



Oversight and Governance

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

Please ask for Democratic Support
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E democraticsupport@plymouth.gov.uk
www.plymouth.gov.uk
Published 18 February 2022

MEMBERS' WRITTEN QUESTIONS AND COUNCIL ACTIONS

Members written questions and actions following Motions on Notice at Council Meetings.

For further information on attending Council meetings and how to engage in the democratic process please follow this link - [Get Involved](#)

Tracey Lee
Chief Executive

Members' Written Questions and Council Actions

- 1. Council Actions following Motions on Notice: (Pages 1 - 22)**
- 2. Members Questions:**
 - a) Disabled Parking Bays (Pages 23 - 24)
 - b) Residential Parking Spaces (Pages 25 - 26)
 - c) Carbon Footprint (Pages 27 - 30)
 - d) Electric Charging Points (Pages 31 - 32)
 - e) Bus Funding Bid (Pages 33 - 34)
 - f) Government's National Bus Strategy budget. (Pages 35 - 36)
 - g). Library Restrictions (Pages 37 - 38)
 - h) First Stop Shop (Pages 39 - 40)
 - i) Social Housing Decarbonisation Fund (Pages 41 - 42)
 - j) Public Toilets (Pages 43 - 44)

COUNCIL ACTIONS 2021/22

The table below summarises actions taken in regards Motions on Notice (MoNs) passed at Council meetings.

Items which are greyed out have been completed. Hyperlinks to the original motions and any letters already published are included below. Democratic Support publish an update to Council Actions in relation to Motions on Notice.

Date	COUNCIL MOTIONS	LEAD OFFICER	PROGRESS
Council Actions from Motions on Notice			
22/11/21	<p><u>Addressing the Ecological Crisis in line with the Climate Crisis</u></p> <p>Council therefore resolves to:</p> <ol style="list-style-type: none"> I. Note the proposed Climate and Ecological Emergency Bill II. Ask the Leader to write to local MPs, asking them to guarantee that the Department for Environment, Food and Rural Affairs, the Office for Environmental Protection established in the Environment Bill 2021, sets strong and ambitious biodiversity targets to mitigate the ecological crisis that is facing the country III. Ensure Plymouth City Council decisions that mitigate our carbon emissions minimise impacts to ecosystems, food and water availability and human health and also mitigates and appropriately compensates any residual impacts <p>Ensure Plymouth City Council decisions relating to climate and ecological matters have a positive net impact on local communities, our young people, and a full equalities impact be undertaken</p>	Strategic Director for Place/Service Director for Strategic Planning and Infrastructure	<p>ONGOING</p> <p>Letter to Sir Gary Streeter MP 13 January 2022</p> <p>Letter to Johnny Mercer MP 13 January 2022</p> <p>Letter to Luke Pollard MP 13 January 2022</p>

<p>22/11/21</p>	<p><u>This Council declares an urgent need for Ocean Recovery.</u></p> <p>We recognise that we need ocean recovery to meet our net zero carbon targets, and we need net zero carbon to recover our ocean.</p> <p>This Council pledges to:</p> <ol style="list-style-type: none"> 1. The Leader to report to Full Council, in line with the development of the National Marine Park, on the actions and projects that will continue and improve ocean recovery in Plymouth Sound. 2. Consider the impact on ocean recovery in all strategic decisions, budgets, and approaches to decisions by the Council (particularly in planning, regeneration, skills and economic policy), aligning ocean recovery with climate emergency plans. 3. Ensure that the Local Plan supports ocean recovery as part of the National Marine Park planning considerations, and through the existing TECF partnership. 4. Work with partners locally and nationally to deliver increased sustainability in local marine industries, and invest in the development of a sustainable and equitable blue economy, including the local fishing industry and the vital work of Devon & Severn IFCA. 5. Grow ocean literacy and marine citizenship in the city, including ensuring all pupils have a first-hand experience of the ocean before leaving primary school, and promote sustainable and equitable access to the ocean through physical and digital experiences, ensuring these are key outcomes in the development of the NMP. 6. Create an online portal of the Council website to update on ocean recovery progress, signpost to ocean literacy development opportunities, and marine citizenship pledges. 7. The Leader to write to the Prime Minister to call on the Government to put the ocean into net recovery by 2030 by: <ol style="list-style-type: none"> a. Ensuring Inshore Fisheries and Conservation Authorities have the resources they need to effectively research and monitor our growing number of marine protected areas, and to set and enforce appropriate fishing levels that support local economies and deliver environmental sustainability. 	<p>Strategic Director for Place/Service Director for Economic Development</p>	<p>ONGOING</p> <p>Letter sent to the Rt Hon Boris Johnson 13 January 202</p>
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	<ul style="list-style-type: none"> b. Incorporating social scientific evidence and lived experience to improve community co-production of policy and develop more effective and equitable solutions. c. And by listening to marine scientific advice to update the Marine Policy Statement and produce a national Ocean Recovery Strategy which will: <ul style="list-style-type: none"> i. Enable the recovery of marine ecosystems rather than managing degraded or altered habitats in their reduced state. ii. Consider levelling up, marine conservation, energy, industrial growth, flood and coastal erosion risk management, climate adaptation and fisheries policy holistically rather than as competing interests. iii. Develop a smarter approach to managing the health of the entire ocean that moves beyond Marine Protected Areas and enables links to be made across sectors towards sustainability. iv. Establish improved processes for understanding the benefits from ocean management, leaving no doubt the links between this and human lives, livelihoods and wellbeing. 		
22/1 1/21	<p><u>Opposing Routine Discharges of Raw Sewage in Plymouth's rivers and marine habitats</u></p> <p>This council asks the Leader of the Council to:-</p> <ul style="list-style-type: none"> 1. Write to all local MPs to lobby the Environment Secretary to provide a timetable for the ending of raw sewage discharges into rivers and seas and call for swift implementation of provisions in the Environment Bill. 2. For the Leader of the Council to write to South West Water for their plans to eradicate the practice in rivers and coastal areas around Plymouth and rivers that flow through the city. 	Strategic Director for Place	<p>COMPLETE</p> <p>Letter Sent to Mark Worsford South West Water and Local MP's</p> <p>The Chief Executive has investigated the communication of water</p>

