



Oversight and Governance

Chief Executive's Department
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CITY COUNCIL

Monday 30 January 2023
2.00 pm
Council House, Plymouth

Members:

Lord Mayor, Chair

Deputy Lord Mayor, Vice Chair

Councillors Allen, Mrs Aspinall, Mrs Beer, Bingley, Mrs Bowyer, Briars-Delve, Mrs Bridgeman, Carlyle, Churchill, Coker, Dr Cree, Cresswell, Dann, Darcy, Deacon, Drean, Evans OBE, Finn, Goslin, Harrison, Haydon, Hendy, Holloway, Hulme, Kelly, Laing, Loveridge, Lowry, Luggar, Dr Mahony, McDonald, McLay, Murphy, Nicholson, Noble, Partridge, Patel, Penberthy, Mrs Pengelly, Poyser, Reilly, Rennie, Riley, Salmon, Shayer, Singh, Smith, Stevens, Stoneman, Tippetts, Tofan, Tuffin, Tuohy, Vincent, Wakeham, Ms Watkin and Wheeler.

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

Limited seating is available for those members of the public who are physically impaired. Please make contact with the Democratic Support Team for further information.

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

City Council

Agenda

1. Apologies

To receive apologies for absence submitted by councillors.

2. Minutes

(Pages 1 - 24)

To approve and sign the minutes of the meeting held on 21 November 2022 as a correct record.

3. Declarations of Interest

4. Appointments to Committees, Outside Bodies etc (to follow)

The Assistant Chief Executive will submit a schedule of vacancies on committees, outside bodies etc and of changes notified to us.

5. Questions by the Public

To receive questions from and provide answers to the public in relation to matters which are about something the council is responsible for or something that directly affects people in the city, in accordance with Part B, paragraph 11 of the Constitution.

Questions, of no longer than 50 words, can be submitted to the Democratic Support Unit, Plymouth City Council, Ballard House, West Hoe Road, Plymouth, PL1 3BJ, or email to democraticsupport@plymouth.gov.uk. Any questions must be received at least five complete working days before the meeting.

6. Announcements

(a) To receive announcements from the Lord Mayor, Chief Executive, Service Director for Finance or Head of Legal Services;

(b) To receive announcements from the Leader, Cabinet Members or Committee Chairs.

7. Petition - Armada Way Trees

(Pages 25 - 26)

8. Council Tax Base and Council Tax Support Scheme 2023/24

(Pages 27 - 34)

9. Tamar Bridge and Torpoint Ferry 2023-2024 Revenue and Capital Estimates

(Pages 35 - 64)

- 10. Licensing Cumulative Impact Policy:** **(Pages 65 - 130)**
- 11. Annual Pay Policy Statement 2023/24:** **(Pages 131 - 146)**
- 12. Calendar of Meetings (to follow)**
- 13. Motions on notice (to follow)**

To consider motions from councillors in accordance with Part B, paragraph 14 of the Constitution.
- 14. Urgent Key Decisions to be reported** **(Pages 147 - 154)**
- 15. Questions by Councillors**

Questions to the Leader, Cabinet Members and Committee Chairs covering aspects for their areas of responsibility or concern by councillors in accordance with Part B, paragraph 12 of the constitution.

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City Council

Monday 21 November 2022

PRESENT:

Councillor Dann, in the Chair.

Councillor Penberthy, Vice Chair.

Councillors Mrs Aspinall, Mrs Beer, Bingley, Briars-Delve, Mrs Bridgeman, Burden, Carlyle, Churchill, Coker, Collins, Dr Cree, Cresswell, Dann, Darcy, Deacon, Drean, Evans OBE, Finn, Goslin, Harrison, Haydon, Hendy, Holloway, Hulme, Kelly, Laing, Loveridge, Lowry, Luggar, Dr Mahony, McDonald, Murphy, Nicholson, Partridge, Patel, Penberthy, Mrs Pengelly, Poyser, Reilly, Rennie, Riley, Salmon, Shayer, Singh, Smith, Stevens, Stoneman, Tippetts, Tofan, Tuffin, Tuohy, Vincent, Wakeham, Ms Watkin and Wheeler.

Apologies for absence: Councillors Allen and Mrs Bowyer.

The meeting started at 2.00 pm and finished at 9.00 pm.

Note: The full discussion can be viewed on the webcast of the City Council meeting at www.plymouth.gov.uk. At a future meeting, the Council will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

15. Minutes

The Committee agreed the minutes of the Ordinary and Extraordinary meetings held on 20 June 2022 and 30 September 2022 as a correct record.

16. Declarations of Interest

The following declarations of interest were made by councillors in accordance with the code of conduct in respect of items under consideration at the meeting -

Name	Minute Number	Reason	Interest
Councillor Dr Charlotte Cree	22	Member of the Local Government Pension Scheme.	Private
Councillor Dan Collins	34	Item concerned their position as a Councillor.	Non-registerable
Councillor Shannon Burden	34	Item concerned their position as a Councillor.	Non-registerable
Councillor Natalie Harrison	31 & 33	Affected those the Councillor works with.	Private
Councillor George	22	Councillor was in receipt of a Local	Private

Wheeler		Government Pension.	
Councillor Patrick Nicholson	22	Deferred Member of the Local Government Pension Scheme.	Private
Councillor Mark Lowry	22	Deferred Member of the Local Government Pension Scheme.	Private
Councillor James Stoneman	22	Father was employed by the local authority.	Private
Lord Mayor Councillor Sue Dann	22	Family Member was employed by the local authority.	Private
Councillor Sue McDonald	22	Deferred Member of the Local Government Pension Scheme.	Private
Councillor Zoe Reilly	22	Family Member was employed by the local authority.	Private
Councillor Bill Stevens	29	Councillor works for Devon and Cornwall Police.	Private
Councillor Ian Darcy	29	Councillor works for Devon and Cornwall Police.	Private
Councillor Patrick Nicholson	29	Councillor works as a magistrate considering non-molestation orders.	Private

17. **Political Proportionality and Appointments to Committees**

Following a question from Councillor Nicholson it was clarified that –

- a) The Lord Mayors Selection Committee was a committee of Council and therefore fell under the Local Government Act 1972 and had to be proportional;
- b) The change had been made at the AGM on 20 May 2022 to include it in proportionality.

The Council agreed the changes to committee membership following changes in the political proportionality of the Council.

18. **Questions by the Public**

The following questions were asked by Members of the Public.

The following question was asked by Mr Roy Hamilton	
Question: In my opinion the PCC Taxi	Response: The Growth and

<p>Policy 2022, either deliberately or through unforeseen circumstances, is destroying the Plymouth Taxi Trade. When will the Licensing Authority meet with knowledgeable persons and Licensees who understand the economics and infrastructure of the Taxi and Private Hire Trades as promised during March, 2022?</p>	<p>Infrastructure Overview and Scrutiny Committee will establish a select committee to review the implementation of the Taxi Policy 2022.</p> <p>This will take place in the early part of the new year.</p> <p>Knowledgeable persons and licensees will be invited to take part in that review.</p>
<p>The following question was asked by Mr Alan Ramage</p>	
<p>Question: The U.N. Secretary General says that banks and financiers have the future of humanity by the throat. Will PCC publicise Bank.Green (a Green Finance Pressure Group) so Plymouthians can choose a bank that has low fossil fuel project investments. This complements PCC's climate emergency. How does PCC's bank fare when assessed for green credentials?</p>	<p>Response: Plymouth City Council bank with Barclays Bank and who are fully committed to achieving their ambition of being a net zero bank by 2050.</p> <p>Their Green Bonds highlights their commitment to placing green principles at their core and their Green Issuance Framework which was published in July 2021 and has been externally reviewed by the Carbon Trust.</p>
<p>The following question was asked by Mr Stuart Dolton</p>	
<p>Question: Does Plymouth City Council, in acknowledging its Memorandum to Parliament (CEM 48), care enough about Plymouth's heritage to ensure adequate finance and resources are provided to meet its obligation of keeping closed churchyards within our community in decent order, as legally required under the Local Government Act 1972?</p>	<p>Response: Yes, Plymouth City Council are aware of their responsibilities of the closed churchyards and regular maintenance is assured.</p> <p>If they are concerns regarding any closed cemetery that Plymouth City Council maintains we would ask that a report is made via the Plymouth City Council feedback form.</p>
<p>The following question was asked by Mr Mike Sheaff</p>	
<p>Question: Plymouth City Council's external auditors explain the decision not to increase council tax for 2022/23, "will start to build a cumulative loss of income that is not sustainable". Yet the proposal was not considered in the pre-budget scrutiny report. How will more meaningful scrutiny of proposals be achieved for 2023/24?</p>	<p>Response: The budget report itself contained a statement from the S151 Officer setting out that prior to the budget discussion Cabinet had received advice that the opportunities to maximise the yield of Council Tax and the Adult Social Care Precept are in the Council's immediate and long term interests from a financial viewpoint.</p>

	<p>The decision to not raise the Council Tax for 2022/23 was agreed as an amendment at the Council meeting itself and was therefore not subject to pre-scrutiny. All opportunities are taken at budget scrutiny sessions to be clear on the implications of different council tax decisions.</p>
<p>The following question was asked by Mr Michael Smith</p>	
<p>Question: Why is Smeaton's tower closing over winter while this icon tower is synonymous with Plymouth Hoe? If we close attractions how will we encourage tourists? Plymouth doesn't close for winter. Previously we have had weekend winter opening.</p>	<p>Response: We opened Smeaton's Tower over the winter whilst The Box was closed, to provide a visitor facing offer as part of our Museum on Tour programme.</p> <p>However, winter footfall and income was not high enough to cover the costs of the two members of staff needed and we therefore took the decision, in consultation with the lead Member for culture, not to continue to operate the building at a loss during the low season. The closure also provides us with time to undertake essential maintenance of this Grade I listed building.</p> <p>Summer opening hours have been extended to cover the period Easter to the end of October half term, however and the tower welcomes many tourist visitors during this busy time for the city.</p>
<p>The following question was asked by Mr Clive Persil</p>	
<p>Question: How it has been possible for PCC to fail to ensure that James Brent deliver on his commitment to supply a new ice rink and how much money has been paid to James Brent and any company to which is a director during his tenure as owner of the Pavilions?</p>	<p>Response: We are genuinely sad to see the closure of the ice rink as we know that committed skaters, staff, the coaching staff as well as casual users will be bitterly disappointed with this decision.</p> <p>The Council sold the Pavilions site in 2012 to Five Directions Ltd (a company owned by James Brent) and it is disappointing that a new ice rink has not been provided during this time. However, the Council recognises the efforts that were made to progress this</p>

	<p>before the Covid-19 pandemic with planning consent granted for a new scheme in 2013 and then again in 2018.</p> <p>We also appreciate that running an ice rink is not the cheapest of ventures and that this has been made even more challenging with recent energy cost increases. We had historically subsidised the Pavilions site to the tune of around £1.5million a year. This cost to the tax payer was a key reason we entered (following a procurement process) into a 10-year agreement with Five Directions Ltd in 2012 to run the events arena and ice rink. This agreement ended at the end of September.</p> <p>The original agreement between the Council and Five Directions Ltd included a payment of £2,000,000 from the Council to support the provision of services at the Pavilions over the course of the last 10 years. No other payments have been made, other than grants that were made available to leisure operators during the COVID-19 pandemic to provide short term support for their operations.</p>
<p>The following question was asked by Mr David Cann</p>	
<p>Question: Why are you constantly defending 2 absent councillors living in Gloucestershire? Could you explain to the council and more importantly the tax payers of Plymouth why they moved away and why they don't both stand down?</p>	<p>Response: I have not attempted to defend the two councillors who have chosen to live in Gloucestershire.</p> <p>They have acted within the law and it is not appropriate for me to discuss their personal motivations of their relocation.</p>
<p>The following question was asked by Mr James Dyson</p>	
<p>Question: Given that it's becoming increasingly clear how unpopular the removal of all but one of the trees between the Sundial and North Cross Roundabout is with the people of Plymouth, would the Council agree to temporarily pause the project, making a</p>	<p>Response: I can advise that the City Council has agreed to a short pause on the project so that the concerns that have recently been raised can be considered before the final design is completed.</p>

<p>new plan incorporating as many existing trees as possible?</p>	<p>It should be pointed that in the previous consultation on Armada Way there was 84% positive feedback on the scheme. The project is a Transforming Cities Fund sustainable transport project which has many wider benefits which will support the regeneration of the city centre as it faces many difficult challenges in the coming years.</p> <p>I can also confirm that there will be no further trees removed whilst the concerns from the public are considered further and the designs finalised.</p>

19. **Announcements**

With great sadness, The Lord Mayor informed The Council of the passing of Alderman Tom Jones, Alderman David James and former Councillor Tony Kirk.

The Council held a minutes silence as a show of respect.

The Leader gave his announcements and highlighted –

- a) Plymouth was now legally a Freeport and had been awarded its statutory instrument for the final tax sites, making Plymouth the first Freeport up and running;
- b) There was a significant amount of interest from investors for Plymouths Freeport sites with deals to be announced in the future;
- c) The advertisement for the Chair and CEO of Freeport had been announced with hopes to recruit before Christmas 2022;
- d) In October 2022, the Smart Sound Connect Control Centre was opened to further enhance the ocean-focussed 5G network testbed in and around Plymouth Sound and the network had won the 2022 Mobile Industry Award for 5G Innovation of the Year;
- e) Two applications had been submitted to the Regulators Pioneer Fund and Innovate UK with partners across the South West Region which if successful would support marine innovation and create opportunities for businesses to innovate and grow;
- f) The Council has reached out to the British Business Bank to ensure that Plymouth Businesses had maximum awareness and success at securing investment from the £200 million South West Fund which would be launched in 2023;

- g) The Leader was impressed and proud to inform Council that some major, overseas owned companies in Plymouth were continuing to win multi-million pound contracts and creating thousands of high value jobs;
- h) Princess Anne had visited Plymouth to open the National Centre for Coastal Autonomy;
- i) Plymouth had hosted the MDL Green Tech Boat Show for the second year in a row, which celebrated the green alternatives in traditional boating tech with it being profiled in the Event of the Year category in the British Yachting Awards
- j) Destination Plymouth had been doing extensive work to promote the city at various trade shows and new hotels were being built to encourage more tourists and visitors to come to the city;
- k) Plymouth International Medical and Technology Park had launched the latest development to market – Barrack Court, a 40,000sq ft new development of high quality units and offices;
- l) Congratulated Councillor Dan Collins and Councillor Shannon Burden following the news they would be having a baby, and explained that they had both indicated that they would be stepping down as Councillors in May 2023 and thanked them for their contribution to date.

Councillor Jonathan Drear (Cabinet Member for Transport) provided an update and highlighted –

- m) The construction work on the first Transforming Cities Fund Mobility Hub had begun;
- n) Thanked all Members who had contributed to decisions around contents and location for the Connect Plymouth project;
- o) Heavy rainfall had caused a number of issues across Plymouth in recent weeks and a co-ordinated approach was being taken between Plymouth City Council, The Environment Agency and South West Water to look at capacity issues;
- p) Inspections with cameras into drains were being undertaken to try and determine the cause of issues in some areas with a report due in the following week.

Councillor James Stoneman (Cabinet Member for Climate Change) provided an update and highlighted –

- q) That Cabinet had approved development funding for the proposed Solar Farm at Chelson Meadow which would allow a final business case to be developed for the 13.6 Mega Watt solar farm to be built on the north edge of the city's old landfill site;
- r) The Councillor's Hub had launched and would replace the existing Councillor Toolkit and enable Councillors to have a single location to access key information, training opportunities, digital forms, the committee calendar & webcasts.

Councillor Rebecca Smith (Cabinet Member for Strategic Planning, Homes and Communities) provided an update and highlighted –

- s) Plymouth City Council had successfully secured White Ribbon status, recognising work done in the city to prevent violence against women and girls;
- t) In a joint bid Plymouth, South Hams and West Devon Councils' had been awarded a further £200,000 of grant funding from the Department of Levelling Up Housing and Communities to develop digital planning capability and engagement tools and it was one of only 9 bids approved for the PropTech engagement fund;
- u) The council had submitted a bid to the second wave of government Social Housing Decarbonisation Fund with the aim of securing over £17.4 million of new investment into affordable homes in the city, in partnership with Plymouth Community Homes and LiveWest to deliver significant reductions in energy costs, improved thermal comfort and lower carbon emissions for 725 homes in some of Plymouth's most deprived neighbourhoods;

Councillor Bill Wakeham (Cabinet Member for Environment and Street Scene) provided an update and highlighted –

- v) A subscription-based garden waste collection service would be launching soon with an “earl-bird” cost of £39 for the first eight weeks, increasing to £49 thereafter and if residents no longer wanted their black bins they could return them to Chelson Meadow or pay a covering charge of £10 for collection;
- w) There would be a subsidy for compost bins of £10 off of the recommended retail price;
- x) Non-Household Waste charges would be re-introduced to bring PCC costs in line with other local authorities;
- y) Teams were working continually to clear leaf fall to try to keep flooding hot spots clear;
- z) Final grass cuts had been completed in all residential areas and the final remaining meadows would be completed by the end of November;
- aa) There had been another successful year with the re-wilding project and teams were looking at feedback for any changes that needed to be made ahead of next season;
- bb) As temperatures continued to rise, weed control was an increasing issue with a team working on removal;
- cc) A total of 1034 trees needed to be pollarded over the winter, with 5800 new trees due to be planted;

Councillor Pat Patel (Cabinet Member for Customer Services, Culture, Leisure & Sport) provided an update and highlighted –

dd) The Box received the John Bracey Building of the Year Award 2022.

20. **Month 6 Financial Monitoring Report**

Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy) introduced the Month 6 Financial Monitoring Report. This was seconded by The Leader.

Following a discussion with contributions from Councillors Mark Lowry and Nick Kelly, the Council agreed to –

- I) Note the report.

Councillor Dr John Mahony arrived at 2.55pm.

21. **Climate Emergency Planning Statement**

Councillor Rebecca Smith (Cabinet Member for Strategic Planning, Homes and Communities) introduced the Climate Emergency Planning Statement. This was seconded by Councillor James Stoneman.

Following a discussion with contributions from Councillors Stevens and Nicholson, the Council agreed to –

- I) Adopt the Plymouth and South West Devon Climate Emergency Planning Statement as an interim policy statement, pending completion of the next review of the Plymouth and South West Devon Joint Local Plan 50 allow give formal weight to the Plymouth and South West Devon Climate Emergency Planning Statement as a material consideration in decision making on all new planning applications.

For (53)

Councillors Bingley, Burden, Carlyle, Churchill, Collins, Darcy, Deacon, Drean, Finn, Harrison, Hulme, Luggar, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin, Poyser, Wheeler, Kelly, Singh, Beer, Briars-Delve, Mrs Aspinall, Coker, Cresswell, Dann, Dr Cree, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (0)

Absent/Did Not Vote (2)

Councillors Mrs Bridgeman, Loveridge,

Councillor Haydon joined the meeting at 3.04pm.

Councillor Loveridge left the meeting at 3.07pm.

22. **Local Government Pensions Scheme Discretions Policy (to follow)**

Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy) introduced the Local Government Pensions Scheme Discretions Policy. This was seconded by Councillor Mark Lowry.

The Council agreed to –

- 1) Approve the Local Government Pension Scheme (LGPS) Discretions Policy with the recommended discretions, to be applied to current scheme members, employees eligible for scheme membership or previous scheme members.

For (51)

Councillors Bingley, Burden, Carlyle, Churchill, Collins, Darcy, Deacon, Drear, Finn, Harrison, Hulme, Luggier, Loveridge, Dr Mahony, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith Stoneman, Tofan, Wakeham, Ms Watkin, Poyser, Wheeler, Kelly, Mrs Beer, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Dann, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (2)

Councillor Mrs Beer, Nicholson.

Absent/Did Not Vote (2)

Councillors Mrs Bridgeman, Singh.

Councillor Singh left the meeting at 3.11pm.

Councillor Loveridge re-joined the meeting at 3.15pm.

23. **Treasury Management outturn report 2021/22**

Councillor Andy Luggier (Chair of Audit and Governance Committee) introduced the Treasury Management Outturn Report 2021/22. This was seconded by Councillor Mark Lowry.

Following a discussion with a contribution from Councillor Wheeler the Council agreed to –

- 1) Approve the Treasury Management Annual Report 2021/22 in order to comply with the CIPFA Code of Practice and discharge statutory requirement.

For (54)

Councillors Bingley, Burden, Carlyle, Churchill, Collins, Darcy, Deacon, Drear, Finn, Harrison, Hulme, Luggier, Loveridge, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith Stoneman, Tofan, Wakeham, Ms Watkin, Poyser, Wheeler,

Kelly, Mrs Beer, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Dann, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (0)

Absent/Did Not Vote (1)
Councillor Mrs Bridgeman.

Councillor Singh re-joined the meeting at 3.19pm.

24. **Electoral Cycle Public Consultation**

Councillor Andy Luggar (Chair of Audit and Governance Committee) introduced the Electoral Cycle Public Consultation report. This was seconded by Councillor Mark Shayer.

Following a discussion with a contributions from Councillors Kelly, Stoneman and Singh the Council agreed –

- 1) To a public engagement consultation is undertaken using powers under Section 116 of the Local Government Act 2003 between June and August 2023 on the issue of moving from the current electoral cycle of elections to ‘whole council’ elections once every four years;
- 2) That the Audit and Governance Committee would oversee and agree the design and implementation of the consultation, in particular who would be consulted/engaged with and how;
- 3) That the council confirms that the Boundary Commission Review commences in December 2023 and is conducted across 2024/25 with resulting arrangements implemented in 2026.

For (54)

Councillors Bingley, Burden, Carlyle, Churchill, Collins, Darcy, Deacon, Drear, Finn, Harrison, Hulme, Luggar, Loveridge, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith Stoneman, Tofan, Wakeham, Ms Watkin, Poyser, Wheeler, Kelly, Mrs Beer, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Dann, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (0)

Absent/Did Not Vote (1)
Councillor Mrs Bridgeman.

25. **Approval of Councillor Absence (to follow)**

This item was withdrawn.

26. **Changes to the Constitution**

Councillor James Stoneman (Cabinet Member for Climate Change) introduced the report on Changes to the Constitution. This was seconded by Councillor Pat Patel.

The Council agreed to –

- 1) The amendment to the Licensing Committee Terms of Reference as set out in Appendix 1 of the report to delegate the responsibility to approve Animal Licensing Policy;
- 2) The amendment to the Appointment of Proper Officers Table as set out in Appendix 2 of the report.

For (54)

Councillors Bingley, Burden, Carlyle, Churchill, Collins, Darcy, Deacon, Drean, Finn, Harrison, Hulme, Luggar, Loveridge, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith Stoneman, Tofan, Wakeham, Ms Watkin, Poyser, Wheeler, Kelly, Mrs Beer, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Dann, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (0)

Absent/Did Not Vote (1)

Councillors Mrs Bridgeman and Darcy.

Councillor Darcy left the meeting at 3.33pm.

27. **Motions on notice**

(i) Dental Services in Plymouth

Councillor Mrs Mary Aspinall introduced the motion on notice on Dental Services in Plymouth. This was seconded by Councillor Dr John Mahony.

Following a discussion with contributions from Councillors Laing, Shayer, Kelly and Finn.

The Council agreed –

- 1) That a joint letter would be sent from the Chairs of the Health Overview and Scrutiny Committee and the Health and Wellbeing Board to the Parliamentary Under Secretary of State for Community Health and Care and to the Senior Leadership of NHS England expressing the

views set out in the motion on notice.

For (54)

Councillors Bingley, Burden, Carlyle, Churchill, Collins, Darcy, Deacon, Drean, Finn, Harrison, Hulme, Luggar, Loveridge, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin, Poyser, Wheeler, Kelly, Mrs Beer, Singh, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Dann, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (0)

Absent/Did Not Vote (1)

Councillor Mrs Bridgeman.

Councillor Darcy re-joined the meeting at 15.45pm.

Councillor Charlotte Carlyle left the meeting at 4.00pm.

(ii) Action to tackle violence against women and girls in Plymouth

The Lord Mayor proposed a moment of reflection ahead of this motion on notice, as it had been a year since the death of Bobby McLeod.

Councillor Charlotte Holloway introduced the motion on notice for Action to Tackle Violence Against Women and Girls in Plymouth. This was seconded by Councillor Zoe Reilly.

Following a discussion with contributions from Councillors Mrs Beer, Tippetts, Smith, Stoneman and Collins the Council agreed to –

- 1) The production of a clear action plan on how the Commission's recommendations will be taken forward, outlining the commitment of resources, who is responsible and the timescales for delivery;
- 2) Providing an update on activities undertaken by the Council on this area since the Commission's report in May 2022 in addition to an update on the agreed actions in the January 2022 motion at Full Council;
- 3) Develop and implement a public communications plan to the people of Plymouth on how recommendations will be implemented and explaining in practical terms how women and girls' lives will be safer as a result, including messaging to men and boys on how they can be an ally in tackling VAWG;
- 4) Write to the new Home Secretary to request additional national Government funding to deliver on recommendations;

- 5) Request that the Police and Crime Commissioner publishes misogyny in crime statistics across Devon and Cornwall Police, including for Plymouth alongside the regular publication of other hate crime figures.

For (54)

Councillors Bingley, Burden, Churchill, Collins, Darcy, Deacon, Drean, Finn, Harrison, Hulme, Luggar, Loveridge, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin, Poyser, Wheeler, Kelly, Mrs Beer, Singh, Mrs Bridgeman, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Dann, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (0)

Absent/Did Not Vote (1)
Councillor Carlyle.

Councillor Mrs Bridgeman joined the meeting at 4.30pm.

(iii) School Uniform

Councillor Tom Briars-Delve introduced the motion on notice on School Uniform. This was seconded by Councillor Sally Cresswell.

Following contributions from Councillor Smith, Bingley, Mrs Beer, Kelly and Singh the Council agreed –

- 1) That the Cabinet Member for Education, Skills and Children and Young People will write to every school in Plymouth requesting further information on their uniform policy:
 - Recent reviews in light of statutory guidance;
 - Branded items from single suppliers;
 - The average cost of a school uniform and PE kit;
 - Additional support, second-hand options and promotion of local charities;
- 2) Responses to the Cabinet Member's letter will be presented and considered at the next Education and Children's Social Care Overview and Scrutiny Committee. This will enable the committee to explore other ways that the Council can support families;

- 3) The Council's Cost of Living Support hub and social media channels will signpost families to local charities supplying free school uniforms.

For (54)

Councillors Bingley, Burden, Churchill, Collins, Darcy, Deacon, Drean, Finn, Harrison, Hulme, Luggar, Loveridge, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin, Poyser, Wheeler, Kelly, Mrs Beer, Mrs Bridgeman, Singh, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Dann, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (0)

Absent/Did Not Vote (1)

Councillor Carlyle.

Councillor Loveridge left the meeting at 5.35pm.

(iv) Cost of Living

Councillor Rebecca Smith (Cabinet Member for Strategic Planning, Homes and Communities) proposed the motion on notice on Cost of Living. Councillor Natalie Harrison seconded this motion.

Councillor Jemima Laing moved an amendment to the motion. This was seconded by Councillor Zoe Reilly.

The meeting was adjourned from 5.40pm until 5.50pm.

Following a discussion with contributions from Councillor Smith, Kelly, Penberthy, Harrison the Council agreed to accept the amendment.

For (29)

Councillors Hulme, Poyser, Wheeler, Kelly, Mrs Beer, Singh, Mrs Bridgeman, Briars-Delve, Mrs Aspinall, Coker, Dr Cree, Cresswell, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (23)

Councillors Bingley, Burden, Churchill, Collins, Darcy, Deacon, Drean, Finn, Harrison, Luggar, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin.

Abstain (1)

Councillor Dann.

Absent/Did Not Vote (2)
Councillors Carlyle and Loveridge.

Councillor George Wheeler moved an amendment to the motion. This was seconded by Councillor Ian Poyser.

Following a discussion with contributions from Councillors Evans OBE, Nicholson and Riley the Council agreed to accept the amendment.

For (27)

Councillors Poyser, Wheeler, Kelly, Mrs Beer, Singh, Briars-Delve, Mrs Aspinall, Coker, Dr Cree, Cresswell, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (24)

Councillors Bingley, Burden, Churchill, Collins, Darcy, Deacon, Drean, Finn, Harrison, Hulme, Luggar, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin,

Abstain (2)

Councillor Dann and Mrs Bridgeman.

Absent/Did Not Vote (2)
Councillors Carlyle and Loveridge.

The Council agreed to note –

- 1) The significant impact current energy costs, interest rates and other financial pressures are having on citizens in Plymouth;
- 2) The existing partnership work which was already taking place across the city to tackle poverty and support the most vulnerable. Further the Council places on record its gratitude to our voluntary and community sector and social enterprise partners working tirelessly in this field;
- 3) The Cost of Living Taskforce which had been set up to ensure a successful track record of collaboration and partnership continues as they work together to deal with the increased pressures of the cost of living on families, individuals and businesses across the city;

This Council therefore:

- 4) Pledged to proactively identify those most in need of support and to ensure they had access to all the Government support they were eligible for and to distribute government funding such as the Household Support Fund as creatively and effectively as possible to reach those most in need;

- 5) Committed to providing leadership and support across the city to ensure that the impact of the cost of living crisis was minimised for all those living in Plymouth: by:
 - a. Declaring a cost-of-living emergency;
 - b. Instructing Cllr Rebecca Smith (the Cabinet member responsible) to work with her opposite numbers in the other three groups in Council and members of the Cost of Living Taskforce to develop Terms of Reference that would make the work cross-party and ensure that the Taskforce is able to challenge the Council, it's partners and the government on issues relating to the cost of living emergency without fear of repercussions;
 - c. Requested the Chief Executive write to the new Chancellor and Prime Minister urging them to create a Local Government Cost of Living Emergency Fund to help local authorities, including Plymouth, to tackle the crisis;
- 6) Welcomed the increased funding for adult social care proposed in the Chancellor's Statement but noted with regret that much of it was to be raised by allowing the Council to increase council tax by up to 4.99% before a referendum was called;
- 7) Note -
 - a. That increasing council tax produces less funding in poorer areas like Plymouth than in wealthier ones while the greater need is in the former;
 - b. That increasing council tax by 4.99% would add to the financial pressures on the citizens of Plymouth, described in earlier paragraphs;
 - c. Resolved to write to the Chancellor to request he found a fairer way of funding the increase in adult social care provision than through increasing council tax.

For (29)

Councillors Hulme, Poyser, Wheeler, Kelly, Mrs Beer, Singh, Mrs Bridgeman, Briars-Delve, Mrs Aspinall, Coker, Dr Cree, Cresswell, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (24)

Councillors Bingley, Burden, Churchill, Collins, Darcy, Deacon, Drear, Finn, Harrison, Luggar, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin and Dann.

Absent/Did Not Vote (2)
Councillors Carlyle and Loveridge.

Councillors Burden and Collins left the meeting at 6.40pm.

(v) Re-use Partnership

Councillor Ian Poyser introduced the motion on notice on Re-Use Partnership. This was seconded by Councillor George Wheeler.

Following a discussion with contributions from Councillors Briars-Delve, Harrison, Stoneman, Kelly, Mrs Bridgeman and Wakeham the Council agreed to –

- 1) Work with partners in the retailer, housing associations, charities, education provides and existing reuse businesses to take a lead on supporting reuse within the city by establishing a 'Reuse Partnership' stimulating the green economy, creating skilled jobs and affordable reusable items for householders.

For (51)

Councillors Bingley, Churchill, Darcy, Deacon, Drean, Finn, Harrison, Hulme, Luggier, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin, Poyser, Wheeler, Kelly, Mrs Beer, Singh, Mrs Bridgeman, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Dann, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (0)

Absent/Did Not Vote (4)
Councillors Burden, Carlyle, Collins and Loveridge.

(vi) Cost of Living Emergency Declaration

This item was withdrawn from the agenda.

