Bovisand Beach via Plymstock & Jennycliff

### Considerations and Rationale

As option 5 but with both services 13 and 14 being withdrawn. The cost per passenger for service 13 is £1.70 and for service 14 is £1.94 but within the reduced budget for this option both services are unaffordable. Whilst service 13 could be provided with a budget of £100k, service 200 (Coypool Park and Ride) protects this Park and Ride service, and within this budget the current service frequency can be doubled to a 20 minute headway which offers greater opportunity for patronage growth compared to service 13.

### Option 3 – Non-commercial Routes Budget of £200k

#### Services Retained

Service	Route	Reason for retaining
2A	Elburton – Sherford section only	Fully funded through S106
13	City Centre – Weston Mill – Saltash Passage	Better performing service with cost per passenger journey within the £2.00 benchmark
17	City Centre – Plymstock Broadway – Hooe	Fully funded through S106
18	City Centre – Plymstock Broadway - Elburton	Fully funded through S106
42	Seaton Neighbourhood section only	Fully funded through S106
52	Plympton – Coypool Park & Ride – FVLR – Derriford Hospital	Fully funded through S106
200	Coypool Park & Ride – City Centre	Retains a Park and Ride service in the east of the city at an improved frequency thereby encouraging patronage growth. This is also a better

		performing service in terms of cost per passenger than other services that could be funded within this level of budget
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### Services to be Withdrawn

Service Withdrawn	Route
14	City Centre to Derriford Estates via Devonport, Mutton Cove, Keyham & Derriford Hospital
19	City Centre to Plympton Ridgeway via Merafield
27	City Centre to George Park and ride via Lower Compton, Efford, Egguckland & Mainstone
31	City Centre to Pennycross via Peverell & Beacon Park
39	City Centre to Hartley Vale via Mannamead
44A	Holly Park & Ringmore Way
54	City Centre to Bovisand Beach via Plymstock & Jennycliff

### Considerations and Rationale

As option 5 but with service 14 also being withdrawn. The cost per passenger for service 14 is £1.94 and therefore within the Council's benchmark of £2.00. This service is a two bus operation and as such costs approximately twice as much as a one bus operation to fund over a year and is therefore not affordable within the reduced budget for this option.

### Option 4 – Non-commercial Routes Budget of £300k

#### Services Retained

Service	Route	Reason for retaining
2A	Elburton – Sherford section only	Fully funded through S106
14	City Centre – Devonport – Keyham – Ham – Derriford Hospital – Derriford Estates	Better performing service with cost per passenger journey within the £2.00 benchmark. Replaces service 13 due to the higher budget being required to fund this service
17	City Centre – Plymstock Broadway – Hooe	Fully funded through S106
18	City Centre – Plymstock Broadway - Elburton	Fully funded through S106
42	Seaton Neighbourhood section only	Fully funded through S106
52	Plympton – Coypool Park & Ride – FVLR – Derriford Hospital	Fully funded through S106
200	Coypool Park & Ride – City Centre	Retains a Park and Ride service in the east of the city at an improved frequency thereby encouraging patronage growth. This is also a better performing service in terms of cost per passenger than other services that



		could be funded within this level of budget
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### Services to be Withdrawn

Service Withdrawn	Route
13	City Centre to Saltash Passage via Weston Mill
19	City Centre to Plympton Ridgeway via Merafield
27	City Centre to George Park and ride via Lower Compton, Efford, Egguckland & Mainstone
31	City Centre to Pennycross via Peverell & Beacon Park
39	City Centre to Hartley Vale via Mannamead
44A	Holly Park & Ringmore Way
54	City Centre to Bovisand Beach via Plymstock & Jennycliff

### Considerations and Rationale

As option 5 but with service 13 also being withdrawn. The cost per passenger for service 13 is £1.70 and therefore well within the Council's benchmark of £2.00. Being a single bus operation as opposed to the two bus operation needed for service 14 this is the only affordable service to include within the reduced budget for this option.

### Option 5 – Non-commercial Routes Budget of £366k

#### Services Retained

Service	Route	Reason for retaining
2A	Elburton – Sherford section only	Fully funded through S106
13	City Centre – Weston Mill – Saltash Passage	Better performing service with cost per passenger within the £2.00 benchmark
14	City Centre – Devonport – Keyham – Ham – Derriford Hospital – Derriford Estates	Better performing service with cost per passenger within the £2.00 benchmark
17	City Centre – Plymstock Broadway – Hooe	Fully funded through S106
18	City Centre – Plymstock Broadway - Elburton	Fully funded through S106
42	Seaton Neighbourhood section only	Fully funded through S106
52	Plympton – Coypool Park & Ride – FVLR – Derriford Hospital	Fully funded through S106
200	Coypool Park & Ride – City Centre	Retains a Park and Ride service in the east of the city at an improved frequency thereby encouraging patronage growth. This is also a better performing service in terms of cost per passenger than other services

		that could be funded within this level of budget
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### Services to be Withdrawn

Service Withdrawn	Route
19	City Centre to Plympton Ridgeway via Merafield
27	City Centre to George Park and ride via Lower Compton, Efford, Eggbuckland & Mainstone
31	City Centre to Pennycross via Peverell & Beacon Park
39	City Centre to Hartley Vale via Mannamead
44A	Holly Park & Ringmore Way
54	City Centre to Bovisand Beach via Plymstock & Jennycliff

### Considerations and Rationale

As option 6 but with service 27 also being withdrawn. This service is a two bus operation and as such costs approximately twice as much as a one bus operation to fund over a year. As a new service linking a number of communities that would otherwise be unserved, this service is deemed to have the greatest potential to grow patronage.

### Option 6 – Non-commercial Routes Budget of £388k

#### Services Retained

Service	Route	Reason for retaining
2A	Elburton – Sherford section only	Fully funded through S106
13	City Centre – Weston Mill – Saltash Passage	Better performing service with cost per passenger within the £2.00 benchmark
14	City Centre – Devonport – Keyham – Ham – Derriford Hospital – Derriford Estates	Better performing service with cost per passenger within the £2.00 benchmark
17	City Centre – Plymstock Broadway – Hooe	Fully funded through S106
18	City Centre – Plymstock Broadway - Elburton	Fully funded through S106
27	City Centre – Lower Compton – Eggbuckland – Mainstone – George P&R	Greater potential for growth as the service is routed to cover a number of areas where commercial operations will have only recently been withdrawn
42	Seaton Neighbourhood section only	Fully funded through S106
52	Plympton – Coypool Park & Ride – FVLR – Derriford Hospital	Fully funded through S106
200	Coypool Park & Ride – City Centre	Retains a Park and Ride service in the east of the city at an improved frequency thereby encouraging patronage growth. This is also a better performing service in terms of cost per passenger than other services that could be funded within this level of budget

**Services to be Withdrawn**

<b>Service Withdrawn</b>	<b>Route</b>
19	City Centre to Plympton Ridgeway via Merafield
31	City Centre to Pennycross via Peverell & Beacon Park
39	City Centre to Hartley Vale via Mannamead
44A	Holly Park & Ringmore Way
54	City Centre to Bovisand Beach via Plymstock & Jennycliff


**Considerations and Rationale**

As detailed in section 3 of the report.

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# EQUALITY IMPACT ASSESSMENT – NON-COMMERCIAL BUS ROUTES

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	James Quintrell-Harris, Public Transport Officer	<b>Department and service:</b>	Strategic Planning and Infrastructure	<b>Date of assessment:</b>	07.09.2022 (last updated 02.11.22)
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Paul Barnard	<b>Signature:</b>		<b>Approval date:</b>	03/11/22
<b>Overview:</b>	<p><b>BACKGROUND</b></p> <p>The Equality Act 2010 harmonised and replaced pre-existing equality legislation and extended statutory protection across nine 'protected characteristics'. It recognised forms of discrimination that were previously beyond the scope of legislation and introduced the concept of the Public Sector Equality Duty (PSED).</p> <p>The protected characteristics include; <u>age</u>, <u>disability</u>, <u>gender reassignment</u>, <u>marriage and civil partnership</u>, <u>pregnancy and maternity</u>, <u>race</u>, <u>religion or belief</u>, <u>sex</u> and <u>sexual orientation</u>.</p> <p>The PSED placed specific responsibilities on public sector organisations to consider equality in their decision making. It consists of a general equality duty, supported by specific duties, which are imposed by secondary legislation. In summary, those subject to the equality duty must, in the exercise of their functions, have due regard to the need to:</p> <ul style="list-style-type: none"> <li>• Eliminate unlawful discrimination, harassment and victimisation and other prohibited conduct.</li> <li>• Advance equality of opportunity between people who share a protected characteristic, and those who do not.</li> <li>• Promote good relations between people who share a protected characteristic and those who do not.</li> </ul> <p><b>CONTEXT</b></p> <p>The Council's tendered bus services network (also known as subsidised bus services) provides bus services to areas of the city which are not served by bus operators as part of their commercial network. Without the subsidised services network residents who live in areas of the city which are not served by commercial bus services may have reduced access to employment, education, healthcare, retail and leisure opportunities because of the lack of access to a bus</p>				

which could impact on their wellbeing. It is important to recognise that these impacts could be felt by Council employees. A lack of access to public transport also leads to an increase in the number of vehicles on the city's road network adding to congestion in the city, and detrimentally impacting on air quality, as well as the city's efforts to become carbon neutral by 2030.

The following non-commercial bus routes may be lost depending on option which is chosen;

- **13 – City Centre – Weston Mill – Saltash Passage**  
In 2021/22, of the total trips recorded on this service, 43 per cent were made by concessionary pass holders.
- **14 – City Centre – Devonport – Mutton Cove – Keyham – Derriford Hospital – Derriford Estates**  
In 21/22, of the total trips recorded on this service, 26 per cent were made by concessionary pass holders.
- **19 – City Centre – Merafield – Plympton Ridgeway**  
In 2021/22, of the total trips recorded on this service, 76 per cent were made by concessionary pass holders.
- **27 – City Centre – Lower Compton – Eggbuckland – Mainstone**  
This service started on 4 September 2022, 36 per cent of trips were made by concessionary pass holders.
- **31 – City Centre – Peverell – Beacon Park – Pennycross**  
In 2021/22, of the total trips recoded on this service, 87 per cent were made by concessionary pass holders.
- **39 – City Centre – Mannamead – Hartley Vale**  
In 2021/22, of the total trips recorded on this service, 64 per cent were made by concessionary pass holders.
- **44A – Holly Park – Ringmore Way**  
In 2021/22, of the total trips recorded on this service, 19 per cent were made by concessionary pass holders. The Council provides funding for the section of the route from the junction of Taunton Avenue on Budshead Road to the junction of Ringmore Way on Crownhill Road. However, commercially Plymouth Citybus has extended the route to St Budeaux Square which means that children who live in Whitleigh can attend Marine Academy Plymouth while other residents can attend St Budeaux Square shops and doctors in the area. Once the Council funded section of the route is removed it is unlikely that the remainder of the route will continue to be serviced.

	<ul style="list-style-type: none"> <li>• <b>54 – City Centre – Plymstock Broadway – Jennycliff – Bovisand Beach</b> The 54 connects the city centre to Bovisand Beach and runs in the summer months and May half term holiday only. In 2021/22, of the total trips recoded on this service, 31 per cent were made by concessionary pass holders. This service did not run during 2020/21.</li> <li>• <b>200 – Coypool Park and Ride</b> Since this service was started on 10 April 2022, 53 per cent of trips were made by concessionary pass holders.</li> </ul> <p>For the purposes of this EIA, where concessionary pass holders are over a third of the total patronage we have defined these routes as having a higher number of concessionary pass holders.</p>
<b>DECISION</b>	<p>This equality impact assessment (EIA) assesses the impact of 6 options to withdraw a number of services in relation to Plymouth City Council's Tendered Bus Service Network. It assesses the impact of removing the non-commercial bus routes set out above on those people with protected characteristics.</p> <p>The recommendations being put to cabinet in respect to the non-commercial routes network are;</p> <ol style="list-style-type: none"> <li>1. Indicate which of the options set out in the report for the award of bus service contracts it wishes to implement.</li> <li>2. Approve the cancellation of bus service contracts as set out in the report relating to the agreed option for implementation.</li> </ol> <p>It is important to note that if bus services are withdrawn as result of this decision, there may be some residents who do not easily have access to a bus service or who may have to walk further to their nearest bus stop. There are currently 49,151 people living within Plymouth that hold a concessionary bus pass. These passes are issued either to residents who are over state pension age or have a disability that entitles them to a pass. The decision is likely to adversely impact disabled people and older people. Younger people and pregnant women may also be adversely impacted due to the reasons set out in section 3.</p>

**SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL**

<b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	<b>Yes</b>	x	<b>No</b>	
<b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?	<b>Yes</b>	x	<b>No</b>	
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section two)	<b>Yes</b>	x	<b>No</b>	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	Not applicable.			

**SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT****Option 1 – Withdraw all non-commercial routes**

The only zero cost option is to award contracts that can be fully funded through S106 contributions.

These are:

- 2A – Elburton to Sherford
- 17/18 – incorporated with new service to Saltram Meadow
- 42 – Seaton Neighbourhood to both City Centre and Derriford Hospital
- 52 – Plympton to Derriford Hospital via Coypool Park and Ride

If this option is approved the following services will be lost:

- 13 – City Centre – Weston Mill – Saltash Passage
- 14 – City Centre – Devonport – Mutton Cove – Keyham – Derriford Hospital – Derriford Estates
- 19 – City Centre – Merafield – Plympton Ridgeway
- 27 – City Centre – Lower Compton – Eggbuckland – Mainstone
- 31 – City Centre – Peverell – Beacon Park – Pennycross
- 39 – City Centre – Mannamead – Hartley Vale
- 44A – Holly Park – Ringmore Way – City Centre – Plymstock Broadway – Jennycliff – Bovisand Beach
- 200 – Coypool Park and Ride



AGE

Insight

Plymouth

- 16.4 per cent of people in Plymouth are children aged under 15.
- 65.1 per cent are adults aged 15 to 64.
- 18.5 per cent are adults aged 65 and over.
- 2.4 per cent of the resident population are 85 and over.