	<p>3. For the Council Chief Executive to investigate whether water quality of our city's bathing waters could be better communicated to the people of Plymouth so they can be informed about when it is safe to swim in the sea or rivers around Plymouth.</p>		<p>quality and how this can be improved.</p> <p>Currently, water quality reports are provided by the Environment Agency from May to September and these are published. These reports include both prediction of likely water quality based on sewage discharges etc, and also measurements of the water itself. At the start of the season (May), PCC will ensure that these reports are made more visible and widely available to the public through a communications campaign.</p> <p>We will signpost people to the EA reports, and also to other sources of information to ensure that people can access the information easily (such as the 'Safer Seas and Rivers Service' run by Surfers against Sewage).</p> <p>Clearly people use our waters throughout the year and so PCC has initiated enquiries to understand what would be required for water quality information to be available all year round.</p>
22/1 1/21	<p>Waspi</p> <p>This council asks the Leader of the Council to:-</p> <p>Write to our three MPs to ask the Secretary of State to acknowledge and act on the findings of the Parliamentary Ombudsman.</p>	Assistant Chief Executive	<p>COMPLETE</p> <p>Letter to Sir Gary Streeter MP 13 January 2022</p> <p>Letter to Johnny Mercer MP 13 January 2022</p>

			Letter to Luke Pollard MP 13 January 2022
24/01 /22	<p>VAWG</p> <p>The City Council resolves to:</p> <ol style="list-style-type: none"> 1. Endorse the establishment of the Plymouth Violence Against Women and Girls Commission 2. Supports its objectives: <ul style="list-style-type: none"> • To shine a spotlight on the national issue of violence against women and girls and to understand more about the issue for those living in Plymouth. • To take a proactive stance to better understanding a wide range of views and experiences, and consider what more needs to be done to tackle the issue. • To improve the perception, and the lived experience of women and girls that Plymouth is a safe City. • To promote a better understanding of the causes and means of addressing male violence against women and girls. • To provide impetus for key partners and the private sector to review their contribution to tackling VAWG in the City. • To take the opportunity to revisit and revise local policies if appropriate, including the Public Health approach to addressing VAWG, and to identify and seek to influence any areas of national policy that need revising. • To review existing partnership arrangements in the City to make sure there is a clear focus and tangible action on addressing VAWG, including its wider impact on the families and children of victims and abusers. • To ensure there is strong and visible leadership on VAWG for the City to drive through the recommendations identified by the Commission, and to be the champion for change. 		ONGOING

	<p>3. Commits to supporting the Commission in its work and looks forward to receiving its recommendations</p> <p>4. Commits the Council to resourcing the recommendations as they pertain to Plymouth City Council action plans</p> <p>5. Commits to asking every Cabinet Member to look at areas in their portfolio which can contribute to making women feel safer</p>		
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Sent via email

Sir Gary Streeter
House of Commons
London
SW1A 0AA

Councillor Nick Kelly
Leader of Plymouth City Council

Plymouth City Council
Council House
Plymouth PL1 2AA

01752 398618
nick.kelly@plymouth.gov.uk
www.plymouth.gov.uk

13 January 2022

Dear Gary

Re: Addressing the Ecological Emergency in line with Climate Crisis

On the 22nd November Plymouth City Council voted unanimously to support a Motion on Notice to address the Ecological Crisis in line with the Climate Crisis. This follows the unanimous passing of a motion to declare a climate emergency in March 2019.