(vii) Absence of Councillors

Councillor Mrs Terri Beer introduced the motion on notice on Absence of Councillors. This was seconded by Councillor Chaz Singh.

Following a discussion with contributions from Councillors Laing, Smith, Evans OBE, Wheeler, Kelly and Nicholson the Council agreed to –

- I) To request Councillor Shannon Burden and Councillor Dan Collins to resign their seats on Plymouth City Council with immediate effect, to allow two local representatives to be elected to represent these important communities on the Council.

For (31)

Councillors Darcy, Hulme, Nicholson, Partridge, Poyser, Kelly, Mrs Beer, Singh, Mrs Bridgeman, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy, Vincent.

Against (0)

Abstain (20)

Councillors Bingley, Churchill, Deacon, Drear, Finn, Harrison, Lugger, Dr Mahony, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin, Wheeler, Dann.

Absent/Did Not Vote (4)

Councillors Burden, Carlyle, Collins and Loveridge.

(viii) Elections Act 2022

Councillor Tudor Evans OBE introduced the motion on notice on the Elections Act 2022. This was seconded by Councillor Mark Coker.

Following a discussion with contributions from Councillors Finn, Stoneman, Kelly, Singh and Wheeler, The Council agreed to –

- I) Formally register its opposition to the timetable and supported the postponement of the implementation until May 2024.

For (24)

Councillors Poyser, Wheeler, Mrs Aspinall, Briars-Delve, Coker, Dr Cree, Cresswell, Evans OBE, Goslin, Haydon, Hendy, Holloway, Laing, Lowry, McDonald, Murphy, Penberthy, Reilly, Rennie, Stevens, Tippetts, Tuffin, Tuohy and Vincent.

Against (23)

Councillors Bingley, Churchill, Darcy, Deacon, Drear, Finn, Harrison, Hulme, Lugger, Dr Mahony, Nicholson, Partridge, Patel, Mrs Pengelly, Riley, Salmon, Shayer, Smith, Stoneman, Tofan, Wakeham, Ms Watkin and Mrs Bridgeman.

Abstain (4)

Councillors Kelly, Mrs Beer, Singh and Dann.

Absent/Did Not Vote (4)

Councillors Burden, Carlyle, Collins and Loveridge.

28. Urgent Key Decisions to be reported

The Leader introduced the report and following a discussion with a contribution from Councillor Coker, The Council agreed to –

1) Note the report.

29.

Questions by Councillors

	From	To	Subject
1	Councillor Churchill	Councillor Drean	Dawes Lane Cycle Lane
	Response: The relevant team had been looking into this and had come up with some alternatives, some of which include going on private land, so negotiations were ongoing. The teams were talking to local cycling groups about the options.		
2	Councillor Mrs Aspinall	Councillor Wakeham	Tree Pruning affecting Leaf Litter
	Response: The teams were approaching this issue the best they could, they were acting when there is a higher volume with leaf litter.		
	Supplementary: Tree Pruning of overly large trees		
	Response: Councillor Wakeham asked for the email to be forwarded and he would look into whether it could be prioritised in the order of pruning works due for Winter 2022/23.		
3	Councillor Briars-Delve	Councillor Drean	Pedestrian Safety on busy junctions and school routes
	Response: Councillor Drean agreed that pedestrian safety on bus junctions and school routes should be key priorities when allocating funding for highways projects.		
	Supplementary: The Millbridge Crossroads on Molesworth Road had had eight collisions in recent years and had 5 nearby schools; a pedestrian crossing scheme had been design but cancelled due to budget issues.		
	Response: Councillor Drean explained that crossings are normally so expensive due to the utilities beneath the surface and the need for special paving. Councillor Drean agreed to a site visit		
4	Councillor Coker	Councillor Drean	Ability to deal with heavy rainfall in comparison to 2019
	Response: Councillor Drean explained that the biggest challenge was the volume of leaves and he had asked for more letterbox gullies to be put in to help with the issue.		
	Supplementary: Several drains and areas were repeatedly flooding.		
	Response: The Council was working with South West Water and the		

	Environmental Agency. Cameras were being put down these drains to see where the physical problems were within.		
5	Councillor Poyser	Councillor Drean	Armada Way Trees Consultation
	Response: Councillor Drean had met with the group already to explain the situation and he would be talking to the tree experts about the scheme and would be happy to meet with them again if necessary once he had that information.		
6	Councillor Singh	Councillor Drean	Dale Road/Beechwood Avenue Flooding Hotspot
	Response: Councillor Drean would be happy to attend a site visit with Councillor Singh and members of the Highways team. Councillor Drean further explained that there were sometimes issues for teams with parked cars etc when trying to clear drains.		
	Supplementary: Do the Highways Team try to visit at times when cars are less likely to be parked at the location?		
	Response: The Highways team had two reactive vehicles with a third vehicle doing reactive and emergency.		
7	Councillor Kelly	The Leader	Councillor Code of Conduct
	Response: The same time the previous year The Leader had wanted Councillor Kelly to resign.		
8	Councillor Goslin	Councillor Drean	Lessons learnt from consultation on removal of trees on Armada Way
	Response: the project had begun in 2018, picked up by Councillor Drean in 2021. He would continue to engage with the public.		
	Supplementary: 84% agreed with the plans, but how many people were consulted in total?		
	Response: Councillor Drean agreed to find out the information and send it over to Councillor Goslin outside of the meeting.		
9	Councillor Nicholson	Councillor Smith	Housing Associations responded to complaints from tenants and actions taken.
	Response: Following the findings in Rochdale, the Council would be ensuring they had all the relevant procedures in place to ensure the same situation never happened in Plymouth. There was a robust complaints procedure and in response to a letter received from the Secretary of State, the Council would be analysing what was going on across the city to ensure that housing associations were doing exactly as they should be to ensure that living in a housing association property was safe.		
	Supplementary: Briefing Note to all Councillors on the subject		
	Response: Councillor Smith agreed to provide all Councillors with a briefing note.		
10	Councillor	The Leader	£150 Parking Bay Proposals

	Holloway		
	<p>Response: The Leader did not agree with local charities who had described the proposed £150 parking bay proposals as a “disability tax”. There was a substantial budget deficit of £37 million and had the Cabinet had looked at various money-raising initiatives and savings which had been sent to scrutiny. Over 300 services across the Council would likely be severely impacted by the savings that had to be made in unprecedented time in terms of finance for local government.</p> <p>Supplementary: Impact Assessments with disability focus</p> <p>Response: Equality Impact Assessments are carried out and would cover disabilities. The Leader would review to see if more could be done, but explained he was currently satisfied with the process. The Leader asked Councillor Holloway to get in touch via email about any specific services.</p>		
11	Councillor Haydon	Councillor Wakeham	Weston Mill to be opened full time as promised in the manifesto.
	Response: Weston Mill would be kept open at its current times, it was running well and local residents were in general very happy.		
12	Councillor Hulme	Councillor Patel	Enforcement of illegal parking in Taxi Ranks
	Response: Councillor Patel suggested that if taxi drivers find members of the public parked illegally in their ranks that they take the number plate and report it to the Police		
13	Councillor Laing	Councillor Patel	Contact Centre Emergency Line
	Response: Councillor Patel was not aware of the wait time that morning. <p>Supplementary: Councillor Laing has been cut off 7 times whilst trying to report flooding on the emergency line – how can residents report emergencies if the number is not working?</p> <p>Response: Councillor Patel agreed that it was unacceptable and an alternative way of reporting emergency issues was being looked into.</p>		
14	Councillor Mrs Aspinall	Councillor Drean	Changes to Bus Routes to be advertised further than online
	Response: Councillor Drean had hoped this was going to be done by the bus companies as they had opted not to use Mayflower Street whilst works were underway by he would speak to them to try and rectify this.		
15	Councillor Coker	Councillor Wakeham	Leaf Fall prioritisation in residential areas
	Response: Areas were being prioritised due to pressures and availability. <p>Supplementary: Areas had been prioritised, but there had been reports of several residents falling.</p> <p>Response: The team is doing their best, but leaf fall is persistent. Areas are be prioritised. Councillor Wakeham offered to look into the area Councillor</p>		

	Coker was referring to.		
16	Councillor Poyser	Councillor Patel	Blue Badge Application Delays
	<p>Response: Councillor Patel confirmed he was aware of the issue but the badges were completed through a Gov.UK website, which is where the delay was.</p> <p>Supplementary: Awareness of this for residents.</p> <p>Response: Councillor Patel would provide clarity on the process for Councillors.</p>		
	Councillor Singh	Councillor Drean	Daytime Bus Services being cut but there was a bus serving the night time economy
17	<p>Response: Councillor Drean clarified that the bus that was being put on Saturday Nights was not funded by the Council, it had been funded through Safer Streets. The difficulties with the budget mean difficult decisions have had to be made and therefore some routes have to be changed and some cancelled. 9 out of 14 routes were kept. Councillor Drean was speaking to bus companies about routes to serve communities who could be isolated by these decisions, but the decision was made based on patronage numbers.</p> <p>Supplementary: When decisions are taken with regards to cutting services such as bus services could a consultation take place with ward councillors and the community?</p> <p>Response: Conversations were taking place to help better serve residents with bus routes with bus companies following feedback from the public and Councillors.</p>		
	Councillor Mrs Beer	Councillor Bingley	Apology to Former Lord Mayor following a leaked telephone conversation
18	<p>Response: Councillor Bingley questioned the date of the event mentioned in the question as it was in the month before the telephone conversation was leaked.</p> <p>Councillor Beer explained the event in question was at Boringdon Golf Club in approximately March.</p>		
	Councillor Coker	Councillor Drean	Tendered Bus Services withdrawal due to budget savings
19	<p>Response: Some quotes for tendered services have been double what they have been in the past. There was a benchmark of £2 per passenger on the NCR with new contracts quoting £4-£18. Budget constraints as well as patronage had been considered when making the decision.</p> <p>Supplementary: Were savings being made that could otherwise be used for concessionary or subsidised bus routes?</p> <p>Response: The decisions had considered based on budget and patronage and were out for consultation. Councillor Drean offered to share more information when it was available.</p>		

Please note that questions, answers, supplementary questions and supplementary answers have been summarised.

ARMADA WAY TREES PETITION

City Council – 30 January 2023



The petition says:

'Plymouth City Council is regenerating Armada Way and in doing so will be chopping down virtually all the beautiful and well-established trees which make the city such a nice place to be.

If you would rather they change their plans to incorporate a bit more of what we already have rather than bulldozing it flat then get behind our campaign to save the trees! They are more important than a glimpse of a view of the war memorial on the Hoe.

The council say they want more trees, so why not just plant more trees?'

Plymouth City Council's Petition Scheme

Plymouth City Council welcomes petitions and understands that they are one way in which people's concerns can be expressed.

If a petition receives 5,000 signatures it automatically triggers a debate at the next ordinary council meeting. The Armada Way trees petition was received on 6 January 2023 and the council was advised that it contained around 10,000 signatures (more than 5,000 from postcodes within the City Boundaries).

Process for petition debate at council

The petition organiser will be given 5 minutes to present the petition at the meeting.

The relevant Cabinet Member will propose a response from the Council and this will be debated by councillors.

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City Council



Date of meeting:	30 January 2023
Title of Report:	Council Tax Base Setting 2023/24 and Council Tax Support Scheme 2023/24
Lead Member:	Councillor Mark Shayer (Deputy Leader)
Lead Strategic Director:	David Northey (Interim Service Director for Finance)
Author:	Stephen Coker (Lead Accounting Manager) Debbie Perry (Technical Manager)
Contact Email:	Stephen.coker@plymouth.gov.uk
Your Reference:	FIN/SC
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

To recommend the 2023/24 Council Tax base to Council in accordance with the Local Authorities (Calculation of Tax Base) (England) Regulations 2012.

Agree actions from annual review of the Council Tax Support (CTS) scheme.

Recommendations and Reasons

Council approve -

1. The Council Tax Base for 2023/24 of 74,891 equivalent Band D dwellings as set out in the report.
2. The continuation of the current Council Tax Support scheme and Exceptional Hardship Scheme for 2023/24 with no updates.

Reason for recommendations: to meet the legal requirements to set the Council tax base for budget setting purposes.

To help ensure that the Council Tax Support scheme treats claimants consistently, is clear to understand and is easy to administer.

Alternative options considered and rejected

It is a statutory requirement for Council to approve the Council Tax Base for the forthcoming financial year and annually review their CTS scheme. The option to amend the Council Tax Support scheme requires public consultation, and as there are no major Government amendments, it is considered correct to continue with the existing scheme.

Relevance to the Corporate Plan and/or the Plymouth Plan

The Council Tax Base and associated 2023/24 budget papers will set out the resources available to deliver the Corporate Plan priorities.

Sign off:

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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: 05/01/2023

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

Date approved: 05/01/2023

A. Council Tax Base Calculation

I. INTRODUCTION

- 1.1 The Local Authorities (Calculation of Tax Base) (England) Regulations 2012 make arrangements for the setting of the Council Tax. The arrangements include the determination of the Council Tax Base. A Council resolution is necessary. The decision must be notified to the major precept authorities.
- 1.2 For the year commencing 1 April 2023, the major precept authorities will be Devon and Cornwall Police and Crime Commissioner and Devon and Somerset Fire and Rescue Authority.
- 1.3 The Council must determine its Council Tax Base for 2023/24 during the period 1 December 2022 to 31 January 2023. The Council Tax Base is the measure of the taxable capacity of an area, for the purpose of calculating an authority's Council Tax. It represents the estimated number of Band D equivalent chargeable dwellings for the year. It also takes into account the authority's estimated Council Tax collection rate. The level of Council Tax subsequently set must be determined using the Council Tax Base figure. The Council Tax Base calculation is attached in Appendix B.
- 1.4 The calculation of the Council Tax Base allows for discounts under the Council Tax Support Scheme.

2. PURPOSE OF THE REPORT

- 2.1 The purpose of this report is to propose to Council the Council Tax Base of 74,891. The Council Tax Base for 2022/23 was 73,830.
- 2.2 The Tax Base calculation includes the impact of the Council Tax Support Scheme. Tax base calculations include assumptions for financial impact from COVID-19 and the continuing requirements of citizens for support to pay their Council Tax through the Council Tax Support scheme.

3. TAX BASE CALCULATIONS

- 3.1 Council Tax base figures are calculated by the billing authority as the aggregate of the "relevant amounts" calculated for each property valuation band multiplied by the estimated "collection rate" for the year.
- 3.2 Relevant amounts are:
 - (a) The number of chargeable dwellings in that band shown in the valuation list as at 12 September 2022 (Ministry of Levelling Up, Housing & Communities (DLUHC) return – Council Tax Base (CTB);
 - (b) The number of discounts, disabled reductions and exemptions which apply to those dwellings;
 - (c) Estimated changes in the number of chargeable properties between 12 September 2022 and 31 March 2024;
 - (d) Impact of the Council Tax Support scheme;
 - (e) The number of Band D equivalents within each different band.

3.3 The collection rate is the billing authority's estimate of the total amounts of 2023/24 Council Tax which will ultimately be paid or transferred into the Collection Fund;

3.4 This report assumes a collection rate for Council Tax of 97.5%. This rate reflects recent arrears collection performance, the pattern of write offs and the impact of Universal Credit. Analysis of collection rates across the age profile of debts suggests that an eventual collection rate of 97.5% is realistic and prudent in the current economic climate.

3.5 Appendix C shows the tax base used for the previous three years for comparison.

4. EMPTY HOMES PREMIUM

4.1 Change was legislated under the Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Act 2018 which amends Section 11B of Local Government Finance Act 1992 (higher amount for long-term empty dwellings: England), as follows:

From 1 April 2021 an additional premium can be charged of up to:

- 100% for any dwelling empty between 2 and 5 years.
- 200% for any dwelling empty between 5 and 10 years.
- 300% for any dwelling empty for 10 years or more.

Plymouth City Council introduced charging a maximum premium from 1 April 2019 as part of a strategy to encourage empty properties back into use. Approval was given to charge the additional premium as part of 2020/21 Council Tax Base setting approved at Council on 27 January 2020.

4.2 The Housing Delivery Team recommends an increase to the council tax premium attached to empty homes to the fullest extent possible as the legislation allows. This will provide a further disincentive for keeping properties empty. We envisage that returning empty homes to use will:

- Help to alleviate pressures on the housing waiting list through increased availability of rental properties
- Improve the visual appearance of empty properties that may blight neighbourhoods;
- Address problems that may be associated with living next door to an empty home for example damp ingress, vermin, anti-social behaviour and loss of property value;
- Generate New Homes Bonus funding for the city (subject to changes to the NHB scheme).

4.3 The legislation relating to the new premium can be found at the following link;

<http://www.legislation.gov.uk/ukpga/2018/25/contents/enacted>

5. COUNCIL TAX SUPPORT

5.1 In April 2013 the national Council Tax Benefit scheme was abolished and replaced by local assistance schemes, developed and administered by local councils. Plymouth City Council introduced two schemes from 1 April 2013; Council Tax Support and a discretionary Exceptional Hardship Scheme. The main Council Tax Support (CTS) scheme requires all working age claimants to make a minimum 20% contribution towards their Council Tax bill.

5.2 The qualifying criterion for the CTS scheme follows the basic calculation for Housing Benefit. This is based on a 'means test' with those in receipt of an income based welfare benefit passported to a

maximum 80% payment towards their Council Tax with a sliding qualification scale applied to all other claimants in order to determine entitlement.

- 5.3 All councils are required to annually review their local CTS schemes. Significant changes were agreed to the CTS scheme to implement an income banded scheme in 2020/21 to support Universal Credit (UC) customers from the frequent changes to their awards. In 2021/22 further changes to the scheme were made to address a small number of administrative issues that had arisen as a result of the implementation of the banded scheme in the previous year. A change was also made in 2021-22 to introduce flexibility into the scheme to allow the suspension of the use of the minimum income floor for the self-employed in exceptional circumstances, such as the COVID-19 pandemic.
- 5.4 A review of the 2022/23 CTS scheme has not identified any issues that require changes to be made to the scheme for 2023/24.
- 5.5 Current caseload figures confirm that the number of Plymouth residents claiming Council Tax Support decreased by 0.82% in the last 12 months (October 2021 vs October 2022). Caseload figures have remained stable at around 22,300 throughout 2022/23. The associated expenditure in 2022/23 has also decreased slightly in the last 12 months by 0.877% compared to 2021/22. CTS continues to provide vital support for many households in the city who have continued to lose income whilst household expenditure is increasing due to rising energy and food costs. It is expected that the caseload and scheme cost within 2023/24 can be funded within the available financial envelope.
- 5.6 Taking the factors in the above paragraphs into account, it is recommended that no updates are made to the CTS scheme for implementation in 2023/24.
- 5.7 These factors have been taken into account in establishing the proposed Council Tax Base and the impact will be closely monitored throughout the year.

B. Council Tax Base Calculation Table 2023/24

	BAND A with disabled relief	BAND A	BAND B	BAND C	BAND D	BAND E	BAND F	BAND G	BAND H	Total
Number of dwellings in valuation list as at 12th September 2022	-	48,050	33,261	23,575	10,213	5,186	1,859	614	55	122,813
Less number of exempt dwellings (including demolished)	-	- 3,203	- 1,371	- 920	- 652	- 198	- 38	- 33	- 15	- 6,430
Reductions to lower band due to disabled relief	-	- 150	- 188	- 180	- 103	- 62	- 24	- 32	- 11	- 750
Additions to band due to disabled relief	150	188	180	103	62	24	32	11	-	750
CHARGEABLE DWELLINGS FOR BAND	150	44,885	31,882	22,578	9,520	4,950	1,829	560	29	116,383
Total discounts at 25%	61	23,074	11,248	6,141	2,312	992	284	87	2	44,201
Total discounts at 50%	2	48	56	31	21	16	28	26	14	242
Total discounts at 100%	-	80	52	17	9	1	-	1	-	160
TOTAL DISCOUNTS - shown as whole dwelling equivalent	16	5,873	2,892	1,568	597	257	85	36	8	11,331
Long Term Empty Premium 2 - 5 years at 100%	-	96	12	8	2	4	-	-	-	122
Long Term Empty Premium 5 - 10 years at 200%	-	42	7	2	1	-	-	-	-	52
Long Term Empty Premium +10 years at 300%	-	7	3	-	-	-	-	-	-	10
LONG TERM EMPTY PREMIUM - impact of premium	-	201	35	12	4	4	-	-	-	256
Estimated number of dwellings not listed but which will be listed in the band for the whole or any part of the financial year	-	153	154	137	67	43	19	7	-	580
Estimated number of reductions to lower band due to successful appeals	-	10	4	10	6	1	4	1	-	-
Estimated number of increases to higher band due to successful appeals	-	9	10	4	9	7	5	2	-	-
TOTAL ADJUSTMENTS	-	154	140	123	82	51	20	10	-	580
LOCAL COUNCIL TAX SUPPORT SCHEME REDUCTIONS	46	9,402	3,224	1,031	232	60	14	3	-	14,013
Estimated impact Local Council Tax Support demand	-	10	5	5	-	-	-	-	-	20
Family annexes discount at 50%	0	31	11	19	17	14	12	1	0	105
FAMILY ANNEXES	0	16	6	9	7	6	6	1	-	50
TOTAL DWELLINGS (ROUNDED)	88	29,940	25,930	20,100	8,770	4,681	1,744	531	22	91,805
RATIO TO BAND D	5	6	7	8	9	11	13	15	18	
	9	9	9	9	9	9	9	9	9	
RELEVANT AMOUNTS FOR 2022/23	49	19,960	20,168	17,867	8,770	5,721	2,519	885	43	75,981
COLLECTION RATE										97.50%
ADJUSTED RELEVANT AMOUNT	47	19,461	19,664	17,420	8,551	5,578	2,456	862	42	74,081
MOD CONTRIBUTION										809
TAX BASE										74,891

C. Council Tax Base - Previous Years

Band	2020/21			2021/22			2022/23		
	Number of properties	Estimated Collection Rate	Adjusted Band D Equivalent	Number of properties	Estimated Collection Rate	Adjusted Band D Equivalent	Number of properties	Estimated Collection Rate	Adjusted Band D Equivalent
A	47,747	98.0%	19,785	47,670	97.5%	18,868	47,824	97.5%	19,057
B	32,932	98.0%	19,729	33,048	97.5%	19,297	33,154	97.5%	19,389
C	23,207	98.0%	17,270	23,318	97.5%	17,103	23,484	97.5%	17,266
D	9,939	98.0%	8,312	10,066	97.5%	8,308	10,132	97.5%	8,443
E	5,057	98.0%	5,470	5,136	97.5%	5,506	5,159	97.5%	5,546
F	1,786	98.0%	2,352	1,805	97.5%	2,361	1,836	97.5%	2,411
G	603	98.0%	846	606	97.5%	850	611	97.5%	863
H	56	98.0%	36	57	97.5%	37	56	97.5%	39
Total	121,327		73,800	121,706		72,330	122,256		73,014
MOD			803			785			816
Tax Base			74,603			73,115			73,830

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City Council

Date of meeting: 30 January 2023
Title of Report: **Tamar Bridge and Torpoint Ferry**
Lead Member: Councillor Jonathan Drean (Cabinet Member for Transport)
Lead Strategic Director: Anthony Payne (Strategic Director for Place)
Author: David List, General Manager Tamar Crossing
Contact Email: David.list@tamarcrossings.org.uk
Your Reference:
Key Decision: No
Confidentiality: Part I - Official

Purpose of Report

The Tamar Bridge and Torpoint Ferry have historically been operated together as a single undertaking on a 'user-pays' principle funded almost entirely from toll income. The undertaking maintains a contemporary financial model that incorporates income forecasts based on traffic levels. Income at the two crossings had been significantly reduced by the effect of Covid-19 and traffic levels have still not recovered to pre pandemic levels and are now operating at circa 90% of that previously.

This report sets out for consideration and approval, the proposed revenue estimates (budget) for PCC and CC Cabinet and Full Council for 2023/24 and indicative figures for the subsequent three years 2024/25, 2025/26 and 2026/27, together with the proposed capital programme.

The global economy is experiencing changes in consumer patterns, and inflation, at an unprecedented rate. Unforeseen 12 months ago when preparing the Revenue Estimates and Capital Programme Report 2022-2026. The consequences of the economic situation impacts both the income and the expenditure of the Joint Undertaking. The assumptions used to calculate the revenue estimates and proposed capital programme were based on information available to officers at the time of report preparation. However, it is hoped that this level of increase will settle over the 4 year period, to those seen in more recent years.

The full report, with appendices, agreed by the Joint Committee on the 2nd December 2022, is attached for reference.

Recommendations and Reasons

That Council approves:

1. The 2023/24 revenue estimates and capital programme and the draft 2023-24 Business plan, as set out in the appendices to the JC Report, be approved; and
2. The longer-term forecast to 2026/27 is noted.

Reasons

Without an approved budget, agreed by the parent authorities, PCC and CC, bridge and ferry operations would be unable to operate. An agreed, approved budget is a requirement of the existing governance arrangements of the parent authorities.

Alternative options considered and rejected

Not to approve the Budget as presented; rejected on the basis that Bridge and Ferry operations need to provide safe crossings 24/7/365, connecting communities, supporting the local and national economy and providing access to healthcare and leisure.

The do nothing option was also rejected; as it would result in the parent authorities not delivering safe crossings or meeting their responsibilities regarding a duty of care.

Relevance to the Corporate Plan and/or the Plymouth Plan

The Tamar Bridge & Torpoint Ferry links are key gateways to the City and provide opportunities for investment, jobs and growth particularly in the wider context of Plymouth as the regional economic centre.

Providing a safe well-maintained road network contribute to the economic well-being of the City, supporting the Council's Growth priority.

Financial Risks

The recommendations addresses the safety and operational requirements and reduces associated risk to the parent authorities.

Carbon Footprint (Environmental) Implications:

Continued service delivery will provide reliable journey times and minimises the potential for congestion or longer diverted journeys and related pollution.

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.*

Risk Management – This report addresses the requirement to continue with BAU for these important crossings.

Health and Safety – Key Performance Indicators within the Strategic Plan and associated Annual Plans are designed to drive improvement.

There are no child poverty or community safety implications.

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 1 of the Local Government Act 1972 by ticking the relevant box</i>						
		1	2	3	4	5	6	7
A	Briefing report – Tamar Bridge and Torpoint Ferry 2023/24 Revenue and Capital Programme							
B	TBTFJC Report 2 December 2022, 2 December 2021							
C	Draft Minutes of TBTFJC Meeting, 2 December 2021							

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	DIN. 22.23. 321	Leg	EI/38 851/1 9.12.2 2(3)	Mon Off		HR		Assets		Strat Proc	
Originating Senior Leadership Team member: Philip Robinson (Service Director for Street Services)											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 20/12/2022											
Cabinet Member approval: Councillor Jonathan Drear, Cabinet Member for Transport											
Date approved: 05/01/2023											

Appendix A

Briefing Report -

Tamar Bridge and Torpoint Ferry 2023/24 Revenue and Capital Programme

Introduction

- 1.1 The Tamar Bridge and Torpoint Ferry are operated, maintained and improved jointly by Plymouth City Council and Cornwall Council on a 'user pays' principle, being funded by toll income using powers derived from the Tamar Bridge Act. The finances of the joint undertaking are effectively ring-fenced by the Act, and it is operated in normal times as a self-financing business.
- 1.2 The existing governance requires that both parent authorities agree an annual Budget to facilitate the undertakings as part of the operational delivery remit.
- 1.3 The budget for 2023/24 will meet the requirements of the Councils, in that it is balanced and affordable, even though traffic levels have remained below pre-Covid levels and are currently running at approximately 90% at both crossings, which is line with the 90% level incorporated in the financial model.
- 1.4 Appendix 4 of the TBTF JC Report, 2023/24 Revenue and Capital Programme contains the Annual Business Plan.
- 1.5 The detailed projection to the effect on the undertaking's financial position and the response of TBTFJC is detailed in Section 2 of the TBTFJC Future Financing Report at Appendix B.

2. Future Finance issues

- 2.1 There are concerns however that in the coming years, unless action is taken, there may be a deficit that would require addressing, as seen in the table below;

	2022/23	2023/24	2024/25	2025/26	2026/27
Forecast reserve surplus / (deficit) at 31st March	£0.614m	£0.192m	(£1.140m)	(£1.664m)	(£2.133m)

- 2.2 The Tamar Bridge Act 1957 sets out the default process to be followed if such deficits arise, namely that the parent authorities, Cornwall Council and Plymouth City Council cover that deficit for subsequent recovery at some later stage when the undertaking returns to a surplus position.

- 2.3 The primary reasons identified for the projected deficit are interest rate rises, currently circa 10% and energy costs that have risen exponentially.
- 2.4 A 30% toll increase was proposed earlier in 2022 with a request made to the SoS for Transport, this was agreed by the SoS and will be implemented in January 2023. The issues identified in 1.6 were not present when the assessment was made, to set the required Toll increase. The increase agreed by the parent authorities reflected the situation at the time with local authority due diligence regarding projected costs.
- 2.5 The TBTF JC Report (2.16 Reserves) shows the projected deficit issue (Table in 1.3 above) and concern was duly raised by the Joint Committee, who agreed that a Workshop would be held early in 2023, to assess opportunities and options to address the deficits identified.
- 2.6 The Joint Chairmen of TBTFJC and Portfolio Holders of both authorities have continued to lobby government to;
 - a) Have the ability to apply RPI locally, which will require Primary Legislation and is currently being investigated and
 - b) For long-term financial support for the Bridge, although this request has been without success to date.
- 2.7 Resolutions can be found in the draft minutes of the TBTF JC meeting on 2 December 2022 which are attached at Appendix C.

Appendix B

Report to:	Tamar Bridge & Torpoint Ferry Joint Committee	
Date:	2nd December 2022	
Title:	2023-2024 Revenue and Capital Programme	
Portfolio Area:	Cornwall Council: Transport Plymouth City Council: Transport	
Divisions Affected:	All	
Local Member(s) briefed:	NA	
Relevant Scrutiny Committee:		
Cornwall Council: Economic Growth and Development		
Plymouth City Council: Growth and Infrastructure		
Authors, Roles and Contact Details:	Jamie Wright, Service Accountant 01872 322222 jamie.wright@cornwall.gov.uk Andrew Vallance, Governance and Finance Manager 01752 36157 andrew.vallance@tamarcrossings.org.uk	
Approval and clearance obtained:	Y / N	
Date next steps can be taken	2nd December 2022	
For Cabinet and delegated executive decisions only		
Key decision? (\geq £500k in value or significant effect on communities in two or more electoral divisions)	N	
Published in advance on Cabinet Work Programme?	N	
Urgency Procedure(s) used if 'N' to Work Programme?	N	

Recommendation(s) to the Councils of the Parent Authorities via the Cabinets of the Parent Authorities:

1. That the 2022/23 revenue estimates and capital programme and the draft 2022-23 Business plan, as set out in the appendices to this report, be approved; and
2. the longer term forecast to 2026/27 is noted.

I Executive Summary

- 1.1 This report sets out for consideration and approval, the proposed revenue estimates (budget) for the Joint Committee for 2023/24 and indicative figures for the subsequent three years 2024/25, 2025/26 and 2026/27, together with the proposed capital programme.
- 1.2 The global economy is experiencing changes in consumer patterns, and inflation, at an unprecedented rate. Unforeseen 12 months ago when preparing the Revenue Estimates and Capital Programme Report 2022-2026. The consequences of the economic situation impacts both the income and the expenditure of the Joint Undertaking. The assumptions used to calculate the revenue estimates and proposed capital programme are based on information currently available to officers. However, it is hoped that this level of increase will settle over the 4 year period, to those seen in more recent years.

2 Purpose of Report and key information

- 2.1 The Tamar Bridge and Torpoint Ferries (TBTF) are operated, maintained and improved jointly by Plymouth City Council and Cornwall Council on a 'user pays' principle, being funded by toll income using powers derived from the Tamar Bridge Act.