A shift in the demographics of Plymouth is expected over the next fifteen years. It is projected that there will be a 32.7 per cent increase in the number of people aged 65 or over between 2016 and 2034.

South West

- 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.
- 22.3 per cent are aged 65 and over.

England

- 17.4 per cent of people are aged 0 to 14.
- 64.2 per cent of people are aged 15 to 64.
- 18.4 per cent of people are aged 65 and over.

(Data sourced from the 2021 Census)

Public Transport Data

- In 2019/2020 18,027,681 bus trips were made, of which 5,098,348 (28 per cent) were concessionary trips.
- In 2020/2021 6,881,673 bus trips were made, of which 1,722,313 (25 per cent) were concessionary trips.
- In 2021/2022 12,481,802 bus trips were made, of which 2,870,138 (23 per cent) were concessionary trips

This data shows that overall patronage and concessionary patronage has not returned to pre-pandemic levels. In Plymouth there are currently 44,868 active age related concessionary passes. Older people by the nature of the scheme are overrepresented as beneficiaries of concessionary fares. National data shows that young people are overrepresented amongst public transport users ([Gov.uk](https://www.gov.uk)).

The Driver and Vehicle Licensing Agency (DVLA) ‘Full car driving licence holder

Adverse Impacts	Mitigations	Timescale and Responsible Department
<p><b>Option 1</b> <b><u>Young People</u></b> <b>Service 13/13s</b> The 13S (which operates before 09.30 on school days only) serves Marine Academy Primary and Secondary School. Young people who live in Barne Barton and St Budeaux will lose their direct bus to school.</p> <p><b>Service 14</b> The 14 serves Notre Dame School, City College and Devonport High School for Boys. If this service is removed young people from Devonport, Stoke, Keyham and Beacon Park may find it more difficult to access those schools. For some young people living on the Derriford estates there could be a maximum walk of 1.37km to the school.</p> <p><b>Service 27</b> The 27 directly serves St Edward's Primary School and indirectly High View Primary School, Efford.</p> <p><b>Service 31</b> The 31 bus route passes Pennycross School but this route is also served by the 35 and 35A to Ham Drive.</p>	<p><b>Option 1</b> <b><u>Young People</u></b> <b>Service 13/13s</b> Young people living in Barne Barton would need to catch the 21/21A service to St Budeaux Square, from there they can either walk to Marine Academy or catch the 50/51 to the top of Victoria Road. However they could incur additional cost.</p> <p><b>Service 14</b> Young people will need to catch the bus to the City Centre and then an onward service to school or college. However they could incur additional cost.</p> <p><b>Service 27</b> For High View Primary School Young people from Lower Compton and certain parts of Efford could walk to Mannamead Road to catch the bus to the City Centre and then the 8/9 service to school. However this would incur additional cost.</p> <p><b>Service 31</b> Removal of the 31 bus service will have a negligible impact as the route is also served by the 35 and 35A. We will communicate with local residents to raise awareness of</p>	<p>Sustainable Transport Team</p> <p>January 2023</p>

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likely to be adversely impacted and social isolation could increase as a result. There is a higher level of concessionary fare passengers on the 13, 19, 27, 31, 39 and 200 bus routes. This is especially true for routes 19 (76 per cent) and 31 (87 per cent). Due to the proposed changes to bus routes, it is likely that older people will be adversely impacted by this decision.

**Service 13**

For those older people who are reliant on the 13 bus route to access the shops and library at St. Budeaux Square, they will be adversely impacted if the 13 bus route is withdrawn. For example, it could mean a 1.8km walk up hill from the bottom of Saltash Passage to St. Budeaux Square were the 13 bus service removed. It is important to note that as a result of the withdrawal of the 13/13s service there will be a number of areas on this route not served by any other bus route e.g Fletemoor Road and Carlton Terrace.

**Service 19**

Those older people who are reliant on the 19 bus route to access the Ridgeway (including the health centre) from the Cot Hill and Merafield area will be adversely impacted. If the 19 bus service was removed it would result in people having to walk approximately 1.2 km to the Ridgeway and 1.6 km to Plymouth Road for a bus to the city centre.

While these may provide an alternative for some service users, it is important to note that charges will apply, and concessionary bus passes will not be valid. Dial A Ride services are only available at certain times and need to be booked in advance and so are not as flexible as traditional bus routes.

We will also work in partnership with the local voluntary and community sector to share communications with relevant agencies and local organisations to raise awareness of any route changes and alternative travel options.

No adverse impacts are expected in respect of access to Torr Lane and Consort Care Nursing Home on the 39 bus route as this is a short walk from the core bus network.

It is not possible to fully mitigate against the adverse impacts which could be felt by older people resulting from the removal of these routes.

**Service 27**

The 27 serves the Efford Medical Centre and the Estover Laypark Medical Surgery. For people reliant on the 27 bus route, depending where on Efford Road they are, they could have a maximum walk of 416 metres to get to the nearest inbound bus service. Residents who live on Plymbridge Road or Glenholt could have a maximum walk of 1.6km to get to the George Park and Ride.

**Service 31**

The 31 bus service provides access to the city centre via Mutley Plain and associated retail and amenities. If this service is removed, it is likely that some older people relying on the service living in Fountains Crescent, Pennycross and certain parts of Beacon Park and Peverell could be impacted as they will be required to walk between approximately 500 and 900 metres to their nearest bus stop.

**Service 39**

Consort Care and Nursing Home is located on Torr Lane on the 39 bus route. If the 39 bus route is removed, it would result in an additional 200 metre walk for those wishing to get there by bus. Furthermore if this service is removed it would mean an approximate additional 600 metre steep walk from the bottom of Hartley Vale to Mannamead Road. This would also remove the link to the city centre and Morrisons for retail and leisure facilities.

<b>Service 200</b> Due to the nature of the 200 service despite a higher proportion of concessionary fare passengers the impact from this bus route being withdrawn is negligible as there are other routes available.		
<b>DISABILITY</b>		
<p>10 per cent of our population have their day-today activities limited a lot by a long-term health problem or disability (2011 Census).</p> <p><b>Public Transport Data</b></p> <ul style="list-style-type: none"> <li>• In 2019/2020 18,027,681 bus trips were made, of which 5,098,348 (28 per cent) were concessionary trips.</li> <li>• In 2020/2021 6,881,673 bus trips were made, of which 1,722,313 (25 per cent) were concessionary trips.</li> <li>• In 2021/2022 12,481,802 bus trips were made, of which 2,870,138 (23 per cent) were concessionary trips.</li> <li>• This data shows that overall patronage and concessionary patronage has not returned to pre-pandemic levels.</li> <li>• In 2019, disabled adults (aged 16 years and over) in England made 757 trips on average per person per year, as compared to 1,016 for adults without a disability. The difference was smaller for those aged under 65, 17 per cent less (854 trips compared to 1,026) than for those aged over 65, 34 per cent less (642 trips compared to 970) (<a href="#">DfT Accessibility Statistics; 2020</a>)</li> <li>• There are currently 4,287 active concessionary bus pass which have been provided to disabled people in Plymouth.</li> <li>• National evidence suggests that a higher proportion of individuals who live in families with disabled members live in poverty, compared to individuals who live in families where no one is disabled (<a href="#">EHRC 2017</a>).</li> </ul>		
<b>Adverse Impacts</b>	<b>Mitigations</b>	<b>Timescale and Responsible Department</b>
<b>Option 1</b> Disabled people who rely on buses as their sole means of transport are more likely to be impacted by the decision to remove bus services. Disabled people's access to shops, libraries and health centres, along with a general ability to access local amenities, may be impacted. Those with underlying health	<b>Option 1</b> To mitigate against the additional walking distances required as a result of the removal of the 13,19, 27, 31 and 39 services, we will promote initiatives such as community transport services Dial A Ride and Community Car (Access Plymouth).	Sustainable Transport Team  January 2023

<p>conditions could be negatively affected by increased car traffic resulting in poorer air quality.</p> <p>There is a higher level of concessionary pass holders on the 13, 19, 27, 31 and 39 bus routes. This is especially true for routes 19 (76 per cent concessionary fare passengers) and 31 (87 per cent concessionary fare passengers).</p> <p><b>Service 13</b></p> <p>For those disabled people who are reliant on the 13 bus route to access the shops and library at St. Budeaux Square, they will be adversely impacted if the 13 bus route is withdrawn. Withdrawal of this bus route will result in increased walking distances to amenities. For example, it is a 1.8km walk up hill from the bottom of Saltash Passage to St. Budeaux Square and for residents who live on Bridwell Road there is a maximum walk of 1.2km to get to the inbound bus service on Wolseley Road or a maximum 1.28km walk to St Budeaux Square. There are no alternative bus services available.</p> <p><b>Service 19</b></p> <p>For those disabled people who are reliant on the 19 bus route to access the Ridgeway (including the health centre) from the Cot Hill and Merafield area will be adversely impacted. If the 19 bus service was removed it would result in people having to walk approximately 1.2 km to the Ridgeway and</p>	<p>While these may provide an alternative for some service users, it is important to note that charges will apply, and concessionary bus passes will not be valid. Dial A Ride services are only available at certain times and need to be booked in advance and so are not as flexible as traditional bus routes.</p> <p>No adverse impacts are expected in respect of access to Torr Lane and Consort Care Nursing Home on the 39 bus route as this is a short walk from the core bus network.</p> <p>We will also work in partnership with the local voluntary and community sector to share communications with relevant agencies and local organisations to raise awareness of any route changes and alternative travel options.</p> <p>It is not possible to fully mitigate against the adverse impacts which could be felt by disabled people resulting from the removal of these routes.</p>	
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1.6 km to Plymouth Road for a bus to the city centre.

**Service 27**

The 27 serves the Efford Medical Centre and the Estover Leypark Surgery. For people reliant on the 27 bus route, they could have a maximum walk of 416 metres to get to the nearest inbound bus service. Residents who live on Plymbridge Road or Glenholt would have a maximum walk of 1.6km to get to the George Park and Ride.

**Service 31**

The 31 bus service provides access to the City Centre via Mutley Plain and associated retail and amenities. If this service is removed, it is likely that some disabled people relying on the service who live in Fountains Crescent, Pennycross and certain parts of Beacon Park and Peverell could be adversely impacted as they will be required to walk between approximately 500 and 900 metres to their nearest bus stop.

**Service 39**

Consort Care and Nursing Home is located on Torr Lane on the 39 bus route. If the 39 bus route is removed, it would result in an additional 200 metre walk for those wishing to get there by bus. Furthermore, if this service is removed it could mean an approximate additional 600 metre steep walk from the bottom of Hartley Vale to get to Mannamead Road. This would also remove



the link to the city centre and Morrisons for retail and leisure facilities.		
Disabled people are likely to be adversely affected by the decision to remove the 19, 31 and 39 bus services. Social isolation could increase as a result and residents may find it difficult to participate in public life and carry out day to day tasks.		
<b>GENDER REASSIGNMENT</b>		
There are no official estimates for gender reassignment at either national or local level (we are awaiting the 2021 Census data).		
<b>Adverse Impacts</b>	<b>Mitigations</b>	<b>Timescale and Responsible Department</b>
No adverse impact is anticipated for this demographic.	Not applicable.	Not applicable.
<b>MARRIAGE AND CIVIL PARTNERSHIP</b>		
<b>Insight</b> <ul style="list-style-type: none"> <li>There were 234,795 marriages in England and Wales in 2018.</li> <li>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales.</li> <li>There were 785 civil partnerships formed between same-sex couples in England and Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.</li> </ul>		
<b>Adverse Impacts</b>	<b>Mitigations</b>	<b>Timescale and Responsible Department</b>
No adverse impact is anticipated for this demographic.	Not applicable.	Not applicable.
<b>PREGNANCY AND MATERNITY</b>		
<b>Insight</b> <ul style="list-style-type: none"> <li>There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018.</li> <li>The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.</li> </ul>		

<ul style="list-style-type: none"> <li>The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.</li> </ul>		
Adverse Impacts	Mitigations	Timescale and Responsible Department
<p><b>Option 1</b> <b>Service 13</b> Pregnant women who rely on buses as their sole means of transport are more likely to be impacted by the decision to remove bus services. Pregnant women's access to shops, libraries and health centres, along with a general ability to access local amenities, may be impacted.</p> <p>For those pregnant women who are reliant on the 13 bus route to access the shops and library at St. Budeaux Square, they will be adversely impacted if the 13 bus route is withdrawn due to the increased walk that is required to reach amenities. For example, from the bottom of Saltash Passage to St. Budeaux Square it is a 1.8km walk up hill.</p> <p><b>Service 19</b> For those pregnant women who are reliant on the 19 bus route to access the Ridgeway (including the health centre) from the Cot Hill and Merafield area will be adversely impacted. If the 19 bus service was removed it would result in people having to walk approximately 1.2 km to the Ridgeway and 1.6 km to Plymouth Road for a bus to the city centre.</p>	<p><b>Option 1</b> It is not possible to fully mitigate the adverse impacts which will be felt by the removal of these routes on pregnant women. To limit the potential negative impacts we will engage with colleagues in Health / Children's Services.</p> <p>There is a higher level of concessionary fare passengers (76 per cent) on the 19 bus route and so this impact is expected to be limited on pregnant women. However, this is not the case for the 44A (19 per cent concessionary fare passengers).</p>	<p>Sustainable Transport Team</p> <p>January 2023</p>