As referenced in the motion the UK is one of the most nature-depleted countries in the world, with more than one in seven of our plants and animals face extinction and more than 40% are in decline. The Council therefore resolved that it is not enough to address the climate emergency as our sustainability also depends upon tackling the ecological emergency.

As a result of the motion there are a number of actions that we as Plymouth City Council will be taking to play our part in addressing the ecological crisis. We are already doing work to enhance nature across our City including; creating the UK's first National Marine Park and starting to restore our seagrass meadows through to delivering a Future Parks programme enabling our parks and greenspaces to maximise the benefits for people and nature and starting the planting of our new community forest. However it is imperative that there is a national response as well as local response to ensure we restore nature. We need a strong legislative framework that embeds targets in law, enabling us as supportive players, to plan and develop our future trajectories, to fit in with those climate change targets and set ambitious ecological targets.

The Environment Act 2021 provides the framework to commence work to restore nature but we need to have ambitious ecological targets to ensure we can recover nature alongside and as part of our work to respond to the climate emergency.

As Leader of the Council I am therefore writing to request that you guarantee that the Secretary of State for DEFRA will set out strong and ambitious biodiversity targets to mitigate the ecological crisis that is facing the country by the end of next year.

The ecological crisis must be addressed collectively with the upmost urgency and I therefore request you prioritise seeking this guarantee from the Secretary of State for DEFRA.

Yours sincerely

A handwritten signature in black ink, appearing to read 'N. Kelly'. The signature is written in a cursive style with a long, thin vertical stroke extending downwards from the end of the name.

Cllr Nick Kelly
Leader of Plymouth City Council



Sent via email

Luke Pollard MP
House of Commons
London
SW1A 0AA

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Leader of Plymouth City Council

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Cllr Nick Kelly
Leader of Plymouth City Council



Sent via email

Johnny Mercer MP
House of Commons
London
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Councillor Nick Kelly
Leader of Plymouth City Council

Plymouth City Council
Council House
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Cllr Nick Kelly
Leader of Plymouth City Council



The Rt Hon Boris Johnson
Prime Minister
10 Downing Street
London
SW1A 2AA

Councillor Nick Kelly
Leader of Plymouth City Council

Plymouth City Council
Council House
Plymouth PL1 2AA

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13 January 2022

Dear Prime Minister

Re: Ocean Net Recovery

I write to you as the Leader of Plymouth City Council as on the 22nd November 2021 our Council agreed to support a motion on notice to declare an urgent need for Ocean Recovery. As part of the motion we will be progressing action across Plymouth from developing the UK's first National Marine Park to working with our marine businesses to ensure they maximise the opportunities to drive a sustainable future.

Ocean recovery cannot however be delivered without National as well as Local action. I therefore ask the Government to support our work and agree to put the ocean into net recovery by 2030 by taking forward a series of related outcomes:

1. Ensuring Inshore Fisheries and Conservation Authorities have the resources they need to effectively research and monitor our growing number of marine protected areas, and to set and enforce appropriate fishing levels that support local economies and deliver environmental sustainability. Locally discussions are already underway with DEFRA officials to address the underfunding of the Devon and Severn IFCA.
2. Incorporating social scientific evidence and lived experience to improve community co-production of policy and develop more effective and equitable solutions.
3. And by listening to marine scientific advice to update the Marine Policy Statement and produce a national Ocean Recovery Strategy which will:
 - i. Enable the recovery of marine ecosystems rather than managing degraded or altered habitats in their reduced state.
 - ii. Consider levelling up, marine conservation, energy, industrial growth, flood and coastal erosion risk management, climate adaptation and fisheries policy holistically rather than as competing interests.

- iii. Develop a smarter approach to managing the health of the entire ocean that moves beyond Marine Protected Areas and enables links to be made across sectors towards sustainability.
- iv. Establish improved processes for understanding the benefits from ocean management, leaving no doubt the links between this and human lives, livelihoods and wellbeing.

We are very proud of what we are already delivering in Plymouth, to support the aims of Ocean Recovery and developing the UK's first National Marine Park. I would be very pleased to share our learning to date with you and discuss how we could work collectively at National and Local levels towards an Ocean Recovery.