In developing the budgets for 2023/24 to 2026/27 set out within appendix I, the following inflationary and interest assumptions have been used:

Rates	2023/24	2024/25	2025/26	2026/27
Inflation CPI	7.5%	1.80%	2.00%	2.00%
Inflation RPI	8.30%	2.6%	2.80%	2.80%
Pay Inflation	4.50%	2.00%	2.00%	2.00%
Interest (Receivable)	1.00%	1.00%	1.00%	1.00%
	4.68%	4.68%	4.68%	4.68%

Interest (Payable) existing borrowing				
Interest (Payable) new borrowing	3.38%	3.38%	3.38%	3.38%

- 2.2 The second interest rate payable line above reflects the revised offer made by Cornwall Council for new loans agreed from April 2019. It should be noted that the rate will only be fixed when loans are taken out and future rates are subject to movement in the general market. Loans that predate April 2019 will continue to be calculated using Cornwall Council's historic consolidated rate of interest.
- 2.3 The proposed budget is set out in Appendix I. The variations between the latest 2022/23 forecast and the proposed 2023/24 budget are listed on page 5 of Appendix I. The 2024/25 to 2026/27 estimates are only indicative.
- 2.4 Some of the more significant items affecting the proposed budgets are as follow:
- 2.5 The **Corporate** cost centre currently shows a favourable movement of £1.686m.
- 2.6 Increasing the tolls by 30% has increased the forecasted income by £1.649m.
- 2.7 By issuing the tag statements electronically instead of being issued via the post is expected to save £0.068m.
- 2.8 Bank charges have seen an increase of £0.037m due to the increase in the tolls.
- 2.9 The **Bridge's** revenue budget makes provision for the ongoing maintenance and operations of the bridge and its infrastructure in line with current engineering practices. The movement from the previous year shows an adverse movement of £0.674m. The main changes from the previous year are:
- 2.9.1 Staffing including agency is showing an increase £0.052m due to pay awards and inflation rises.
- 2.9.2 Bridge and gantry inspections is showing an increase of £0.320m due to the requirements for 2023/24.
- 2.9.3 Energy costs are showing an increase of £0.154m due to rising electricity costs
- 2.9.4 Toll cash handling and collection is showing an increase of £0.057m due to inflation rises.
- 2.9.5 Operational expenses have increased by £0.088m owing to the consumer price index (CPI) estimate of 7.5% for next year.

- 2.10 The **Ferry's** revenue budget also makes a provision for the ongoing maintenance and operation of the ferries and their associated infrastructure in line with current engineering practices. The movement from the previous year shows an adverse increase of £0.529m. The main changes are as follows:
- 2.10.1 Staffing including agency staff is showing an increase of £0.391m due to pay awards, inflation rises and issues recruiting.
- 2.10.2 Repairs & Maintenance (R&M) building and ground maintenance is forecasting a saving of £0.043m.
- 2.10.3 Marine oil has increased by £0.029m
- 2.10.4 The other areas have been hit by inflation rises due to CPI being estimated at 7.5% for 2023/24.
- 2.11 The **Learning Centre** costs has increase by £0.021m, mainly to due to a £0.018m increase in activities.
- 2.12 Minimum Revenue Provision (MRP) and Interest repayments have reduced by £0.047m following:
- Re-profile of £0.125m Bridge LED lighting into 2022/23 and a reduction in costs of £0.125m.
 - Re-profile of £0.900m ferry traffic control systems into 2022/23.
 - Reduction of £1.300m in the Bridge resurfacing and £0.200m re-profiled into 2022/23.
 - Additional £0.400m for Bridge Deck waterproof/drainage.
 - Movement of £0.200m for the Parapet Works into 2022/23 as a future scheme
- 2.13 The proposed Capital Programme is shown in Appendix 2. Work has been undertaken by officers to assess the current capital programme and the revised estimate for 2022/23 is now anticipated at £2.841m, a decrease of £2.059m based on the changes below:
- Re-profile of £1.500m for Rocker/Pendle remedial works into 23/24
 - Re-profile of £0.900m ferry traffic control systems into 2023/24
 - Reduction of £0.125m Bridge LED lighting
 - Additional £0.400m for toll system updated.
- 2.14 Two indicative future schemes have been added for 2023/24, £0.300m for Torpoint offices and workshops refurbishment and £0.400m for Toll Booth replacement.

- 2.15 **Reserves** – the reserve position as at 31st March (Appendix 3) is shown in the table below:

	2022/23	2023/24	2024/25	2025/26	2026/27
Forecast reserve surplus / (deficit) at 31st March	£0.614m	£0.192m	(£1.140m)	(£1.664m)	(£2.133m)

- 2.16 The Joint Committee receive a quarterly update on its financial position in order to provide assurance that the finances of the undertaking are being managed appropriately and that any significant issues are highlighted and necessary action is taken to address them.

Annual Business Plan

- 2.17 The Terms of Reference for the Undertaking requires that an Annual Business Plan accompanies the budgets for approval by Full Councils. The 2023/24 Draft Business Plan attached as Appendix 4, is a single year plan recognising that a full review of this process may be required following any feedback from the ongoing consultant's review.

3 Benefits for Customers/Residents

- 3.1 Appropriate management of finances and budget monitoring ensures that appropriate resources are available for the operation, maintenance and improvement of the crossings which form key elements of the local transport network which is essential to the sustainable economic and social development of the region for the benefit of residents.

4 Relevant Previous Decisions

- 4.1 Approved budget for 2022/23 at Tamar Bridge and Torpoint Ferry Joint Committee of 3rd December 2021 (TBTF/34)
- 4.2 <https://democracy.cornwall.gov.uk/documents/s152034/2022%202023%20Revenue%20Estimate%20and%20Capital%20Programme%20Report.pdf>
- 4.3 Approved budget for 2022/23 at Cornwall Council meeting of 22nd February 2022 (CC/148)
- 4.4 <https://democracy.cornwall.gov.uk/documents/s153916/Tamar%20Bridge%20Torpoint%20Ferry%202022-23%20Revenue%20Estimates%20and%20Capital%20Programme.pdf>
- 4.5 On recommendation of Cabinet meeting of 9th February 2022 (CAB/88)

- 4.6 <https://democracy.cornwall.gov.uk/documents/s153587/Tamar%20Bridge%20and%20Torpoint%20Ferry%20-%20202223%20Revenue%20Estimates%20and%20Capital%20Programme%20-%20Report.pdf>
- 4.7 Approved budget for 2022/23 at City Council meeting of 24 January 2022
- 4.8 <https://democracy.plymouth.gov.uk/ieListDocuments.aspx?CId=276&MID=9992>
- 4.9 On recommendation of Plymouth City Council Cabinet meeting of 11 January 2022
- 4.10 <https://democracy.plymouth.gov.uk/ieListDocuments.aspx?CId=254&MID=9715>

5 Consultation and Engagement

- 5.1 The Joint Committee receive quarterly updates on the financial position

6 Financial Implications of the proposed course of action/decision

- 6.1 Financial implications are detailed within Section 2 of this report. Whilst this report only seeks approval of the 2023/24 revenue budget and capital programme, the forecast over the 4 year period includes assumptions and best estimates at the time of preparation. The forecast shows that the reserve will be in deficit early 2024/25, unless alternative funding or income, or reduced expenditure, can be identified.

	2022/23	2023/24	2024/25	2025/26	2026/27
Forecast reserve surplus / (deficit) at 31st March	£0.614m	£0.192m	(£1.140m)	(£1.664m)	(£2.133m)

- 6.2 The Joint Committee will need to consider a range of options to address the deficit reserve position. However, in the event that the reserve is in deficit at the end of a financial year, the Joint Parent Authorities would need to provide revenue support to remedy the deficit. This means that by the end of 2026/27 (based on current assumptions) cumulative revenue support required would be £2.133m (£1.066m from each Parent Authority).
- 6.3 Included in the 2025/26 assumptions is a return to pre-pandemic traffic levels. This will need to be closely monitored over the next 12 months as current recovery has only been around the 90% level (+/- a few percent) of the pre-pandemic traffic levels. It has also been suggested that the United Kingdom will enter an official recession in 2023, and historically when this has happened the Joint Undertaking has seen traffic levels reduce, which would put further pressure on the income budget.

- 6.4 The global economy is experiencing changes in consumer patterns and inflation at an unprecedented rate. The financial impacts on the Joint Undertaking will be closely monitored by officers. Joint Committee Members will be kept informed through the budget monitoring reports presented at the quarterly Joint Committees in relation to the 2023/24 budget, and the Future Financing Reports in relation to the longer-term position.

7 Legal/Governance Implications of the proposed course of action/decision

- 7.1 The Joint Committee is being asked to make recommendations to the Full Councils of both parent authorities via the Cabinets of both parent authorities. Cornwall Council's Cabinet will consider this at its meeting on 8 February 2023 and Cornwall Council's Full Council will consider this at its meeting on 21 February 2023. Plymouth City Council's Cabinet will consider this at its meeting on 9 February 2023 and Plymouth City Council's Full Council will consider this at its meeting on 27 February 2023.

8 Risk Implications of the proposed course of action/decision

- 8.1 There are no implications associated with this report.

9 Cornwall Development and Decision Wheel

- 9.1 Not applicable.

10 Options available

- 10.1 To approve the proposed revenue estimate for 2023/24, capital programme and draft business plan as set out in Appendices 1 – 4. This is the preferred option for the reasons set out in this report.
- 10.2 To not approve the proposed revenue budget for 2023/24, capital programme and draft business plan as set out in Appendices 1 – 4. This is not the preferred option as a revenue budget, capital programme and business plan must be set.

11 Supporting Information (Appendices)

- 11.1 Appendix 1: Revenue Estimates for 2023/24 to 2026/27
- 11.2 Appendix 2: Capital Programme 2023/24 to 2026/27
- 11.3 Appendix 3: Reserve Estimates 2023/24 to 2026/27
- 11.4 Appendix 4: Draft Business Plan 2023/24

12 Background Papers

- 12.1 None

13 Approval and clearance**13.1 All reports:**

Final report sign offs	This report has been cleared by (or mark not required if appropriate)	Date
Governance/Legal (Required for all reports)	Lia Musto-Shinton	23/11/2022
Finance (Required for all reports)	Geraldine Baker	23/11/2022
Cornwall Development and Decision Wheel (Required for all reports)		
Service Director (Required for all reports)	Vicky Fraser, Service Director – Environment and Connectivity	23/11/2022
Strategic Director (If required)		

Tamar Bridge and Torpoint Ferry Joint Committee 2023-2024 Annual Business Plan

Contents

Contents	11
Message from the Chairmen	12
The Context for the Annual Business Plan	13
Long Term Strategy	13
Meeting Customer Expectations	14
Budget Context	16
Performance Targets	18
Table 1 Safe Services	18
Table 2 Reliable Services	19
Monitoring Indicators	21

Message from the Chairmen

This Annual Business Plan extends beyond the last approved four-year Strategic Plan 2018-2022 agreed by the Committee in September 2017.

The Plan represents a continuation of an interim approach whilst the Parent Authorities, the Committee and management consider alternative approaches to business planning during the coming year. The provision of a single year plan ensures continuity whilst a review being undertaken with external assistance is ongoing.

The coming year will be an extremely busy and testing 12 months. The organisation needs to address the stresses caused by the current economic situation, particularly relating to inflation and increased energy costs, and the ongoing effects of the Covid pandemic on our income. The first of three refits will reduce service at Torpoint for a number of weeks in April and early May and major works on the bridge's main cables and articulation elements later in the year will be technically challenging. These projects reflect the Committee's continuing recognition of the need to ensure that the service provided by these essential and strategic crossings, under its control, remains robust and that programmes take a long view in maintaining the key assets.

It is that long view approach that has convinced the Committee to undertake strategic reviews of operational efficiency and the approach to long term business planning.

The Plan demonstrates our ongoing commitment to delivering a safe, reliable and efficient service to our users and it is intended that this document will form the basis of management reports to Members during the course of the year.

A summary of progress made against the Plan will accompany the Annual Report published in draft form in June 2024.

Councillor Martin Worth
Joint Chairman
Cornwall Council

Councillor Jonathan Drear
Joint Chairman
Plymouth City Council

The Context for the Annual Business Plan

Long Term Strategy

Plans for the longer term sustain the organisation's mission to provide safe, reliable and efficient crossings of the River Tamar. These plans are influenced by the Local Transport Plans of the Joint Authorities.

The physical and financial resources must continue to be available for major tasks such as resurfacing and repainting the Bridge and undertaking refits of the Ferries. Maintenance cycles may span consecutive Business Plan cycles, therefore while the medium-term financial plan spans four years, potential maintenance requirements beyond that period must also be considered within the organisation's general business plans.

The undertaking must maintain a clear strategy for the future to accommodate changes in traffic demand, user expectations, legislation and other factors that may stimulate changes in the way the undertaking operates and may require improvements to facilities. Therefore, potential change beyond the four year period of the medium-term financial plan must also be considered.

Continuity with the previous Strategic Framework

The Strategic Plan that expired in March 2022 contained a number of broad goals for the four-year period April 2018 to March 2022. Those goals remain relevant and are recorded below, with the continuing work to progress each goal. This approach is considered to be the most effective during a period when the organisation is developing new strategic approaches with the assistance of consultants.

Specific actions to achieve the desired outcomes are provided in KPI tables later in the document. These tables will allow Members, users and other stakeholders to monitor the performance of the service.

Strategic Goal: Meeting Customer Expectations

- Achieve or exceed service delivery KPIs
- providing more payment options for TamarTag customers
- providing a greater range of communication routes online
- undertaking major projects to ensure Bridge and Ferries are maintained to appropriate standards
- proactively communicate with customers
- expand scope and improve detail of traffic data

Strategic Goal: Fiscally Sustainable

- ensure that income can fund forecast expenditure
- act on an external review of operational efficiency
- routinely report progress and update financial positions
- improve management of toll debtors
- pursue the ability to index-link tolls

Strategic Goal: Transparent Governance and Clear Decision Making Processes

- consider alternative organisational models within risk and business efficiency consultancies
- adopt a revised approach to long term planning and business planning
- publish additional information and raise awareness of public meetings
- work towards a schedule of Committee meetings in Cornwall in addition to meeting in Plymouth
- consider ways in which the crossings might assist the Parent Authorities in addressing the Climate Emergency
- review legislation and governance

Strategic Goal: A Modern, Diverse and Well Trained Workforce

- act on workforce feedback and progress any recommendations from external review
- consider ways to mitigate recruitment issues in key specialist posts

Strategic Goal: Quality and Appropriate Standards

- improve pedestrian safety
- demonstrate our safety culture
- provide assurance about our approach to the environment
- maintain appropriate regulatory standards
- reduce environmental impact and ensure energy use is moderated

Actions Plan for 2023-24

The following detailed actions to meet the 2023-24 goals:

Meeting Customer Expectations

ACTION	Timeframe	RELATIONSHIP TO PROGRESSING STRATEGIC GOALS
Provide more flexible Direct Debit scheme for TamarTag customers	Spring 2023	Providing more payment options for cash and TamarTag customers
Expand the proactive customer engagement policy	Through 2023	Proactively communicate with customers

Fiscally Sustainable

ACTION	Timeframe	RELATIONSHIP TO PROGRESSING STRATEGIC GOALS
Review charging structure	Summer 2023	Ensure that the crossings remain financially sustainable.

Provide budget monitoring reports to Committee with updates to long-term model	Quarterly	Routinely report progress and update financial positions
Determine and progress the preferred route to enable index-linking of tolls	Ongoing	Reduce income risk
Complete an independent efficiency review of the undertaking	April 2023, report to Committee, June 2023	Assurance that best practice is being deployed to ensure that crossings represent value for money

Transparent Governance and Clear Decision Making Processes

ACTION	Timeframe	RELATIONSHIP TO PROGRESSING STRATEGIC GOALS
Expand independent publication of information	Ongoing	Publish additional information and raise awareness of public meetings
Undertake review of governance arrangements and consider new frameworks	Through financial year	Effective and transparent corporate oversight and challenge

A Modern, Diverse and Well Trained Workforce

ACTION	Timeframe	RELATIONSHIP TO PROGRESSING STRATEGIC GOALS
Implement recommendations from 2022 employee survey	Ongoing	Demonstrate value of workforce feedback
Review job design when vacancies occur to encourage more flexible working and part-time opportunities	Ongoing	Continue the actions detailed in Gender Pay Gap Reports
Review Employee Terms and Conditions	December 2023	Complete the actions detailed in external reports and action plans
Address any organisation issues raised in external reviews	Through financial year	Review legislation and governance

Quality and Appropriate Standards

ACTION	Timeframe	RELATIONSHIP TO PROGRESSING STRATEGIC GOALS
Upgrade traffic control systems at Torpoint and Devonport	2023 (Assumes recruitment of key staff)	Improve pedestrian safety

Certification of Occupational Health and Safety Management to ISO 45001 Standard	Autumn 2023	Demonstrate our safety culture
Certification of Environmental Management System to ISO14001 Standard	Autumn 2023	Provide assurance about our approach to the environment
Continue technical inspection programme at Tamar Bridge	Ongoing	Maintaining appropriate regulatory standards
Maintain ferries to classification society standards	Ongoing	Maintaining appropriate regulatory standards

Budget Context

The approved budgets for 2023-2024 are reported below.

Estimated income figures assume that traffic will be affected by major works at the bridge during the year and there is no growth in traffic volumes at Torpoint Ferry.

Forecast Income	£s
Toll Revenue (Bridge)	14,211,000
Toll Revenue (Ferry)	1,835,000
Tag Related Fees	460,000
Income from Agency Charges	446,000
Rents & Miscellaneous Income	110,000
Grant Income	0
Investment Income and Interest	0
TOTAL FORECAST REVENUE	17,062,000
Forecast Expenditure	
Bridge Operations & Maintenance	5,431,000
Ferry Operations & Maintenance	6,556,000
Learning Centre	135,000
Corporate Expenses	565,000
Interest Payments (cost of capital funding)	1,673,000
Repayment of Capital (Revenue Provision)	3,124,000
TOTAL FORECAST EXPENDITURE	17,484,000
Forecast Deficit for Year	£422,000

Reserves

The forecast deficit will mean that the reserve maintained as contingency will reduce from a forecast £614,000 at 31 March 2023 to a forecast £192,000 at the end of March 2024.

Capital Works

The borrowing required to fund capital works during the year is anticipated to be £10,650,000.

Performance Targets

In addition to the quarterly reports on progress made to the Joint Committee, progress against the measures below will be published on our website.

Table I Safe Services

Description	KPI	Target	Why this is important?
Number of accidents involving members of the public	Number of reportable incidents and accidents involving the public at both crossings	Zero and maintain	Public safety is an integral part of our business
Reportable incidents and minor accidents involving employees	Number of reportable incidents and accidents involving employees at both crossings	Reduce to zero and maintain zero incidents and accidents.	Staff safety is an integral part of our business. Need to mitigate risk to the lowest practicable level to avoid further accidents.
Lost time – employees	Days lost due to accidents	Less than 20 days	Provides a measure of the safety of the work environment. Reduces costs associated with absence or reduced capability following accidents.

Table 2 Reliable Services

Description	KPI	Target	Why this is important?
Bridge traffic lane availability	Peak time lane availability	>99.5%	Measures success of traffic management and reliability of infrastructure. Ensuring that lanes are open is key to ensuring that journeys are predictable and reduces the risk of accidents.
	Total lane availability	>98.5%	
Bridge toll booth availability	% of scheduled booth hours achieved	>99%	In addition to helping to ensure that journey times are predictable, the measure assists assessment of the performance of the contractor
Ferry scheduled crossings availability	Peak Time scheduled crossings achieved	To be confirmed	Measures success of vessel management and reliability of infrastructure. Predictable service is essential for customers to plan the best mode of transport.
	Off-Peak scheduled crossings achieved	>99%	
Ferry waiting/journey times	Average journey time from entry of waiting area to exit off ferry	To be confirmed (system extension pending)	Measures success of vessel management and reliability of infrastructure. Predictable journey times are essential for customers to plan the best mode of transport.
	Peak journey time from entry of waiting area to exit off ferry		
Bridge journey times	Average journey time between A38 Carkeel & St Budeaux junctions	< 5mins 45 sec	Measures success of traffic management and reliability of infrastructure. Predictable journey times are essential for customers to plan the best mode of transport.
	Peak average journey time between A38 Carkeel & St Budeaux junctions	< 6 mins	

Table 3 Effective and Efficient Services

Description	KPI	Target	Why this is important?
Expenditure	Variance against budgets	Monthly review within 10% of profiled spend	Cost control, financial management, efficiency.
Tag Usage	Overall usage	≈60%	Maintains plaza capacity.
	Peak usage	≈80%	
Complaints	Response time	95% of complaints responded to within 10 working days.	Those making complaints remain aware that their comments are valued and investigations are prioritised.
Payment within 30 days of invoice date	% of invoices are paid within 30 days	>95%	Payment within terms assists the relationship with suppliers and improves validity of financial monitoring process
Staff sickness absence	Days absence per employee per annum	Average of <9 days	Reflects a healthy workforce and sound HR practices.
Energy recovered waste incineration	non-hazardous waste to be diverted from landfill for energy recovery	60% diversion	Reduction of waste improves efficiency and demonstrates our concern for the wider community
Recycled waste	non-hazardous waste diverted from landfill to be recycled	40% diversion	

Monitoring Indicators

In addition to the key indicators that measure the organisation's own performance, other indicators can provide information on aspects of service delivery which can by varying degrees be outside the control of the organisation.

The organisation also reports and monitors measurements widely used in the public sector and which are appropriate to report for reasons of transparency.

The indicators shown in the table below will be monitored.

Annual reviews will report the actions that will be taken in the course of the year that are likely to impact on these areas.

Description	Monitor Indicators	Why this is important to service users	Why a target is not appropriate or measure is partly or wholly outside our control
Complaints – Number received	Number	As an indicator of customer satisfaction	We wish to expand the ways in which users can communicate issues and encourage feedback. Any target works against this aim
Road Traffic Collisions (RTCs) occurring within Joint Committee controlled highway.	No of RTCs within Tamar Bridge/Saltash Tunnel tidal flow system. No of RTCs within Torpoint Ferry traffic control area.	We must provide a safe environment to users and our staff. RTCs impact on service delivery, frequently requiring at least partial closure of access to or from vessels and	Many RTCs are due largely to driver error.

Incidents of recorded anti- social behaviour on Joint Committee property.	Reported incidents at each crossing	Users expect a safe and secure environment	Threatening, anti-social or illegal behaviour is the responsibility of the those performing the act(s).
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Tamar Bridge and Torpoint Ferry 2023-2024 Business Plan

Appendix C

CORNWALL COUNCIL

TAMAR BRIDGE AND TORPOINT FERRY JOINT COMMITTEE

DRAFT MINUTES of a Meeting of the Tamar Bridge and Torpoint Ferry Joint Committee held in the Warspite Room, Plymouth City Council, Armada Way, Plymouth, PL1 3AA on Friday 2 December 2022 commencing at 10.00 am.

Present:- Councillors: Worth (Co-Chair) and Jonathan Drean (Co-Chair)
(None)

Mark Coker, Hendy, Long, Tivnan and Toms.

Also in attendance:- Councillors: Chaz Singh.

Apologies for absence:- Councillors: Donnithorne and Pat Patel.

DECLARATIONS OF INTEREST

(Agenda No. 2)

TBTF/15 There were no declarations of interest.

MINUTES OF THE MEETING HELD ON 30 SEPTEMBER 2022

(Agenda No. 3)

TBTF/16 It was moved by Councillor Drean, seconded by Councillor Long, and

RESOLVED That the Minutes of the meeting of the Tamar Bridge and Torpoint Ferry Joint Committee held on 30 September 2022 were correctly recorded and that they be signed by the Chairman, subject to the following amendment:- that Councillor Tivnan was also in attendance.

PUBLIC QUESTIONS

(Agenda No. 4)

TBTF/17 There were no questions from the Public.

GENERAL MANAGER'S QUARTERLY REPORT

(Agenda No. 5)

TBTF/18 The Committee considered the General Manager's Quarterly Report (previously circulated), presented by the General Manager.

In response to comments and questions from the Joint Committee Members, Officers advised that:

1. Members were advised that any costs cited in the contracts in the report were indexed to inflation and would increase over time.
2. Members were informed that replacing fibre glass toll booths would be quicker than refurbishment and although more expensive, the increased longevity of the replacement booths would offset the higher cost implications as well as causing less disruption to the bridge's day to day operations.
3. Clarification was sought on whether the decrease in bridge usage was reflected in a similar increase in usage of the A386, details of which would be sought by the General Manager from Devon County Council.
4. Concern was expressed that increasing toll rates would contribute to deprivation and would impact the local economy. Members were informed that any specific concerns should be given in writing to the Joint Chairs who would pass them on to our consultants at the next appropriate meeting.
5. Members expressed concern that there had been a lack of support for the Tamar Bridge from local Members of Parliament and Government. It was confirmed that Members and officers had written to local Members of Parliament seeking their support, with some responses offering support received. Officers had a meeting with the Department for Transport scheduled for the 13th of December 2022.

6. There was general support for an informal meeting between Members and officers to discuss terminology such as, 'the user pays principal'.

It was proposed by Councillor Drean, seconded by Councillor Worth, and

RESOLVED that: -

1. The report be noted;
2. an updated report be brought to the next meeting.

It was further moved and proposed by Councillor Long, seconded by Councillor Coker and

RESOLVED that:-

3. An informal meeting be arranged between Members and officers to discuss terminology such as, 'the user pays principle'.

BUDGET MONITORING 2022/23

(Agenda No. 6)

TBTF/19 The Committee considered the Budget Monitoring 2022/23 report (previously circulated by the Service Accountant.

In response to comments and questions from Joint Committee Members, Officers confirmed that:-

1. Clarification was sought and given that there was £11.48 million in estimated expenditure and £15.397 million in estimated income. This would give an estimated operating profit of £3.9 million, however CCMRP payments of £4.844 million would create an overall loss of £944,000. Members were informed that CCMRP payments were minimum revenue provision re-payments made to Cornwall Council for loans issued to allow for capital works which has been a contributing factor in the reduction of capital reserves.

It was proposed by Councillor Drean, seconded by Councillor Toms, and

RESOLVED that:-

That the revenue forecast and capital programme for 2022/23 be noted.

2023/24 REVENUE ESTIMATES AND CAPITAL PROGRAMME (AND BUSINESS PLAN) REPORT

(Agenda No. 7)

TBTF/20 The Committee considered the 2023-24 Revenue Estimates and Capital Programme report (previously circulated), presented by the Service Accountant.

In response to comments and questions from Joint Committee Members, Officers confirmed that:-

1. Members were informed that by the end of 2024/25 there would be a deficit which was unforeseen at the time of writing due to the adverse economic climate and rising inflation which remained ongoing.
2. There was general support for a workshop between officers and Members to discuss in detail the revenue estimates in the new year, followed by a subsequent meeting between National Highways, other partner agencies and Cornish Members of Parliament to discuss the need for support on the maintenance of the Tamar Crossing and the A38.
3. Members were informed that recruitment was still an issue and while some vacancies had been filled, there were still remaining vacancies. Agency staff were still being employed but kept to a minimum.
4. It was confirmed with Members the break even point for introducing LED street lighting on the Bridge was around 4-5 years.

It was moved by Councillor Coker, seconded by Councillor Long, and

RESOLVED that it be recommended to the Councils of the Parent authorities via the Cabinets of the Parent Authorities :-

1. That the 2023/24 revenue estimates and capital programme and the draft 2023/24 Business Plan, as set out in the appendices to this report, be approved;
2. the longer term forecast to 2026/27 is noted; and

It was further moved and proposed by Councillor Drean, seconded by Councillor Coker and

RESOLVED that:-

2. That it is recommended there is a Members workshop to look at future financing and financial reserves up to 2026/27 and beyond. Also to subsequently ask National Highways, other partner agencies and Cornish Members of Parliament to attend a meeting to discuss the need for support on the maintenance of the Tamar Crossing and the A38.

The meeting ended at 11.32 am

City Council



Date of meeting:	30 January 2023
Title of Report:	Cumulative Impact Policy
Lead Member:	Councillor Pat Patel (Cabinet Member for Customer Services, Culture, Leisure & Sport)
Lead Strategic Director:	Ruth Harrell (Director of Public Health)
Author:	Rachael Hind
Contact Email:	Rachael.hind@plymouth.gov.uk
Your Reference:	RH/CIP2022
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

Cumulative Impact Assessments (CIA) were introduced formally in the 2003 Act by the Policing and Crime Act 2017, with effect from 6 April 2018. After publishing a CIA the licensing authority must, within three years, consider whether it remains of the opinion set out in the assessment as detailed in the section 182 guidance.

The five current cumulative impact areas and the additional city centre CIA, along with the Police and Public Nuisance evidence were consulted on for twelve weeks between Friday 11 March 2022 and Friday 3 June 2022. This report contains details of the consultation responses and the cumulative impact areas proposed to be adopted.

Recommendations and Reasons

It is recommended that:

1. The Council adopts and publishes the Cumulative Impact Assessment as contained in Appendix C with effect from 31 January 2023.

Reason

Positive responses were received for the consultation of the Cumulative Impact Assessment and this now needs to be updated to include the additional City Centre Cumulative Impact Area, to reflect the current needs of the City.

Alternative options considered and rejected

Recommend to the City Council that the CIA is determined to be no longer needed however this is not supported by the evidence collected in response to the consultation.

Relevance to the Corporate Plan and/or the Plymouth Plan

The relationship to the Corporate Plan (and Plymouth Plan) –

Unlocking the City's Potential: The Licensing Policy and Cumulative Impact Assessment assists with the delivery of a safer, more vibrant Plymouth. This in turn should attract more visitors to the

City and also support an increase in the numbers of citizens of Plymouth who will utilise the social, cultural and sporting offers available. Opportunities for increased levels of employment should follow. A safe and vibrant leisure economy will allow Plymouth to be positively marketed attractive destination both nationally and internationally.

Caring for People and Communities: The policy will allow for effective control of alcohol supply, which will assist in reducing alcohol harm and thereby reduce inequality. Whilst alcohol misuse affects individuals from all sections of society, those from the most disadvantaged communities experience the highest burden of harm.

Implications for the Medium Term Financial Plan and Resource Implications:

None

Government has set fees at a level that they believe will achieve full recovery of the administrative, inspection and enforcement costs falling on the Licensing Authority associated with their licensing functions under the Licensing Act 2003. The review of the Cumulative Impact Areas is a core part of the licensing function and there are no future financial implications.

Financial Risks

None – as above.

Carbon Footprint (Environmental) Implications:

None

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.*

Members should be aware that Section 17 of the Crime and Disorder Act 1998 puts a statutory duty on every Local Authority to exercise its various functions with due regard to the need to do all that it reasonably can do to prevent crime and disorder in its area.

The Licensing Policy has a key role in reducing alcohol related crime and disorder, the fear of crime and the prevention of nuisance or anti-social behaviour. Risk taking behaviour, such as irresponsible alcohol usage can affect individual, their families, local communities and society as a whole. This policy aims to play its part in minimising the negative aspects of alcohol supply and use.