<p><b>Service 27</b> The 27 serves the Efford Medical Centre and the Estover Leypark Surgery. For people reliant on the 27 bus route, they will have a maximum walk of 416 metres to get to the nearest inbound bus service. Residents who live on Plymbridge Road or Glenholt would have a maximum walk of 1.6km to get to the George Park and Ride.</p> <p><b>Service 31</b> The 31 bus service provides access to the City Centre via Mutley Plain and associated retail and amenities. If this service is removed, it is likely that some pregnant women relying on the service who live in Fountains Crescent, Pennycross and certain parts of Beacon Park and Peverell will be adversely impacted as they will be required to walk between approximately 500 and 900 metres to their nearest bus stop.</p> <p><b>Service 39</b> If this service is removed it would mean an approximate additional 600 metre steep walk from the bottom of Hartley Vale to Mannamead Road. This would also remove the link to the city centre and Morrisons for retail and leisure facilities.</p> <p><b>Service 44A</b> Pregnant women who live in some parts of Whitleigh will find it more difficult to access public transport if the 44A bus route is removed. In some circumstances this could</p>	<p>At this point it is not possible to fully mitigate the adverse impacts which will be felt by the removal of the 27 bus route on pregnant women. To limit the potential negative impacts we will engage with colleagues in Health / Children's Services.</p> <p>At this point it is not possible to fully mitigate the adverse impacts which will be felt by the removal of the 31 bus route on pregnant women. To limit the potential negative impacts we will engage with colleagues in Health / Children's Services.</p> <p>At this point it is not possible to fully mitigate the adverse impacts which will be felt by the removal of the 39 bus route on pregnant women. To limit the potential negative impacts we will engage with colleagues in Health / Children's Services.</p> <p>At this point it is not possible to fully mitigate the adverse impacts which will be felt by the removal of the 44A bus route on pregnant women. To limit the potential negative impacts we will engage with colleagues in Health / Children's Services.</p>	
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require an approximately 1.5km walk to the nearest bus stop.		
<b>RACE</b>		
<p><b>Insight</b></p> <ul style="list-style-type: none"> <li>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</li> <li>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).</li> </ul> <p>ONS data shows that White people were consistently the most likely to have a driving licence out of all ethnic groups, and Black people were least likely to (<a href="#">ONS, 2020</a>)</p>		
<b>Adverse Impact</b>	<b>Mitigations</b>	<b>Timescale and Responsible Department</b>
<p><b>Option 1</b></p> <p>People from some minority ethnic backgrounds are less likely to drive and so it can be assumed that they are more likely to be reliant on public transport. People from minority ethnic backgrounds are therefore likely to be adversely impacted by this decision.</p>	<p><b>Option 1</b></p> <p>It is not possible to fully mitigate the adverse impacts which may be felt by the removal of these routes on people from minority ethnic backgrounds.</p>	
<b>RELIGION OR BELIEF</b>		
<p><b>Insight</b></p> <ul style="list-style-type: none"> <li>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917).</li> <li>32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</li> </ul> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>		

Impact	Mitigations	Timescale and Responsible Department
<p><b>Option 1</b>  <b>Service 13, 14 and 27</b>  Removal of the 13, 14 and 27 routes to the city centre could impede access to other religious buildings in an around the city centre. For those people reliant on the service 13 to access St. Budeaux Square, removal of this service could adversely impact access to places of worship in St. Budeaux. The 13 service is currently only provided Monday to Friday while the 14 &amp; 27 does not run on a Sunday.</p> <p><b>Service 19</b>  For those people of faith who are reliant on the 19 bus service to access places of worship near Mudge Way from the Cot Hill and Merafield area could be adversely impacted.</p> <p><b>Service 39</b>  The Trinity URC Church will not be served if the 39 bus service is removed however, the walk from the bus stop on Mannamead Road is only 200 metres away. This service is currently only provided Monday to Friday so it is anticipated that the impact will be limited.</p>	<p><b>Option 1</b>  It is not clear what impacts will be felt by those people with the protected characteristic of religion/belief. However it is anticipated that in some circumstances it may be more difficult for people to reach their place of worship by public transport.</p> <p>Mudge Way is also served by the 21 and 21A, people living in others would have to walk or get alternative transport. Although it is not possible to specifically mitigate against this issue at this point, we will work in partnership with the community and church to promote alternative modes of transport to facilitate access to places of worship.</p>	

SEX		
<p><b>Insight</b></p> <p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p> <p>The <a href="#">Plymouth City Council Violence Against Women and Girls Survey 2022 Final Report</a> shows that:</p> <ul style="list-style-type: none"> <li>• The proportion of males who felt very/fairly safe out after dark (58 per cent) was significantly greater than females (8 per cent).</li> <li>• The proportion of males who felt very/fairly safe out during the day (83 per cent) was significantly greater than females (63 per cent).</li> </ul>		
Adverse Impacts	Mitigations	Timescale and Responsible Department
<p><b>Option 1</b> <b>Service 13</b></p> <p>Women who rely on buses as their sole means of transport are more likely to be impacted by the decision to remove bus services as they are less likely to drive. Women's access to shops, libraries and health centres, along with a general ability to access local amenities, may be impacted.</p> <p>For those women who are reliant on the 13 bus route to access the shops, library and Children's Centre at St. Budeaux Square, are likely to be adversely impacted if the 13 bus route is withdrawn due to the increased walk that is required to reach amenities. For example, from the bottom of Saltash Passage to St. Budeaux Square it is a 1.8km walk up hill.</p>	<p><b>Option 1</b></p> <p>The Council is committed to preventing violence against women and girls (VAWG) and has an ongoing programme of work in place. Although it is not possible to specifically mitigate against this issue at this point, street lighting is being considered as part of the Council's ongoing VAWG work.</p> <p>It is worth noting that the operating hours of the services 13, 14 and 19 (and to a lesser extent the service 27) are predominantly run during daylight hours and does not operate in the evening.</p> <p>There is a higher level of concessionary pass holders (76 per cent) on the 19 bus route and so this impact is expected to be limited on women with children. However, this is not the case for the 44A (19 per cent concessionary pass holders). At this point it is not possible to fully mitigate the adverse impacts which will be felt by the removal of the 44A bus route on women with children. To limit the potential negative impacts we will engage with colleagues in Health / Children's Services.</p>	<p>Sustainable Transport Team</p> <p>January 2023</p>

<p><b>Service 19</b> Women with children from the Cot Hill and Merafield area who are reliant on the 19 bus route to access the Ridgeway (including the health centre) and city centre will be adversely impacted. If the 19 bus service was removed, it could result in people having to walk approximately 1.2 km to the Ridgeway and 1.6 km to Plymouth Road for a bus to the city centre.</p> <p>If the 19 bus route is removed some residents may need to walk down Drunken Bridge Hill and through a poorly lit area. This could cause female pedestrians to feel unsafe. Statistically females are more likely than men to express that they feel unsafe at night.</p> <p><b>Service 44A</b> Women with children who live in some parts of Whitleigh will find it more difficult to access public transport if the 44A bus route is removed. In some circumstances this could require an approximate 1.5km walk to the nearest bus stop.</p>		
<b>SEXUAL ORIENTATION</b>		
<b>Insight</b>		
There is no precise local data on sexual orientation in Plymouth (we are currently awaiting 2021 Census data).		
<b>Adverse Impact</b>	<b>Mitigation</b>	<b>Timescale and Responsible Department</b>
No adverse impact is anticipated for this demographic.	Not applicable.	Not applicable.

HUMAN RIGHTS		
Implications	Mitigation	Timescale and Responsible Department
<b>Option 1</b> <a href="#">Protocol 1, Article 2: Right to education</a> Under Article 2 of this Human Rights Act, this decision could act as a barrier in certain circumstances to some children accessing education. Access to education is a right under the human right	<b>Option 1</b> The Council is committed to ensuring the human rights of our residents and service users.  At this point it is not possible to fully mitigate the adverse impacts which will be felt by the removal of the 44A bus route on young people. However an alternative would be for young people from Holly Park to take the 71 bus route. This would involve two walks of around 1km either side of the bus journey depending on where they live. This is an hourly service. The Council will work with our partners and carefully monitor feedback and intelligence and will take action if and when appropriate.	Sustainable Transport Team  Ongoing

### **Option 2 – Only provide non-commercial routes funded through developer contributions**

With a non-commercial routes budget of £100,000 this option would remove all those services which would be lost under option 1. However, the 200 – Coypool Park and Ride would not be removed and under this option it would be proposed to double the current frequency to every 20 minutes.

#### **Adverse impacts identified:**

**All** adverse impacts identified under option 1 would still apply to **all protected characteristics** under option 2.

#### **Human Rights Implications:**

All human rights implications identified in option 1 would still apply under option 2.

### **Option 3 – Only provide non-commercial routes funded through the existing non-commercial routes budget and services funded through developer contributions**

With a non-commercial routes budget of £200,000 this option would provide the following services:

- All those included at zero cost
- 200 – Coypool Park and ride – as set out previously
- 13 – City Centre – Weston Mill – Saltash Passage



If this option is approved the following services will be lost:

- 14 – City Centre – Devonport – Mutton Cove – Keyham – Derriford Hospital – Derriford Estates
- 19 – City Centre – Merafield – Plympton Ridgeway
- 27 – City Centre – Lower Compton – Eggbuckland – Mainstone
- 31 – City Centre – Peverell – Beacon Park – Pennycross
- 39 – City Centre – Mannamead – Hartley Vale
- 44A – Whitleigh – Holly Park – St Budeaux
- 54 – City Centre – Plymstock Broadway – Jennycliff – Bovisand Beach

#### **Adverse impacts identified:**

As services 13/13S would not be withdrawn under option 3, the impacts identified in option 1 relating **specifically to these services and the protected characteristic of age would not** be applicable here. However **all** other adverse impacts identified under option 1 would apply to all other protected characteristics under option 3.

#### **Human Rights Implications:**

All human rights implications identified in option 1 would still apply under option 3.

#### **Option 4 – Extend current contractual arrangements to 31 December 2022 for the 13 original non-commercial routes**

With a non-commercial routes budget of £300,000 this option would provide the following services:

- All those included at zero cost
- 200 - Coypool Park and ride
- 14 – City Centre – Devonport – Mutton Cove – Keyham – Derriford Hospital – Derriford Estates

If this option is approved the following services will be lost:

- 13 – City Centre – Weston Mill – Saltash Passage
- 19 – City Centre – Merafield – Plympton Ridgeway
- 27 – City Centre – Lower Compton – Eggbuckland – Mainstone
- 31 – City Centre – Peverell – Beacon Park – Pennycross
- 39 – City Centre – Mannamead – Hartley Vale
- 44A – Whitleigh – Holly Park – St Budeaux
- 54 – City Centre – Plymstock Broadway – Jennycliff – Bovisand Beach

#### **Adverse impacts identified:**

As service 14 would not be withdrawn under option 4, the impacts identified in option 1 relating **specifically to this service and the protected characteristics of age and disability would not** be applicable here. However **all** other adverse impacts identified under option 1 would apply to all other protected characteristics under option 4.

### **Human Rights Implications:**

All human rights implications identified on option 1 would still apply under option 4.

### **Option 5 – Award contracts as agreed with the Cabinet Member for Transport to 31 March 2024**

With a non-commercial routes budget of £366,000 this option would provide the following services:

- All those included at zero cost
- 200 - Coypool Park and ride – as set out in previous slides
- 13 – City Centre – Weston Mill – Saltash Passage
- 14 – City Centre – Devonport – Mutton Cove – Keyham – Derriford Hospital – Derriford Estates

If this option is approved the following services will be lost:

- 19 – City Centre – Merafield – Plympton Ridgeway
- 27 – City Centre – Lower Compton – Eggbuckland – Mainstone
- 31 – City Centre – Peverell – Beacon Park – Pennycross
- 39 – City Centre – Mannamead – Hartley Vale
- 44A – Whitleigh – Holly Park – St Budeaux
- 54 – City Centre – Plymstock Broadway – Jennycliff – Bovisand Beach

### **Adverse impacts identified:**

As services 13/S and 14 would not be withdrawn under option 5, the impacts identified in option 1 relating **specifically to these services and the protected characteristics of age and disability would not** be applicable here. However **all** other adverse impacts identified under option 1 would apply to all other protected characteristics under option 5.

### **Human Rights Implications:**

All human rights implications identified on option 1 would still apply under option 5.

### **Option 6**

With a non-commercial routes budget of £388,000 this option would provide the following services.

- All those included at zero cost
- 200 - Coypool Park and ride – as set out in previous slides
- 13 – City Centre – Weston Mill – Saltash Passage

- 14 – City Centre – Devonport – Mutton Cove – Keyham – Derriford Hospital – Derriford Estates
- 27 – City Centre – Lower Compton – Eggbuckland – Mainstone

This option can be funded until the end of March 2024 through the use of several small pots of additional S106 funding.

If this option is approved the following services will be lost:

- 19 – City Centre – Merafield – Plympton Ridgeway
- 31 – City Centre – Peverell – Beacon Park – Pennycross
- 39 – City Centre – Mannamead – Hartley Vale
- 44A – Holly Park – Ringmore Way
- 54 – City Centre – Plymstock Broadway – Jennycliff – Bovisand Beach

#### **Adverse impacts identified:**

As services 13, 14, and 27 would not be withdrawn under option 6, the impacts identified in option 1 relating specifically to these services and the protected characteristics of age and disability would not be applicable here. However all other adverse impacts identified under option 1 would apply to all other protected characteristics under option 6.

#### **Human Rights Implications:**

All human rights implications identified in option 1 would still apply under option 6.