Yours sincerely

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Cllr Nick Kelly
Leader of Plymouth City Council



Mark Worsfold
Director of Asset Management
South West Water
Peninsula House
Rydon Lane
Exeter, EX2 7HR

Councillor Nick Kelly
Leader of Plymouth City Council

Plymouth City Council
Council House
Plymouth PL1 2AA

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17 December 2021

Dear Mark

Re: Opposing Routine Discharges of Raw Sewage in Plymouth's rivers and marine habitats

As Britain's Ocean City and home to the UK's first National Marine Park the quality of our waters is of upmost importance. As we encourage more people to use our fantastic marine environment we need to be confident that it is a clean and safe environment. The practice of discharging sewage is a matter of great concern and with not a single river in our region meeting good chemical standards and only 14% of rivers across England meet good ecological standards it is clear accelerated action is need to dramatically improve this situation.

On the 22 November Plymouth City Council voted unanimously to pass a motion to oppose the routine discharge of raw sewage into Plymouth's rivers and marine habitats. In passing the motion the work that your organisation has already completed or is underway to help alleviate the issue of raw sewage discharge was recognised. The joint working approach to improving the drainage infrastructure across the City is also something we want to continue.

I appreciate the letter your colleague Bev Rowney sent on the 30th November providing a summary of the work and investment you have completed to date. Although we appreciate that progress has been made we do want to see more action on eradicating the practice of discharging raw sewage.

As Leader of the Council I am therefore writing to request that you provide us with your plans to eradicate the practice of discharging raw sewage in rivers and coastal areas around Plymouth and rivers that flow through the City. We would like to see a timetable and programme of actions which demonstrate a commitment to a phasing out and eventual cessation of discharging raw sewage. This is especially important as the impacts of climate change will result in increased rainfall events.

As you can see from Full Council's unanimous support of the motion this is a very important issue for the people and businesses of Plymouth and therefore request that you prioritise a response to this request.

Yours sincerely

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Cllr Nick Kelly
Leader of Plymouth City Council

Sent via email



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13 January 2022

Dear Gary

Fair Transitional State Pension Arrangements for 1950s Women

At a full Council meeting held on 22 November 2021, a Motion on Notice was agreed which aims to build on the cross-party support previously shown by Plymouth City Council for the campaign for Fair Transitional State Pension Arrangements for 1950s Women (Waspi).

Approximately 3.8 million women born in the 1950s have been affected by the mismanagement of increases to the State Pension age (Spa), of whom about 8,500 women living in Plymouth have been affected. Many of these now face financial hardship as a result of changes which were implemented as a result of the 1995 and 2011 Pension Act.

Stage one of the recent Parliamentary Ombudsman's investigation into the way the Department for Work and Pensions (DWP) communicated changes to women's State Pension age and related issues, explored if there was maladministration in DWP's communication of changes to women's State Pension age. This stage of the investigation found that in 2005, DWP failed to make a reasonable decision about targeting information to the women affected by these changes, which amounted to maladministration. The investigation also found that in 2006, DWP proposed writing to women individually to tell them about the changes to State Pension age, but it failed to act promptly which also amounted to maladministration.

I ask that you kindly write to The Rt Hon Thérèse Coffey MP, Secretary of State for Work and Pensions and ask that the Government acknowledges and responds to the initial stage one findings of the investigation.

I am sure that you share our concerns about this issue, and the ongoing detrimental impact on affected women in Plymouth.

Yours Sincerely

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Cllr Nick Kelly
Leader of Plymouth City Council

MEMBER'S WRITTEN QUESTION



Member submitting the question: Councillor Coker

Date received by Chief Exec's Business Support: 4 January 2022

To the Cabinet Member for: Transport, Cllr Drean

Question:

In light of your pledge to increase disabled car parking bays in the city can you tell me the number of bays in the city in march 2021 there were and the number there are as of 1.01.22.

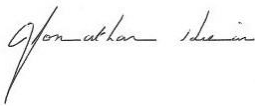
Answer:

As part of a suite of measures aimed at providing support to blue badge holders we made a political commitment to review the provision of disabled parking spaces to ensure there is sufficient parking for blue badge holders.

We have reviewed the amount of disabled parking bays across our car parks, to which I can confirm we had 260 of spaces. As part of our review, we sought to identify opportunities to provide additional support, where I am pleased to advise that we have already introduced 6 disabled parking spaces in Devils Point car park, an additional disabled bay in Mutley Barracks car park and increased the size of the disabled bays in Derry's Cross car park alongside further accessibility improvements. This has seen the number of disabled bay increase from 260 to 271. We will also be increasing the amount of disabled parking on the Hoe Promenade where we expect to introduce a further 15 spaces, meaning we will have delivered an additional 26 disabled bays.