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	Briefing report title							
B	Consultation responses							
C	Cumulative Impact Policy 2022 – 2025							
D	Equalities Impact Assessment (if applicable)							

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	DJN. 22.2 3.29 1	Leg	3937 7/ag/1 5.11.2 2	Mon Off		HR		Asset s		Strat Proc	
Originating Senior Leadership Team member: Rob Nelder											
Please confirm the Strategic Director(s) has agreed the report? Yes											
Date agreed: 14/11/2022											
Cabinet Member approval: Councillor Pat Patel (Cabinet Member for Customer Services, Culture, Leisure & Sport)											
Date approved: 17/11/2022											

Appendix A: Briefing Report

1.0 Background

- 1.1 The Licensing Act 2003 regulates the sale of alcohol, provision of certain entertainment and late night refreshment. This is achieved by the use of a licensing system administered by the Council.
- 1.2 Under the Licensing Act 2003, a Licensing Authority may publish a Cumulative Impact Assessment. Such assessments may state that the licensing authority considers that the number of premises licences and club premises certificates in one or more parts of its area is such that it would likely be inconsistent with the authority's duty to carry out its functions with a view to promoting the licensing objectives to grant any further relevant authorisations in those parts of its area. A cumulative impact assessment must set out the evidence for the authority's opinion.
- 1.3 A Cumulative Impact Policy was first adopted by the Council in 2008 and has been reviewed regularly. The current Cumulative Impact Assessment was last reviewed with the Licensing Policy review and was effective from 31 March 2019. Section 5A of the Licensing Act 2003 requires the Cumulative Impact Assessment to be reviewed every three years to consider whether the Licensing Authority remains of the same opinion. If the Licensing Authority remains of that opinion, then it must revise the cumulative impact assessment so that it a) includes a statement to that effect and b) sets out the evidence as to why the authority remains of that opinion.
- 1.4 Cumulative impact means the potential impact that a significant number of licensed premises in one area can have on the promotion of the following four licensing objectives:
- Prevention of crime and disorder
 - Prevention of public nuisance
 - Public safety
 - Protection of children from harm
- 1.5 The updated Cumulative Impact Assessment (CIA) proposes to maintain the current five designated cumulative impact areas within Plymouth:
- Mutley
 - North Hill
 - Stoke
 - Barbican
 - Union Street (including Derry's cross)

and introduce a sixth, City Centre cumulative impact area.

The Devon and Cornwall Police Licensing report ('Police report') contained within Appendix A of the Cumulative Impact Assessment (CIA) (in Appendix C of this report) details the evidence as to why the five areas should remain and why the additional area should be included. This information was included within the formal consultation.

Appendix B within the CIA (in Appendix C of this report) states the number of noise and odour complaints within each CIA during 2019 – 2022 sent into the Public Protection Service, Office of the Director of Public Health. Appendix B, also shows the number of waste and street cleaning complaints within each Cumulative Impact Area during 2019 - 2022. This information was included within the formal consultation. The two additional areas of the Hoe and City

Centre have also been included to compare to the data provided within the Police's report. This shows the effect of the concentrated number of premises on the local residents by way of public nuisance and anti-social behaviour and is why these areas should remain in this CIA and the additional area of the City Centre included, on grounds of prevention of public nuisance. For example, reports of urination and defecation in the streets; overflowing waste or littering often dropped by customers on their way home or from smoking outside of premises; drug use; vandalism/graffiti and noise from the premises and from shouting in the street. A number of these complaints cannot be associated with one particular premises and is caused by the effect of the number of premises and the number of customers frequenting the areas at particular times of day and night.

The number of noise complaints in the new proposed City Centre CIA have doubled since 2019, despite Covid-19. However, there has been a number of new licensed premises that have opened over the last 3 years in the City Centre. Waste complaints have reduced by 60% from 2019 to 2021 in the City Centre and by 66% in Union Street/Derry's cross. This is likely to be linked to the reduced footfall in the City Centre areas both during the day and night time when businesses have been affected by the covid-19 restrictions. There has been a 30% increase in waste complaints in North Hill. North Hill is a busy area linking to Mutley Plan and there are a number of takeaways and retail shops in this area.

- 1.6 The Police report (in Appendix A) and the Public Protection report (in Appendix B) also considered whether the Hoe should be included as an additional CIA, however at this time, they concluded this is not required due to the relatively low level of crime and public nuisance noted which are directly linked to licensed premises. Therefore the Hoe is not included within this CIA, however, this area will be kept under review.

2.0 Consultation Process

- 2.1 A twelve week public consultation took place between 11 March 2022 and 3 June 2022.

The consultation process provided all stakeholders, interested parties and the public in general the opportunity to have their say on the content of the draft. The follow people were consulted:

- Citizen's Advice Bureau
- Safer Plymouth
- Devon and Cornwall and Somerset Constabulary
- Plymouth City Council Adult Social Care
- Plymouth City Council Children's Social Care
- Plymouth City Council Planning Services
- Office of Director of Public Health
- Chair of the Health and Wellbeing Board
- Plymouth City Council Environmental Health Service
- Plymouth City Council Community Connections
- Devon & Somerset Fire and Rescue Service
- Local Chambers of Commerce and Federation of Small businesses
- Representatives of local faith groups
- Local residents groups
- Representatives of existing licence-holders
- Best Bar None and Pubwatch
- Plymouth City Centre and Plymouth Waterfront Partnership Business Improvement Districts

- Voluntary and Community Organisations working with children and young people
- Ward Councillors

2.2 Letters were sent to all premises holding either a 'premises licence' or 'club premises licence' and personal licence holders advising them of the consultation. A similar letter was sent to the Resident / Community groups and faith groups for which contact details were available. Details of the consultation were posted on our webpages with a link to an online form to encourage feedback. A total of approximately 4000 people or groups were contacted directly by letter. In addition the responsible authorities were consulted (Police, Child Protection, Fire and Rescue Service, Trading Standards, Environmental Health, Public Health, Planning Authority, HSE, Maritime & Coastguard Agency and the Home Office).

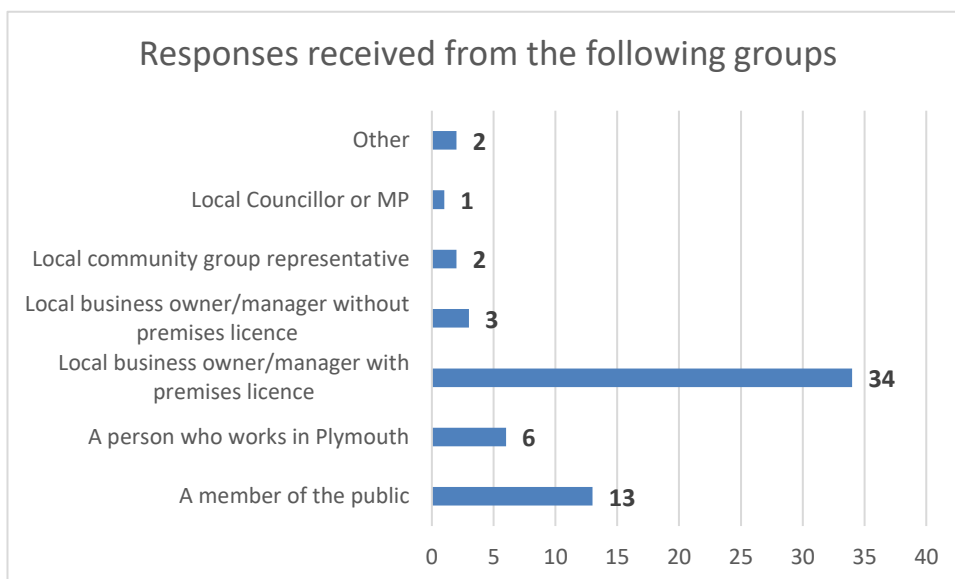
All ward Councillors were sent copies of the consultation documentation.

2.3 The Cumulative Impact Assessment is specified within the Council's Policy Framework. In accordance with the Constitution the Cabinet Member for Customer Service, Leisure and Sport referred the draft Policy to the Performance, Finance, and Customer Focus Overview and Scrutiny Committee for consultation. The Overview and Scrutiny Board considered this report on 14 December 2022 and had no recommendations.

3.0 Consultation Findings

3.1 A total of 61 responses were received following the consultation process.

3.2 The majority of responses were from business owners/managers with premises licences.



3.3 The majority of responses (74%) agreed that the Cumulative Impact Assessment should continue to cover the five current areas (Mutley, North Hill, Stoke, Barbican and Union Street (including Derry's Cross)).

To what extent do you agree or disagree with the proposal for the Cumulative Impact Assessment to continue to cover the five current areas (Mutley, North Hill, Stoke Barbican, Union Street (including Derry's Cross)?

[More Details](#)

● Strongly agree	25
● Agree	20
● Neither agree nor disagree	12
● Disagree	2
● Strongly disagree	2



- 3.4 The consultation questionnaire asked if the person would like to tell us why they have given the answer above or if they would like to suggest any changes to the defined boundary of the Cumulative impact areas. 27 replies were received and these can be found in Appendix B. The majority of these comments were in support of the five areas remaining.

3.5 Extending the CIA to include the City Centre Area

The majority of consultees agreed (76%) with the proposal to extend the CIA to include the City Centre Areas.

4. To what extent do you agree or disagree with the proposal to extend the Cumulative Impact Assessment to include the city centre area?

[More Details](#)

● Strongly agree	28
● Agree	19
● Neither agree nor disagree	8
● Disagree	2
● Strongly disagree	4



25 people advised why they had said they agreed or disagreed and the full comments can be found in Question 5 of Appendix B.

- 3.6 13 responses were received for the final question 'any other comments' and these can be found under Question 6 of Appendix B.

4.0 Cumulative Impact Assessment

- 4.1 The current Licensing Policy (2019 – 2024) includes a special policy in relation to Cumulative Impact. However, in Section 5A of the Licensing Act 2003, which was introduced in 2018, the Cumulative Impact Policy must be reviewed every three years to consider whether it remains of that opinion. The Cumulative Impact Policy will now be separate to the Licensing Policy. Guidance under s.182 of the Licensing Act 2003, describes this as the potential impact, on the promotion of the licensing objectives, of a number of licensed premises concentrated in one area. The cumulative impact of licensed premises on the promotion of the licensing objectives is a proper matter for a Licensing Authority to consider in developing its licensing policy statement.

- 4.2 There must be an evidential basis for the decision to adopt/maintain a Cumulative Impact Assessment (CIA) regarding cumulative impact areas.
- 4.3 Section 5A of the 2003 Act sets out what a licensing authority needs to do in order to publish a Cumulative Impact Assessment (CIA) and review it.
- 4.4 The following steps must be followed when considering whether the Cumulative Impact Assessment is still required:
- Consult with those persons specified in section 5(3) of the Licensing Act 2003. This has been done as per paragraph 2.1 above.
 - Subject to the outcome of the consultation, include and publish details of the Cumulative Impact Assessment (CIA) including the evidence in support of the assessment or publish a statement that the CIA is no longer appropriate.
- 4.5 The effect of maintaining the CIA is that the Council as licensing authority is setting out its approach to how it will consider applications for the grant or variation of premises licences or club premises certificates in the areas described. However, it does not change the fundamental way that licensing decisions are made.

5.0 **Operation of the Cumulative Impact Policy**

- 5.1 Between 1 April 2019 – 31 March 2022, there have been a total of 58 applications for new premises or full variations in CIP areas. The two applications that were refused were refused because they didn't comply with the legislative requirements during the application stage such as not being advertising correctly. One variation was refused by Members of the Committee following an objection from the Police.

Type	Applied	Refused
New Application	42	2
Variation	16	1

The majority of applications received within the Cumulative Impact Areas have been for the grant of new café/restaurants which do not have the same impact as vertical drinking establishments. A number of off licences have been approved but have put additional conditions in their operating schedule for example to prevent the sale of single cans and not selling high strength cider/beer above 6.5 ABV.

- 5.2 A Cumulative Impact Policy requires applicants to deliver an increased standard of application and operating schedule in order to establish that the Policy should not be applied on that case. It does not prohibit future approval of new applications or variations to existing licenses. In every case the Licensing Committee must still prove the need for conditions or for the refusal of a licence following a representation from either a responsible authority or interested party.

6.0 **Regulatory Impact**

- 6.1 Regulators must have regard to the principles contained in the Regulators Code when undertaking regulatory activities, including the establishment of policies. The specific obligations of the existing and proposed code relevant to the Licensing and Cumulative Impact Policies are:

6.2 Economic Progress

Regulators should consider the impact that their regulatory interventions may have on economic progress. They should only adopt a particular approach if the benefits justify the costs and it entails the minimum burden compatible with achieving their objectives. Regulators should consider the impact that their regulatory interventions may have on small businesses, ensuring that the regulatory interventions fall fairly and proportionately considering the size of the business and the nature of their activities.

6.3 Assessment of Risk

Regulators should ensure that the allocation of their regulatory efforts is targeted where they would be most effective by maximising their target outcomes. In general policies and activities must target those businesses where greater controls will lead to the increased promotion of the licensing objectives.

6.4 No evidence has been submitted that confirms a disproportionate detrimental economic effect of the policy. Local experience appears to demonstrate that there is not a disproportionate effect.

6.5 A Cumulative Impact Assessment will only affect businesses in areas where evidence exists of crime and disorder or public nuisance, thereby targeting further regulatory controls to areas of need. The policy is applied equally to all business sizes and would not have a disproportionate effect on small business. It is possible that small businesses may have greater scope to convince the Licensing Committee or the responsible authorities that their operations would not add further negative impact.

6.6 The application of controls through the Cumulative Impact Assessment are all subject to a legal test of being appropriate.

7.0 Conclusion

7.1 The operation of the Cumulative Impact Assessment to date has been undertaken in a proportionate way to balance the need to promote the licensing objectives and the needs of the evening and night time economy.

7.2 The evidence submitted by the Police contained within Appendix A of the CIA (in Appendix C of this report) shows elevated levels of crime and disorder due to the concentration of licensed premises within the six identified separate Cumulative Impact Areas.

7.3 The evidence submitted by the Public Protection Service contained within Appendix B of the CIA (in Appendix C of this report) shows the effect of the concentrated number of premises on the local area and in particular the antisocial behaviour that took place within the six identified Cumulative Impact Areas.

7.4 The responses received in relation to the Cumulative Impact Assessment consultation were positive and therefore it is recommended that the City Council agree to maintain a Cumulative Impact Assessment updated to include the addition of the City Centre area as contained in Appendix C with effect from 31 January 2023.

Appendix B: Cumulative Impact consultation responses

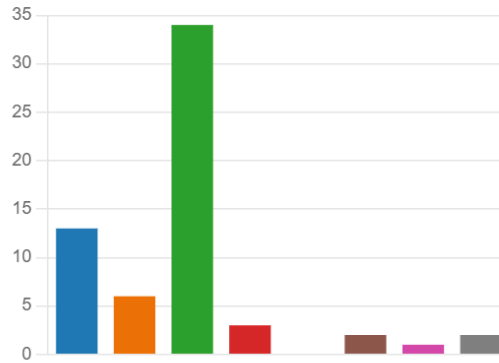
61 responses were received to the consultation.

Question 1

1. Indicate which of the following best describes you:

[More Details](#)

● A member of the public	13
● A person who works in Plymouth	6
● Local business owner/manager ...	34
● Local business owner/manager ...	3
● A trade representative (please s...	0
● A local community group repres...	2
● A local Councillor or MP	1
● Other	2



Question 2

Specify your trade representative

2. Specify your trade representative

0

Responses

Latest Responses

Question 3

To what extent do you agree or disagree with the proposal for the Cumulative Impact Assessment to continue to cover the five current areas (Mutley, North Hill, Stoke Barbican, Union Street (including Derry's Cross))?

[More Details](#)

● Strongly agree	25
● Agree	20
● Neither agree nor disagree	12
● Disagree	2
● Strongly disagree	2



ID	Name	Responses
1	anonymous	will help in deciding if licences should be awarded to new premises
2	anonymous	These areas have always been, problem is too strong a word, areas that need to be policed.
3	anonymous	most places in derrys croos expansion were as a direct approach of the council
4	anonymous	I think that Plymouth needs venues where people can have a quality night out and of course the are some venues who would need some stricter rules imposed by licencing. But there are some venues that would benefit more from modernising their interiors and a strict selection criteria at the front door, security is good but when you start imposing some strickter rules at the entrance like: table bookings, dress code, entry fee. That would filter the customers and at the same time hopefully bring back the welthy customers that are fleeing Plymouth for cities like Bristol or Cardiff because they don't feel safe in Plymouth nightvenues.
5	anonymous	These areas are known for ongoing miss behaviour with people under the influence & rogue security companies. It is better to have a high visual police presence and rules in place to help support local businesses and keep everyone safe. It is sadly a minority who spoil it for everyone.
6	anonymous	These are area where everyone goes for a night out and everyone needs to feel safeir
7	anonymous	The licensing objectives need to be upheld, especially in built up ares as mentioned
8	anonymous	Any monitoring of this if done properly is a good thing.
9	anonymous	Because I believe this will be a positive action from the council that will benefit residents.
10	anonymous	To keep law and order
11	anonymous	I agree that these areas should be included. Most of these areas are in highly housed residential areas and noise / litter are the major problems. I feel late night ioening ie after 11 should be limited for special occassions only in order agin to keep the streets of these residential area safe the Barbican being the

		different one as it an area a lot of visitors go to and we should endeavour to keep it safe .
12	anonymous	Agree the correct areas of Plymouth are in place.
13	anonymous	I disagree with your policy as it dictates what people should do, mind your own business and let people get on with what they want to do
14	anonymous	As long as smaller localised areas may be reviewed as well on a case by case basis, i think the current areas are valid as an overview of key concern areas.
15	anonymous	There is no problem with alcohol- the problem arises from the people that consume it and the resulting anti social behaviour - bins are left on the pavements 24/7 and then these are often tipped over late at night by drunken people resulting in rubbish strewn over the streets which then has to be cleared up by the council.
16	anonymous	The night time economy of Plymouth is in need of change. I strongly believe that adding additional barriers to entrepreneurs and operators in the hospitality field is not the correct way to make this change. A CIC on off licences I agree with. Change in the nighttime culture should be brought about by design not regulation and barriers. These are the key actions I believe are needed. -Creating interesting, well kept, well lit and well curated spaces and venues that encourage good behaviour from customers. - Supporting current responsible operators. -Encouraging new operators and entrepreneurs to fill the unused units. - Providing safe and well lit transport or walking routes through the city. Making life easier for the council to act upon the ever growing battle between businesses and residents does nothing but stifle creativity and culture and deter new business which I turn stagnates the nighttime economy stopping any chance for improvements. The need and regulation to act upon residents complaints needs to be more focused and not delivered in a cumulative impact zone which assumes all are responsible for a minorities actions. I will state clearly that had this impact zone been in place before I moved to plymouth I would have thought again about starting in business here.
17	anonymous	As a hotel we receive many complaints regarding noise that comes from union street (especially Wetherspoon's beer garden late at night).
18	anonymous	Should always regularly check the impact
19	anonymous	There is large concentration of pubs in the local area, which are a source of antisocial behaviour
20	anonymous	as a resident in one of these areas and having a family, it is important to us that these areas have these control measures. I can only think that the same applies to residents in the other areas, and also to the businesses. It is a good measure for Plymouth as a whole for the "main area" of this industry to be controlled in this way.

21	anonymous	I live fairly close to a public house and travel home by car and have to pass the pub and others..usually there are customers of the pub standing in the road.Also having 2 small grandchildren we go for works and there is always rubbish etc outside the pub
22	anonymous	These are areas frequented by young people and students or have known anti social behaviour problems
23	anonymous	Is there a comma missing between Stoke and Barbican???
24	anonymous	In my view and over 30 years within the licence trade, we owe it to the community and areas in the town to beware of what time of business are opening in these areas. Night clubs and late bars should have the responsibility to evolve to the current climate and trends, this is where the council needs to be involved on a ground level rather than give licences to any business. Needs to be a balance... Look at Gloucester Road & Cheltenham Road in Bristol full of good independent businesses and balance mix of restaurants, bars, late venues, coffee shops, and all managed very well. All about balance
25	anonymous	Yes I would like to suggest that the city centre is included as part of the CIA.
26	anonymous	busiest areas, but some small pubs in single areas do cause areas
27	anonymous	It is necessary to reduce the nuisance to the public.

Question 4

4. To what extent do you agree or disagree with the proposal to extend the Cumulative Impact Assessment to include the city centre area?

[More Details](#)

● Strongly agree	28
● Agree	19
● Neither agree nor disagree	8
● Disagree	2
● Strongly disagree	4



Question 5

If you would like to tell us why you have chosen your above answer in Question 4, or if you would like to suggest a change to the defined boundary, please do so using the textbox below:

[More Details](#)

[Insights](#)

25
Responses

Latest Responses

"The city centre needs to be kept clean and needs to have the right manage..."

ID	Name	Responses
1	anonymous	I feel the main areas of concern are covered.
2	anonymous	There have been too many violent incidents in the centre.
3	anonymous	If the pandemic has taught us anything is business needs to be able to adapt and quickly , enforcing more red tape does not support the development of the city and job growth when business' are put off when excessive enforcements are put in place driving business to not want to invest in the area
4	anonymous	city centre should be encouraged to bring in more cafes bars etc
5	anonymous	Not as bussy as the other areas in Plymouth .
6	anonymous	I believe the police would know the best areas to provide support where they need. As there job is already difficult it is better to help where we can
7	anonymous	As above
8	anonymous	as above.
9	anonymous	makes sense to include the area people walk through to get to other drinking areas
10	anonymous	There is a lot of disorder that needs addressing in the city centre so this can only help
11	anonymous	We are seeing an increase in unsavoury people in the city centre drinking from bottles and can. A lot of this unsocial drinking is from people begging in shop doorways and the regular drunks you see mostly near frankfort gate or the car park beside
12	anonymous	Agree the city area can be busy especially at the weekends. I can only speak for shops who follow and ahere to the guidelines set by licencing, we are happy to work with yourselves.
13	anonymous	See above
14	anonymous	we dont have as many licensed venues as we used to in the city centre BUT as a focal point for the city and with a potential for negative issues to be very visible and affect a larger number of people this could be considered.
15	anonymous	See my answer above.
16	anonymous	As previously. I do not believe these unfocused zones are good for business or the economy.
17	anonymous	Should always regularly check the impact

18	anonymous	The impact on the local environment is detrimental, with antisocial behaviour and intimidating behaviour caused by the use of the pubs within the Stonehouse area.
19	anonymous	the city centre is obviously open for licensed activities all day and being a hub for all types of people and tourists it would be a good idea to include this area in the C I P to reduce the problems that the objectives are there to control.
20	anonymous	Make the area safer for the public
21	anonymous	The area to the west of the city centre below the sundial has a serious homeless street begging anti social environment which reflects badly on the local area especially on visitors
22	anonymous	There aren't many residential properties in the city centre, limiting businesses within this area could prevent business growth
23	anonymous	I agree within the priceable in make these areas save, but again all depends what you are allowing to open.
24	anonymous	The city centre is an area that has some serious problems at times, but not always at the same times as the other areas, but it should be included as a CIA
25	anonymous	The city centre needs to be kept clean and needs to have the right management in place.

Question 6: Any other comments question – 13 responses

ID	Name	Responses
1	anonymous	I don't particularly venture to Plymouth city centre myself for a night out as I feel it is an unsafe area. This is why I choose to trade my business in areas with a better clientele
2	anonymous	I believe this is in the interest of residents and also children in particular.
3	anonymous	No
4	anonymous	No I think the council are doing as much as they can. It would help if the persistent offenders could be given jail sentences rather than just a slap on the wrist and they then go straight out to offend. You could also stop people walking in the street drinking alcohol. If an order was passed banning it from these said areas, the police could stop people a lot easier. Zero tolerance is needed
5	anonymous	Always happy to work with Licencing and making the city safe.
6	anonymous	We want see any problems near by.
7	anonymous	We want see any problems near by.
8	anonymous	Yes concentrate more on public services which is what your are paid for make a start with the bin collections
9	anonymous	There seems to be more premises permitted to serve alcohol outside their property on the pavements in outside seating areas - this only adds to the problem of noise and nuisance
10	anonymous	I would strongly urge that the local licenses be reviewed and a careful assessment of the impact of the drinking and antisocial behaviour be controlled and urge licences to be revoked.
11	anonymous	late night refreshment vans and establishments are causing a littering problem within the city centre, and cause groups of intoxicated people to gather. I strongly agree with any plans put in place to bring this under control a bit.
12	anonymous	As before looking at small pubs in residential area
13	anonymous	The combined effect of too many licensed and late night operations in one area causes much cost in cleaning up and public nuisance. This needs to be controlled so as to reduce the risks to the public, while also trying to educate those creating the problems.

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CUMULATIVE IMPACT ASSESSMENT

2022 - 2025



Background

Cumulative Impact has been used as a term to describe the stress that a large number of licensed premises can have on crime and disorder, nuisance and the demand on local services. The guidance describes cumulative impact as 'the potential impact on the promotion of the licensing objectives of a number of licensed premises concentrated in one area'. It is often not that licensed premises on their own are operating in a way that is detrimental to the licensing objectives, but it is the accumulation of the premises and the people attending them that creates the increased problems and demands on services.

Cumulative impact can occur either in the area where the premises are located or some distance away from them, for example at public transport locations or fast food premises. The issue of cumulative impact occurs due to the number of people in the area frequenting the licensed premises. The accumulation of licensed premises has a disproportionate demand on local services such as transport, public lavatories, waste collection and street cleaning. There is also a higher level of crime and disorder, often associated with alcohol related violence that can take place which will create additional demands on the Police as well as the ambulance service. It is also likely that criminal activity is attracted to areas where there are higher concentrations of people and who may be vulnerable to theft or other crimes due to the level of intoxication.

The problems associated with cumulative impact cannot be attributed to individual premises, and to mismanagement by individual licensees, and so a collective restraint is required.

Until 6 April 2018, 'cumulative impact' and 'cumulative impact policies' were not a statutory requirement under the Act. Prior to this date, 'cumulative impact' was only referred to within the statutory guidance issued by the Home Office.

The government amended the Licensing Act 2003 via the Policing and Crime Act 2017. This amendment made it a requirement that the Licensing Authority must produce a Cumulative Impact Assessment (CIA) if the authority can evidence that there is a cumulative impact within its area. The Licensing Authority must consult on its intention to publish the CIA. The aim of the CIA is to limit the growth of licensed premises where the promotion of the licensing objectives is being compromised. The Council will classify these areas or zones and have a Cumulative Impact Policy that will set out its approach to determining applications that are located within these areas or zones.

In cumulative impact areas, there is a presumption that the licensing authority will refuse or impose limitations on applications which are likely to add to the cumulative impact unless the applicant can demonstrate that there will be no negative cumulative impact on the licensing objectives.

The publication of a CIA does not change how the licensing decisions are made. The Licensing Authority will always consider each application on its merits. However, a CIA is a strong statement of intent about an authority's approach to licence applications.

Plymouth City Council has had a Cumulative Impact Policy since 2008 and has continued to review the cumulative impact of licensed premises at every revision of its Licensing Policy statement. We are now required to review the Cumulative Impact Policy every three years.

The Six Cumulative Impact Areas

The six areas on the attached plans on page 4 – 9 of this report, are areas that were identified by Devon and Cornwall Police and Environmental Health as being subject to high levels of alcohol related crime or public nuisance. Following the consultation, evidence was provided which satisfied the

Licensing Authority that the number of existing relevant licences in respect of premises in one or more of the areas (shown on the attached plans) are such that it is likely that it would be inconsistent with the Authority's duty to promote the licensing objectives to grant any further relevant licences in respect of premises in those areas due to crime and disorder and/or public nuisance. Therefore, the Licensing Authority remains of the opinion that the Cumulative Impact Assessment is appropriate for the five existing areas and that it is appropriate that City Centre area is added. The evidence that was considered as part of the review of the assessment is contained in Appendices A and B. The information was considered by City Council on the 30 January 2023.

Within any cumulative impact assessment area, any licence application will have the ability to either improve or add to any problems experienced by an area with a high density of licensed premises.

Any licensed premises is within the scope of this cumulative impact policy, meaning:

- Sale of alcohol either on or off the premises
- Provision of regulated entertainment
- Provision of late night refreshment (sale of hot food between 11pm and 5am)

The effect of this assessment is to create a rebuttable presumption that applications for a new premises licence or club premises certificate or the variation of an existing licence or certificate in these areas will normally be refused where:

1. Representations have been received and it is anticipated that the application will add to the problems of crime and disorder or/and public nuisance in these areas
2. The applicant has been unable to demonstrate that, within their operating schedule, there will be no significant negative cumulative impact on one or more of the Licensing objectives.

It is recognised that pubs, nightclubs, restaurants, hotels, theatres, and other clubs all sell alcohol, serve food and provide entertainment, but with contrasting styles and characteristics. Proper regard will be made to those differences and the impact they are likely to have on the local community where the amenity of local residents is being placed under severe pressure. The Licensing Authority will consider the locality and local trading environment when assessing applications.

For example, while a large nightclub or high capacity public house might add to problems, a small restaurant or theatre may not.

Examples of where applications may not have a significant negative impact include:

- Direct replacement for similar licences where impact will be similar or less
- Substitution of activities where the impact will be similar or less
- Replace vertical drinking with seated consumption
- Alcohol is ancillary to other activities or services
- Time limited applications, e.g. events
- Phased closing times for the premises to cause gradual dispersal
- Small maximum occupancies

In order for this Policy to be utilised it will still be necessary for responsible authorities or other persons to make relevant representations. Anyone making a representation may base it on the evidence published in the CIA, or the fact that a CIA has been published.

It remains the duty on all responsible authorities and other persons to ensure that their representations can withstand the scrutiny to which they would be subject as a hearing. In other words it would not be sufficient to say that the licence should be refused just because a CIA is in

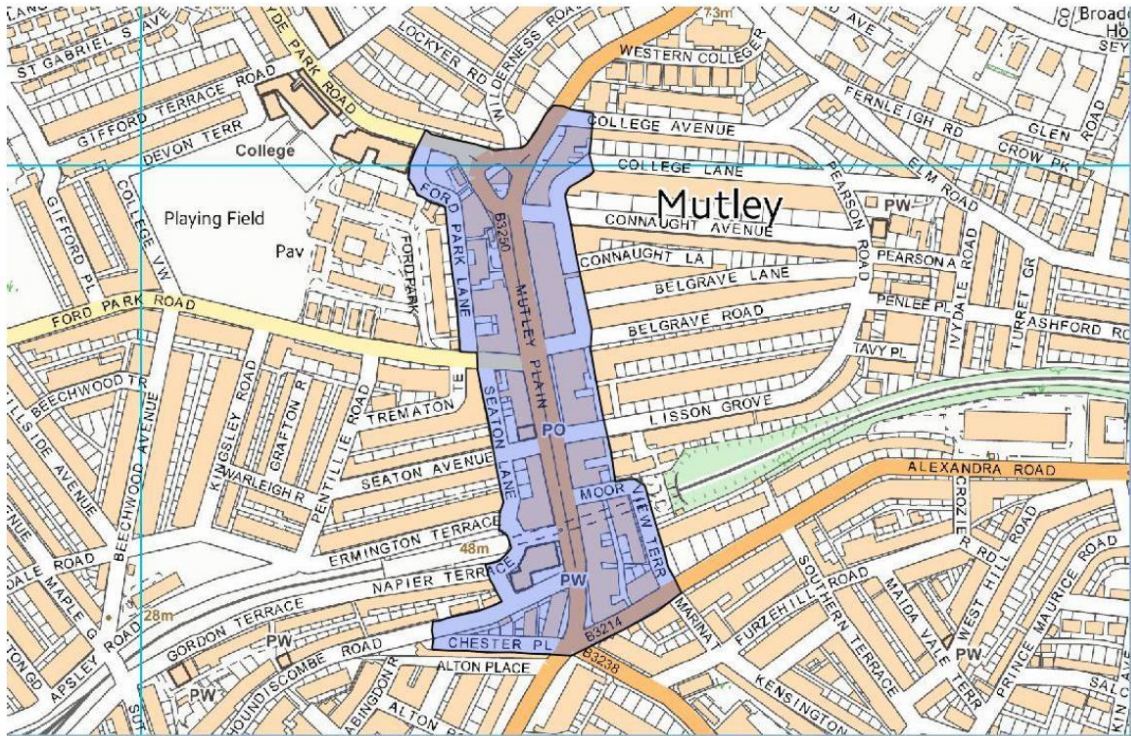
place, the representation must still say how the application would impact on the licensing objectives. If there are no representations the licensing authority must grant the application in terms that are consistent with the operating schedule submitted.

This Cumulative Impact Assessment is to be read in conjunction with Plymouth City Council's Licensing Policy and will be subject to review every three years in accordance with the Licensing Act 2003. If during any review it is clear that the original concerns regarding crime and disorder and public nuisance are no longer present the cumulative impact assessment may be amended or removed.