**SECTION FOUR: OUR EQUALITY OBJECTIVES**

<b>Equality objectives</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	Plymouth City Council remains committed to celebrating the diversity of the city.	Not applicable.	Not applicable.
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	Plymouth City Council is committed to equal opportunities and the fair treatment of its workforce. As an employer, we have a clear policy of paying employees equally for the same or equivalent work regardless of gender or disability. The Council operates a comprehensive job evaluation scheme to ensure that rates of pay are fair and are based wholly on the role being undertaken.	The Council continues to promote its Go Green Travel Policy to its staff and has a New Ways of Working Programme which encourages flexible working (where appropriate).	HROD.
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	Our People Strategy 2020 – 2024 sets out our approach towards ensuring that the Council's workforce can adapt and meet the ever changing needs of the Council and our residents.	Not applicable.	Not applicable.
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	The Council is committed to reducing and tackling hate crime and ensuring that victims are treated in a trauma informed manner to ensure that they get the outcome which is most appropriate for them. The Council works closely with the Safer Plymouth Partnership, the community safety partnership for the city. Hate crime data is monitored.	We will continue to monitor hate crime data and work with our partners in the police where appropriate.	Community Connections.

<b>Plymouth is a city where people from different backgrounds get along well.</b>	The Council is committed to promoting cohesion within the city.	We will continue to monitor cohesion levels via our biannual City Survey.	Policy and Intelligence Team.
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# **CONTRACT AWARD REPORT – PART I**



## **Plymouth City Council Non- Commercial Routes Network – January 2023**

**Procurement Reference No.  
21767**

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## **1. INTRODUCTION**

This report is presented in connection with the Non-Commercial Routes Options report. It provides the proposed contract award for each corresponding option under the Non-Commercial Routes Options report.

## **2. BACKGROUND**

On 7 March 2022, an Executive Decision was signed by the Leader, recommending the following course of action:

- Approval of the Business Case for retendering the affected routes
- Authorisation of the procurement process to be followed
- Delegation of the cancellation of the procurement process to the Service Director for Strategic Planning and Infrastructure and
- Delegation of the award of the contract(s) and subsequent management of the contract(s) to the Service Director for Strategic Planning and Infrastructure

The tender documents were dispatched for prospective tenderers on 6 May 2022.

The Non-Commercial Routes Options report sets out the future options for which routes would continue to be funded through the non-commercial routes budget and the consequences of reducing the non-commercial routes budget (including financial and service provision). Based on the option Cabinet choose, the contract awards requiring approval are set out in this report.

## **3. PROCUREMENT PROCESS**

In May 2022 a total of eleven Lots were put out to tender covering all services in table three. All routes were tendered on a like for like basis, with a number of options included for most routes based on customer feedback, knowledge developed over the current contract term, both in terms of routes and patronage, and potential funding sources that may help support some routes over a longer period of time. Operators were also given the opportunity to submit their own innovative proposals and package prices.

Tenders were dispatched on 6 May 2022 with a return date of 1 June 2022. The contract was tendered through Devon County Council's (DCC) Dynamic Purchasing System (DPS), which is Plymouth City Council's approved process for tendering local bus services.

The main benefits of using the DPS are as follows

- The Council do not need to undertake a full public procurement process that is subject to the Public Contract Regulations 2015 (PCR 2015) as this has already been done by Devon County Council in setting up the DPS
- The DPS provides a more similar and quicker route to market as suppliers listed on the DPS have already been assessed for their financial stability, track record, experience and technical & professional ability, before being awarded a place on the DPS
- The DPS offers the opportunity to a wider audience, providing the ability for new operators to consider tendering
- The use of the DPS has potential to allow longer contracts (up to eight years) and hence encourage a wider base of tenderers and investment in better vehicles
- The process has already been trialled for Plymouth bus service contracts in previous tenders including the last full retendering exercise in 2020

- Cost savings to Plymouth City Council if compared with undertaking our own procurement process in accordance with the PCR 2015
- Our own approval processes at the point of contract award still apply.

It is proposed that the contract(s) to be awarded will be awarded to March 2024, with the option to extend in annual increments for up to a further 6 years.

#### **4. TENDER EVALUATION CRITERIA**

Within the specification there were a number of options within each Lot. Operators were required to bid for the services as set out in the specification but were also encouraged to submit package prices where they were bidding on more than one Lot. Packages needed to offer better value than prices for individual Lots.

All options under each Lot and operator packages were then assessed on the basis of price, quality and social value.

Operators were also given the opportunity to submit their own innovative proposals where this would offer better value to the Council.

The methodology used to evaluate the submissions received is set out below.

Initially operators were asked the following 'pass/fail' questions:

- Please confirm that you will meet the Core Requirements for all Lots (Clause B3.1 as stated in the Pre-Qualification Questionnaire document of Devon County Council's Provision of Passenger Transport Dynamic Purchasing System (CPI 185-15)) throughout the duration of this contract.
- Please confirm that you will meet the specific core requirements for all Lots (Clause B3.6 as stated in the Pre-Qualification Questionnaire document of Devon County Council's Provision of Passenger Transport Dynamic Purchasing System (CPI 185-15)) throughout the duration of this contract.
- Please confirm that all vehicles will be fitted with Integrated Transport Smartcard Organisation (ITSO) compliant electronic ticket machines throughout the duration of this contract.
- Please confirm that all vehicles will be fitted with electronic destination displays capable of displaying the destinations stated in the specification for each Lot tendered for.
- Please self-certify whether you already have, or can commit to obtain, prior to the commencement of the contract, the levels of insurance cover as required by the Public Passenger Vehicles Act 1981 and the Road Traffic Acts 1972 and 1974:
- Who will manage this contract if you are successful?
- Please confirm you will be able to provide all of the following information: Total Revenue, Total Patronage and Total Concessionary Patronage

The PQQ required operators to provide information on insurance, vehicle maintenance procedures, driver licensing, driver CPC and customer care training, Traffic Commissioner hearings, and previous contract performance. In addition they were required to state their policies and procedures in respect of Health and Safety and Equality and Environmental requirements. No further evaluation of these items was therefore required.

Tenderers passing all the pass/fail criteria had their remaining responses evaluated to determine the most economically advantageous quotation based on the pricing, quality and social value criteria that are linked to the subject matter of the contract.

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

##### **Award Criteria**

The evaluation was undertaken in accordance with the following criteria, weightings and methodology.

### **PRICE – 70% weighting**

Evaluation was based on comparison of pricing schedules.

Tenderers were required to complete Schedule 2 – Pricing Schedule for each relevant Lot, providing a Gross Cost and Net Subsidy for the options within.

#### **Gross Cost Contract Price Per Annum**

The gross cost price is the total cost of operating the service with no allowance for revenue. If tenderers are successful, Plymouth City Council will pay the gross cost price, minus the actual revenue taken, which the operator will be required to declare. Concessionary fares reimbursement is not be paid on gross cost contracts.

#### **Net Subsidy Contract Price Per Annum**

The net subsidy price is the cost of providing the service minus revenue. Plymouth City Council will pay their net subsidy price regardless of the actual level of revenue, which the operator will retain. They will also receive concessionary fares reimbursement.

### **Evaluation**

Evaluation between Gross Cost and Net Subsidy was undertaken independently of each other for each option within each Lot.

Tenderers' scores for both Gross Cost and Net Subsidy (excl' VAT) for all options were calculated based upon the lowest prices submitted by Tenderers.

Tenderer's scores were determined by the evaluation of the relative competitiveness of the criteria stated within Schedule 2 – Pricing Schedule multiplied by the relative weighting.

### **PRICE: Total Tender Sum – 70%**

The Tenderer's Total Tender Sum for Gross Cost and Net Subsidy submission for each option within each Lot were evaluated using the scoring system below:

$$\left( \frac{\text{Lowest Total Tender Sum}}{\text{Tenderer's Tender Sum}} \right) \times \text{Weighting} = \text{Weighted score}$$

The Tenderer with the lowest price was awarded the full score available for each criteria stated, with the remaining Tenderers gaining pro-rata scores in relation to how much higher their prices are when compared to the lowest price.

The lowest price tendered between Gross Cost or Net Subsidy will determine which offers best value for money to the Council for the term of the Contract.

### **QUALITY – 20% weighting**

The quality element of the evaluation required operators to demonstrate the strength of proposals to comply with the Council's specification - evaluation made on contract delivery proposals submitted in response to the requirements set out in specification and taking into consideration the Council's aims for the service.

**Scored Questions** - Each Method Statement was evaluated in accordance with the following sub-criteria and weightings

**MS1: Emission Standards****Weighting 10 %****MS2: Breakdown Response Times****Weighting 10 %****TOTAL****Weighting 20 %**

Method Statements were evaluated using the scoring system below:

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 particularly 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 must achieve a weighted score of 2 or more for each scored item. Any scored criteria item receiving less than 2 will result in the Tender being rejected and Tenderer being disqualified from the process.

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

**SOCIAL VALUE – 10% weighting**

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

**SV1- Total Social Value Commitment (£) – 5.00%**

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 – 5.00%**

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

The qualitative responses were evaluated using the below scoring system:

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 particularly 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 must achieve a weighted score of 2 or more for each scored item. Any scored criteria item receiving less than 2 resulted in the Tender being rejected and Tenderer being disqualified from the process.

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

### **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 score with the total weighted quality score and the total weighted social value score.

### **Information only questions**

In addition to the above, Tenderers were also asked the following questions which were required for information only:

- Please confirm the renewal date for your PSV Operator's Licence.
- Please confirm that your proposed fare chart is attached.
- Please confirm the type of ticket issuing system will you use?
- Please describe your proposed vehicles, (principal and back-up 1 and 2 etc. as appropriate).

- Please confirm that you will be in possession of the above vehicles at the time of the commencement of the contract? If no, please state when you will obtain the stated vehicles and please attach details of your interim vehicles
- Do or will all of the vehicles specified belong to you? If not, please give details of ownership. If you nominate a vehicle belonging to another operator, you must ensure that there is a suitable agreement with that operator and that access to the vehicle is no less than if it were under your ownership. Please attach a copy of this agreement.
- How many drivers do you intend to allocate to the roster for this contract (including sickness and holiday cover)?
- Please describe the uniform that your drivers will wear?
- Please confirm whether your drivers have undergone customer care training incorporating disability awareness training. Please give details:
- Please confirm that all drivers allocated to this contract hold a current valid Driver CPC?
- With what type of destination display are the proposed vehicles equipped (e.g. electronic)?
- Where will your vehicles be maintained?
- Please indicate from which operating depots you would respond to breakdowns or service failures and, if applicable, indicate any arrangements you have with depots of other operators or agents.
- Please give the telephone number which members of the public may call in order to obtain information from you and the days and hours when this is staffed. Please indicate if and when an answerphone is in operation.
- Please give any additional telephone number(s), including mobiles, which the Council may call and the days and hours when these are staffed. Please indicate if and when an answerphone is in operation.
- Apart from vehicles, will any aspect of your service not be in place in time for the start of the Contract? If so, please indicate any delays and when the service feature would be introduced and please give details of your interim arrangements.
- Can you confirm how you adhere to the routine maintenance guidelines issued by DVSA and where this has been and will be taking place throughout the duration of the Contract?
- What special features and/or benefits does your submission contain for the benefit of your passengers?

## 5. SUMMARY OF EVALUATION

The tender package was submitted electronically via the DPS on 6 May 2022 with a submission response date of 12 noon on 1 June 2022.

Devon County Council advised us that there were thirty-three suppliers registered on the DPS for this opportunity who were eligible to bid, and that five of these suppliers belong to a PL postcode. Out of the thirty-three suppliers eligible to bid on this opportunity, twelve looked at it, with four submitting prices.

The Tender submissions were evaluated in accordance with the overall evaluation strategy set out above, and were independently evaluated by Council Officers. The resulting scores are contained in the confidential Part II paper.

During the evaluation, it was evident that the suppliers providing a response to the tender did not fully understand the TOMs calculator which was used to determine their Social Value score,

resulting in submissions being returned either incorrect or incomplete. Professional advice was sought from the Procurement Team who advised that post tender clarifications directly to the suppliers would need to be submitted. Where this was required responses were received and their submissions were subsequently passed onto the Procurement Team to input the scores.

The evaluation commenced on 6 June 2022 and was completed on 9 June 2022.

The resulting scores are contained in the confidential Part II paper.

## 6. FINANCIAL IMPLICATIONS

That the contracts are awarded to correspond with the option approved under recommendation I of the Cabinet report. The Council will draw down S106 funding to support a number of these routes. Should the contract extension options be enacted, further S106 monies would need to be sought through developments to help support any such extensions.

## 7. RECOMMENDATIONS

Under option I as set out in the Cabinet report, it is recommended that new contracts are awarded as follows:

Lot	Service Number	Route	Operator	Annual Cost	Contract Expiry Date
Lot 8	52	Plympton to Derriford via Coypool Park and Ride	Stagecoach Southwest	£118,082 NET	31 March 2024
Lot 11	Saltram Meadow	TBC – City Centre to Plymstock Broadway via Saltram Meadow TBC – City Centre to Hooe via Saltram Meadow TBC – City Centre to Elburton via Saltram Meadow	Stagecoach Southwest	£215,469 NET	31 March 2024

Under options 2, 3, 4 and 5 as set out in the Cabinet report, it is recommended that new contracts are awarded as follows:

Lot	Service Number	Route	Operator	Annual Cost	Contract Expiry Date
Lot 8	52	Plympton to Derriford via Coypool Park and Ride	Stagecoach Southwest	£118,082 NET	31 March 2024
Lot 10	200	City Centre to Coypool Park and Ride	Stagecoach Southwest	£99,400 NET	31 March 2024
Lot 11	Saltram Meadow	TBC – City Centre to Plymstock Broadway via Saltram Meadow TBC – City Centre to Hooe via Saltram Meadow	Stagecoach Southwest	£215,469 NET	31 March 2024

		TBC – City Centre to Elburton via Saltram Meadow			
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Under option 6 as set out in the Cabinet report, it is recommended that new contracts are awarded as follows:

Lot	Service Number	Route	Operator	Annual Cost	Contract Expiry Date
Lot 6	27	City Centre to George Park and Ride via Lower Compton, Efford, Eggbuckland, Mainstone and Asda	Plymouth Citybus	£201,857 NET	31 March 2024
Lot 8	52	Plympton to Derriford via Coypool Park and Ride	Stagecoach Southwest	£118,082 NET	31 March 2024
Lot 10	200	City Centre to Coypool Park and Ride	Stagecoach Southwest	£99,400 NET	31 March 2024
Lot 11	Saltram Meadow	TBC – City Centre to Plymstock Broadway via Saltram Meadow TBC – City Centre to Hooe via Saltram Meadow TBC – City Centre to Elburton via Saltram Meadow	Stagecoach Southwest	£215,469 NET	31 March 2024

Under options 1 to 6 in the Cabinet report, contracts will not be awarded for the following services:

Lot	Service Number	Reason
Lot 3	19	Poor performance in regards to cost per passenger. Existing Non-Commercial Routes budget and S106 has been fully allocated.
Lot 4	31	Poor performance in regards to cost per passenger. Existing Non-Commercial Routes budget and S106 has been fully allocated.
Lot 5	39	Poor performance in regards to cost per passenger. Existing Non-Commercial Routes budget and S106 has been fully allocated.
Lot 7	44A	Poor performance in regards to cost per passenger. Existing Non-Commercial Routes budget and S106 has been fully allocated.
Lot 9	54	Poor performance in regards to cost per passenger. Existing Non-Commercial Routes budget and S106 has been fully allocated.