We are committed to continuing to support blue badge holder's access services through exploiting any further opportunities we identify, and through ongoing engagement with disability groups, to ensure persons with disabilities can access our shops, facilities and services. On this, I was pleased to see the City recognised through a recent publication from findandfundmycar.com ([Revealing the most accessible council-run parking in English cities | findandfundmycar](https://findandfundmycar.com)), researching the most accessible cities in England, identified Plymouth as the second most accessible city for blue badge holders.

Further to this, from 24th January, following our engagement with blue badge holders, we will be launching a pilot in the Theatre Royal Car Park to offer the first Assisted Electric Vehicle Charging scheme in the England. This scheme will provide assistance to those who are mobility impaired to access charging points without the worry of dealing with the physical issues they can often experience with heavy charging equipment and difficult access and is just another example of our ongoing commitment.

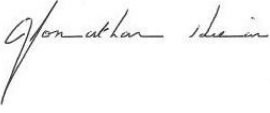
 Signed:	Date: 19/01/2022
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Written questions:

- must be submitted to the Monitoring Officer via the Chief Exec's Business Support
- will be replied to within 10 working days
- will be published on the last Friday of each month
- The completed form should be sent to ChiefExecutiveBusinessSupportUnit@plymouth.gov.uk or by post to Chief Exec's Business Support, Ballard House, West Hoe Road, Plymouth PL1 3BJ

MEMBER'S WRITTEN QUESTION



Member submitting the question: Councillor Coker
Date received by Chief Exec's Business Support: 4 January 2022
To the Cabinet Member for: Transport, Cllr Drean
<p>Question:</p> <p>How many new diagonal residential parking spaces have been implemented between May 2021 and today and at what cost?</p>
<p>Answer:</p> <p>To provide support to residents in the city we have committed to work with local communities to create additional neighbourhood car parking spaces by reconfiguring areas to allow diagonal / perpendicular parking.</p> <p>Our Highways team have been reviewing areas across the city where it is safe for us to reconfigure parking and increase parking available to residents. Some of the areas being considered include areas within Ham, Crownhill, Eggbuckland, Whitleigh; however, this will be an ongoing piece of work where we will seek to exploit any practical opportunities as we identify in the future.</p> <p>We currently expect to have the first additional bays installed later in February, where I will be happy to share costs with Cllr Coker.</p>
<p>Signed: </p> <p>Date: 19/01/2022</p>

Written questions:

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MEMBER'S WRITTEN QUESTION



Member submitting the question: George Wheeler

Date received by Chief Exec's Business Support: 4 January 2022

To the Cabinet Member for: Environment and Street Services

Question: The UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019, published by the Department for Business, Energy and Industrial Strategy and updated on 9th August 2021 indicates that Plymouth's carbon footprint overall fell from 1459.3 kilo tonnes CO₂ in 2005 to 861.9 kilo tonnes CO₂ in 2019, a reduction of 40.94%.

In the same period, the city's carbon footprint due to transport fell from 353.3 kilo tonnes CO₂ in 2005 to 302.5 kilo tonnes CO₂ in 2019, a reduction of 14.38%.

The Council has agreed a policy of becoming net zero in carbon output by 2030. Can you tell me how this will be measured and what baseline will be used, please? In terms of the city's carbon footprint, how many kilo tonnes of CO₂ will the city be able to emit in 2030 in order to reach the net zero target, please? What is the best estimate of the amount that could be emitted due to transport, please?

Response: (for completion by City Council officers and Cabinet Members / Chairs)Thank you for your question Cllr Wheeler.

I would like to start by saying that this Administration has kept faith with the overall strategic approach that was put in place on the back of the Climate Emergency Declaration unanimously agreed at the City Council meeting held on 18 March 2019. Since May 2021, and as we said in our manifesto, we will 'commit to improving the environment by creating innovative plans to make Plymouth carbon neutral by 2030'. As I have made clear at scrutiny committees on our climate action plans in July 2021 and December 2021, I am passionate about strong monitoring of our actions. As well as developing future action plans to support our 2030 net zero target, a crucial part of responding to the Climate Emergency is the regular monitoring of emissions. So, your questions are very timely.

In relation to your question: The Council has agreed a policy of becoming net zero in carbon output by 2030. Can you tell me how this will be measured and what baseline will be used, please?