MUTLEY CUMULATIVE IMPACT POLICY BOUNDARY



RATIFIED BY FULL COUNCIL ON THE 23 JUNE 2008



Reviewed and approved by Full Council on 30 January 2023

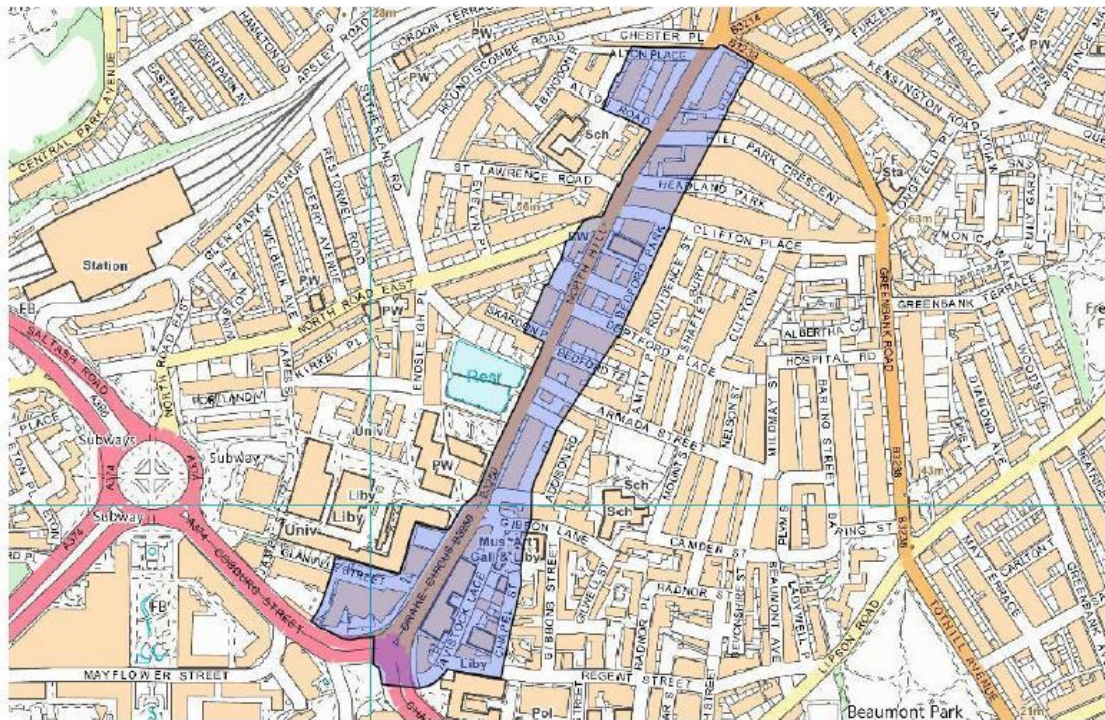


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NORTH HILL CUMULATIVE IMPACT POLICY BOUNDARY



RATIFIED BY FULL COUNCIL ON THE 23 JUNE 2008



Reviewed and approved by Full Council on 30 January 2023



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STOKE CUMULATIVE IMPACT POLICY BOUNDARY



RATIFIED BY FULL COUNCIL ON THE 23 JUNE 2008



Reviewed and approved by Full Council on 30 January 2023

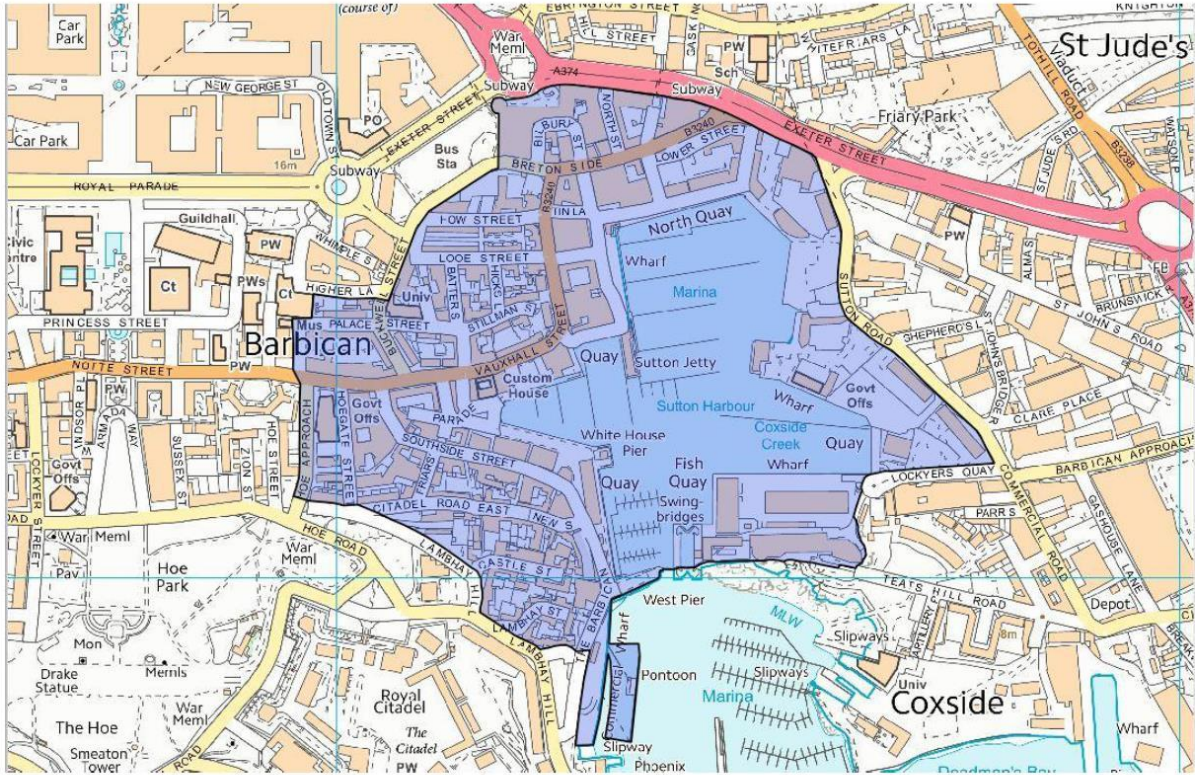


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BARBICAN CUMULATIVE IMPACT POLICY BOUNDARY



RATIFIED BY FULL COUNCIL ON THE 23 MARCH 2015



Reviewed and approved by Full Council on 30 January 2023

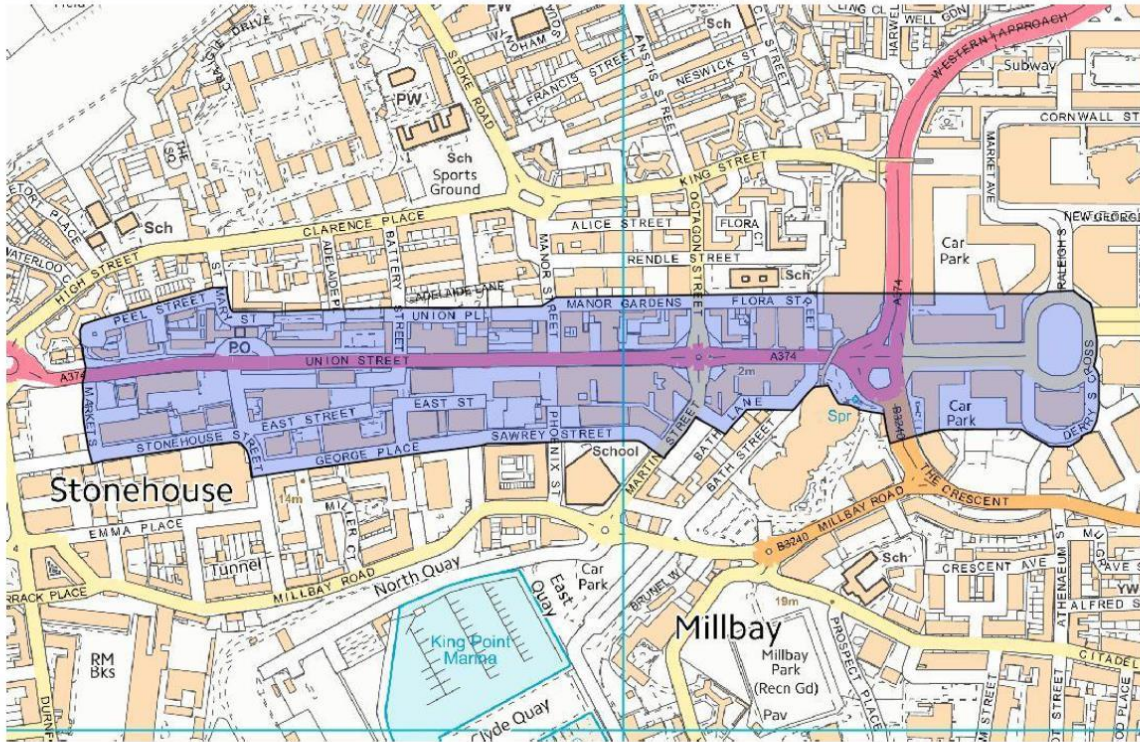


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UNION STREET CUMULATIVE IMPACT POLICY BOUNDARY



RATIFIED BY FULL COUNCIL ON THE 23 JUNE 2008



Reviewed and approved by Full Council on 30 January 2023

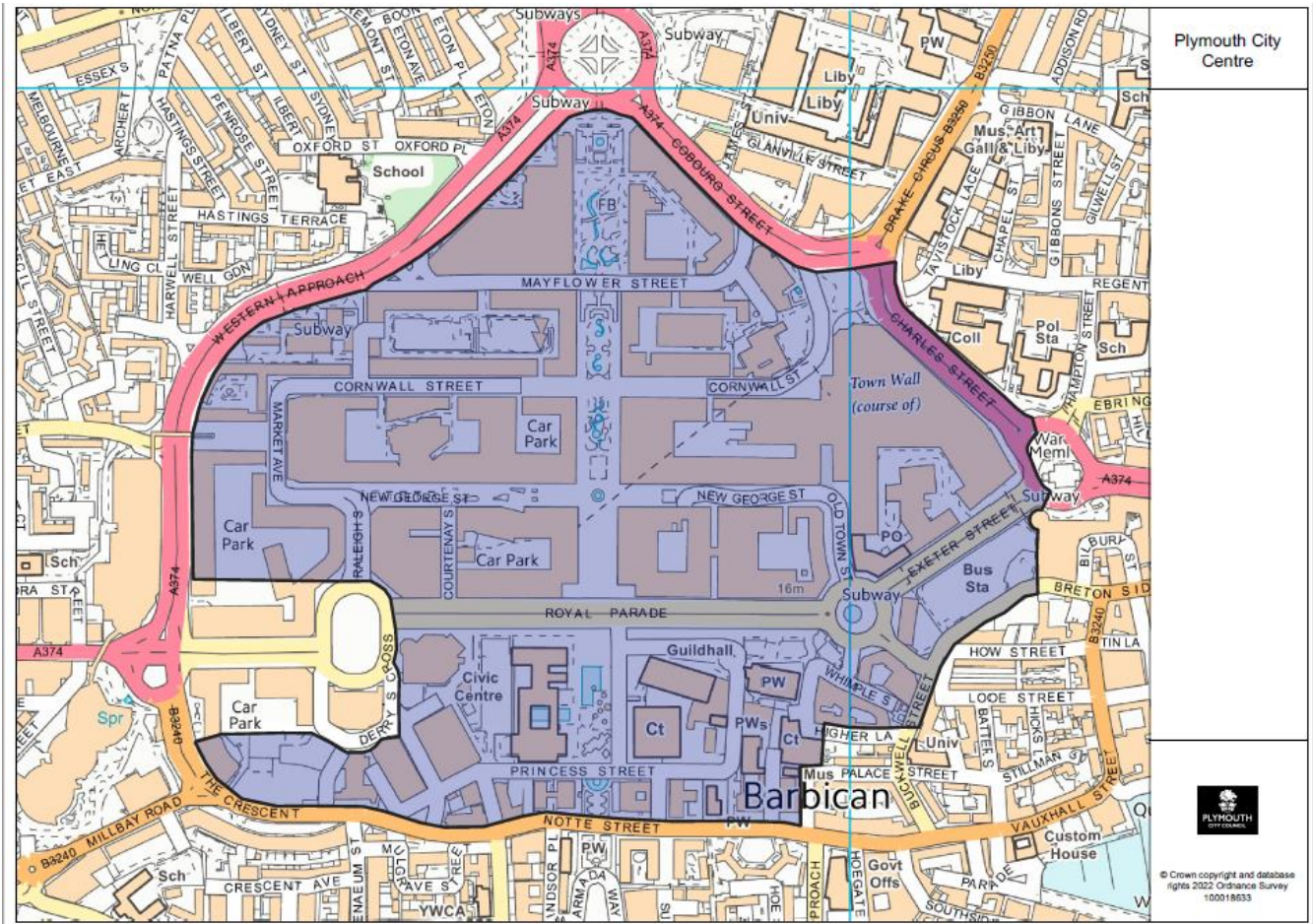


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CITY CENTRE CUMULATIVE IMPACT POLICY BOUNDARY



RATIFIED BY FULL COUNCIL ON THE 30 JANUARY 2023



**Appendix A:
Devon and Cornwall Licensing Police Report**



Devon & Cornwall Police

Building safer communities together

Devon & Cornwall Police
Local Policing & Partnerships
Headquarters
Middlemoor
Exeter

21st January 2022

Plymouth City Council Licensing Cumulative Impact Policy Review 2021/22 and application for two further areas to be covered by this policy.

Plymouth has the largest Evening and Night-time Economy (ENTE) within Devon and Cornwall.

Devon and Cornwall Police support the continued development of Plymouth's ENTE and recognises the social and economic benefits it provides the community through employment, leisure activities and entertainment. This has been highlighted over the last 18 months through the Covid restrictions and the long periods where the ENTE was unable to trade, or heavily restricted in the way in which they could trade.

The police also recognise that the impact which alcohol, and hence, the ENTE has on crime, disorder and anti-social behaviour, especially where operators within the ENTE do not work to the highest possible standards.

Devon and Cornwall Police fully supports the Plymouth City Council's licensing policy and feels that through ongoing consultation it is effective in aspiring to the highest possible standards for those both working and visiting Plymouth's ENTE.

As Plymouth has recently demonstrated through good multi-agency working, attaining the Purple Flag accreditation and winning national awards for its ENTE, the city continues to strive to become one of Europe's most vibrant and cultured waterfront cities and the development of the ENTE and licensed venues is instrumental in this. It is imperative that there is

The following report outlines the five Cumulative Impact Areas (CIA) within the city of Plymouth and will outline, through the use of quantitative analysis (crime statistics) and qualitative analysis (anecdotal evidence) the effect of Cumulative Impact Policy on these areas in particular. It will also outline two other areas of the city which Devon and Cornwall Police believe would benefit from being included in this policy.

This report is submitted for your consideration.

David Moore, Alcohol Licensing Sergeant

Devon and Cornwall Police

1.0 Cumulative Impact Areas

Plymouth Currently has 5 CIAs within the city boundaries. They are –

Union Street – From Stonehouse Bridge up to and including Derry's Cross

Barbican – including the Barbican Leisure park in Coxside

North Hill

Mutley Plain

Stoke Village

Two further areas were considered for inclusion as CIAs, Plymouth city centre and Plymouth Hoe. However, after reviewing the numbers of new and varied licenses and crime figures, it was decided that the only new area requested would be Plymouth city centre.

The statistics around crime data have been obtained covering the five existing areas from the period 1st April 2016 to 31st March 2021 as well as the two areas which were originally considered. Also included will be data around street drinking incidents which has been noted as creating potential for anti-social behaviour in the city over recent years. The statistics for 2020/2021 have also been included, but due to the extensive restrictions in the trading of the ENTE will not be referred to in the report as they do not present a realistic picture of the situation in the city.

Another consideration was utilising the ongoing findings of Operation Cerburus, the police's operation into targeting violent crime. Statistics have shown that over 20% of all violent crime (which is not considered domestic abuse) occurs within ten streets in Plymouth. Eight of these streets are included in existing or proposed CIAs.

The categorisation of crimes analysed in this report relate to the types of offence which are more regularly associated within the ENTE community. It is felt that this gives a better indication of the effect which people using the ENTE has on crime in general. A list of the categories and types of offence are noted in APPENDIX I.

1.1 UNION STREET –

Total Crime analysis –

APPENDIX 2 shows that there was a rise in overall crime in the area from 2017/18 to 2018/19 but this remained the same to 2019/20. The vast majority of crime in this area is violent crime, accounting for 80% of all offences. In 2018/19 over 90% of these violent crimes took place during ENTE hours. This has dropped to 81% in 2019/20 indicating a positive deterrent as extra training to ENTE staff and slight changes in policing took place. Public Order Act offences remained at the same level, however, there was a drop of over 30% in sexual offences (although the sample size is small). Union Street's main demographic is ENTE activity which is borne out by the percentages of crime occurring during these hours, with little daytime business or footfall occurring.

Days of the week –

APPENDIX 3 shows that the vast majority of incidents occur at the weekend (from midnight Friday night to midnight Sunday night). 27% of all crime took place in the ENTE hours on a Sunday with a further 22.6% taking place in the ENTE hours of a Saturday. This again indicates the numbers of people using this area during those hours as this area is one of the more densely populated areas with regards to licensed late-night venue numbers within the city.

Time related analysis –

APPENDIX 4 clearly demonstrates that the vast majority of crimes are recorded between 0100 and 0400. This is the main time when people leave venues and mix with others from different venues and is one of the most important time phases to be able to control effectively. Different demographics come into contact with each other after a night of alcohol consumption where judgement is usually impaired. However, there has been a decrease of 26.6% between 2018/19 and 2019/20 showing the impact which partnership work has had in the area. Those customers waiting for transport will usually wait in this area where there are a number of taxi ranks. The increased use of taxi marshals is also likely to have had an impact on the crime figures.

Streets of interest –

Union Street and Derrys Cross are two streets included in the Operation Cerberus summary of the top ten streets with the most violent crime totals.

Applications –

Type	New	Variation
Café/restaurant/takeaway	2	1
Pubs/clubs	2	4
Shops	0	0
Gambling	0	0
Members' clubs	0	0
Other	0	1
TOTAL	4	6

Street drinking –

APPENDIX 5 shows the level of street drinking incidents in the Union Street area. These nearly always involved some kind of disorder. Just under half of the incidents occur during the ENTE hours. The numbers of street drinking incidents reduced by over 50% between 2017/18 and 2018/19 after one

premises selling high-strength alcohol had its licence revoked and another had its licence suspended and chose not to reinstate it. This shows the impact which high strength alcohol can have on the levels of street drinking. The numbers of incidents remained at the same lower level in 2019/20.

Summary –

It is clear that the vast majority of recorded crime in this area is based around the traditional ENTE times and days. This area is where there is the largest concentration of late-night venues in the city are based. It is usually the last stop for most customers who have been drinking for most of the night. Different demographics of customers can potentially come into contact with each other as they leave the clubs and wait for transport. Efforts have been made in the past to stagger closing times to allow people time to leave the area before other venues close in an attempt to minimise these interactions. The large percentage of offences are, as expected, violent crimes, which are not usually impacted by passive controls such as CCTV, however, the drop in violent crime between 2018/19 and 2019/20 within the area has shown that effective policing and management of venues can have an impact. A reduction in sexual offences within the area is also encouraging although the numbers are historically small. There continues to be good working relationships between the police and door staff. The introduction of the Safe Bus and taxi marshals at Derrys Cross has helped to support all of the authorities and ENTE staff to be able to undertake their roles more effectively whilst looking after vulnerable people. Due to the recent regeneration of the area of Union Street to the West of Western Approach, it has identified that there is still a development potential for further licensed venues in the area and so buildings in that part of Union Street which are currently unoccupied and could be leased or purchased very cheaply could lead to a spreading out of the ENTE. This, coupled with the historic pattern of applications for off-licensed premises looking to sell high-strength alcohol could have a significant impact on the area as a whole.

It is strongly recommended therefore by Devon and Cornwall Police that the Union Street CIA remains in place in its entirety.

1.2 BARBICAN –

Total Crime analysis –

APPENDIX 2 shows that there has been a decrease in overall crime by 13.7% and also in violent crime from 2018/91 to 2019/20. 74.6% of recorded crime in the area is of the violent crime type. 67% of those violent crimes occurred during the ENTE hours. Proactive policing and licensing work has helped to reduce these figures including further development of the Barbican's own Pubwatch group during these years. Public Order Act offences have remained low in number and sexual offences have reduced further from their already low number.

Days of the week –

APPENDIX 3 shows that the weekends have more recorded crime than the other days of the week with 57.1% of all crimes occurring during Saturday and Sunday. This is not surprising as footfall in the area traditionally increases significantly at weekends. 79.2% of these crime occur during the ENTE hours of Friday and Saturday.

Time related analysis –

APPENDIX 4 shows that there is a small increase in recorded crime from 2100-2300, which is the traditional drinking times for the area. However, there has been an increase in recorded crime from 2018/19 to 2019/20 between the hours of 0100 and 0300 of 55%. This is due to the increased operating hours of some of the venues in the area, when traditionally, policing has moved towards the late-night venues in the city centre. In 2020/21, ENTE marshals were utilised to great effect to assist in policing the area. This area also covers the largest night club in the force area (Pryzm) and the transition areas to get to that venue at the Barbican Leisure Park.

Streets of interest –

Notte Street is in the Barbican area and is included in the Operation Cerberus summary of the top ten streets with the most violent crime totals.

Applications –

Type	New	Variation
Café/restaurant/takeaway	2	1
Pubs/clubs	2	3
Shops	0	1
Gambling	0	0
Members' clubs	1	2
Other	1	0
TOTAL	6	7

Street drinking –

APPENDIX 5 shows that the street drinking numbers declined between 2017/18 to 2018/19 after a number of police operations in the area to try and move people out of the area. However, there has been an increase of 56.7% of incidents involving street drinking between 2018/19 and 2019/20. Many of these instances involved street drinkers with high-strength alcohol leading to further efforts to engage with local venues to undertake the 'reduce the strength' campaign.

Summary –

The Barbican is an important historic area of the city which has a significant impact on attracting tourists to the area. There is a great deal of diversity in the area around the type of dining and alcohol consumption offers in place. A reduction of violent crime in the area and sexual offences is a positive result of more pro-active work by police and the licensing department in working with new applications as well as engaging with variations to licences to prevent types of business to occur in the area which could have a detrimental impact on the licensing objectives. The Barbican has continued to show more

of a shift towards later night venues over recent years. It has once again become a popular location for users of the ENTE, who used to start their evenings there and then move to other areas of the city to complete their evenings. With later opening hours, it appears that there may be less transition occurring, which has begun to have an effect on the area. There has been some stability in the licensees in the area with some new businesses opening. There has also been a renewed appetite for partnership working looking at developing better working practices in the future. The funding of taxi marshals in the Barbican has helped to deter lower-level crime and disorder as well as the use of Covid and ENTE marshals to help 'police' the open Quayside area, which has proven effective. Pryzm is a popular venue for students and has the largest capacity of any late-night venue in the city, whilst offering special acts and events to further encourage high-capacity numbers.

It is important that the Barbican retains its identity as a vibrant area with many options for a good night out for the users. It is in close proximity to a number of residential premises and the continuation of a CIA in the area is imperative to keeping this vibrancy and cultural experience as well as supporting the local residents. The increase in street drinking incidents identifies that there is still an issue over high strength alcohol in the area and new applications will need to be monitored carefully.

Devon and Cornwall Police therefore recommend that this CIA is retained in its full format and with its current boundaries.

1.3 NORTH HILL –

Total Crime analysis –

APPENDIX 2 demonstrates that there has been a decrease in crime in the North Hill area of 14% between 2018/19 and 2019/20. Violent crime has reduced significantly by 38%. These changes are likely due to the closure of some businesses in the area as well as some businesses adapting their way of business, especially in the busiest part of North Hill, Sherwell Arcade. 92.5% of recorded crime in the area took place during the ENTE hours, mainly because North Hill is a transitional area during the daytime with very little business taking place compared to other areas of the city.

Days of the week –

APPENDIX 3 shows that there is not the usual pattern of weekends having a higher level of crime with only 36% of recorded crime taking place then. This is because the area is student focused and many students go out on the traditional nights of Wednesday and Thursday as well as at the weekend. This spreads out the recorded crime across the whole week.

Time related analysis –

APPENDIX 4 shows that over half of the recorded crimes in 2019/20 took place between 0100 and 0600. although there was a large drop of 54% between the hours of 0400-0500 from 2018/19 to 2019/20, there was more than double the recorded crime from 0500-0600 in those years. This is as a

result of the North Hill area having one of the few very late-night venues in the city, where people head towards when the traditional late-night city centre venues have closed.

Streets of interest –

North Hill does not have any streets included in the Operation Cerberus summary of the top ten streets with the most violent crime totals.

Applications –

Type	New	Variation
Café/restaurant/takeaway	2	1
Pubs/clubs	0	2
Shops	0	0
Gambling	0	0
Members' clubs	0	0
Other	1	1
TOTAL	3	4

Street drinking –

APPENDIX 5 shows that street drinking incidents have remained at a fairly constant level since 2017/18 with a slight drop in 2018/19, when a police operation in the city centre targeted street drinkers' behaviour. As the area is frequented by students, they have been a target for street drinkers who have been successful in the past in obtaining funds from new students. There is a 24-hour Spar shop who work well with the authorities in the strength of alcohol sold there.

Summary –

North Hill has undergone a transition over recent years. Since the demise of the Mutley Plain area as a heavily student-focused area, North Hill has also suffered as it does not get as much passing trade through the ENTE as it previously did. However, there is a definite link between the North Hill CIA and the ENTE with nearly all of its crimes happening during the ENTE hours. There are a number of licensed premises in the existing CIA, who manage their businesses well, with 2 late-night venues, Q-Bar and Switch, attracting a number of very late-night users to the area. There are concerns about the poor lighting and CCTV coverage going up North Hill, towards Mutley although recent improvements in these areas appeared to have had a positive impact on reducing the numbers of sexual offences in the area. Doorstaff and licensees work well with other agencies and the police and have directly prevented possible sexual offences through early intervention and action.

Some venues further up North Hill have closed, whilst others have adapted their business. This will account for the lowering of the crime figures in the area, nearly all of which are linked to the ENTE

hours. The area is still frequented by students on most nights of the week, especially students who do not wish to stray too far from the Student Union bar or the campus. This means that some of the more inexperienced ENTE visitors attend this area. There has been a rise in recorded crime very late at night as other ENTE users head to North Hill after most other venues have closed, leading to a potential mix of demographics of customer.

The benefits of the Cumulative Impact Policy have been felt in this area previously, and with such a potentially vulnerable demographic of user, Devon and Cornwall Police strongly recommend that this CIA remains.

1.4 MUTLEY PLAIN –

Total Crime analysis –

APPENDIX 2 shows that recorded crime in the Mutley Plain area has dropped by 24.6% between 2018/19 and 2019/20. 61.6% of total crime occurs during the ENTE hours demonstrating the reduced capacity in the ENTE in this area over recent years. A number of venues have closed due to the lack of students in the area (which historically was high). The majority of offences are violent crime, accounting for 59.3% of crime recorded, with 74.5% of that occurring in the ENTE hours. There have been some new licensing applications made for the area, but these tend to be more food led with cafes and restaurants.

Days of the week –

APPENDIX 3 shows that only 32.5% of recorded crime took place during the traditional ENTE days at the weekend. This demonstrates that the area is used more by locals and is no longer a specific area where larger groups head towards for their night out. The observations of a lot of the licensed venues in the area shows that they are more 'pub' style venues than late-night venues.

Time related analysis –

APPENDIX 4 reinforces the above statement as it shows a significant decrease in recorded crime after 2300 hours. Between 2300-0000 in 2018/19, there were 18 recorded crimes, whereas in 2019/20 there were only 2. There have been some changes made to licensing hours of venues in the area and doorstaff conditions which has helped impact these figures.

Streets of interest –

Mutley Plain itself is one of the streets included in the Operation Cerberus summary of the top ten streets with the most violent crime totals.

Applications –

Type	New	Variation
Café/restaurant/takeaway	3	0
Pubs/clubs	1	0
Shops	0	2
Gambling	0	0
Members' clubs	0	0
Other	0	0
TOTAL	4	2

Street drinking –

APPENDIX 5 shows a large decrease in street drinking incidents in the area between 2017/18 and 2018/19 of 59.2%. This has remained at this low level into 2019/20. This was as a result of a combined police initiative to tackle street drinking and also through a campaign in the area to promote the 'reduce the strength' campaign which a number of licensed shops took part in. This positive impact continues to be felt.

Summary –

Mutley Plain has lost a lot of its traditional ENTE customer base due to the student numbers in Plymouth dropping and those students who are here tending to use accommodation in the city centre rather than the Mutley Plain area. Mutley has become more of a local residents' area for socialising and a number of the venues which had a late licence are no longer using the licence as late as previously used or have closed down. Police efforts to deal with street drinking in the area has been largely successful in moving the street drinkers on by repeated patrols and also controlling the supply of high-strength alcohol in the area through the 'reduce the strength' campaign. The use of the CIP has been beneficial in supporting these actions. There have been some new applications for licenses in the area for more food-based venues potentially showing that Mutley may have a resurgence in the future. The benefit of having a CIA has allowed the authorities to have more impact on later opening venues and also on off-licenses with regards to selling high-strength alcohol.

Devon and Cornwall Police recommend that the Mutley Plain CIA remains in place with its current boundaries.

1.5 STOKE VILLAGE –

Total Crime analysis –

APPENDIX 2 shows that there has been a 36.6% decrease in recorded crime between 2018/19 and 2019/20. The highest proportion of crime is violent crime at 57.7% of all recorded crime. Crime figures remain low for the area, but 92.3% of these crime types do occur during ENTE hours.

Days of the week –

APPENDIX 3 shows that 69.2% of recorded crime take place on a Friday, Saturday and Sunday, the usual ENTE days of the week. 24.6% of the total crimes occur on a Saturday, which also coincides with the area being used by supporters for Plymouth Argyle Football Club on home match days.

Time related analysis –

APPENDIX 4 shows that 65.4% of crimes recorded take place after 2100. Although there has been a drop from 9 crimes to 2 crimes between 2300-0000 (the usual closing times for a number of the venues) there has been an increase from 2 to 5 in recorded incidents between 0000-0100. This is where a couple of the venues have a later licence, but the numbers are still relatively small.

Streets of interest –

Devonport Road is one of the streets included in the Operation Cerberus summary of the top ten streets with the most violent crime totals.

Applications –

Type	New	Variation
Café/restaurant/takeaway	1	0
Pubs/clubs	0	0
Shops	1	0
Gambling	0	0
Members' clubs	0	0
<u>Other</u>	<u>0</u>	<u>0</u>
TOTAL	2	0

Street drinking –

APPENDIX 5 shows that Stoke village has relatively few problems with street drinking. There was a slight increase in 2018/19, more than likely as a result of displacement from other areas after police actions, however that number has decreased again. Through good engagement with the venues and also the shops there are no venues nearby which sell high strength alcohol and they are receptive to the 'reduce the strength' campaign.

Summary –

Stoke Village is, geographically, the smallest of the CIAs and has the fewest venues. The majority of the venues are local public houses, with one later-night venue and a number of takeaways. Stoke village remains an area where local people prefer to drink, rather than being a destination for nights out with large groups. However, the proximity of the area to the dockyard and the Torpoint Ferry means that it can be a location where service personnel can go for a night out. Many of the licensed venues have a specific customer base and these will stay within the same venue and do not mix very well with each other, which explains why there was previously a higher level of recorded crime at the regular closing time of 2300. Some of the venues have now staggered their closing times, and this has seen a reduction in crime figures, but there have been some later crimes occurring. It is in the middle of a residential area and has limited CCTV coverage of the street outside. With regards to other CIAs, its level of crime may seem comparatively low, but the type of crime taking place (mainly violent crime) gives cause for concern that regulation of the area is still required. Although many of the users are locals, a larger number of Plymouth Argyle Football Club fans are meeting in the area on match days, before and after the match leading to a change in the demographic of the customer who uses the area at weekends. This will need to be monitored in more detail as this season progresses.