## 8. APPROVAL

Cabinet to approve the award of the contracts as set out in the report relating to the agreed option for implementation



## 9. APPENDICES

### 9.1 Appendix 1: Highest scoring tenderer for each lot and the combined contract value

<b>Lot</b>	<b>Service Number</b>	<b>Operator</b>	<b>Cost for Initial Contract Period 03/01/23 – 31/03/24</b>	<b>Cost for Combined Extension Periods if Enacted 01/04/2024 – 31/03/2030</b>	<b>Contract Expiry Date</b>
6	27	Plymouth Citybus	£51,265	£1,211,142	31/03/2024
8	52	Stagecoach Southwest	£29,989	£708,492	31/03/2024
10	200	Stagecoach Southwest	£24,850	£596,400	31/03/2024
11	4 (Saltram Meadow)	Stagecoach Southwest	£52,975	£1,292,814	31/03/2024

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# Cabinet



Date of meeting:	10 November 2022
Title of Report:	<b>Budget 2023/24 – Draft Budget</b>
Lead Member:	Councillor Richard Bingley (Leader)
Lead Strategic Director:	David Northey (Service Director for Finance and Section 151 Officer)
Author:	David Northey
Contact Email:	David.northey@plymouth.gov.uk
Your Reference:	Fin/Bud/2023/24
Key Decision:	No
Confidentiality:	Part I - Official

## Purpose of Report

To provide an update on progress on the development of the 2023/24 budget, and to seek support of Cabinet for the savings proposals developed to date.

Under the Council's Constitution, Cabinet is required to recommend the 2023/24 Budget to Council. This report sets out the latest information available to enable Cabinet to consider the first tranche of recommendations to Council in respect of the 2023/24 budget.

A summary of the proposed budget savings has been included for Members' consideration.

At the time of writing, the Government's Autumn Statement is expected mid-November, with the Provisional Local Government Settlement expected late December. Full details of both events will be included in subsequent reports.

## Recommendations and Reasons

### That Cabinet:

1. Note this report, and that it is subject to change in line with any Government Autumn Statement, Provisional Settlement adjustments and changes required as proposals are developed.
2. Support development of the proposed savings options set out at Appendix Two of this report for inclusion in the Council's draft budget for 2023-24.

Reason: To ensure Cabinet support for savings proposals prior to further development of the draft budget for 2023/4.

3. Agree that public engagement is undertaken on the 23/24 proposals as set out at Section 4 and Appendix Four of the report, which will be reported to Cabinet in January 2023 to feed in to the budget setting process.  
Reason: to seek public views on the current proposals to be developed to feed in to the budget setting process

### **Alternative options considered and rejected**

Not to bring forward proposals to reduce the resource requirement of the Council in respect of the 2023/4 budget – rejected on the basis that the Council must agree a balanced budget, and seeking support for further developing the recommended proposals will allow this to happen.

To bring forward alternative proposals to those set out in this report: rejected on the basis that further options will be required in addition to those set out in this report to bridge the continuing forecast shortfall for 2023/4.

### **Relevance to the Corporate Plan and/or the Plymouth Plan**

The development and approval of the annual budget and the Medium Term Financial Plan (MTFP) is fundamentally linked to delivering the priorities within the Council's Corporate Plan. Allocating limited resources to key priorities will maximise the benefits to the residents of Plymouth.

### **Implications for the Medium Term Financial Plan and Resource Implications:**

The resource implications are set out in the body of the report.

### **Financial Risks**

The Council is a complex service organisation with a gross revenue expenditure budget exceeding £500m, and faces significant financial risks given the continuing forecast shortfall, uncertainty about resourcing from central government, the wider economic environment and the Council's comparatively low levels of financial reserves. Each savings proposal carries its own risks, the mitigation for which will be explored as they are developed.

The Council is under a legal obligation to set a balanced budget for each municipal year, and the Council's Section 151 Officer is required to produce a statement as part of the budget documentation giving his view as to the robustness of the proposed budget.

### **Carbon Footprint (Environmental) Implications:**

No impacts directly arising from this report. As proposals are developed and where relevant, an assessment of the carbon footprint implications of each decision/proposal

### **Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:**

*\* When considering these proposals members have a responsibility to ensure they give 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.*

The reducing revenue resources across the public sector has been identified as a key risk within our Strategic Risk register. As proposals are developed, officers will produce where relevant a risk register relating to the above areas specific to each proposal in order to inform decision making. The register will include mitigations of identified risks where necessary, and this will be reported as part of the decision making process.

Fin	pl.22. 23.25 6.	Leg	EJ/38 851/7 .11.22 (6)	Mon Off	EJ/38 851/7 .11.22 (6)	HR		Asset s		Strat Proc	
Originating Senior Leadership Team member: David Northey (Interim Service Director for Finance)											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 03/11/2022											
Cabinet Member approval: <i>Leader after discussion with Cabinet colleagues</i>											
Date approved: 04/11/2022											

## **I Introduction**

- I.1 This report provides the latest position on the Council's budget for 2023/24.
- I.2 The Council continues to manage a challenging financial environment where service demands continue to increase, the longer-term impact of COVID-19 continues and where uncertain and unpredictable funding and cost levels remain.
- I.3 Together with all authorities the Council is now in a serious and unprecedented position due to additional national and international factors largely beyond its control, including rapidly rising energy costs, broader inflation related cost increases and demand pressures and costs in both adults' and children's social care.
- I.4 The Council's administration remains ambitious in its vision and objectives for the city and is committed in particular to ensuring that services to children, vulnerable adults and the provision of high value jobs continue to be key priorities.
- I.5 This report will form part of the key budget papers that will be made available to the Budget Scrutiny meeting when it considers the draft budget proposals. These will include:
  - The draft 2023/24 Budget by service;
  - A list of savings proposals;
  - The Treasury Management Strategy scheduled for the Audit and Governance Committee on 28 November 2022;
  - The Capital Strategy also scheduled for the November 2022 Audit and Governance Committee.

## **2 Background**

- 2.1 The Council is scheduled to set a budget for the next financial year on 27 February 2023. Once again, this is very challenging as, like all local authorities, the Council is facing growing pressures on resources as demand for services rises and costs increase whilst funding reduces.
- 2.2 This report highlights that due to estimated reductions in funding and rising demand for services and increasing costs, the forecast budget shortfall before savings of £(26.166)m are applied is £37.560m for 2023/24. The Council has worked hard over the last few years to reduce costs and has achieved this without significantly reducing services. For reasons already mentioned the shortfall in funding is likely to increase in future years, which means that, where possible, savings need to be both recurring and sustainable in the longer term.
- 2.3 The Council is in a serious, unprecedented financial situation as a result of external pressures that are not within its control. There needs to be realism about the prospect of further government support and officers have intensified their approach to mitigate the effects of the current economic climate. This means a combination of resisting pressures, managing down costs and having to propose some difficult decisions.
- 2.4 This report sets out details of nearly eighty savings proposals, from the large to smaller but still significant savings. No stone is being left unturned when identifying savings and this is the first tranche of proposals to change, stop, pause or reduce services in order to be able to close the financial gap and balance the books. The Council is likely to emerge from this process with fewer employees and a requirement to be clear about what it can and cannot do in the future.

- 2.5 The Council delivers more than 300 services – as diverse as bin collections, protecting vulnerable children, providing libraries, making planning decisions, attracting investment and jobs in the city, providing leisure facilities, providing parking, maintaining roads and pavements and looking after Plymouth's parks and green spaces.
- 2.6 Every part of the Council has been involved in the response to the budget situation and many employees and services will need to work in new ways. A significant amount of work continues to support the city's economy, which has been severely affected by the recent pandemic and cost of living crisis: high value jobs remain a priority.
- 2.7 It should be noted that options are limited by the fact that the Council needs to deliver a large number of services as a statutory requirement and has limited scope to influence how these services are delivered. Examples of this include supporting vulnerable children and adults in the city.
- 2.8 Despite these challenges, the City Council is ambitious for Plymouth and its residents and is keen to pursue its vision of making Plymouth a great place to live, work and visit. In doing so, listening to the views of city residents is a key part of the budget setting process and decision making.

### **3. Autumn Statement and Provisional Local Government Finance Settlement**

- 3.1 At the time of writing this report the Government's Autumn Statement has not been announced, whilst the provisional local government finance settlement is expected in late December 2022. As in previous years the late timing of the announcements has not been helpful in preparing the Council's budget. However, any differences between the assumptions made within this report and the Autumn Statement and Provisional Settlement will be updated in subsequent reports.

## **4 Budget Engagement**

- 4.1 A public engagement to support the 2023/24 budget setting process will take place between 11 November and 4 December 2022. A summary of the council's financial position will be presented, alongside a high level list of the proposed savings. People will be invited to provide their feedback on the proposals and suggest other ideas for saving money. See Appendix 4 for a copy of the engagement materials.
- 4.2 The engagement will be promoted to the local media and through the Council's own channels, which will include a website banner, newsroom feature, social media, e-newsletter, promotion to local businesses and via press release. The questionnaire will also be shared internally in the Staff News bulletin.
- 4.3 The themes arising from the engagement will be provided as part of the final budget proposals in the New Year.

## **5. Budget Planning Assumptions – Core Funding**

### **Council Tax**

- 5.1 The Council Tax base for 2023/24 has been assumed at 74,891 properties, an increase of 1,061 on 2022/23. The Council Tax Base report for 2023/24 will be presented to Cabinet for consideration in January 2023 and will then be presented to Council for approval. Any changes from these base assumptions to the final report will be reflected in subsequent reports.
- 5.2 The modelled rise in the council tax base for 2023/24 reflects changes including the number of new properties, a higher starting base than budgeted in 2022/23 and changes in the number of

council tax support claims. The collection rate has been maintained at 97.5% which is realistic and prudent due to the current economic climate.

- 5.3 It is currently understood that the Council Tax Referendum Limit is to remain at 1.99% (i.e. this is the highest level of increase permissible without a referendum) and an adult social care precept of 1% will be applicable. These will be confirmed as part of the Provisional Finance Settlement.
- 5.4 The current working assumption includes the adoption of the 1% Adult Social Care precept, providing an additional £1.251m. This precept is yet to be confirmed.
- 5.5 The current resource assumptions do not include an increase in Council Tax; the current maximum of 1.99% would yield an additional £2.489m. It should be noted the Government assumes that councils will maximise these items when referencing increases to councils' core spending power.

### **Business Rates**

- 5.4 The business rates income forecast that Plymouth will receive in 2023/24 has been based on nil growth in the gross rates receivable. This has been assumed due to the continuing economic uncertainty, a high number of appeals still to process and the impact of the revaluation next year. The business rates multiplier is assumed to be flat as per previous years at £0.499p and we will be compensated for the lost income by way of a government grant as per previous years. The current assumption is a 2% increase which yields £0.856m; the final settlement will be known in late December 2022.

### **Revenue Support Grant (RSG)**

- 5.5 Despite many previous announcements around reform of local government core funding, of which the RSG is a fundamental part, the current understanding is that the existing funding model will continue for at least another year. For planning purposes at this stage the 2022/23 allocation (£10.045m) has also been assumed for 2023/24. The actual figure for RSG or an alternative resource will be advised in the Provisional Finance Settlement.

### **New Homes Bonus**

- 5.6 No details of any replacement for New Homes Bonus have been advised, and the allocation will be confirmed as part of the subsequent Settlement. For planning purposes new homes bonus is assumed to be £0.850m, 50% of the amount received in 2022/23.

### **Public Health Grant**

- 5.7 The Public Health grant is another key source of income and is used to improve the health of the population, and in particular to tackle large differences in health outcomes that we see between local areas. At the time of writing this report the 2023/24 grant has yet to be advised and the assumption is there will be no change to the 2022/23 allocation. This will be confirmed as soon as the grant is announced, usually in late February.

### **Services Grant**

- 5.8 Included in the 2022/23 Settlement was a new Services Grant, introduced to offset some of the additional burdens being placed on local authorities. For Plymouth, this grant was just over £4m



and was described as a one-off grant. As the additional costs are in large part on-going, the assumption across the local government sector is that this grant will continue in some form for 2023/24. It will more than likely be subsumed into the Revenue Support Grant. It is hoped the Autumn Statement will provide more clarity, otherwise full details will emerge as part of the Provisional Settlement in December 2022. For the current budget model, this grant has been assumed to continue at £4m for the coming year. If this does not materialise, the budgeted shortfall will increase by this amount.

## 6. Resources

- 6.1 In addition to the resources referred to above the Council receives a range of other one off specific grants. These include Better Care Fund grant, Social Care grant and others which form part of the awaited Settlement.