The scope of CO₂ emissions is a well-researched area. The most widely used definitions are those set by the Green House Gas Protocol ([GHG Protocol](#)), which establishes comprehensive global standardized frameworks to measure and manage greenhouse gas emissions from private and public sector operations, value chains and mitigation actions. These well-defined areas of scope are:

Scope 1 - All Direct Emissions from the activities of an organisation or under their control. Including fuel combustion on site such as gas boilers, fleet vehicles and air-conditioning leaks.

Scope 2 – Indirect Emissions from any electricity, heat and steam purchased and used by the organisation. Emissions are created during the production of the energy and eventually used by the organisation.

Scope 3 – All Other Indirect Emissions from activities of the organisation, occurring from sources that they do not own or control. These are usually the greatest share of the carbon footprint, covering emissions associated with business travel, procurement, waste and water.

This methodology is used for both the CEAP (Climate Emergency Action Plan) and the CCRP (Corporate Carbon Reduction Plan). The complexity of recording scope 3 emissions means it's not possible to monitor all of scope 3 emissions at this time.

The council will use emissions data from 2019 to form the baseline of its own emissions. In terms of the city wide emissions the base line data is from 2008 as this is when the Climate Change Legislation became law and the first national carbon budgets commenced.

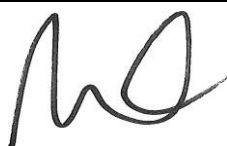
In relation to your question: how many kilo tonnes of CO₂ will the city be able to emit in 2030 in order to reach the net zero target, please? What is the best estimate of the amount that could be emitted due to transport, please?

The net zero target means we are aiming for the City's total emissions to be equal to or less than those removed from the City environment. This is with the expectation that emissions are reduced as much as possible before offsetting is utilised.

As a result of this, and our action orientated approach, we do not yet have data relating to

the amount of kilo tonnes CO2 that the city emit could in 2030 and still achieve net zero. Our priority is to focus efforts on those activities which reduce and eradicate emissions first, rather than look to offsetting to provide the solution to the net zero target. We understand that offsetting is likely to play a role in reaching the net zero target, and as such will need to consider it in future iterations of our Climate Emergency Action Plans, and Corporate Carbon Reduction Plans.

Signed:



Date: 21/01/2022

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MEMBER'S WRITTEN QUESTION



Member submitting the question: Cllr Mark Coker

Date received by Chief Exec's Business Support: 7 February 2022

ChiefExecutiveBusinessSupportUnit@plymouth.gov.uk

To the Cabinet Member for: Transport – Cllr Drea

Question:

Why is it that electric charging points are being constructed around the city and ward members and the public were not informed before and going forward? What are we doing to rectify this?

Answer:

The installation of the EV chargers forms part of a suite of mobility initiatives within the Climate Emergency Action Plan, which sets out the action the City Council will take to achieve net zero carbon emissions by 2030. Nearly 30 per cent of Plymouth's carbon emissions come from transport and the electrification of vehicles have been identified as a key means to tackling this problem. The installation of chargers now helps to future proof the city as electric vehicles replace regular combustion engines over the next few years. In a recent survey 85 per cent of residents, felt that the Council needed to provide more charging points and these installations help us respond to that. The City Council has therefore developed an EV Charger Programme comprising the installation of 615 EV charge points, of which to date 185 have been installed.

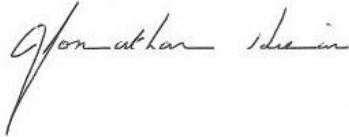
Councillor Mark Coker and Councillor Sue Dann at a Joint Cabinet Member for Transport/Cabinet Member for Environment One-to-One meeting held on 07 April 2021 approved the locations for the proposed EV chargers.

The installation of EV chargers is permitted development under planning legislation and therefore not subject to formal statutory consultation requirements. The EV chargers do however require a Section 50 licence in order to carry work on the highway. The granting of these licences is not subject to a specific consultation process. Notwithstanding that, ward councillors were emailed on 27 January 2022 informing them of those streets where EV chargers were to be installed. A press release and social media posts were also published on 03 February 2022, detailing the location of the sites. Letters were also sent to residents on the affected streets notifying them of the proposed EV charge installations on 04 February 2022.

It is therefore not correct to say that local ward councillors and local residents were not informed before the works were commenced.

Signed:

Date: 08/02/2022



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MEMBER'S WRITTEN QUESTION



Member submitting the question: George Wheeler

Date received by Chief Exec's Business Support:
ChiefExecutiveBusinessSupportUnit@plymouth.gov.uk

To the Cabinet Member for: Transport, Cllr Drear

Question: A press release was issued on 28th October announcing the Council's bid for £117 million to fund the Plymouth Bus Service Improvement Plan. I note that Devon County Council's bid was for approximately £34 million per annum. I can find no reference to the bid amount in the Plan itself. I presume that the £117 million covers the life of the plan. Would you let me know the bid amount for each year of the bid, please?