Devon and Cornwall Police recommend that the Stoke Village CIA remains in place in its current format and with its current boundaries, with a suggestion that this CIA is reviewed closely on an annual basis to determine whether there has been any significant impact through these changes. This recommendation is based upon the prevalent type of crime (violent crime) and also the recent change in demographics, which may lead to further applications for new premises and applications for extended hours to cover this new demographic of football supporter. This could potentially cause an increase in crime and disorder and up to this point, due to Covid, there has been limited time to have observed any specifically linked changes which can be used to support this change quantitatively.

NEW AREAS FOR CONSIDERATION –

1.6 CITY CENTRE

Total Crime analysis –

APPENDIX 2 shows that there was the largest amount of violent crime in this area out of all of the existing and proposed areas. 62.6% of the total crime in the area was categorised as ‘violent crime’ with 45.7% of these violent crimes taking place during the ENTE hours. As Plymouth has a busy shopping centre, this would account for the slightly higher percentage of criminal offences taking place, when footfall is at its highest. The percentage of these offences taking place in the ENTE hours, when there are less people around, is of a significantly high value to be of concern. The next highest category of offence is public order type offences, accounting for 26.6% of all offences in the area. 26.6% of this type offence occurred in the ENTE hours, again reflecting the increased population and interactions during the day, but also including incidents of street drinking and some of the anti-social behaviour which that brings with it. Instances of street drinking in the city centre are more likely to come into conflict with the users of the city centre area during the day when the population and footfall are increased. It also has an impact in the ENTE hours as it is localised around fast-food premises and licensed premises.

Days of the week –

APPENDIX 3 shows that there is a general spread throughout the week when offences occur, with Saturday being the busiest day for crime (18.3%) followed by Sunday (15.9%) and Friday (14.4%). 56.4% of the offences on a Saturday happen during the ENTE hours, whereas a Sunday 65% of offences occur during the ENTE hours. This would tend to link into the traditional ENTE days.

Time related analysis –

APPENDIX 4 shows, as expected, that in a busy shopping area where there are a lot of people during the day that a lot of the crimes take place during the daytime hours, especially from 1200-1800. However, after a small lull, from 1900-2300 the figures pick up again on a par with the afternoon, accounting for 19.1% of the day's offences, however, there are a lot less people in the city centre. This fits around the pub/restaurant opening hours and demographic. There is a further spike between 0300-0400 (4.8% of the day's offences) indicating that people are hanging around the area in order to get some late-night food.

Streets of interest –

New George Street, Royal Parade and Armada Way are three streets included in the Operation Cerberus summary of the top ten streets with the most violent crime totals.

Applications –

Type	New	Variation
Café/restaurant/takeaway	11	0
Pubs/clubs	1	1
Shops	3	0
Gambling	0	1
Members' clubs	0	0
Other	1	2
TOTAL	16	4

Street drinking –

APPENDIX 5 shows that the highest number of incidents involving street drinkers is within the city centre area. There is a balance between daytime and ENTE incidents but considering the need for street drinkers to obtain alcohol early in the day, having such a high number of incidents in the ENTE (38.3%) is concerning. It would indicate that there is a potential market for targeting those using the ENTE for begging, etc.

The modus Operandii of street drinkers is to remain as close to their supply of alcohol as possible, especially when the PSPO rules are invoked and alcohol is confiscated from them. This means that they tend to buy one can or bottle at a time and so need to be in close proximity to the shop selling (usually)

high strength alcohol. The vast majority of these incidents occur between 1200-2359 when the suppliers are open.

Summary –

The City centre has some of the highest figures of crime compared to the existing CIAs in the city. However, a number of the offences which take place occur throughout the day and on various days of the week outside the 'normal' ENTE hours. This would fit with the fact that it is one of the busiest areas of the city where people come into contact with each other. During the ENTE hours, when the vast majority of shops are closed, the population levels decrease significantly, yet the numbers of crimes occurring in the ENTE is comparable to those occurring in the daytime hours (43.4%), with 45.7% of violent crimes taking place during the ENTE hours. The increase in crime between the hours of 1900-2300 indicates that the reason people are in the city centre is for ENTE pub/restaurant and entertainment reasons. The further spike between 0300-0400 clearly identifies a lack of dispersal due to late night eating after late night venues have closed.

Despite there being a general trend downwards of crime figures during the last two full years of the ENTE operating (2018/19 and 2019/20) the city centre area has shown an increase of 3.2% in recorded crime. Aside from a negligible increase in Union Street, this is the only projected CIA/existing CIA area in the city to show an increase.

There have been a number of new applications and areas developed within the city centre area, such as the Barcode and Old Town Street, with other new licenses being granted for Cornwall Street. Some of the new applications for retail alcohol licensing applications have considered high-strength alcohol as a stock item, which is likely to lead to an increase in the numbers of street drinkers in the city centre area. This is liable to lead to a direct conflict with regular city centre users and could potentially increase crime and disorder figures further. The regeneration and gentrification of the city centre is an important factor when considering the importance of this being a CIA in order to make it a desirable prospect for people to want to move back into the area to live.

Devon and Cornwall Police therefore request that the area noted in the map as outlined in APPENDIX 6 known as 'Plymouth City Centre' is considered to be added as a CIA for this CIP review.

1.7 PLYMOUTH HOE AND WEST HOE –

Total Crime analysis –

APPENDIX 2 identifies that the vast majority of crime in the Hoe area is violent crime (68.9%) and public order (21.4%), accounting for 90.3% of all offences in the area. 62.5% of all violent crime takes place during the ENTE hours and 56.7% of all crime takes place during these ENTE hours, despite the Hoe being busier with visitors during the day.

Days of the week –

APPENDIX 3 shows that 19.7% of all offences take place on a Saturday, with a Sunday being the next busiest with 16.5% of offences occurring. This would relate to the area being used more often on a weekend for recreation.

Time related analysis –

APPENDIX 4 shows a general spread of offences from 1200 onwards, however, there is an increased rate of offending from 2000-2359 which links in with the usual pub/restaurant and entertainment demographic and times of opening. 39.7% of offences occur during these 4 hours alone indicating that the busiest hours of business for licensed premises collates with the highest levels of crime in this area. This area is a regular transition area between the Barbican CIA and Union Street CIA.

Applications –

Type	New	Variation
Café/restaurant/takeaway	2	2
Pubs/clubs	0	3
Shops	0	1
Gambling	0	0
Members' clubs	0	2
Other	2	1
TOTAL	4	9

Street Drinking –

The numbers of street drinking incidents are lower in the Hoe area than most other areas. This may be due to a lack of nearby suppliers of high strength alcoholic products, but the area still proves popular with some street drinkers. There is a higher percentage of incidents occurring in the ENTE (43.8%) than the city centre and also tend to go on later into the night with a percentage happening until 0200. This is likely linked to the need for secondary drinking later in the day and also the possibility of a 'target rich' environment for begging where people on a night out are more likely to donate money due to their own levels of alcohol consumption.

Summary –

The Hoe and West Hoe have always been popular parts of the city to visit. There have been more applications for licences received over the last few years and the area is accommodating more licensed venues. This has brought people into the area later at night and has led to an increase in incidents during the Covid-affected year, when there should have been a lot less. This is a trend which could cause some concern for the area if it continues, with a spike between 2000-2100 noted in particular. There are a number of nearby suppliers of off-sale alcohol which are the vendors of choice for many people visiting the Hoe.

At this time, Devon and Cornwall Police do not consider that a CIA is required for this area due to the relatively low-level of crime noted which are directly linked to licensed premises. Also, the possibility of opening a large number of new venues is unlikely in this area due to its geography and the relative costs of property. However this area will be kept under review in order to monitor any changes which may affect this request.

2.0 OVERALL SUMMARY –

Devon and Cornwall Police continue to be impressed by the level of multi-agency working which has been taking place within the city of Plymouth, especially over the last 5 years. There has been an undertaking from all of the interested parties in improving the ENTE of Plymouth and adding to the vibrancy and safety of the city. These agencies include the Local Authority, Licensees, Pubwatch, Security companies, Best Bar None, SIA, Plymouth Argyle, Plymouth University, PARC, NHS, Street Pastors, Service Police and the different departments within the police.

The support that each of these organisations has shown to each other has been epitomised in the excellent working relationships and achievements over the last year. These include the development and ongoing deployment of the Plymouth Safe Bus to the ENTE on Saturday nights and the use of taxi marshals at Derry's Cross throughout the busier times of the year, the anti-drink spiking scheme. Many of the organisations are part of the ENTE alcohol harm reduction group, who have worked together to gain Plymouth the coveted Purple Flag status for the city and a number of national awards.

The statistics and report included here all identify areas which have undergone some form of transition over the last 3 years. There have been many improvements in relationships and there is no doubt that, overall, there is a better quality of licensee in the trade, with a view to co-operating and promoting the four licensing objectives. However, there are constantly changing social structures and behaviours which mean that the partners involved in the licensing community cannot become complacent with their recent achievements and must continue to strive to make Plymouth a safer and better place.

The use of engagement and cop-operative discussions and negotiations with applicants, businesses and licensees around business development and the needs of the community has always been a strength within the city of Plymouth and its authorities. The use of the CIP has been effective in preventing some venues from opening up and selling high-strength alcohol, which would otherwise potentially cause problems in an area. Through extensive experience and involvement with street drinking, it is clear that street drinkers need to be near to their source, so any new high-strength licensed premises which opens will attract the associated issues. The use of the CIP to encourage new businesses to engage with the 'Reduce the Strength' campaign cannot be overstated. Within Plymouth, the CIP has never been used as a punitive method to deny business growth and development, but as a tool used effectively to help the businesses of the city to successfully develop in a way which supports and protects both society and the local community. To highlight this, between 2009 and 2021, 75 applications were made within CIP areas. Nearly all of these had some input initially from police and local authority licensing departments. 41 of these applications had specific mediation with only 7 going to the licensing committee for final arbitration and only 1 application being refused. Therefore 74 out of 75 applications were successful with the majority of these having agreeable and workable conditions which still benefitted the business whilst supporting the surrounding community.

Ultimately, co-operation with licensees is perhaps at its best point for many years, but there are occasions where legislation is still required to achieve the best possible results. Co-operation and negotiation will always remain the first options whenever licensing conditions and applications are reviewed, but sometimes the authorities will need the presence of legislation to assist them in their quest for developing the best and safest ENTE. The CIP is an important piece of legislation which Devon and Cornwall Police regard as a necessary tool in order to support those businesses who are working hard to do a good job in promoting the licensing objectives and also to prevent those who the police

regard as potentially having a negative impact on those licensing objectives and ultimately the city and its people.

I respectfully submit this report for your consideration.

Yours sincerely,

David Moore
Alcohol Licensing Sergeant

APPENDIX I**Parameters for the analysis****Day/ENTE –**

Day - 0700-1859

ENTE (Evening and Night Time Economy) - 1900-0659

Weekday –

Runs from 0700 to 0659 (shift day)

Note: All data is only for offences where Day, ENTE & weekday, Venue Main Category and an Easting and Northing can be identified and where the crime started and ended in the same DAY / ENTE

Offence types –

All Violent Crime – Offence groups: homicide, violence with injury, violence without injury (except Harassment,) possession of weapons,

Sexual Offences – offence groups: rape and other sexual offences

Robbery - offence groups: robbery

Public order - offence groups: Public Order offences, harassment offences.

Drunkenness - drunk in a highway/public place/licensed premises, drunk premises, drunk and disorderly

APPENDIX 2

Crime distribution by crime type and day/ENTE

1st April 2016 to 31st March 2021

NORTH HILL CRIME DISTRIBUTION BY CRIME TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
CRIME TYPE	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
All Violent Crime	1	76	77	3	65	68	3	72	75	3	51	54	4	18	22	296
Drunkenness	0	5	5	0	5	5	0	3	3	0	6	6	1	1	2	21
Public order	0	5	5	2	11	13	1	4	5	2	11	13	1	8	9	45
Rape and Other Sexual Offences	0	3	3	0	4	4	0	7	7	1	4	5	0	1	1	20
Robbery	0	0	0	1	2	3	1	2	3	0	2	2	1	2	3	11
Total	1	89	90	6	87	93	5	88	93	6	74	80	7	30	37	393

BARBICAN CRIME DISTRIBUTION BY CRIME TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
CRIME TYPE	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
All Violent Crime	13	53	66	26	70	96	29	88	117	31	63	94	14	26	40	413
Drunkenness	0	4	4	0	6	6	0	3	3	2	4	6	0	3	3	22
Public order	8	6	14	8	9	17	11	9	20	11	12	23	6	10	16	90
Rape and Other Sexual Offences	0	2	2	1	2	3	0	4	4	0	2	2	2	1	3	14
Robbery	0	1	1	0	2	2	2	0	2	0	1	1	1	0	1	7
Total	21	66	87	35	89	124	42	104	146	44	82	126	23	40	63	546

MUTLEY PLAIN CRIME DISTRIBUTION BY CRIME TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
CRIME TYPE	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
All Violent Crime	14	42	56	19	60	79	19	54	73	13	38	51	14	28	42	301
Drunkenness	0	6	6	5	1	6	0	4	4	2	2	4	0	0	0	20
Public order	9	6	15	12	19	31	12	13	25	14	11	25	15	7	22	118
Rape and Other Sexual Offences	0	3	3	0	0	0	2	2	4	1	1	2	0	0	0	9
Robbery	0	1	1	0	2	2	1	7	8	3	1	4	1	4	5	20
Total	23	58	81	36	82	118	34	80	114	33	53	86	30	39	69	468

STOKE VILLAGE CRIME DISTRIBUTION BY CRIME TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
CRIME TYPE	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
All Violent Crime	7	21	28	3	15	18	9	23	32	0	15	15	0	6	6	99
Drunkenness	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Public order	0	0	0	1	3	4	3	6	9	2	7	9	2	2	4	26
Rape and Other Sexual Offences	1	0	1	0	0	0	0	0	0	0	2	2	0	1	1	4
Robbery	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	21	29	5	18	23	12	29	41	2	24	26	2	9	11	130

UNION STREET CRIME DISTRIBUTION BY CRIME TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
CRIME TYPE	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
All Violent Crime	35	152	187	30	197	227	20	249	269	51	218	269	38	50	88	1040
Drunkenness	4	6	10	1	10	11	1	7	8	2	11	13	1	5	6	48
Public order	22	20	42	9	19	28	14	24	38	11	26	37	14	8	22	167
Rape and Other Sexual Offences	2	9	11	0	12	12	1	12	13	2	7	9	4	0	4	49
Robbery	1	0	1	1	3	4	1	7	8	5	7	12	1	5	6	31
Total	64	187	251	41	241	282	37	299	336	71	269	340	58	68	126	1335

CITY CENTRE CRIME DISTRIBUTION BY CRIME TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
CRIME TYPE	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
All Violent Crime	124	134	258	171	160	331	176	170	346	193	157	350	153	68	221	1506
Drunkenness	8	15	23	11	15	26	1	12	13	13	19	32	5	5	10	104
Public order	93	22	115	108	46	154	103	39	142	99	50	149	68	14	82	642
Rape and Other Sexual Offences	6	5	11	10	10	20	10	6	16	6	5	11	5	7	12	70
Robbery	7	5	12	8	9	17	12	13	25	10	8	18	9	2	11	83
Total	238	181	419	308	240	548	302	240	542	321	239	560	240	96	336	2405

THE HOE CRIME DISTRIBUTION BY CRIME TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
CRIME TYPE	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
All Violent Crime	22	25	47	27	39	66	19	38	57	19	39	58	19	36	55	283
Drunkenness	3	4	7	1	0	1	1	3	4	1	1	2	2	0	2	16
Public order	9	4	13	9	9	18	15	10	25	10	4	14	13	5	18	88
Rape and Other Sexual Offences	1	1	2	0	0	0	4	3	7	0	0	0	0	3	3	12
Robbery	1	4	5	0	3	3	1	2	3	0	0	0	1	0	1	12
Total	36	38	74	37	51	88	40	56	96	30	44	74	35	44	79	411

APPENDIX 3

Crime distribution by weekday and day/ENTE

1st April 2016 to 31st March 2021

NORTH HILL CRIME DISTRIBUTION BY WEEKDAY AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
Day of Week	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
Monday	1	8	9	2	5	7	0	8	8	1	3	4	1	3	4	32
Tuesday	0	4	4	0	12	12	3	13	16	0	8	8	1	2	3	43
Wednesday	0	7	7	0	10	10	0	4	4	0	12	12	2	2	4	37
Thursday	0	9	9	2	11	13	0	17	17	4	12	16	1	6	7	62
Friday	0	14	14	0	19	19	0	12	12	0	11	11	2	6	8	64
Saturday	0	23	23	1	16	17	1	22	23	0	20	20	0	7	7	90
Sunday	0	24	24	1	14	15	1	12	13	1	8	9	0	4	4	65
Total	1	89	90	6	87	93	5	88	93	6	74	80	7	30	37	393

BARBICAN CRIME DISTRIBUTION BY WEEKDAY AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
Day of Week	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
Monday	1	5	6	4	8	12	5	2	7	4	5	9	0	3	3	37
Tuesday	6	3	9	5	5	10	7	4	11	4	2	6	4	4	8	44
Wednesday	4	0	4	4	3	7	3	13	16	7	9	16	3	3	6	49
Thursday	0	4	4	7	8	15	10	6	16	9	3	12	4	5	9	56
Friday	4	5	9	6	9	15	8	10	18	5	6	11	4	7	11	64
Saturday	5	29	34	5	14	19	6	38	44	11	22	33	3	6	9	139
Sunday	1	20	21	4	42	46	3	31	34	4	35	39	5	12	17	157
Total	21	66	87	35	89	124	42	104	146	44	82	126	23	40	63	546

MUTLEY PLAIN CRIME DISTRIBUTION BY WEEKDAY AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
Day of Week	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
Monday	2	11	13	5	5	10	5	9	14	6	3	9	3	6	9	55
Tuesday	4	4	8	3	5	8	3	10	13	5	5	10	5	6	11	50
Wednesday	3	8	11	4	8	12	6	7	13	9	4	13	5	1	6	55
Thursday	2	6	8	6	7	13	6	15	21	2	7	9	8	7	15	66
Friday	3	9	12	4	22	26	3	12	15	3	14	17	4	2	6	76
Saturday	1	14	15	10	25	35	6	12	18	5	12	17	1	10	11	96
Sunday	8	6	14	4	10	14	5	15	20	3	8	11	4	7	11	70
Total	23	58	81	36	82	118	34	80	114	33	53	86	30	39	69	468

STOKE VILLAGE CRIME DISTRIBUTION BY WEEKDAY AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
Day of Week	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
Monday	1	0	1	0	1	1	0	2	2	0	2	2	1	1	2	8
Tuesday	0	1	1	0	0	0	0	0	0	0	1	1	0	1	1	3
Wednesday	1	2	3	0	4	4	2	4	6	2	1	3	0	0	0	16
Thursday	2	1	3	3	0	3	6	4	10	0	2	2	0	0	0	18
Friday	2	4	6	1	2	3	1	9	10	0	5	5	0	2	2	26
Saturday	2	9	11	0	6	6	1	7	8	0	9	9	0	3	3	37
Sunday	0	4	4	1	5	6	2	3	5	0	4	4	1	2	3	22
Grand Total	8	21	29	5	18	23	12	29	41	2	24	26	2	9	11	130

UNION STREET CRIME DISTRIBUTION BY WEEKDAY AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
Day of Week	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
Monday	5	8	13	8	17	25	4	15	19	11	17	28	5	17	22	107
Tuesday	8	5	13	5	11	16	3	15	18	11	18	29	6	8	14	90
Wednesday	10	13	23	3	10	13	3	18	21	11	14	25	12	8	20	102
Thursday	9	30	39	5	26	31	7	25	32	15	24	39	13	6	19	160
Friday	13	14	27	13	18	31	8	27	35	6	36	42	8	6	14	149
Saturday	12	52	64	2	57	59	10	82	92	9	68	77	12	10	22	314
Sunday	7	65	72	5	102	107	2	117	119	8	92	100	2	13	15	413
Total	64	187	251	41	241	282	37	299	336	71	269	340	58	68	126	1335

CITY CENTRE CRIME DISTRIBUTION BY WEEKDAY AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
Day of Week	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
Monday	41	35	76	23	14	37	38	24	62	49	17	66	34	7	41	282
Tuesday	36	14	50	51	17	68	56	12	68	61	20	81	25	16	41	308
Wednesday	33	16	49	58	18	76	47	23	70	50	24	74	39	9	48	317
Thursday	34	13	47	57	30	87	56	23	79	30	25	55	47	13	60	328
Friday	44	18	62	56	30	86	44	33	77	36	35	71	38	13	51	347
Saturday	33	50	83	35	68	103	39	59	98	50	47	97	35	24	59	440
Sunday	17	35	52	28	63	91	22	66	88	45	71	116	22	14	36	383
Total	238	181	419	308	240	548	302	240	542	321	239	560	240	96	336	2405

THE HOE CRIME DISTRIBUTION BY WEEKDAY AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021																
Day of Week	2016/17			2017/18			2018/19			2019/20			2020/21			Total
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	
Monday	2	2	4	2	5	7	8	14	22	5	5	10	4	4	8	51
Tuesday	3	5	8	3	3	6	5	5	10	3	1	4	3	6	9	37
Wednesday	5	2	7	5	9	14	2	8	10	5	1	6	8	8	16	53
Thursday	2	7	9	3	8	11	5	10	15	6	12	18	3	4	7	60
Friday	8	10	18	4	8	12	6	7	13	3	7	10	3	5	8	61
Saturday	7	8	15	12	10	22	6	5	11	5	12	17	10	6	16	81
Sunday	9	4	13	8	8	16	8	7	15	3	6	9	4	11	15	68
Total	36	38	74	37	51	88	40	56	96	30	44	74	35	44	79	411

APPENDIX 4**Offence Heat map by time of day**

UNION STREET ALL HOURS						
HR From	2016/17	2017/18	2018/19	2019/20	2020/21	Total
07:00 - 07:59	0	0	2	1	1	4
08:00 - 08:59	0	3	0	2	2	7
09:00 - 09:59	2	2	5	0	1	10
10:00 - 10:59	2	2	3	4	4	15
11:00 - 11:59	1	3	2	5	2	13
12:00 - 12:59	8	1	2	8	5	24
13:00 - 13:59	5	9	3	8	7	32
14:00 - 14:59	18	5	4	11	5	43
15:00 - 15:59	12	3	4	14	8	41
16:00 - 16:59	6	7	6	9	11	39
17:00 - 17:59	9	6	3	1	6	25
18:00 - 18:59	1	0	3	8	6	18
19:00 - 19:59	1	8	4	12	4	29
20:00 - 20:59	10	9	19	15	15	68
21:00 - 21:59	4	6	10	17	12	49
22:00 - 22:59	17	11	19	19	8	74
23:00 - 23:59	18	22	27	26	9	102
00:00 - 00:59	36	37	35	35	12	155
01:00 - 01:59	31	51	52	55	1	190
02:00 - 02:59	35	32	58	45	4	174
03:00 - 03:59	19	39	55	21	2	136
04:00 - 04:59	8	15	7	11	0	41
05:00 - 05:59	6	7	9	13	1	36
06:00 - 06:59	2	4	4	0	0	10
Total	251	282	336	340	126	1335

BARBICAN ALL HOURS						
HR From	2016/17	2017/18	2018/19	2019/20	2020/21	Total
07:00 - 07:59	0	0	0	0	0	0
08:00 - 08:59	0	1	1	2	0	4
09:00 - 09:59	0	1	2	4	1	8
10:00 - 10:59	3	0	3	2	0	8
11:00 - 11:59	3	5	10	10	0	28
12:00 - 12:59	1	1	4	3	2	11
13:00 - 13:59	2	13	8	3	2	28
14:00 - 14:59	3	2	4	1	4	14
15:00 - 15:59	1	6	2	4	0	13
16:00 - 16:59	2	0	3	4	3	12
17:00 - 17:59	3	5	1	3	2	14
18:00 - 18:59	3	1	4	8	9	25
19:00 - 19:59	5	8	4	7	6	30
20:00 - 20:59	8	3	8	8	3	30
21:00 - 21:59	5	10	10	11	4	40
22:00 - 22:59	11	8	13	8	5	45
23:00 - 23:59	8	15	22	8	3	56
00:00 - 00:59	7	23	21	15	6	72
01:00 - 01:59	6	8	9	16	4	43
02:00 - 02:59	9	8	11	4	7	39
03:00 - 03:59	1	4	2	5	1	13
04:00 - 04:59	6	2	3	0	1	12
05:00 - 05:59	0	0	1	0	0	1
06:00 - 06:59	0	0	0	0	0	0
Total	87	124	146	126	63	546

NORTH HILL ALL HOURS						
HR From	2016/17	2017/18	2018/19	2019/20	2020/21	Total
07:00 - 07:59	0	1	2	0	0	3
08:00 - 08:59	0	0	1	0	0	1
09:00 - 09:59	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	0	0
11:00 - 11:59	0	0	1	0	0	1
12:00 - 12:59	0	0	0	0	0	0
13:00- 13:59	0	0	0	2	3	5
14:00 - 14:59	0	0	0	1	0	1
15:00 - 15:59	0	2	1	2	0	5
16:00 - 16:59	0	1	0	1	2	4
17:00 - 17:59	0	1	0	0	2	3
18:00 - 18:59	1	1	0	0	0	2
19:00 - 19:59	0	0	0	2	1	3
20:00 - 20:59	0	0	4	2	2	8
21:00 - 21:59	1	5	2	6	1	15
22:00 - 22:59	0	4	3	2	0	9
23:00 - 23:59	3	3	3	4	5	18
00:00 - 00:59	5	5	5	1	8	24
01:00 - 01:59	9	7	7	6	5	34
02:00 - 02:59	16	16	9	6	5	52
03:00 - 03:59	16	21	12	9	0	58
04:00 - 04:59	19	11	33	15	1	79
05:00 - 05:59	16	13	7	17	2	55
06:00 - 06:59	4	2	3	4	0	13
Total	90	93	93	80	37	393

MUTLEY PLAIN ALL HOURS						
HR From	2016/17	2017/18	2018/19	2019/20	2020/21	Total
07:00 - 07:59	2	1	3	2	0	8
08:00 - 08:59	2	3	0	3	0	8
09:00 - 09:59	1	2	3	3	3	12
10:00 - 10:59	3	3	1	3	1	11
11:00 - 11:59	1	5	0	0	1	7
12:00 - 12:59	1	1	3	2	5	12
13:00 - 13:59	3	1	5	1	5	15
14:00 - 14:59	3	5	0	2	1	11
15:00 - 15:59	2	4	3	3	2	14
16:00 - 16:59	3	3	8	4	7	25
17:00 - 17:59	1	5	3	5	3	17
18:00 - 18:59	1	3	5	5	2	16
19:00 - 19:59	2	7	8	8	3	28
20:00 - 20:59	4	4	10	11	4	33
21:00 - 21:59	5	8	5	12	9	39
22:00 - 22:59	5	10	8	6	5	34
23:00 - 23:59	12	13	18	2	6	51
00:00 - 00:59	12	12	5	4	5	38
01:00 - 01:59	5	8	11	4	2	30
02:00 - 02:59	8	9	8	1	2	28
03:00 - 03:59	2	2	6	1	2	13
04:00 - 04:59	1	5	1	1	1	9
05:00 - 05:59	0	3	0	2	0	5
06:00 - 06:59	2	1	0	1	0	4
Total	81	118	114	86	69	468

STOKE VILLAGE ALL HOURS						
HR From	2016/17	2017/18	2018/19	2019/20	2020/21	Total
07:00 - 07:59	1	0	2	0	1	4
08:00 - 08:59	1	0	1	0	0	2
09:00 - 09:59	0	0	0	0	0	0
10:00 - 10:59	0	0	0	0	0	0
11:00 - 11:59	0	0	1	0	0	1
12:00 - 12:59	1	0	0	1	0	2
13:00 - 13:59	0	1	0	0	1	2
14:00 - 14:59	0	0	0	0	0	0
15:00 - 15:59	1	1	1	0	0	3
16:00 - 16:59	0	2	4	0	0	6
17:00 - 17:59	2	1	2	0	0	5
18:00 - 18:59	2	0	1	1	0	4
19:00 - 19:59	2	1	4	0	0	7
20:00 - 20:59	1	1	2	2	4	10
21:00 - 21:59	1	6	5	5	2	19
22:00 - 22:59	4	0	5	5	0	14
23:00 - 23:59	7	5	9	2	1	24
00:00 - 00:59	3	3	2	5	2	15
01:00 - 01:59	2	2	1	3	0	8
02:00 - 02:59	1	0	0	0	0	1
03:00 - 03:59	0	0	0	0	0	0
04:00 - 04:59	0	0	1	1	0	2
05:00 - 05:59	0	0	0	0	0	0
06:00 - 06:59	0	0	0	1	0	1
Total	29	23	41	26	11	130

CITY CENTRE ALL HOURS						
HR From	2016/17	2017/18	2018/19	2019/20	2020/21	Total
07:00 - 07:59	4	6	4	2	3	19
08:00 - 08:59	7	4	5	7	10	33
09:00 - 09:59	14	14	19	22	13	82
10:00 - 10:59	21	26	29	23	29	128
11:00 - 11:59	14	20	24	17	24	99
12:00 - 12:59	16	24	38	33	18	129
13:00 - 13:59	29	41	25	30	17	142
14:00 - 14:59	32	41	37	43	25	178
15:00 - 15:59	35	49	44	59	28	215
16:00 - 16:59	33	32	29	36	35	165
17:00 - 17:59	18	32	23	34	26	133
18:00 - 18:59	15	19	25	15	12	86
19:00 - 19:59	21	23	27	26	12	109
20:00 - 20:59	20	38	27	36	14	135
21:00 - 21:59	23	20	19	25	16	103
22:00 - 22:59	18	25	23	27	21	114
23:00 - 23:59	20	18	18	14	8	78
00:00 - 00:59	15	21	16	25	9	86
01:00 - 01:59	17	19	35	17	4	92
02:00 - 02:59	15	20	17	22	7	81
03:00 - 03:59	18	27	40	29	2	116
04:00 - 04:59	8	13	16	11	3	51
05:00 - 05:59	4	10	1	4	0	19
06:00 - 06:59	2	6	1	3	0	12
Total	419	548	542	560	336	2405

THE HOE ALL HOURS						
HR From	2016/17	2017/18	2018/19	2019/20	2020/21	Total
07:00 - 07:59	0	1	0	0	1	2
08:00 - 08:59	0	0	0	1	1	2
09:00 - 09:59	3	0	5	0	1	9
10:00 - 10:59	4	2	3	0	1	10
11:00 - 11:59	1	2	4	2	0	9
12:00 - 12:59	5	3	3	2	7	20
13:00- 13:59	2	4	2	3	4	15
14:00 - 14:59	3	6	5	3	4	21
15:00 - 15:59	7	7	4	2	2	22
16:00 - 16:59	3	6	1	5	8	23
17:00 - 17:59	4	4	6	7	3	24
18:00 - 18:59	4	2	7	5	3	21
19:00 - 19:59	2	7	8	8	7	32
20:00 - 20:59	6	5	9	6	15	41
21:00 - 21:59	5	6	5	7	7	30
22:00 - 22:59	12	9	12	5	2	40
23:00 - 23:59	3	7	10	9	3	32
00:00 - 00:59	1	9	4	4	2	20
01:00 - 01:59	3	3	4	3	2	15
02:00 - 02:59	3	3	0	0	5	11
03:00 - 03:59	2	1	3	1	1	8
04:00 - 04:59	0	1	0	1	0	2
05:00 - 05:59	1	0	1	0	0	2
06:00 - 06:59	0	0	0	0	0	0
Total	74	88	96	74	79	411