The table below Shows the total resources forecast and includes figures for a 1% increase in the Adult Social Care precept and the assumed growth in Business Rates. This leads to an additional £4.059m of resources.

Unringfenced Resources	Budget	Draft Budget	
	2022/23 £m	2023/24 £m	Increase £m
Council Tax	(122.575)	(125.635)	(3.060)
Business Rates	(65.130)	(66.129)	(0.999)
RSG	(10.045)	(10.045)	0.000
<b>Total Resources</b>	<b>(197.750)</b>	<b>(201.809)</b>	<b>(4.059)</b>

- 6.2 For Plymouth, every quarter percent (0.25%) increase in the Council Tax would yield an additional £0.305m; the current maximum of 1.99% would yield an additional £2.489m
- 6.3 Total costs are currently forecast to increase by £41.619m in 2023/24 and are summarised as follows. Full details can be found in appendix 1.

	2022/23 £m
Right Sizing the Budget	15.680
Additional Corporate Costs	13.965
Additional Directorate Costs	11.974
	<b>41.619</b>

- 6.4 As a result of the cost increases the budget shortfall before any proposed savings will be £37.560m. Currently savings of £26.166m have been identified and details of these can be found in appendix 2. If all of these savings are adopted the net budget shortfall would be reduced to £11.394m. A summary of this is shown below.

S	Budget	Budget	
	2022/23	2023/24	Change
	£m	£m	£m
Total Resources	(197.750)	(201.809)	(4.059)
Total Expenditure	197.750	239.369	41.619
<b>Gross Budget Shortfall</b>	<b>0.000</b>	<b>37.560</b>	<b>37.560</b>
Proposed Savings	0.000	(26.166)	(26.166)
<b>Net Budget Shortfall</b>	<b>0.000</b>	<b>11.394</b>	<b>11.394</b>

6.5 The final recommendations on these matters will be presented for decision to Full Council on 27 February 2023.

## 7. Additional Budget Pressures

### Right Sizing the Budget

- 7.1 As part of the 2022/23 budget we were able to include some one-off resources to balance the resources to the costs. As these were one-off, the costs need to be brought into the 2023/24 budget to right size the base costs. More details are set out in Appendix I and include the use of grants and the 2021/22 outturn variance, plus recurring costs which were covered by specific grant funding. These total £12.780m.
- 7.2 The pay award built into the 2022/23 cost base was modelled at a 2% across the board rise. In light of the current agreed increase, this requires a further £2.900m to be included in the 2023/24 budget base.

### Additional Council wide costs

- 7.3 Given the current cost of living crisis and the current year's pay settlement, the assumption in this report is for a salary increase of 4% for 2023/24; an additional cost of £3.800m.
- 7.4 Utility costs are assumed to continue to rise with an additional cost pressure of £4.765m to cover the whole council estate including the crematoria and the Life Centre.
- 7.5 There are additional costs to finance our ambitious capital programme plus general treasury management reflecting the increased cost of borrowing money. Together these amount to £4.270m.
- 7.6 We have adjusted for the New Homes Bonus reduction as set out earlier in the report and we have accounted for additional costs associated with the Schools PFI (Private Finance Initiative) contract.
- 7.7 These additional costs total £11.130m; more detail is set out in Appendix I.

### **Additional Directorate costs**

- 7.3 A Commentary on each directorate is set out in Section 9 below. Appendix I shows the additional costs totalling £11.974m. These include increased demand and costs for adult social care packages; the impact of the National Living Wage on care providers and the increasing demand within our homelessness service. Within the children's directorate we are seeing continued increases in the cost of providing the care as well as the increasing cost of providing school transport for SEND pupils and short breaks. Within the Place directorate, the longer term impact of the pandemic coupled with the emerging cost of living crisis has seen a reduction in car park income and increased waste collection costs as people continue to work from home.

## **8. COVID-19**

- 8.1 COVID-19 has had a significant impact on the cost base for the Council. All relevant COVID-19 cost pressures have been included within the base budget for 2023/24. Unlike in previous budgets, there is no COVID-19 funding to offset these costs.

## **9. Directorate summaries**

### **Chief Executive's Office**

- 9.1 The Chief Executive's office manages a net annual revenue budget of just under £5.4m, or just under 3% of the Council's net revenue budget as a whole. Income, at £0.548m is made up of a combination of services provided for other public bodies, grants and charges made for services specific to projects, such as legal support for capital schemes. Through a combination of increasing chargeable activity for other public bodies and the introduction of multi-disciplinary teams, the service has reduced its revenue requirement from the Council by over £0.700m since 2013-14.
- 9.2 The Chief Executive's service covers four main areas of work. The oversight and governance team provides support for the Council's democratic functions, including Members' support and all the Council's decision making, covering Cabinet, Scrutiny, and all other decision-making bodies. The team also provides and supports the Council's performance and risk framework, responsible for the provision, reporting and analysis of our delivery of services to the public and the management and reporting of strategic and operational risk.
- The Legal service provides services to all the directorates, ranging from commercial, litigation, and property related support to child and adult protection and the Council's Monitoring Officer responsibilities. We have plans to further minimise the amount of legal support that the Council commissions externally through greater provision from our own expertise, and tighter scoping of legal requirements.
- 9.4 The Communications team is responsible for the Council's external and internal communications arrangements and our relationships with external stakeholders. The elections and registration team manages the city's electoral register, and delivers local and national elections. With significant changes in voter identification being implemented through the recent Elections Act, the team will be ensuring that additional burdens funding from the government will meet the inevitable extra costs incurred in successful implementation of new responsibilities in this area.

## **Customer and Corporate Services Directorate**

9.5 The Customer & Corporate Services directorate has a net annual revenue budget of £45.7m with two core objectives; supporting the organisation and delivering customer services. For the Directorate to carry out its work there are three core functions,

1. Finance (Treasury & Capital Management, Financial Planning & Accountancy, Financial Business Support & Procurement)
2. HR & Facilities Management (Hard & Soft FM, HR, Health & Safety, Wellbeing, Organisational Development & Strategic Projects)
3. Customer & Digital (Business Support, Libraries, Delt IT, Information Governance, Transformation, Digital, Registration & Coroners).

9.6 This year and as part of the Council's Transformation Programme we have delivered a new business support service, introduced new ways of working, reduced our office accommodation, delivered the Council's new website and won awards for our digital inclusion network.

9.7 We continue to support our customers online, via telephone and face to face and between 1 April 2022 and 31 October 2022 we have:

- welcomed over 165,000 customers into our libraries
- supported reading and literacy in 55 schools across the city
- supported over 102,132 customers through our call centres

9.8 Looking forward and to support the delivery of our savings in 2023/24 our efforts will be focused on the Customer Service Strategy, ensuring the most vulnerable and digitally excluded have choice in how to access our services, consult on our front doors and libraries, improve our processes supported by automation where we can, refocus DELT, maximise our assets, deliver our people strategy and drive organisational change as well as considering how best to deliver our corporate services in the future.

9.9 Business Support is a vital component that underpins critical activities right across the Council, both in front line delivery as well as in our corporate functions. It is supported by the Council's Transformation Programme, and will support the delivery of savings as it maximises opportunities to streamline, simplify and deliver services digitally.

## **Children's Directorate**

9.10 The Children's Directorate has a net annual revenue budget of £61.1m – this is 31% of the Council's revenue budget. With annual income of £93.4m, its gross annual budget is £150.4m. The income is derived from grants from various sources, the largest being the Designated Schools Grant (DSG) at £78.2m or 84% of total gross budget. The DSG supports a number of funding streams for Early Years and Education services across the city. Other smaller grants are directly ring-fenced for specific statutory services e.g. skills programmes or services for our Children in Care. The majority of work within this Directorate is configured around the direct delivery of statutory functions for children and young people in the city; this is focused upon Education and Social Care services.

- 9.11 The Directorate is currently organised around two departments; the Education, Participation and Skills (EPS) Service and the Children Young People and Families Service. The gross budget for the EPS service is £95.6m which is £10.4m revenue, £79.8m grant awarded and £5.5m other income (e.g. income from schools). This Education, Participation and Skills Department delivers key statutory functions for the city such as; School Admissions, School Transport arrangements, support to the Early Years sector, support to the remaining Local Authority Maintained Schools, services for children and young people with Special Educational Needs or Disabilities (SEND) children and a small team focused on our most vulnerable learners e.g. children and young people absent from school. It also delivers the Adult Education Programme and city's Skills Plan.
- 9.12 The second and largest department is the Children, Young People and Families service with an annual gross budget of £54.8m which is £50.7m revenue, £2.6m grant funded and £1.5m other income. This service supports our most vulnerable children in the city; the majority of this work provides statutory services. At the end of September 2022 the department provided targeted support and social care services to over 2,000 children; with key cohorts being 485 children in care, 208 with a Child Protection Plan and 988 children with a Child in Need Plan. A further 200 children are supported through our Early Help services across the city.

### **People Directorate**

- 9.13 The People Directorate has an annual gross budget of £132m, made up of both revenue and income. Income is generated through contributions from individuals with care and support needs in Adult Social Care and through fees for some areas in Community Connections. The People Directorate has two departments that carry out its work; these are Strategic Commissioning and Retained Client Services and Community Connections. The Directorate over the years has worked hard to reduce revenue spend by remodelling service delivery and maximising grant income to manage increasing demand and complexity of need across a range of areas.
- 9.14 The Strategic Commissioning and Retained Client department is responsible for the planning, developing and procuring health and care services for adults, older people and children from a range of providers across the City. These services include Domiciliary Care, Residential and Nursing provision, Supported Living, Extra Care housing, Carers support, Day services, Domestic Abuse support and befriending support. In addition the retained client service delivers the statutory oversight for the safeguarding of vulnerable adults, a reablement home from hospital service to support hospital discharge, a community outreach service to assist some of our most vulnerable in the community, a day service and respite facility for individuals with extremely complex needs.
- 9.15 The Community Connections department delivers statutory responsibilities in relation to Housing, supporting people who become homeless or households who are at risk of losing their tenure to access a range of accommodation across the city. The department is responsible for managing the delivery of Disabled Facilities Grants, adapting properties to better meet the needs of vulnerable residents. The team deliver HMO licensing and oversee standards across the Private Rented sector in the city. They work in partnership across local communities delivering community safety with the Police, supporting asylum seekers, refugees and our gypsy and traveller communities. Through the small sports development team they work to improve access to sports in the city working closely with Plymouth Active Leisure and delivering schemes such as Fit and Fed and manage the open access youth programme along with delivering some targeted youth groups for vulnerable young people in Plymouth.

**Public Health**

- 9.16 The functions include Public Health, Civil Protection, Public Protection Services, and Bereavement services. All of these services play a role in supporting the reduction of health inequalities through impacting on health and on the social, economic and environmental determinants of health. The ODPH directorate has a number of funding routes, including grants and also generates significant income; overall, this leads to a negative net budget.
- 9.17 The public health function receives a ring fenced grant from the government which is spent on specific functions such as sexual health services, drug and alcohol treatment, health visitors, school nurses and a range of other services to support health and wellbeing. The grant also covers the funding of the public health team who offer a range of support and advice to the city, as exemplified through the last few years of the pandemic.
- 9.18 Public protection services (environmental health, environmental protection, licensing and trading standards (a commissioned service)) and Civil Protection carry out a wide range of specialist technical services, from ensuring food outlets are operating safely, preparing for and responding to major incidents.
- 9.19 Bereavement Services touches the lives of residents of the city and sub region with an economic role for the city (in terms of employment and income) and an environmental role (with 65 acres of green space). A key focus in 23/24 is the development of the city's new crematorium. Unfortunately increased costs of gas have impacted on the cost of delivering these services and hence cost increased are required.
- 9.20 Leisure services for Plymouth are delivered through a Local Authority Trading Company, Plymouth Active Leisure (PAL), which has been in place since April 2022. PAL receives a significant subsidy from PCC currently. During its first year of operation, PAL have started to explore new ways of maximising usage and income to support the services.

**Place Directorate**

- 9.21 The Place directorate has a net annual revenue budget of £25.7m (i.e. 12.% of the council's net revenue budget). Its gross annual budget is £90.6m. It has an income of £64.8M annually which is made up predominantly of grant and commercial income. The directorate has over the years significantly increased its income and reduced its net revenue spend significantly from £45M in 2013/14 to the current annual cost of £25.7M.
- 9.22 The Place directorate has three departments that carry out its work. These are Strategic Planning and Infrastructure (Strategic and development planning, housing, strategic transport schemes, public transport, climate change and green estate work), Economic Development (Regeneration, Economy and Enterprise, Commercial property, Freeport, National Marine Park, Culture, Events and Tourism) and finally Street Services (waste collection and disposals, street scene, trade and commercial waste, Highways, Parking and marine services). The majority of these services are universal services that benefit and interface with the lives all of residents, businesses and visitors to the city

- 9.23 Strategic Planning and Infrastructure (SPI) plays a key role in creating the frameworks to drive growth and investment across the city, through its strategic and development planning functions. It delivers significant infrastructure investment through a £485M strategic transport programme, which is over 80% externally funded. The Transforming Cities Fund programme continues to be delivered at pace with significant investment in the city's walking, cycling, public transport provision and related public realm. It will continue to support new homes delivery across the city. SPI leads the council's climate change response working across all departments of the council and provides a leadership and co-ordination responsibility across city-wide partners. It will continue to deliver a pipeline of 18 existing Low Carbon Projects (largely grant funded) with a value of £25M and an emerging £35M pipeline.
- 9.24 The city council's economic development department generates £24.7m income. A large part of this income comes through the running and management of a PCC owned commercial estate with a value of over £200m and annual rent roll of £10M. The department leads a number of major initiatives that take place across the city, including regeneration schemes in the city centre and waterfront such as the West End, Bath Street housing delivery, facilitating hotel developments, support for the refurbishment of the Civic and Guildhall as well as schemes such as the new Derriford District Centre. The department provides support to help businesses grow and create well paid jobs proactively account managing major businesses, having landed over £500M of Foreign Direct Investment into the city over the past 5 years. Our current pipeline has 20 potential investment projects. Economic development supports businesses locally through the city's two BIDs and Destination Plymouth – marketing the city locally, regionally, nationally and globally – as well as delivering an annual events programme. Over the course of the next year, it will support the delivery of the Community Renewal and Shared Prosperity Funds and support our two business parks which employ over 250 people in 110 SME/start-up businesses. More than 220K annual visitors will be welcomed to the Box and it will continue to develop as a major museum and visitor attraction. Major interventions that will be further developed will include the National Marine Park, drawing down £10M of Heritage Lottery Funding; as well as the mobilisation of the Plymouth and South Devon Freeport.
- 9.25 The Street Services department provides invaluable year-round services to residents across the city in areas of waste collection, cleansing and green spaces. It will continue to strive to provide those services and keep the city in as best a shape as possible. It will collect over 100,000 tonnes of recycling and residual waste from 120,000 households weekly, operate household waste recycling centres which receive 350,000 annual visits accepting 22,500 tonnes of materials and manage recycling banks across the city. Street Services will maximise and grow its commercial waste provision. It will clean over 21,000 acres and 1700kms of public roads and footpaths; as well as manage 500 hectares of green space, 30,000 trees, 22 formal parks and 127 playgrounds. Through its Highways and Parking team, it will continue to maintain the city's roads and pavements, its 47 car parks and manage the city's highway network.