Answer:

The BSIP is intended to set out the vision for bus services and act as a bidding document to the DfT.

The figure of £117 Million reported for the delivery of the BSIP is for the period April 2022 and March 2025. This is period prescribed by the DfT and relates to the £3bn of discretionary funding available to support the National Bus Strategy.

The ask of the DfT's £3bn is £60,711,200 with the breakdown for the period 22/23 – 24/25 being as follows:-

	2022/23	2023/24	2024/25
BSIP Cost	£58,173,188	£27,797,727	£31,281,012
Bid to DfT £3bn Fund	£14,795,562	£19,078,691	£26,836,947

Signed:

Date: 08/02/2022

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MEMBER'S WRITTEN QUESTION



Member submitting the question: George Wheeler

Date received by Chief Exec's Business Support:
ChiefExecutiveBusinessSupportUnit@plymouth.gov.uk

To the Cabinet Member for: Transport, Cllr Drean

Question: You may remember that I criticised the performance of Plymouth's bus services at the council meeting on Monday. My hope however is that services will improve when the new services come into operation on 1st April. The Bus Partnership has proposed a package costing £117m to provide services for the three years from April 1st this year. The package relies to a major extent on a bid for £60m from the Government's National Bus Strategy budget. The National Bus Strategy budget was to be for £3billion to be spent over the 3 years but I read that the Confederation for Passenger Transport (CPT) has aggregated the bids from the LTAs and they amount to total bids of £7billion for the £3b budget. I see today that the DfT wrote to LTAs on 11th January advising them that the £3b budget has been reduced to £1.4b (article attached).

I understand that any changes to services still have to be notified to the Traffic Commissioner for approval, giving 42 days' notice before the changes can be implemented. This means that new timetables must be submitted by 17th February.

Can you confirm that this is the case, please? And can you advise me of what plans the Bus Partnership has to cater for a much reduced package of support, which it appears is likely to be granted, please?

Answer:

The City Council have not yet been informed of the outcome of the Plymouth Bus Service Improvement Plan.

As advised in response to previous questions, and as set out in the Plymouth Bus Services Improvement Plan itself, the delivery of bus measures is dependent on the funding award from government. It therefore remains the case that it is not possible to advise when measures set out in the Plan will be introduced until that funding announcement is made. No service changes, linked to the Plan, are proposed for the 01 April 2022.

Whilst the Department for Transport had previously set a deadline of the 01 April 2022 for the creation of Enhanced Partnership Plan and Schemes, building on the ambitions set out in submitted Bus Service Improvement Plans, this is no longer the case. The City Council have not yet been advised of the new date by which an Enhanced Partnership Plan and Scheme now needs to be created.

The City Council are aware that nationally the cumulative scale of bids to deliver Bus Service Improvement Plans exceeds the funding available and that the funding allocation of £3 Billion originally announced by government has been reduced. In the event that the full amount of funding sought for the Plymouth Bus Service Improvement Plan is not secured, the City Council, together with bus operators, will consider which of the measures in the Plan are prioritised for delivery first (subject to any funding conditions set by the Department of Transport on the final funding award).

The Plymouth Bus Services Improvement Plan is an ambitious plan to help boost bus patronage. The vision of the Plan, as well as the aspirations and the measures proposed within it, will remain the same, regardless of the initial funding award to Plymouth. This is because it was conceived within the context of delivering the wider sustainable growth objectives of the Plymouth and South West Devon Joint Local Plan.

Signed: 09/02/2022

Date:



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MEMBER'S WRITTEN QUESTION



Member submitting the question: Cllr Mark Coker

Date received by Chief Exec's Business Support:
ChiefExecutiveBusinessSupportUnit@plymouth.gov.uk

To the Cabinet Member for: Customer Services, Culture, Leisure and Sport – Cllr Mark Deacon

Question:

Devonport library is still not open for groups to use - when will this be rectified as the government has now removed all restrictions?

Answer:

The meeting room at Devonport Library is available to hire, and groups may enquire also about using space in the main library room. Numbers at any one time, in the main room including the computer suite, and the meeting room, are not restricted beyond that two-metres social distancing can be maintained. Customers and visitors to Devonport Library are now strongly encouraged rather than required to wear face coverings.