APPENDIX 5

Street Drinking incidents

1st April 2016 to 31st March 2021

NORTH HILL INCIDENT DISTRIBUTION BY INCIDENT TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021															
INCIDENT TYPE	2016/17			2017/18			2018/19			2019/20			2020/21		
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL
Street Drink/Rowdy/Nuisanc Beh	2	12	14	2	17	19	0	11	11	3	12	15	3	3	6
Street Drinking Only	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Total	2	12	14	2	17	19	0	11	11	4	12	16	3	4	7

BARBICAN INCIDENT DISTRIBUTION BY INCIDENT TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021															
INCIDENT TYPE	2016/17			2017/18			2018/19			2019/20			2020/21		
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL
Street Drink/Rowdy/Nuisanc Beh	17	26	43	20	29	49	19	18	37	25	33	58	15	30	45
Street Drinking Only	2	0	2	0	1	1	4	1	5	2	1	3	3	0	3
Total	19	26	45	20	30	50	23	19	42	27	34	61	18	30	48

MUTLEY PLAIN INCIDENT DISTRIBUTION BY INCIDENT TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021															
INCIDENT TYPE	2016/17			2017/18			2018/19			2019/20			2020/21		
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL
Street Drink/Rowdy/Nuisanc Beh	12	14	26	29	20	49	15	5	20	10	9	19	5	5	10
Street Drinking Only	1	1	2	2	0	2	0	0	0	0	0	0	1	0	1
Total	13	15	28	31	20	51	15	5	20	10	9	19	6	5	11

STOKE VILLAGE INCIDENT DISTRIBUTION BY INCIDENT TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021															
INCIDENT TYPE	2016/17			2017/18			2018/19			2019/20			2020/21		
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL
Street Drink/Rowdy/Nuisanc Beh	1	1	2	2	4	6	1	9	10	0	2	2	2	1	3
Street Drinking Only	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0
Total	1	2	3	2	4	6	2	9	11	0	2	2	2	1	3

UNION STREET INCIDENT DISTRIBUTION BY INCIDENT TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021															
INCIDENT TYPE	2016/17			2017/18			2018/19			2019/20			2020/21		
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL
Street Drink/Rowdy/Nuisanc Beh	78	38	116	65	43	108	25	27	52	30	21	51	15	13	28
Street Drinking Only	8	0	8	2	1	3	0	1	1	2	1	3	0	0	4
Total	86	38	124	67	44	111	25	28	53	32	22	54	15	17	32

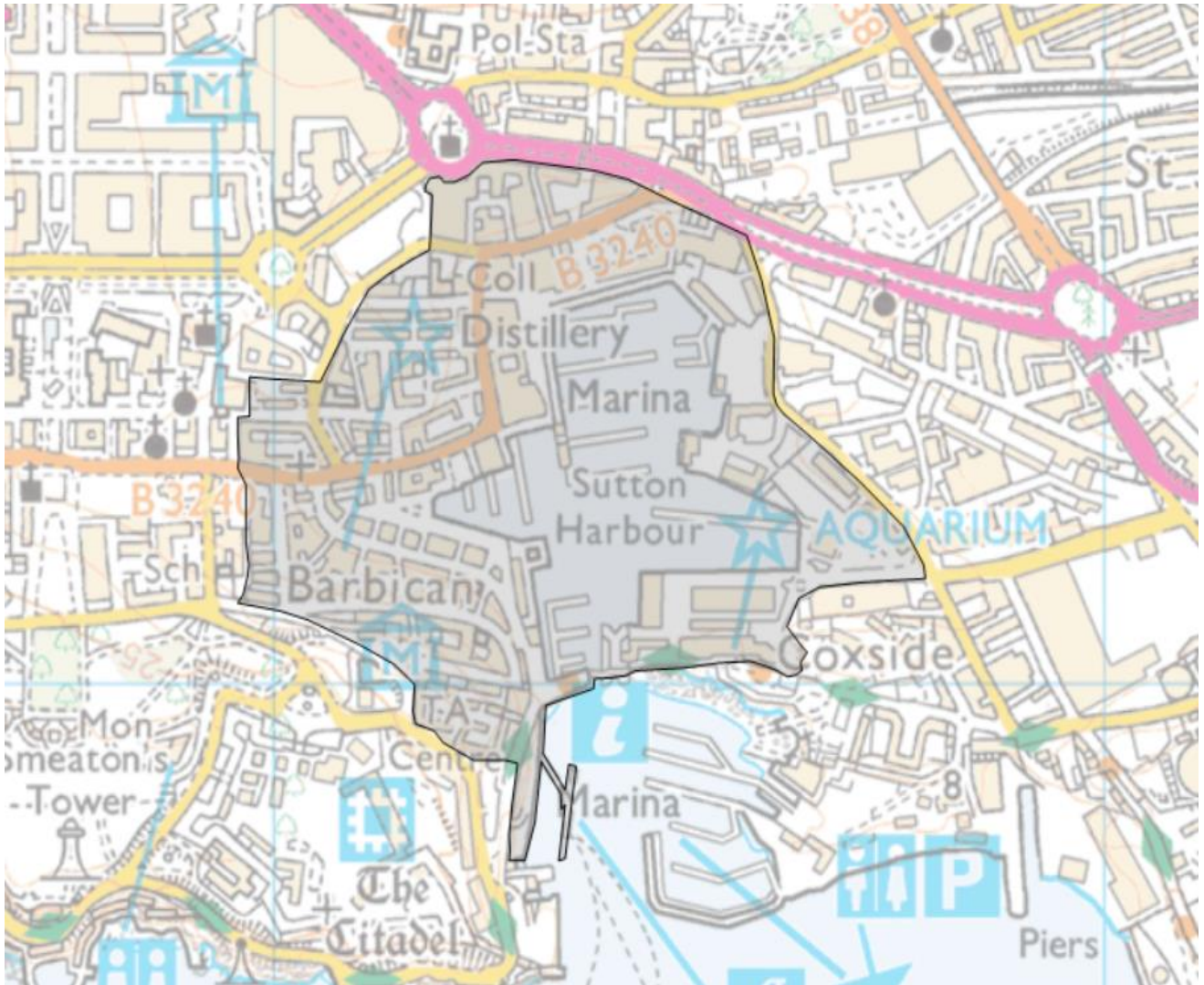
CITY CENTRE INCIDENT DISTRIBUTION BY INCIDENT TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021															
INCIDENT TYPE	2016/17			2017/18			2018/19			2019/20			2020/21		
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL
Street Drink/Rowdy/Nuisanc Beh	57	48	105	57	34	91	91	56	147	46	36	82	29	11	40
Street Drinking Only	6	1	7	7	2	9	6	1	7	1	0	1	5	0	5
Total	63	49	112	64	36	100	97	57	154	47	36	83	34	11	45

THE HOE INCIDENT DISTRIBUTION BY INCIDENT TYPE AND DAY/ENTE BETWEEN 1st APRIL 2016 to 31st MARCH 2021															
INCIDENT TYPE	2016/17			2017/18			2018/19			2019/20			2020/21		
	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL	DAY	ENTE	TOTAL
Street Drink/Rowdy/Nuisanc Beh	19	14	33	19	22	41	20	21	41	26	14	40	17	14	31
Street Drinking Only	2	1	3	0	0	0	0	0	0	4	0	4	1	0	1
Total	21	15	36	19	22	41	20	21	41	30	14	44	18	14	32

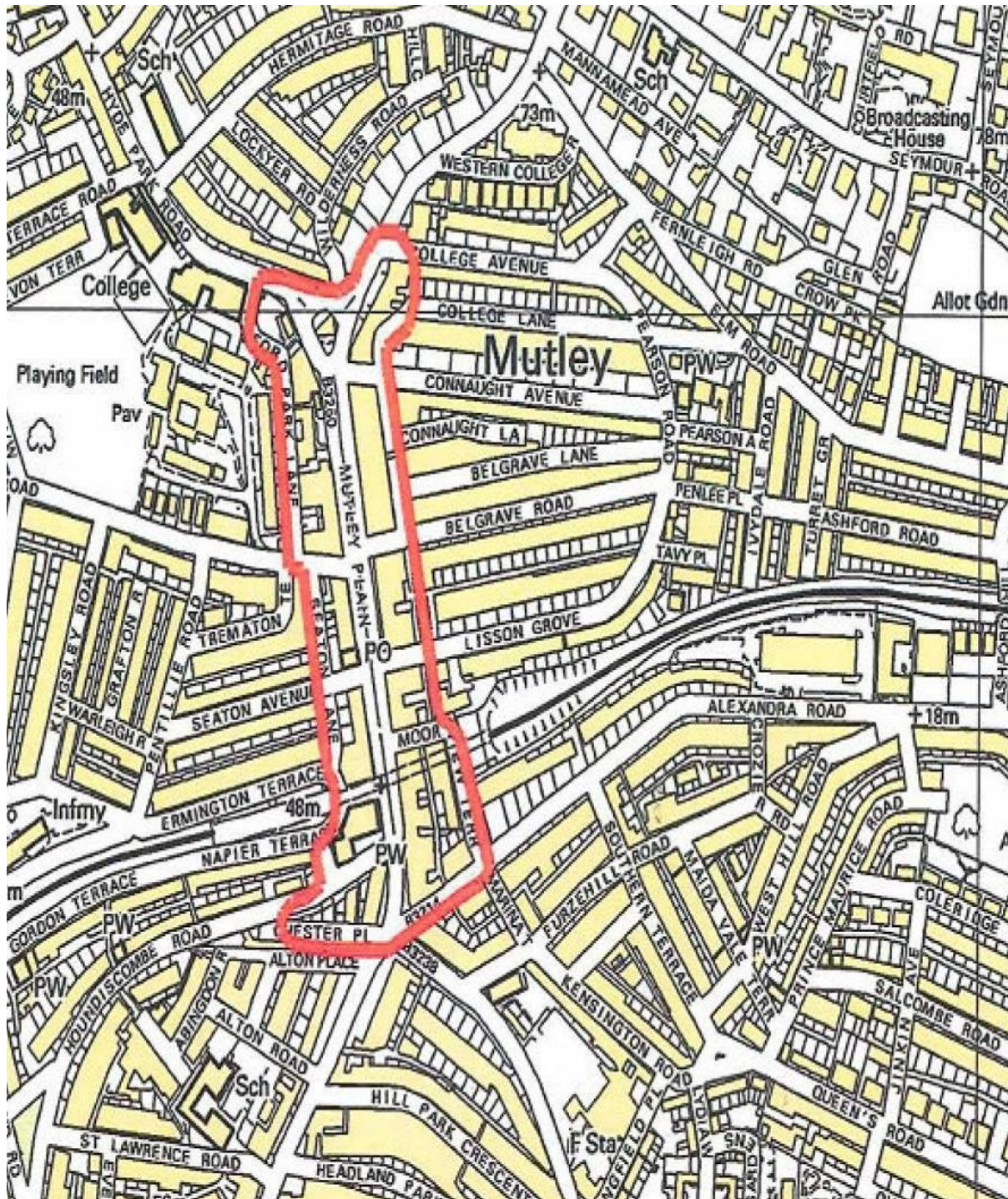
APPENDIX 6

Maps of Cumulative Impact Areas in Plymouth

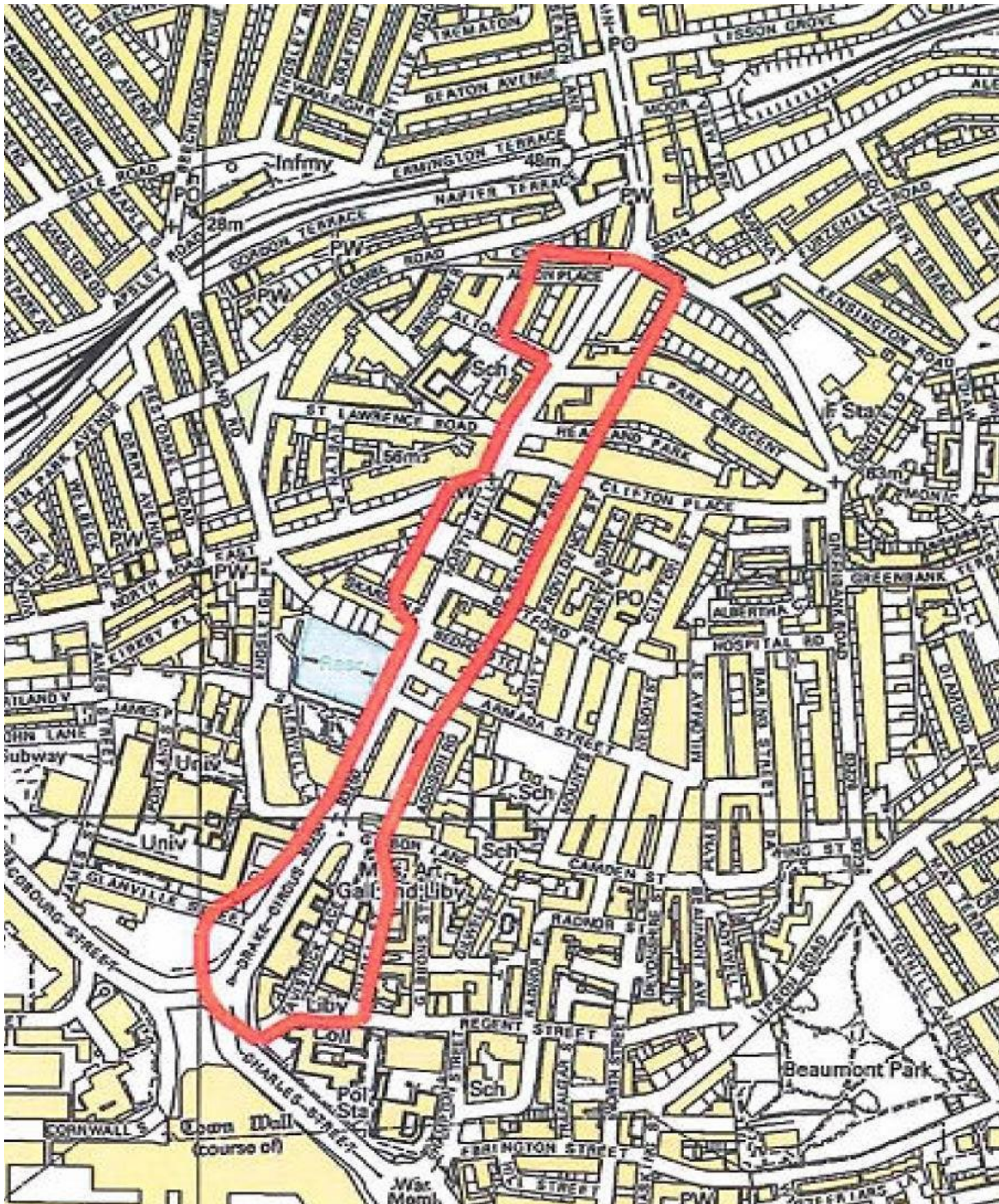
Barbican -



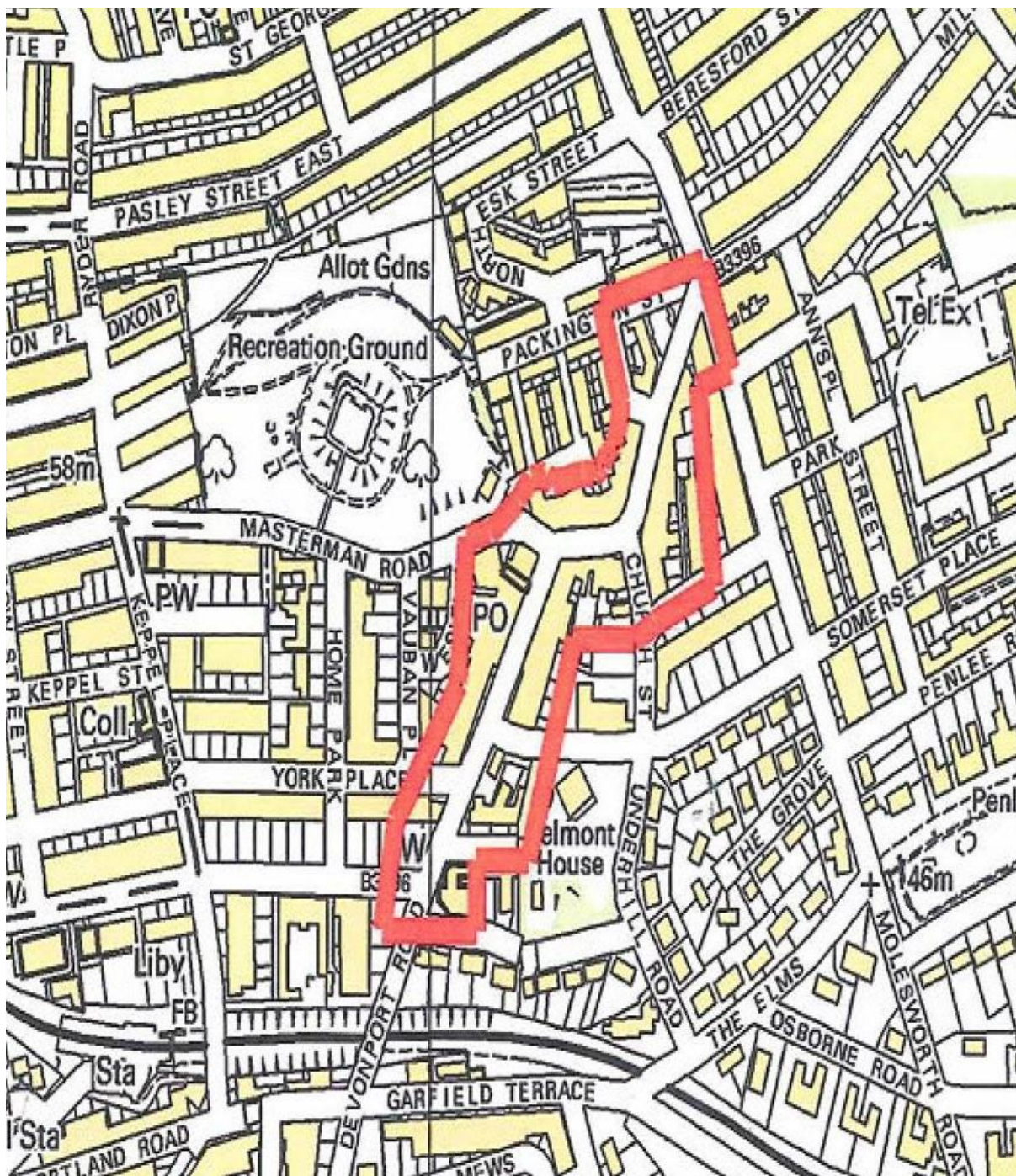
Mutley Plain -



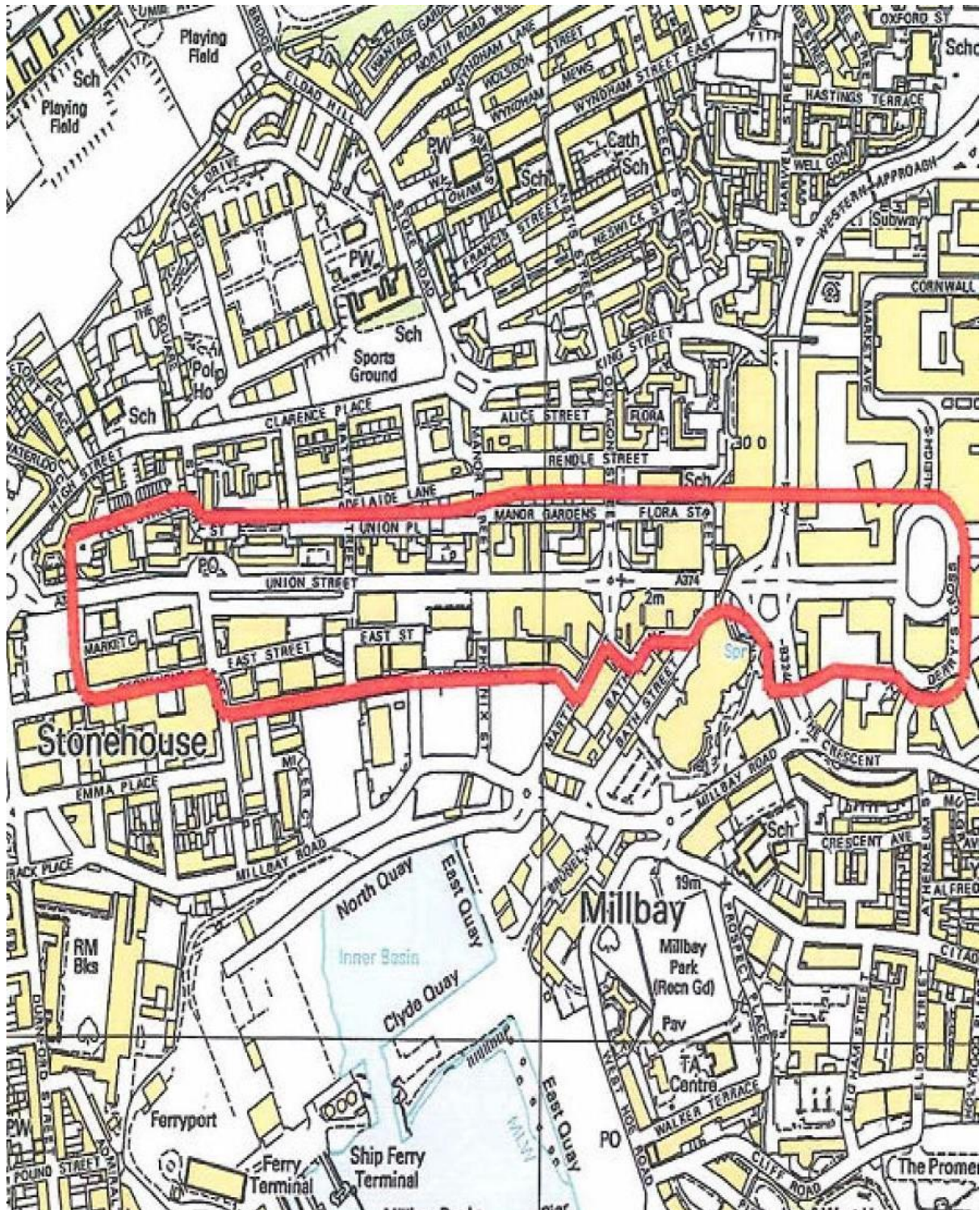
North Hill -



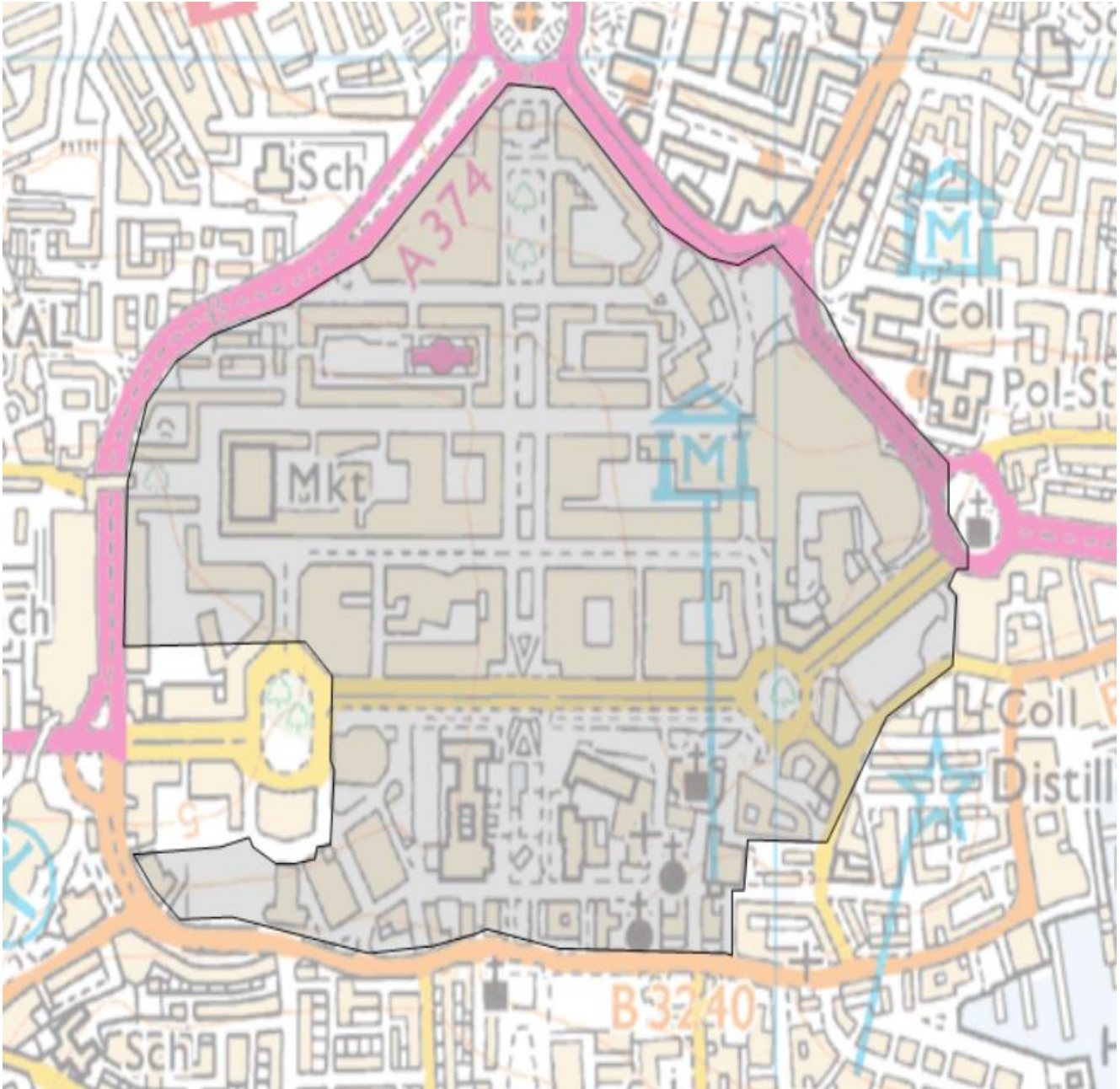
Stoke Village -



Union Street -



City Centre -



Plymouth Hoe –



Appendix B

Public Nuisance Complaints in the Cumulative Impact Areas between 2019 – 2022

Summary

The report below shows the effect of the concentrated number of premises on the local residents by way of public nuisance and anti-social behaviour and is why we are proposing that these areas should remain in this CIA and the additional area of the City Centre included, on grounds of prevention of public nuisance. For example, reports of urination and defecation in the streets; overflowing waste or littering often dropped by customers on their way home or from smoking outside of premises; drug use; vandalism/graffiti and noise from the premises and from shouting in the street. A number of these complaints cannot be associated with one particular premises and is caused by the effect of the number of premises and the number of customers frequenting the areas at particular times of day and night.

The number of noise complaints in the new proposed City Centre CIA have doubled since 2019, despite Covid-19. However, there has been a number of new licensed premises that have opened over the last 3 years in the City Centre. Waste complaints have reduced by 60% from 2019 to 2021 in the City Centre and by 66% in Union Street/Derry's cross. This is likely to be linked to the reduced footfall in the City Centre areas both during the day and night time when businesses have been affected by the covid-19 restrictions.

Noise and Odour Complaints

Noise and odour complaints recorded between 1 April 2019 – 31 March 2022, were retrieved from the Council's 'firmstep' database platform which collates complaints recorded to the relevant departments of the Council.

The data below includes all complaints relating to licensed premises including noise nuisance and odour complaints within each Cumulative Impact Area.

A complaint is recorded when a member of the public raises a concern through one of the council's contact portals. Noise is a subjective experience of sound and complaints depict the prevalence of nuisance individuals are willing to report, not the prevalence of negative experiences of sound.

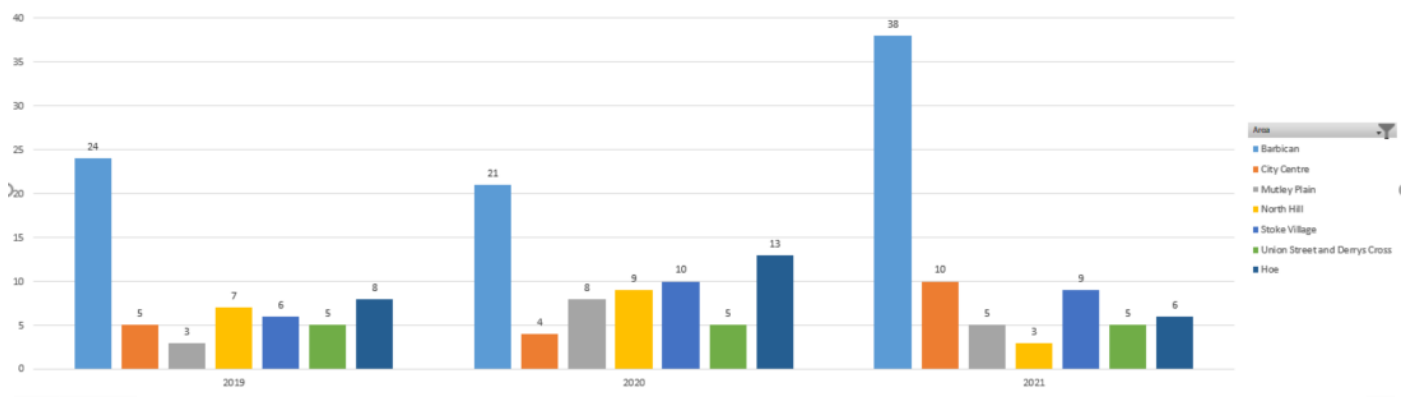
It should also be noted that the data does not capture whether noise complaints are sources from a serial complainant or multiple concerned residents.

The data below in Figure 1, shows that there were a significant increase of public nuisance complaints received from the Barbican and City Centre in 2021. This may be due to the large number of gatherings which took place on the Barbican and Hoe area during the Covid-19 lockdowns and also the influx in this area when the premises reopened.

The data below shows there were a decrease in public nuisance complaints received from North Hill which may be due to less students on campus and attending late night venues last year due to Covid-19. Additional street marshals were also deployed in this area in 2021.

Please note that two additional areas were included in this data to compare with the Police report data for the City Centre and Hoe area.

Figure 1: Number of public nuisance (noise/odour) complaints from Licensed premises per year in each of the five current Cumulative Impact Areas and in addition, the City Centre and Hoe area.



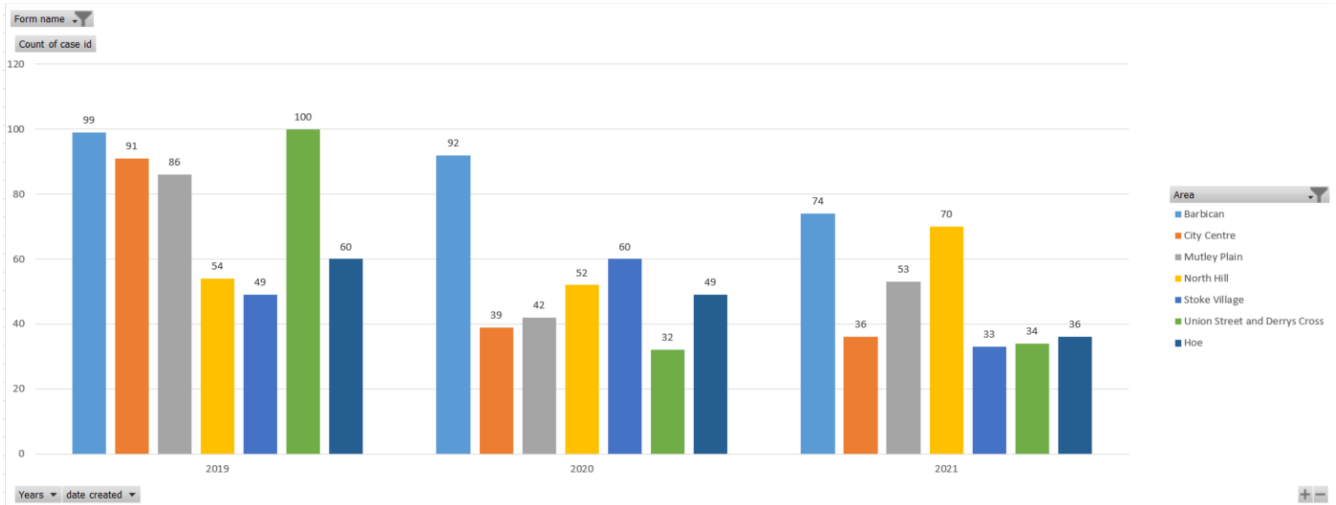
Complaints regarding waste/street cleansing.