## **10 Savings Plans**

- 10.1 A total of £4.743m corporate (council wide) savings have been identified. In addition, Cabinet Members and Officers have worked to identify a total of £21.423m of savings. Full detail of the proposals is shown in Appendix 2.
- 10.2 Many of the proposals are still indicative and subject to change following further reviews.

## **11. Current Budget Shortfall**

- 11.1.1 The forecast budget shortfall as set out in this report is £11.394m. The gap before savings of £26.166m is £37.560m. All of the savings plans will need to be implemented to reduce the gap to circa £11m. The 26.1m includes a number of assumptions:
1. The Adult Social Care precept of 1% will continue for 2023/24
  2. The Services Grant of £4m will continue for 2023/24
  3. The New Homes Bonus will continue, albeit reduced in value
  4. The Business Rates growth compensation grant from Government will be 2% minimum
  5. The council tax collection rate will continue to hold at the current 97.5%
- 11.2 It should be noted that it is anticipated that the numbers will change as a result of both the November Autumn Statement and the December Provisional Settlement.
- 11.3 Many of the savings proposals are still indicative and subject to change following further reviews.
- 11.4 The remaining £11.394m needs to be reduced to a balanced position in time for the final budget report to Full Council 27 February 2023.
- 11.5 One option to be considered is to raise the Council Tax by the maximum permissible, currently 1.99% which would reduce the gap by £2.489m.
- 11.6 Officers and Cabinet will continue to work up further savings initiatives, working with all elected members and in particular the scrutiny committees. All new plans will be included in future budget reports as options to balance the budget for 2023/24.

## **12. Equality & Diversity**

- 12.1 The Equality Act (2010) harmonised and replaced pre-existing equality legislation and extended statutory protection across nine 'protected characteristics'. It recognised forms of discrimination that were previously beyond the scope of legislation and introduced the concept of the Public Sector Equality Duty (PSED).
- 12.2 The protected characteristics include; age, disability, gender reassignment marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The PSED placed specific responsibilities on public sector organisations to consider equality in their decision making. It consists of a general equality duty, supported by specific duties. In summary, those subject to the equality duty must have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other prohibited conduct.
  - Advance equality of opportunity between people who share a protected characteristic, and those who do not.
  - Promote good relations between people who share a protected characteristic and those who do not.
- 12.3 Plymouth City Council is committed to equality and diversity and to ensuring that the decisions we take promote equality. To help inform the development of the Council's budget and to ensure that we give 'due regard' to equality during this process, we are considering the equality implications of each of our budget decisions. A completed equality impact assessment will be presented with the final budget paper for each appropriate proposal



**Appendix I****Net additional cost pressures and adjustments**

<b>Right Sizing the Budget</b>	<b>£m</b>
Additional 2022/23 pay award consolidated into the 2023/24 budget	2.900
One off in 2022/23 COVID 19 Additional Grant Income	4.890
One Offs in 2022/23 budget	6.123
Other Budgets funded from one off's in 22/23 consolidated into the base for 23/24	1.767
<b>Total Right Sizing the Budget Costs</b>	<b>15.680</b>

<b>Corporate Items</b>	<b>£m</b>
Energy pressures Hard FM	3.265
Energy pressures - Street Lighting	1.000
Energy pressures PAL	0.500
Salary Increases 23/24	3.800
Financing the Capital Programme	1.720
Interest and other TM pressures	2.550
PFI contract	0.273
New Homes bonus	0.857
<b>Total Corporate Costs</b>	<b>13.965</b>

<b>Children</b>	<b>£m</b>
CYP&F – Additional cost and volume of placements	3.053
Short breaks	0.370
Home to school Transport	1.000
	<b>4.423</b>

<b>People</b>	<b>£m</b>
Adult Social Care – Care Packages	1.700
National Living Wage	2.000
Homelessness Cost and volume	1.000
	<b>4.700</b>

<b>Place</b>	<b>£m</b>
Staffing - Streets	0.627
Vehicle fuel	0.446
Parking - 50% of legacy shortfall of £1.695m	0.450
Waste tonnage and additional costs	0.628
Grounds maintenance	0.700
	<b>2.851</b>

**Total Directorate Costs** **11.974**

**Appendix 2 Savings Proposals**

<b>Corporate</b>	<b>2023/24 £m</b>
One Offs found for 23/24	(2.493)
Fees and Charges increases	(0.760)
Reduction in Corporate Budgets	(1.500)
	<b>(4.753)</b>

<b>Summary of Savings by Directorate</b>	<b>2023/24 £m</b>
Children	(4.575)
People	(6.030)
ODPH	(0.250)
Place	(6.994)
Chief Executives and Customer and Corporate Services	(3.564)
	<b>(21.13)</b>

<b>Children</b>	<b>2023/24 £m</b>
Work with families to keep more children at home	(1.627)
Reduce the use of residential care, increase the use of foster care and work to ensure children in care can return to their families or a connected person in their lives	(2.275)
Review our workforce / organisational structure. Realigning services in Targeted Support and Social Care will reduce the need for agency workers and costs associated with external assessments	(0.673)
	<b>(4.575)</b>

<b>People</b>	<b>2023/24 £m</b>
Managing and reducing demand on housing and adult social care	(2.930)
Review Reablement Service	(0.250)
Review Early Help provision and Children's centres in partnership with Children's Directorate and partners across the city	(0.600)
Review Sports Development service and align function to Plymouth Active Leisure	(0.043)
Review Youth Services working in partnership with local providers to reduce costs.	(0.100)
Transfer funding for Health and Wellbeing Hubs to Public Health	(0.119)
Maximise Grants to support wellbeing services	(0.508)
Review contracts to deliver efficiencies	(0.205)

Maximise Disabled Facilities Grant	(0.500)
Develop a new operating model across the directorate	(0.200)
Increase Houses of Multiple Occupation licensing fee	(0.075)
Use £250k reserve to support range of children's services	(0.250)
Reduce Council subsidy associated with Leisure facilities. Tinside Lido: broaden offer including new events Plympton Pool: review operating costs and income Mount Wise Pools: Implement entry charge to contribute to costs of running Brickfields: develop community sports and wellbeing hub with partners	(0.250)
	(6.030)

ODPH	2023/24 £m
Maximisation of grants across ODPH	(0.250)
	(0.250)

Place	2023/24 £m
Reduce Concessionary Fares Budget - release underspends in this budget assessed against historic trends	(0.500)
Increase car parking charges As per Cabinet decision of 10 November 2022	(0.934)
Charging for collection of garden waste (councils are not required to provide garden waste collections as it is a non-statutory service) As per report to Cabinet on 10 November 2022	(0.530)
Re-instate charging for non-household waste at Household Waste Recycling Centres (Asbestos, soil, rubble, plasterboard) (delegated decision pending)	(0.177)
Re-instate charging for bin delivery (delegated decision pending)	(0.032)
Reduce budget for supporting non-commercial bus routes and seek to implement charges at Park and Ride sites to support the city's bus network (as per report to Cabinet 10 November 2022 and charges subject to consultation)	(0.229)
Generate savings and income from the commercial estate (lease renewals, re-gearing and new income)	(0.343)
Capitalisation of Strategic Project Teams costs	(0.050)
Review costs of the Economic Development Team through capitalisation of costs, efficiencies, income and sponsorship targets	(0.077)
Secure new and additional income and grants from cultural trusts and foundations	(0.125)
Ensure Tourist Information Centre is cost neutral	(0.025)
Seek sponsor for Bonfire Night on The Hoe or stop the event.	(0.030)
Review of Community Transport provision including release of bike hire underspend, consideration of funding underspends, the optimisation of services and identifying alternative funding models.	(0.070)
Withdraw from Devon and Cornwall Rail Partnership	(0.010)
Withdraw from South Hams/Plymouth Urban Fringe Team	(0.066)
Reduce/re-align financial contributions to environment/marine bodies	(0.010)
Increase Allotment income	(0.011)
Undertake a full-service re-structure of Strategic Planning & Infrastructure	(0.300)
Annual increase in parking fees and identify new forms of income	(0.423)

Highways Engineering Client Fees through capitalisation of back-office support	(0.128)
Re-profile Highways Maintenance in areas such as white-lining, gulley work, barriers and ironworks as well as rationalising staffing and seeking capitalisation of back-office costs	(0.500)
Route optimisation savings of refuse collection service	(0.290)
Increase fees and charges in Street Services in line with fees and charges policy – areas include commercial, trade and bulky waste, MOTs, marine, playing pitches and beach huts (as per report to Cabinet 10 November 2022)	(0.234)
Reduce street lighting costs by investing in a new computer management system that helps reduce energy costs (delegated decision pending)	(0.500)
Strategic Contract Optimisation	(0.430)
Introduce new Chelson Meadow Solar Farm to support energy savings (feasibility work subject to report to Cabinet on 10 November 2022)	(0.050)
In line with national government policy, create a habitat banking scheme to generate income from developments to improve biodiversity and offset environmental impact	(0.029)
Maximise nature-based solutions to create additional income	(0.020)
One off saving – Reduce Foreshore Reserve	(0.129)
One off saving – Reduce Park and Ride Reserve	(0.100)
One off saving – Reduce Bad Debt Provision	(0.343)
One off saving - Strategic Projects License Fee	(0.050)
Utilise funding allocated for food waste collection service pending Government guidance on next steps for introduction	(0.200)
Recovery of owed land receipts	(0.048)
	<b>(6.994)</b>

<b>Customer &amp; Corporate Services</b>	<b>2023/24 £m</b>
Review Contact Centres/Customer Services operating within the Council to look at broader efficiencies, bringing services together and focusing on those who are not able to use digital services and the most vulnerable communities we serve	(0.188)
Reduce purchasing of library books as ebook loans are increasing	(0.050)
Cease Local Government Information Unit (LGIU) and Key Cities subscriptions	(0.021)
Swap revenue budget funding for Community Grants programme with capital funding which is available	(0.213)
Share policy and performance functions across the Council	(0.084)
Bring together marketing, design and communications functions across the Council	(0.080)
Reduce external legal advice	(0.020)
Review Lord Mayor's events and streamline resources	(0.030)
Review senior management resource across the Council	(0.200)
One-off proposal to freeze the Head of Policy and Regional Partnerships role for 23/24	(0.070)
Improve processes and implement automation technology to reduce manual work in Business Support	(0.200)
Consult residents on how the Council re-provisions its Library Service alongside a review of other community buildings and services.	Subject to consultation – likely to be 24/25 saving
Introduce a plan to save money on IT as part of review of how services are best delivered across the Council	(0.600)

Freeze vacancies from Transformation and Digital teams and identify funding sources	(0.300)
Reduce spending on agency staff used in managing council buildings	(0.060)
Adjust security provision in council buildings	(0.123)
Reduce posts within the Human Resources Organisational Development (HROD) service	(0.220)
Review learning and development spend across the Council	(0.025)
Review of audit requirements from the Devon Audit Partnership	(0.050)
Review budget for the Finance team	(0.250)
Reduce external financial advice	(0.050)
Vacate Windsor House earlier than planned	(0.500)
Accelerate transfer of Children, Young People and Families service from Midland House and sell the building	(0.230)
	(3.441)
	(21.413)

**Appendix 3 Indicative Directorate Budget**

Directorate	Budget 22/23			Budget 2023/24		
	Expenditure	Income	Net Budget	Cost Increases	Savings/ Income	Net Budget
Corporate	16.153	(50.891)	(34.738)	29.645	(4.753)	(9.847)
Children	150.426	(89.316)	61.111	4.423	(4.575)	60.959
People	131.846	(37.403)	94.442	4.700	(6.030)	93.112
ODPH	20.564	(20.861)	(0.297)	0.000	(0.250)	(0.547)
Place	90.956	(64.786)	26.170	2.851	(6.994)	22.028
Chief Executives and Customer and Corporate Services	120.476	(69.414)	51.062	0.000	(3.564)	47.498
	<b>530.421</b>	<b>(332.672)</b>	<b>197.750</b>	<b>41.619</b>	<b>(26.166)</b>	<b>213.203</b>
Total Resources available						<b>(201.809)</b>
<b>Budget Shortfall</b>						<b>11.394</b>