Signed:
February 2022

Date: 9


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MEMBER'S WRITTEN QUESTION



Member submitting the question: Cllr Mark Coker
Date received by Chief Exec's Business Support: 7 February 2022 ChiefExecutiveBusinessSupportUnit@plymouth.gov.uk
To the Cabinet Member for: Customer Services, Culture, Leisure and Sport - Cllr Mark Deacon
Question: When will the first stop shop reopen as per the new government guidelines – residents are asking regularly?
Answer: Customer service for customers needing support face to face have just started to be offered in Central Library by appointment. This will be reviewed after 3 months based on demand and potentially broadening out to a more community based offer across other libraries later in the year. New George Street currently continues to support homelessness services.
<div> <div>Signed: </div> <div>Date: 16/02/22</div> </div> <div> Cllr Mark Deacon Cabinet Member for: Customer Services, Culture, Leisure and Sport </div>

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MEMBER'S WRITTEN QUESTION



Member submitting the question: George Wheeler
Date received by Chief Exec's Business Support: 10 February 2022
To the Cabinet Member for: Home and Communities, Cllr Mrs Pengelly
<p>Question: My question is about the Government's Social Housing Decarbonisation Fund. I see that Plymouth has been awarded £1 million from the first wave of the fund. My question is in three parts: did the council co-ordinate the bid, which Registered Providers will benefit and how will the grant be spent, please?</p>
<p>Answer:</p> <p>Yes PCC coordinated the consortium bid, with PCH and LiveWest as partners. PCH and LiveWest will be utilizing the awarded funds for upgrading two social housing schemes in the city, Furse Park (LiveWest) and Alcester Close (PCH) currently below Energy Performance Certificate (EPC) C. (PCH) and LiveWest will use this funding on these projects to reduce fuel bills for social housing tenants as well as delivering warm homes and reducing carbon emissions to 83 vulnerable Plymouth households. This funding will also support local jobs in the green energy and retrofit sector and deliver carbon emissions savings towards Plymouth Carbon Neutral by 2030 goal.</p>
<p>Signed: <i>Vivien Pengelly</i></p> <p>Date: 18 Feb 2022</p>

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MEMBER'S WRITTEN QUESTION



Member submitting the question: George Wheeler

Date received by Chief Exec's Business Support:
ChiefExecutiveBusinessSupportUnit@plymouth.gov.uk

To the Cabinet Member for: The question is about the capital programme so I think it is directed to the Leader.

Question: My question relates to the capital programme and the provision of public toilets at St Budeaux Square.

Could you tell me when the public toilet block at St Budeaux Square is to be demolished and the new one provided, please?

In autumn 2019, the St Budeaux councillors were approached by Cllr Lowry, the Cabinet Member for Finance, with a proposal to close the toilet block on St Budeaux Square which was in a very bad condition. It was suggested that the new library would offer a replacement facility. While it was agreed that the current block was in a deplorable condition and should be demolished, it was not agreed that the library offered an adequate alternative as it was not always open.

In October 2020, the toilets were locked as an interim pandemic measure. I received a complaint from a disabled constituent with continence problems. She relied on access to the toilets when she did her shopping and without it, she would be unable to look after herself. She was not the only one. It was agreed that the disabled unit would be unlocked so it could be used. That remains the position now.

In the last financial year, the three St Budeaux councillors, Cllr Haydon, Cllr Winter and myself contributed £10,500 towards the new facility from our community grant funding.

I have heard nothing definite since the change in administration last May and I would be grateful if you could tell me when demolition and replacement will be undertaken.

Last July, I noticed a Government fund which could support the cost of the replacement cubicles and brought this to the Council's attention, details are attached.

Answer:

Thank you for your question.

A condition survey is being undertaken in respect of PCC's Corporate Estate and the provision of public toilets is part of this programme. As you may be aware £24M has been made available within the Capital Programme to repair and maintain the Council's Estate. Once approval for the plan of works is agreed, I anticipate that work will begin in June/July.

I would like to thank you and your colleagues for contributing your community grant funding totalling £10,500 however this is not sufficient to rebuild the toilets at St Budeaux Square or to enable works to commence outside of the wider Capital Programme.

Changing Places funding is available to provide facilities that will enable people with disabilities, their families and carers to have better access to recreational activities. Locations recommended include parks, open spaces, and tourist attractions for example

Bids had to be submitted by 26 September 2021. PCC submitted a bid for two facilities; one at Victoria Park which is in a deprived area of the City and a well-used park that has had circa £100K of investment from National Infrastructure to make this a suitable location for individuals with disabilities and their families. The other bid sought funding to support a project at Central Park to provide respite and day care for adults with disabilities. One of the project aims is to hire out accessible bikes etc. to parks users and a Changing Places toilet would support this. We are still waiting for a decision regarding our submission and I will update Members once this is received.



Signed:

Date: 11 February 2022

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