A waste complaint may arise when an additional demand or issue needs to be met. All reactive cleansing requests are reported, however they do not provide a complete picture of the overall cleansing tasks that have been completed. Waste is almost wholly collected pro-actively through scheduled collections, which reflect levels of demand in the city. There is also one operative that only deals with the Barbican and Hoe area and ensures this area is cleaned daily with a mechanical sweeper and reports any fly-tipping incidents to the office to deal with.

As you can see from Figure 2 below, there has been a decrease in the number of street cleaning, fly posting and graffiti complaints in the majority of the areas except for North Hill which has seen an increase of 30%. North Hill is a busy area linked to Mutley Plain and there are a number of takeaways and retail shops in this area. There are also a number of large shared houses with communal bins so the street cleaning complaints have remained high in this area. Reports included overflowing bins and reports of 'drunks pushing bins over in the early hours of the morning outside of takeaway premises'. Needles and excrement were also reported in North Hill.

The total number of complaints received across all areas in 2019 was 539, compared to 366 in 2020 and 336 in 2021. The complaints remained high within the Barbican area as there were a large number of reports of urination, defecation and vomit during the Covid-19 lockdowns when there was less toilet provision due to licensed premises being closed and large gatherings by the public occurred on the Barbican and Hoe area. A number of reports of broken glass and overflowing bins were also reported in the Barbican. During 2020, the waste department purchased a specialist cleaning unit to deal with these incidents and have increased the cleaning of the Barbican and City Centre areas. The City Centre has seen a reduction in complaints which may be associated with less people using the City Centre during the day time and at night when the takeaways and late night venues have been closed or not as busy as pre-Covid-19.

Figure 2: Number of complaints regarding street cleaning, fly posting and graffiti in each of the Cumulative Impact Areas and in addition the City Centre and Hoe area.



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CITY COUNCIL

Date of meeting:	30 January 2023
Title of report:	Pay Policy Statement 2023-24
Lead Member:	Councillor Mark Shayer
Lead Strategic Director:	Tracey Lee (Chief Executive)
Author:	Kim Brown (Service Director for HROD)
Contact email:	kim.brown@plymouth.gov.uk
Your reference:	
Key decision:	No
Confidentiality:	Part I - Official

Purpose of Report

Under Section 38(1) of the Localism Act 2011 the Council is required to prepare a Pay Policy Statement by 31 March each year, for the following financial year, which is approved by the City Council. The provisions of the Act do not apply to local authority schools. This includes remuneration and policies for the highest paid staff and the lowest paid employees. To address low pay, the Council introduced the principles of the Foundation Living Wage, by adding a discretionary, non-contractual market supplement in 2014.

Plymouth City Council continues to adopt the principles of the Foundation Living Wage, with the lowest paid worker (excluding apprentices) earning £21,029 per FTE (£10.90 per hour) from 1 April 2023. Negotiations for 2023/24 have not commenced at this time. The ratio between the lowest paid (£21,029) and highest paid (£167,949) employee will be 1:7.99 from 1 April 2023 (pay award pending), which is a reduction on last year (1:8.56) and a continued reduction from 2012 when the ratio was 1:14.

Approved pay policy statements must be published on the Council's website as soon as reasonably practicable after being approved. The Act also requires that the Council includes its approach to the publication in its pay policy statement, and access to information relating to the remuneration of Chief Officers.

The Pay Policy Statement contains links to the published Draft Statement of Accounts and other remuneration data on the council's website. Once in force the statement must be complied with, although it may be amended by Full Council during the financial year.

The Pay Policy Statement, which is prescribed in terms of content, sets out the Council's policies in respect of remuneration. There are no proposed changes to policies from previous years; the statement is simply a summary of the key provisions as required by the Localism Act.

This report has been discussed with the trade unions.

Recommendations and Reasons

The City Council approves the Pay Policy Statement for 2023/24.

The policy sets out the Council's policies in respect of remuneration and is a statutory requirement.

Alternative options considered and rejected

None, this statement is a statutory requirement.

Relevant to the Corporate Plan and/or the Plymouth Plan

The Council's Pay Policy Statement is a statutory requirement, which supports the council's values.

Implications for the Medium Term Financial Plan and Resource Implications

There is a provision in the 23/24 budget for a pay award.

Financial Risks

Total cost of pay awards for 2023/24 is unknown as the pay negotiations have not yet commenced.

The LGPS employer contribution is currently proposed to rise to 19% from 1 April 2023.

Carbon Footprint (Environmental) Implications

There are no implications

Other Implications: eg: Health & 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.

None arising directly from this report.

Appendices

Ref	Title of Appendix	Exemption Paragraph Number (if applicable)						
		1	2	3	4	5	6	7
		<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>						
A	Pay Policy Statement 2023/24							
B	Equalities Impact Assessment							

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 Appendix	Exemption Paragraph Number (if applicable)						
	1	2	3	4	5	6	7

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.

Sign off

Fin	DJN.2 2.23.3 20	Leg	EJ/388 51/15. 12.22	Mon Off	EJ/388 51/15. 12.22	HR	AM15 1222	Assets		Strat Proc	
Originating Senior Leadership Team Member: Tracey Lee (Chief Executive)											
Please confirm the Strategic Director(s) has agreed the report?											
Date agreed: 20/12/22											
Cabinet Member approval: Cllr Mark Shayer											
Data approved: 04.1.23											

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PAY POLICY STATEMENT 2023/24

HROD



I CONTEXT

- 1.1 Plymouth City Council wishes to provide a transparent and fair approach to rewarding our employees through our pay, terms and conditions and benefits offered to our employees. The Council's pay and grading arrangements are underpinned by the principles of fairness and equality set out in the Equality Act 2010, the Public Sector Equality Duty and associated codes of practice.
- 1.2 The Council's pay arrangements and policies reflect the need to recruit, retain and motivate skilled and committed employees to ensure high levels of performance, balanced with accountability to the public purse. They also recognise the importance of maintaining an approach to pay and reward that supports the high levels of flexibility and adaptability essential to the effective delivery of a diverse range of services in a challenging and rapidly changing environment
- 1.3 The [People Strategy](#) enables our workforce to be adaptable and agile for the challenges of the future - "Our people will feel welcome, aspire to be the best, we will attract and keep the right people and we will be well led".
- 1.4 The Council is required to set out a Pay Policy Statement under sections 38 and 39 of the Localism Act 2011. The Act prescribes the information and format required for the Pay Policy Statement.
- 1.5 The statement must be approved by a resolution of the City Council before it comes into force for the relevant financial year. Amendments may be made by resolution of Full Council during the financial year.
- 1.6 When approved by the Council, this policy statement will come into immediate effect for the 2023/24 financial year and will be subject to review again for 2024/25 in accordance with the relevant legislation prevailing at that time.
- 1.7 The Chief Executive and Chief Officers are employed under the JNCs for Chief Executives, Chief Officers and NHS terms and conditions respectively. In addition, as a broad principle, for the Chief Executive and Chief Officers, the Council adopts the terms and conditions of employment that apply to NJC staff (Green Book) and the local variations as set out in the Plymouth Book.
- 1.8 Under the Council's Standing Orders and Constitution, we have set out a requirement for all posts to be fairly evaluated to determine their salary levels within our agreed structures. All staff must be appointed on merit, through fair, transparent and objective processes.
- 1.9 The Council's Chief Executive, as the Head of Paid Service, is responsible for ensuring the Council meets its duties for appointment on merit, the terms and conditions of employment, compliance with the Council's Standing Orders for the appointment and remuneration of staff and with the requirements set out in the Local Government and Housing Act 1989. The Head of Paid Service (Chief Executive) is accountable to the Council for the discharge of her duties.

- 1.10 For the purposes of this Pay Policy Statement, all references to Chief Officer includes Deputy Chief Officers, as defined in the Localism Act. These are roles that report directly to a Chief Officer, apart from clerical and administrative posts. This definition includes posts on JNC for Chief Officers, NJC for Local Government Services' and NHS terms and conditions.

2 INFORMATION

- 2.1 The Council's Management Structure is set out within the Articles of the Constitution of the Council and this is updated with any changes to statutory posts.
- 2.2 All statutory roles are designated within the Chief Officer structure.
- 2.3 Chief Officer bandings for the Senior Leadership Team are determined using the HAY Job Evaluation criteria
- 2.4 The Council's NJC pay and grading structure is set out at [Appendix One](#).

3 PAY RELATIVITIES WITHIN THE AUTHORITY

- 3.1 The statutory guidance under the Localism Act recommends the use of pay multiples as a means of measuring the relationship between pay rates across the workforce and that of senior managers, as included within the Hutton Report on Fair Pay. A public sector manager cannot earn more than 20 times that of the lowest paid person in the organisation. In addition, the Government's Code of Recommended Practice on Data Transparency recommends the publication of the ratio between highest paid salary and the median average salary of the whole of the Authority's workforce.
- 3.2 Plymouth City Council continues to adopt the principles of the Foundation Living Wage, with the lowest paid worker (excluding apprentices) earning £21,029 per FTE (£10.90 per hour) from 1 April 2023, an increase from £9.90 per hour, an 11.2% increase on the FLW. However, the 2022 pay award negated the need for the FLW top up as the lowest scp was £10.50, making the actual top up for the lowest paid 3.8%. Negotiations for 2023/24 have not commenced at this time.
- 3.3 With effect from 1 April 2023, the lowest paid workers are defined as those on spinal column point 2 of Grade A, which will be the Council's lowest NJC pay grade (excluding apprentices).
- From 1 April 2023, the remuneration of the lowest paid employee on Grade A (scp 2) is £20,441 (£10.60 per hour) per FTE (excluding apprentices) with the pay award for 2023 pending. Until the 2023 pay award is known, the council will top up the lowest paid employee by 30 pence per hour with a non-contractual, discretionary top up to £21,029 (£10.90 per hour).
- 3.4 The ratio between the lowest paid (£21,029) and highest paid (£167,949) employee will be 1:7.99 from 1 April 2023 (pay award pending), which is a reduction on last year (1:8.56) and a continued reduction from 2012 when the ratio was 1:14.
- 3.5 The ratio between the median full time equivalent earnings (excluding schools) and the chief executive is 1:5.92 (calculation made at 1 December 2022).

- 3.6 The Council evaluates Chief Officer roles through a defined evaluation method (HAY) to ensure parity and consistency of evaluation within the Council's pay and grading structures.
- 3.7 Senior officer posts outside of the Chief Officer Structure, but earning in excess of £50,000 are published as part of the Council's access to public information within the annual accounts. The information is contained within the [latest published accounts](#) on the council's website.

4 CHIEF OFFICER PAY

- 4.1 This section sets out the Council's policy in relation to Chief Officer remuneration and benefits as set out in the Localism Act 2011.
- 4.2 Levels and elements of remuneration for each Chief Officer:
- 4.2.1 Each Chief Officer will receive a basic salary as defined by the Council's pay and grading structures commensurate with their levels of responsibility
- 4.2.2 Each Chief Officer role will be graded using the HAY Job Evaluation methodology (as well as the market) based on the published role profiles and organisational structures.
- 4.2.3 Each Chief Officer will receive the same local terms and conditions of employment as set out in the Plymouth Book for NJC (Green Book) employees, unless there are different provisions in the JNC for Chief Officers.
- 4.3 Recruitment and remuneration on engagement of Chief Officer.
- 4.3.1 Chief Officers will be remunerated within an evaluated banding for the role on commencement of service.
- 4.3.2 As required by law, the appointment and remuneration of Strategic Directors, Assistant Chief Executive and Service Directors is determined by Members through the Chief Officer Appointments Panel, except where there is specific delegation otherwise through Council.
- 4.4 Increases and additions to remuneration for each Chief Officer
- 4.4.1 The Council will review each role profile and remuneration of Chief Officers prior to any recruitment or at the creation or substantive change to the existing role.
- 4.4.2 Increases to pay for Chief Officers on JNC for Chief Officers will occur through the national pay award.
- 4.4.3 Chief Officers are appointed to a salary within a grade range.
- 4.5 Performance-related pay (PRP) for Chief Officers
- There is no performance-related pay or bonus scheme for Chief Officers. Chief Officers are subject to an annual performance review.
- 4.6 Chief Officer pay on termination of contract or end of office
- 4.6.1 Chief Officers will receive their contractual entitlement for termination payments. These entitlements are the same for NJC staff (Green Book). Where the Council is

terminating the contract of employment, pay in lieu of notice (PILON) or paid leave may be granted dependent on the circumstances by the Service Director for HROD

4.6.2 Redundancy pay for Chief Officers is calculated at the statutory minimum.

4.6.3 Chief Officers may only be dismissed for reasons of ill health, redundancy or by the Chief Officer Dismissals Panel.

4.6.4 Any payments will be compliant with legislation.

4.7 Benefits in Kind

Chief Officers do not receive any benefits in kind. Any benefits, gifts or hospitality must be properly authorised and recorded in accordance with the Officer's Code of Conduct.

4.8 Charges, fees and professional registrations

Professional fees and charges will be made on behalf of statutory officers and deputy statutory officers in respect of their requirement to be registered to practice with the relevant body.

4.9 Increases and enhancement to pension entitlement

4.9.1 The Council's Chief Officers are entitled to become members of the Local Government Pension Scheme (LGPS) or NHS Pension Scheme. Payments and entitlements are subject to LGPS Regulations or NHS Pension Scheme.

4.9.2 The Council does not enhance pensions or provide added years to Chief Officers beyond their basic entitlements.

4.9.3 Pension strain costs are borne by the Authority on the redundancy of a Chief Officer in line with all other employees. The Council policy limits the maximum cost of redundancy and pension strain to a maximum of three times the annual salary for payback or complies with legislation at the time. Any situation likely to exceed this amount will be resolved by Full Council or delegated to the Council's Chief Officer Appointments Panel at the point of dismissal depending on the necessary level of approval.

4.10 Other amounts payable

The award of other payments within the Council's pay policies will be agreed with the Chief Officer Appointments Panel and reported in the Statement of Accounts.

4.11 Chief Officer Policies

Policies adopted for application to the NJC staff (Green Book) will apply to Chief Officer with the exception of matters related to non-executive functions of the Council in relation to Chief Officers such as appointment, investigations and disciplinary action, employment appeals and dismissal.

4.12 Terms and conditions

Chief Officer terms and conditions will mirror those for NJC staff (Green Book). No more or less favourable terms or treatment shall be afforded to Chief Officers in respect of terms and conditions of employment.

4.13 Superannuation (Employer's pension contribution)

- 4.13.1 The rate of superannuation contributions is determined by the Local Government Pension Scheme Regulations or NHS Pension Scheme.
- 4.13.2 Superannuation payments are made by the employer into the Local Government Pension Scheme (LGPS)/NHS Pension Scheme. The rate of contribution is defined by the LGPS and is applicable to all employees (including chief officers). The latest Local Government Pension Scheme Regulations 2014 were introduced from 1 April 2014. There will be 9 employee contribution bandings between 5.5% and 12.5%. The LGPS employer contribution is 19% from 1 April 2023. The employer contribution for the NHS Pension Scheme is currently 20.6%.

4.14 Returning Officer Fees

The designation and duties of the Returning Officer are independent of the Council. Officers undertaking these duties may claim for the appropriate allowance. The Council will designate the officer for these purposes.

5 STAFFING RESOURCES

5.1 The Council uses the following different staffing resources:

- a) Permanent staff on the establishment
- b) Temporary fixed term contracts to fill posts on the establishment
- c) Interims employed through service contracts to fill posts on the establishment
- d) Interims where there is no established post. For example, where temporary specialist skills are needed to undertake a time limited complex projects

6 REMUNERATION OF INTERIM AND TEMPORARY STAFF

When interim staff are required, the costs of these are subject to competitive marketplace processes and are compliant with IR35. HROD officers are involved in all such employment arrangements and are aware of all interim appointments in order to assure quality.

7 CHIEF OFFICER APPOINTMENTS PANEL

7.1 The Chief Officer Appointments Panel has responsibility for the appointment and remuneration of Chief Officers except where there is specific delegation otherwise through Council. The Council will aim to pay for these services at a rate as close as possible to total employment costs of directly employed staff performing a comparable role, given prevailing market conditions.

7.2 Where the Chief Officer Appointments Panel makes a temporary or interim appointment to an established post, then the appointing person or body will have discretion to settle remuneration in line with current market factors

7.3 For other posts where the Council requires an interim resource, which is not a Chief Officer, which may or may not be on the establishment, the Council will aim to pay for these services at a rate of pay as close as possible to total employment costs of directly employed staff performing a comparable role, given prevailing market conditions. However, the appointing person will have discretion to settle salary or fees in line with current market factors. Any such arrangements require authorisation from the Head of Paid Service, the Service Director for HROD, and the Service Director for Finance.

8 CONTRACT FOR SERVICES

8.1 Where interim resources are determined to be required for a specific role within the Council that cannot be met through the existing establishment, a procurement process is followed to secure the relevant services. Typically sourcing is carried out through compliant frameworks or tendered in accordance with Contract Standing Orders. Procurement Officers are fully involved in these processes.

8.2 Unlike staff employed under contracts of employment, the relevant guidance from the Department for Communities and Local Government does not require such appointments to be approved by Council. However, where such posts are classified as Chief Officers for pay policy purposes, those posts should appear in the Statement of Accounts. To ensure that the Council is open and transparent it is proposed to provide details of any such contract where the daily rate equivalent paid by the Council to the contractor (and excluding procurement costs) exceeds £500 per day for duration of more than three months.

9 PUBLICATION

9.1 Upon approval by the Council, this statement will be published on the Council's Website and will also be available in additional formats by request.

9.2 Chief Officer remuneration (actual payments) will be reported in the Council's Annual Statement of Accounts.

9.3 Payments in respect of the use of interim management services are also available on the council website, where the daily rate equivalent paid by the Council exceeds £500 per day for more than a period of three months. These payments include all agency fees, and exclude VAT.

9.4 In addition, for employees where the full time equivalent salary is £50,000 or more, excluding employer superannuation contributions, the Council's Annual Statement of Accounts will include the number of employees in bands of £5,000.

9.5 The Annual Statement of Accounts can be found on the Council website [here](#).

APPENDIX ONE**NJC Pay and grading scale 2022/23 (pay award 2023/24 pending)**

GRADE	SCP	Salary	Hourly rate
A	1	£20,258.00	£10.50
	2	£20,441.00	£10.60
B	3	£20,812.00	£10.79
	4	£21,189.00	£10.98
C	5	£21,575.00	£11.18
	6	£21,968.00	£11.39
	7	£22,369.00	£11.59
D	8	£22,777.00	£11.81
	9	£23,194.00	£12.02
	11	£24,054.00	£12.47
	12	£24,496.00	£12.70
	14	£25,409.00	£13.17
E	15	£25,878.00	£13.41
	17	£26,845.00	£13.91
	19	£27,852.00	£14.44
	20	£28,371.00	£14.71
F	22	£29,439.00	£15.26
	23	£30,151.00	£15.63
	24	£31,099.00	£16.12
	25	£32,020.00	£16.60
G	26	£32,909.00	£17.06
	27	£33,820.00	£17.53
	28	£34,723.00	£18.00
	29	£35,411.00	£18.35
H	30	£36,298.00	£18.81
	31	£37,261.00	£19.31
	32	£38,296.00	£19.85
	33	£39,493.00	£20.47
	34	£40,478.00	£20.98
I	35	£41,496.00	£21.51
	36	£42,503.00	£22.03
	37	£43,516.00	£22.56
	38	£44,539.00	£23.09
	39	£45,495.00	£23.58
	40	£46,549.00	£24.13

GRADE	SCP	Salary	Hourly rate
J	41	£47,573.00	£24.66
	42	£48,587.00	£25.18
	43	£49,590.00	£25.70
	44	£50,591.00	£26.22
	45	£51,607.00	£26.75
	46	£52,628.00	£27.28
K	47	£53,667.00	£27.82
	48	£54,693.00	£28.35
	49	£55,699.00	£28.87
	50	£56,820.00	£29.45
	51	£57,828.00	£29.98
L	52	£58,849.00	£30.50
	53	£59,859.00	£31.03
	54	£60,872.00	£31.55
	55	£61,877.00	£32.07
	56	£62,895.00	£32.60

Notes:

1. SCP 10,13,16,18 and 21 are not used by Plymouth City Council as part of the 2019 assimilation process.
2. Plymouth City Council follows the principles of the Real Living Wage.
3. From 1 April 2022 the Real Living Wage is £10.50 per hour which aligns with SCP 1 of the NJC Pay Scale.
4. Hourly rate calculated by dividing annual salary by 52.143 weeks (which is 365 days divided by 7) and then divided by 37 hours (the standard working week).

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EQUALITY IMPACT ASSESSMENT

Pay Policy Statement 2023/2024

HROD



PLYMOUTH
CITY COUNCIL

STAGE I: What is being assessed and by whom?	
What is being assessed - including a brief description of aims and objectives?	<p>Under Section 38(1) of the Localism Act 2011 the Council is required to publish a Pay Policy Statement by 31 March each year.</p> <p>This EIA compares the profile of the whole workforce against the Chief Executive/Chief Officers group.</p> <p>The outcome of the national pay awards for 2022/233 for the NJC for Local Government Services, the JNC for Chief Executives and the JNC for Chief Officers have all been confirmed and actioned within November/December pay.</p> <p>2023/24 pay negotiations have not yet started</p> <p>Aim: To ensure the Pay Policy for Plymouth City Council does not disproportionality, detrimentally affect individuals with protected characteristics. We ensure that staff are not unfairly selected due to having a particular protected characteristic within the Equality Act 2010. We will also seek to avoid any indirect impact on staff within these groups that we cannot objectively justify.</p> <p>We do not anticipate any adverse impact to our workforce as pay relates to the role undertaken, not individual employee characteristics.</p>
Responsible Officer	Alison Mills, Head of HR Consultancy
Department and Service	Human Resources and Organisational Development
Date of Assessment	1.12.22

STAGE 2: Evidence and Impact					
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback) – WHOLE WORKFORCE @ 01/12/2022 – 2466 (removes 21 duplicates where an employee holds more than one role in the Council) %ages rounded to 2 decimal points	Evidence and information (e.g. data and feedback) – CHIEF EXECUTIVE / CHIEF Chief Executive/Chief Officers @ 01/12/2022 – 15 (3 vacant) %ages rounded to 2 decimal points	Any adverse impact	Actions	Timescale and who is responsible
Age	Teens = 10/2466 = 0.41% 20s = 275/2466 = 11.15% 30s = 399/2466 = 16.18% 40s = 564/2466 = 22.87% 50s = 821/2466 = 33.29% 60s = 369/2466 = 14.96% 70s = 28/2466 = 1.14%	30s = 1/15 = 6.66% 40s = 4/15 = 26.67% 50s = 7/15 = 46.67% 60s = 3/15 = 20.00%	None anticipated	n/a	
Disability	None = 1395/2466 = 56.57% Not declared = 946/2466 = 38.36% Yes = 125/2466 = 5.07%	None = 7/15 = 46.67% Not declared = 6/15 = 40.00% Yes = 2/15 = 13.33%	None anticipated	n/a	
Faith, Religion or Belief	Not declared = 817/2466 = 33.14% None = 870/2466 = 35.28% Christian = 720/2466 = 29.20% Buddhist = 8/2466 = 0.32% Other = 45/2466 = 1.82% Jewish = 1/2466 = 0.04% Muslim = 4/2466 = 0.16% Sikh = 1/2466 = 0.04%	Not declared = 7/15 = 46.67% None = 1/15 = 6.67 % Christian = 5/15 = 33.33% Other = 2/15 = 13.33%	None anticipated	n/a	

Gender	Female = 1544/2466 = 62.61% Male = 922/2466 = 37.39%	Female = 7/15 = 46.67% Male = 8/15 = 53.33%	None anticipated	n/a	
Gender Reassignment	Data not available.	Data not available	n/a	n/a	
Race	White British = 2076/2466 = 84.18% Asian Or Asian British – Indian = 2/2466 = 0.08% Asian Or Asian British – Pakistani = 1/2466 = 0.04% Black Or Black British – African = 10/2466 = 0.41% Black Or Black British – Caribbean = 4/2466 = 0.16% Chinese = 3/2466 = 0.12% Information Refused = 3/2466 = 0.12% Mixed - White And Asian = 6/2466 = 0.24% Mixed - White And Black African = 3/2466 = 0.12% Mixed - White And Black Caribbean = 4/2466 = 0.16% Not Known = 82/2466 = 3.34% Other Asian Background = 9/2466 = 0.36% Other Black Background = 1/2466 = 0.04% Other Ethnic Group = 3/2466 = 0.12% Other Mixed Background = 7/2466 = 0.28%	White British = 12/15 = 80.00% Black Or Black British – Caribbean = 1/15 = 6.67% Not declared = 2/15 = 13.33%	None anticipated	n/a	

	<p>Other White Background = 65/2466 = 2.64%</p> <p>White Irish = 6/2466 = 0.24%</p> <p>Not declared = 181/2466 = 7.35%</p>				
Sexual Orientation - including Civil Partnership	<p>Bisexual = 24/2466 = 0.97%</p> <p>Gay Man = 34/2466 = 1.38%</p> <p>Gay Woman/Lesbian = 28/2466 = 1.14%</p> <p>Heterosexual = 1501/2466 = 60.87%</p> <p>Information Refused = 74/2466 = 3.00%</p> <p>Other = 3/2466 = 0.16%</p> <p>Prefer Not To Say = 26/2466 = 1.05%</p> <p>Not declared = 775/2466 = 31.43%</p>	<p>Bisexual = 1/15 = 6.67%</p> <p>Heterosexual = 9/15 = 60.00%</p> <p>Not declared = 5/15 = 33.33%</p>	None anticipated		n/a

STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken		
Local Priorities	Implications	Timescale and who is responsible
Reduce the inequality gap, particularly in health between communities	None	
Good relations between different communities (community cohesion)	None	
Human Rights	None	

STAGE 4: Publication			
Director, Service Director/Head of Service approving EIA.	Kim Brown	Date	3.1.23

City Council

Urgent Decisions to be reported



Date of meeting:	30 January 2023
Title of Report:	Urgent Decisions
Lead Member:	Councillor Richard Bingley
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:	UD 01 22/23
Key Decision:	No
Confidentiality:	Part I - Official

Purpose of Report

As set out in section 4.5 of Part C and section 14 of Part F of the Constitution, urgent decisions are required to be reported to the next ordinary Council meeting after they were taken. This report sets out the urgent decisions taken since the last meeting of Council on 21 November 2022. Copies of the decisions are provided as appendices.

Recommendations and Reasons

Council is requested to note the following decisions taken in line with due process:

- **L20 22/23 -Start for Life – Memorandum of Understanding**
 - To ensure that Plymouth City Council can receive funding from the Start for Life/Family Hubs programme to support projects and initiatives for the following:
 - To support the development of 0-19 Family Hubs in the city
 - To provide additional support for expectant parents and parents of children aged 0-2 T

Alternative options considered and rejected

None. Urgent decisions are required to be reported to the next ordinary Council meeting after they were taken.

Relevance to the Corporate Plan and/or the Plymouth Plan

Caring for People and Communities – the provision of effective early help and the best start in life for children:

- A friendly, welcoming city
- Reduced health inequalities
- People feel safe in Plymouth
- Focus on prevention and early intervention

- Keep children, young people and adults protected
- Improved schools where pupils achieve better outcomes

Implications for the Medium Term Financial Plan and Resource Implications:

The scope of the funding is set out in the Part 2 paper. This is additional grant funding, with the majority comprising revenue and small proportion for capital projects.

Carbon Footprint (Environmental) Implications:

None arising from this report.

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.

None associated with this report

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
	Start for Life – Memorandum of Understanding			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)						
	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	N/A	Leg		Mon Off	EJ/38 851/1 1.11.2 2(2)	HR		Asset s		Strat Proc	
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Originating Senior Leadership Team member: Giles Perritt

Please confirm the Strategic Director(s) has agreed the report? Yes
 Date agreed: 20/01/2023

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EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L20 22/23

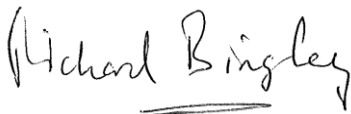
Decision				
1	Title of decision: Start for Life – Memorandum of Understanding			
2	Decision maker (Cabinet member name and portfolio title): Councillor Richard Bingley, Leader of the Council			
3	Report author and contact details: Emma Crowther, Strategic Commissioning Manager, emma.crowther@plymouth.gov.uk			
4	Decision to be taken: <ul style="list-style-type: none"> The MOU for the Start for Life/Family Hubs programme is agreed for signature by the Director of Children’s Services. See Appendix 1 of the briefing report for a copy of the MOU. Delegated authority is granted to the Director of Children’s Services for onward grant award/awards or variation of contracts where they do not already have authority to do so. Progress updates for the programme are provided to the Cabinet Member for Education, Skills and Children and Young People 			
5	Reasons for decision: To ensure that Plymouth City Council can receive funding from the Start for Life/Family Hubs programme to support projects and initiatives for the following: <ul style="list-style-type: none"> To support the development of 0-19 Family Hubs in the city To provide additional support for expectant parents and parents of children aged 0-2 This decision is in line with already stated and agreed intentions to open Family Hubs in Plymouth and improve the early help offer for families.			
6	Alternative options considered and rejected: To not sign up to the programme – would mean that available additional funding to support families would not be used.			
7	Financial implications and risks: The scope of the funding is set out in the Part 2 paper. This is additional grant funding, with the majority comprising revenue and small proportion for capital projects.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No x	Per the Constitution, a key decision is one which: in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total

		x		in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
		x		is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	Due to the recent notification of the decision to approve Plymouth's application (12 th December) and the timeline for when the funding for 2022/23 will be received and must be spent by, it was not possible to include this decision in the Forward Plan. Therefore an urgent decision is sought.		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	<p>Caring for People and Communities – the provision of effective early help and the best start in life for children:</p> <ul style="list-style-type: none"> • A friendly, welcoming city • Reduced health inequalities • People feel safe in Plymouth • Focus on prevention and early intervention • Keep children, young people and adults protected • Improved schools where pupils achieve better outcomes 		
10	Please specify any direct environmental implications of the decision (carbon impact)	This funding will support projects based within the city of Plymouth and to support local families, therefore reducing the need to seek support from further afield.		

Urgent decisions

11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes	x	(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No		(If no, go to section 13a)
12a	Reason for urgency: Signature of the MOU will trigger the first payment of grant funding to the local authority for 2022/23. This funding is required to be spent by the end of this financial year. Later signing of the MOU may jeopardise Plymouth's involvement in the programme and the ability to spend the funding for this year.			
12b	Scrutiny Chair Signature:	Agreed via email	Date	23 December 2022
	Scrutiny Committee name:	Education and Children's Social Care Overview and Scrutiny Committee		
	Print Name:	Councillor Jemima Laing		

Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
15	Which Corporate Management Team member has been consulted?	Name	Sharon Muldoon	
		Job title	Director of Children's Services	
		Date consulted	21/12/2022	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS86 22/23	
		Finance (mandatory)	DJN.22.23.325	
		Legal (mandatory)	LS/39613/JP/221222	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report for publication – See Section 18		
Confidential/exempt information				
18a	Do you need to include any confidential/exempt information?	Yes	x	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.
		No		
		Exemption Paragraph Number		

		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Start for Life MOU Briefing report			x				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
Signature				Date of decision	22/12/2022			
Print Name	Councillor Richard Bingley							