# Bridging the Gap

Budget savings and efficiencies proposals 2023/24



PLYMOUTH  
CITY COUNCIL



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# INTRODUCTION

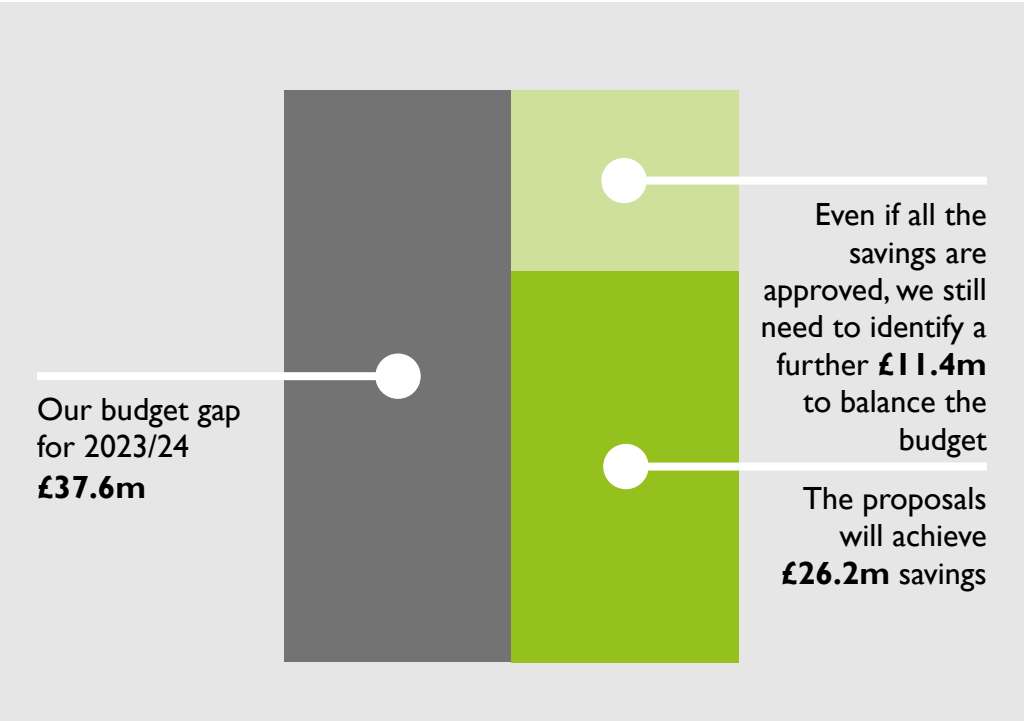
Funding available to local government has been reducing steadily in recent years despite rising demand for services. As a council we have undergone huge changes in order to maintain good local services with fewer resources. We have a history of delivering and in the past three years we have delivered over £25million of savings, in order to set a balanced budget.

However, like all authorities we are now in a serious and unprecedented position due to additional national factors largely beyond our control, including rapidly rising energy costs and demand pressures and costs in social care.

We have a legal duty to bridge the gap in our budget.

To date, we have identified a potential £15.5m shortfall in this year's budget (2022/23). We immediately instigated urgent and decisive action to identify savings of £9m.

But, these pressures mean we are also facing a substantial shortfall in resources needed to set a balanced budget for 2023/4 – where we are currently projecting a £37.6m shortfall.



Budget savings and efficiencies proposals 2023/24

## What are our additional financial pressures?



Rise in gas and electricity costs to heat council buildings, swimming pools and fuel for council vehicles e.g. waste and recycling

£5.7m



Additional salary and national pay award increases

£6.7m



Further increase in demand in Children's and Adult's social care and homelessness pressures

£9m



Increase in costs to deliver our capital programme

£3.2m



Meanwhile, the ongoing impact of the pandemic is also being seen in reducing income e.g. parking and libraries



## What are we doing to save money?

We continuously seek to further improve the way we work and be more efficient through our ongoing modernisation programme. However, the scale of the financial pressures we have been facing following the pandemic and the recent rise in inflation has required additional measures.

We have carried out a full review of all the known pressures over the next 12 months and have worked hard to create a robust recovery plan based on these themes:

- 1 Modernising and investing
- 2 Generating income
- 3 Being efficient and effective in everything we do
- 4 Making difficult decisions to change, pause or stop things we are doing.

## Understanding the Council's budget

The City Council has a very wide range of responsibilities for delivering services in the city, supporting Plymouth's residents and championing the city's interests.

We deliver more than 300 services – as diverse as bin collections, protecting vulnerable children, providing libraries, making planning decisions, attracting investment and jobs in the city, providing leisure facilities, providing parking, maintaining roads and pavements and looking after Plymouth's parks and green spaces.

For more information on how the Council budget works, understanding statutory and non-statutory services, the difference between revenue and capital budgets and how much money we invest into our services, visit:  
[www.plymouth.gov.uk/how-councils-budget-works](http://www.plymouth.gov.uk/how-councils-budget-works)

## We want your views

The tables within this document summarise the potential savings proposed so far. The savings will be subject to full scrutiny and engagement before they are again presented to Cabinet on 9 February 2023 when members will decide whether to recommend the budget to Full Council. If it does, Full Council will consider the budget for 2023/24 on 27 February 2023.

All proposals are currently very high level and will be subject to robust analysis of impact and consideration of risk and mitigation. The detail around some of these proposals will be subject to public, staff and/or stakeholder consultation, along with relevant democratic decision-making processes.



## Have your say from 11 November until 4 December 2022

Your views will be considered as part of our budget setting process, leading up to the Full Council meeting in February 2023.

Have your say online:

[www.plymouth.gov.uk/help-us-prioritise-plymouths-pounds](http://www.plymouth.gov.uk/help-us-prioritise-plymouths-pounds)



## We remain ambitious for Plymouth

We are in a serious, unprecedented financial situation – that is a result of external pressures that are not within our control. Quite frankly, this is a crisis.

We know the Government has some very difficult decisions to make and we look to the new Prime Minister and Secretary of State for Levelling Up, Housing and Communities to consider the pressures we face in Plymouth and to work with us to best safeguard the services that matter most to people and which support the most vulnerable.

That said, we do need to be realistic about the prospect of large-scale support and we must intensify our approach to mitigate the effects of the current economic climate. What that looks like is a combination of resisting pressures, managing down our costs and having to make some tough and painful decisions.

We are leaving no stone unturned when identifying savings and this is our first tranche of proposals to change, stop, pause or reduce services in order for us to be able to close the financial gap and balance the books. We will emerge from this a leaner council.

But, the cost-of-living crisis makes it more important than ever to remain ambitious for Plymouth and keep up the momentum in delivering higher value jobs, affordable green homes, better education and access to good health care.

Despite our very serious financial challenges, we continue to make strong progress in delivering the commitments laid out in our [Corporate Plan](#) with a keen focus on our major [priorities](#). These priorities have helped guide our decisions on the budget for the coming year.

We will continue to invest in our transport infrastructure and our major regeneration projects – including at Bath Street and Armada Way.

We are committed to working with the Government on our plans to launch a Freeport in the city, we have commissioned a new port strategy and we will continue developing wellbeing hubs, expand our mental health support for children and families, drive up our primary and secondary school results and deliver more green homes across the city. And of course, we will continue to work with our partners to safeguard our most vulnerable residents, providing high quality reablement and respite for adults and older people.

Most of all, throughout these difficult times we will continue working hard to unleash Plymouth's full potential to help ensure our city emerges from the latest economic situation even stronger and more resilient for the future.



**Councillor Richard Bingley**

Leader of Plymouth City Council



## Fees and charges

There are a number of services that Plymouth City Council provides that are subject to additional charges. Some of our fees and charges are set nationally and we cannot change the rate locally.

However, for those fees and charges where we can set a local rate, our Fees and Charges policy allows an annual uplift of fees by the rate of inflation. There is also further flexibility around changing the rates throughout the year.

As the cost of delivering many of our services has increased by up to 20 per cent, the Council's Cabinet is due to agree on 10 November 2022 that fees

and charges should be increased, as set out in the report, from 1 December 2022. This includes charges for building control, allotments, venue hire, highway permits and parking.

As the initial increase will not close the funding gap for delivering the services and inflationary pressures continue, it is also proposed that a further 10 per cent increase, where practical, should be introduced on 1 April 2023.

## Children's Services Directorate savings proposals

Budget Proposal		Saving / Income
1	Work with families to keep more children at home	£1.627m
2	Reduce the use of residential care, increase the use of foster care and work to ensure children in care can return to their families or a connected person in their lives	£2.275m
3	Review our workforce / organisational structure. Realigning services in Targeted Support and Social Care will reduce the need for agency workers and costs associated with external assessments	£0.673m



## People Directorate savings proposals

Budget Proposal		Saving / Income
1	Manage and reduce demand on housing and adult social care	£2.93m
2	Review Reablement service	£250k
3	Review early help provision and children's centres in partnership with Children's Directorate and partners across the city	£600k
4	Review sports development service and align function to Plymouth Active Leisure	£43k
5	Review youth services working in partnership with local providers to reduce costs	£100k
6	Transfer funding for health and wellbeing hubs to Public Health	£119k
7	Maximise grants to support wellbeing services	£508k
8	Review contracts to deliver efficiencies	£205k
9	Maximise Disabled Facilities Grant	£500k
10	Develop a new operating model across the directorate	£200k
11	Use reserve to support range of children's services	£250k
12	Reduce Council subsidy associated with leisure facilities: <ul style="list-style-type: none"> <li>■ Tinside Lido: Broaden offer including new events</li> <li>■ Plympton Pool: Review operating costs and income</li> <li>■ Mount Wise Pools: Implement entry charge to contribute to costs of running</li> <li>■ Brickfields: Develop community sports and wellbeing hub with partners</li> </ul>	£250k



## Customer and Corporate Services / Chief Executive Directorates savings proposals

Budget Proposal		Saving / Income
1	Review Contact Centres/Customer Services operating within the Council to look at broader efficiencies, bringing services together and focusing on those who are not able to use digital services and the most vulnerable communities we serve	£188k
2	Reduce purchasing of library books as ebook loans are increasing	£50k
3	Swap revenue budget funding for Community Grants programme with capital funding which is available	£213k
4	Share policy and performance functions across the Council	£84k
5	Bring together marketing, design and communications functions across the Council	£80k
6	Reduce external legal advice	£20k
7	Review Lord Mayor's events and streamline resources	£30k
8	Review senior management resource across the Council	£200k
9	One-off proposal to freeze the Head of Policy and Regional Partnerships role for 2023/24	£70k
10	Improve processes and implement automation technology to reduce manual work in Business Support	£200k
11	Consult residents on how the Council reprovides its Library Service alongside a review of other community buildings and services	Subject to consultation – likely to be 24/25 saving



Budget Proposal		Saving / Income
12	Introduce a plan to save money on IT as part of review of how services are best delivered across the Council	£600k
13	Freeze vacancies from transformation and digital teams and identify funding sources	£300k
14	Reduce spending on agency staff used in managing Council buildings	£60k
15	Adjust security provision in Council buildings	£123k
16	Reduce posts within the Human Resources Organisational Development (HROD) service	£220k
17	Review learning and development spend across the Council	£25k
18	Review of audit requirements from the Devon Audit Partnership	£50k
19	Review budget for the Finance team	£250k
20	Reduce external financial advice	£50k
21	Vacate Windsor House earlier than planned	£500k
22	Accelerate transfer of Children, Young People and Families service from Midland House and sell the building	£230k



## Place Directorate savings proposals

Budget Proposal		Saving / Income
1	Reduce concessionary fares budget - release underspends in this budget assessed against historic trends	£500k
2	Consider and consult upon the implementation of charges at Park and Ride sites to support the non-commercial bus routes and contribute to savings already identified in the separate Cabinet report due to be agreed on 10 November 2022	£229k
3	Generate savings and income from the commercial estate (lease renewals, re-gearing and new income)	£343k
4	Capitalisation of Strategic Project Team costs	£50k
5	Review costs of the economic development team through capitalisation of costs, efficiencies, income and sponsorship targets	£77k
6	Secure new and additional income and grants from cultural trusts and foundations	£125k
7	Ensure Tourist Information Centre is cost neutral	£25k
8	Seek sponsor for Bonfire Night on The Hoe or stop the event	£30k
9	Review of community transport provision including release of bike hire underspend, consideration of funding underspends, the optimisation of services and identifying alternative funding models	£70k
10	Withdraw from Devon and Cornwall Rail Partnership	£10k
11	Withdraw from South Hams/Plymouth Urban Fringe Team	£66k
12	Reduce/re-align financial contributions to environment/marine bodies	£10k





Budget Proposal		Saving / Income
13	Increase allotment fees	£11k
14	Undertake a full-service re-structure of Strategic Planning and Infrastructure	£300k
15	Annual increase in parking fees and identify new forms of income (subject to consultation as required), in addition to those savings already identified in the separate Cabinet report due to be agreed on 10 November 2022	£423k
16	Highways engineering client fees through capitalisation of back-office support	£128k
17	Re-profile highways maintenance in areas such as white-lining, gulley work, barriers and ironworks as well as rationalise staffing and seek capitalisation of back-office costs	£500k
18	Make route optimisation savings in refuse collection service	£290k
19	Increase fees and charges in Street Services in line with fees and charges policy – areas include commercial, trade and bulky waste, MOTs, marine, playing pitches and beach huts	£234k
20	Strategic contract optimisation	£430k
21	Introduce new Chelson Meadow solar farm to generate savings (post feasibility works)	£50k
22	In line with national government policy, create a habitat banking scheme to generate income from developments to improve biodiversity and offset environmental impact	£29k
23	Maximise nature-based solutions to create additional income	£20k
24	One off saving – reduce foreshore reserve	£129k



Budget Proposal		Saving / Income
25	One off saving – reduce Park and Ride reserve	£100k
26	One off saving – reduce bad debt provision	£343k
27	One off saving – Strategic Project Team licence fee	£48k
28	Utilise funding allocated for food waste collection service pending Government guidance on next steps for introduction	£200k
29	Recovery of owed land receipts	£50k



Chief Executive Office  
Plymouth City Council  
Ballard House  
West Hoe Road  
Plymouth PL1 3BJ

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

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