

**Oversight and Governance**

Chief Executive's Department

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Published 13/01/23

## Delegated Decisions

### Delegated Executive/Officer Decisions

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

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

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30pm on Friday 20 January 2023. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The decisions detailed below may be implemented from 4.30pm on Friday 20 January 2023, if they are not called-in.

## **Delegated Decisions**

### **1. Councillor Jonathan Drear, Cabinet Member for Transport:**

- 1.1. THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137293 LIVING STREETS 5) ORDER (Pages 1 - 34)**

### **2. Councillor Bill Wakeham, Cabinet Member for Environment and Street Scene:**

- 2.1. Delivery Charge for Domestic Waste Containers (Pages 35 - 56)**

# EXECUTIVE DECISION

## made by a Cabinet Member



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

Executive Decision Reference Number – T18 22/23

Decision	
1	<b>Title of decisions:</b> THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137293 LIVING STREETS 5) ORDER
2	<b>Decision maker:</b> Councillor Jonathan Drean, Cabinet Member for Transport
3	<b>Report author and contact details:</b> Holly Fitzgerald, Traffic Management Technician, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a>
4	<p><b>Decision to be taken:</b></p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p><b>Add No Waiting At Any Time on lengths of the following roads:</b>            Abbots Road, Balmoral Avenue, Brimhill Close, Craigmore Avenue, Elm Road, Faringdon Road, Glenfield Road, Glenmore Avenue, Hartwell Avenue, Holland Road, Hooksbury Avenue, Kinnaird Crescent, Ladysmith Road, Northampton Close, Queen's Gate, Radford Park Road, Sherford Road, St George's Terrace, Thornhill Road, Welsford Avenue, Winnicott Close.</p> <p><b>Remove No Waiting and Limited Waiting on lengths of the following road:</b>            Craigmore Avenue.</p> <p><b>It is recommended that the proposals are abandoned relating to Radford Park Road.</b></p> <p><b>All other proposals are recommended to be implemented as advertised.</b></p>
5	<p><b>Reasons for decision:</b></p> <p>Budshead</p> <p>Northampton Close – Add double yellow lines for junction protection of the parking area.</p> <p>Stoke</p> <p>Balmoral Avenue/ St Georges Terrace – Add double yellow lines for junction protection.</p> <p>Craigmore Avenue/ St Georges Terrace – Add double yellow lines for junction protection.</p> <p>Glenmore Avenue/ St Georges Terrace - Add double yellow lines for junction protection.</p>

	<p>Welsford Avenue/ St Georges Terrace - Add double yellow lines for junction protection.</p> <p>Queens Gate – Add double yellow lines for protection of the bend, visibility and to prevent obstruction.</p> <p>Plympton Erle</p> <p>Brimhill Close/ Hooksbury Avenue - Double yellow lines for junction protection and to prevent obstruction at school times.</p> <p>Compton</p> <p>Elm Road – Add double yellow lines for protection and to prevent the rear lane being obstructed.</p> <p>Moor View</p> <p>Glenfield Road – Add double yellow lines to protect the entrance of Glenholt Park.</p> <p>Plymstock Dunstone</p> <p>Hartwell Avenue/ Sherford Road - Add double yellow lines for junction protection.</p> <p>Southway</p> <p>Kinnaird Crescent/ Winnicott Close - Add double yellow lines for junction protection.</p> <p>Sutton and Mount Gould</p> <p>Ladysmith Road/ Faringdon Road- Add double yellow lines for junction protection.</p> <p>Peverell</p> <p>Thornhill Road/ Abbotts Road/ Holland Road - Add double yellow lines for junction protection.</p>			
<b>6</b>	<p><b>Alternative options considered and rejected:</b></p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for safety improvements.</p>			
<b>7</b>	<p><b>Financial implications and risks:</b></p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by the Living Streets budget.</p>			
<b>8</b>	<p><b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)</p>	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>
			x	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b>
			x	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.

	If yes, date of publication of the notice in the <b><u>Forward Plan of Key Decisions</u></b>	
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.
10	Please specify any direct environmental implications of the decision (carbon impact)	n/a

### Urgent decisions

11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		No	x	(If no, go to section 13a)

12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			

### Consultation

13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	

<b>I5</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne					
		<b>Job title</b>	Strategic Director for Place					
		<b>Date consulted</b>	20/12/2022					
<b>Sign-off</b>								
<b>I6</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS90 22/23					
		<b>Finance (mandatory)</b>	pl.22.23.323.					
		<b>Legal (mandatory)</b>	LS/39615/JP/221 222.					
		<b>Human Resources (if applicable)</b>	N/A					
		<b>Corporate property (if applicable)</b>	N/A					
		<b>Procurement (if applicable)</b>	N/A					
<b>Appendices</b>								
<b>I7</b>	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
<b>I8a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>I8b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	x					
		<b>Exemption Paragraph Number</b>						
		<b>I</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>I8b</b>	<b>Confidential/exempt briefing report title:</b>							

**Background Papers**


- 19** 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. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.

**Title of background paper(s)****Exemption Paragraph Number**

1	2	3	4	5	6	7

**Cabinet Member Signature**

- 20** I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.

**Signature**

**Date of decision**

05/01/2023

**Print Name**

Councillor Jonathan Drea, Cabinet Member for Transport

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## LIVING STREETS 5

### I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Living Streets 5 TRO.

### 2. TRAFFIC REGULATION ORDERS REQUIRED

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

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

- (i) Abbotts Road, the east side from its junction with Thornhill Road for a distance of 6 metres in a southerly direction and 6 metres in a northerly direction
- (ii) Abbotts Road, the west side from its junction with Holland Road for a distance of 6 metres in a southerly direction and 6 metres in a northerly direction
- (iii) Balmoral Avenue, both sides from its junction with St George's Terrace for a distance of 6 metres in a northerly direction
- (iv) Brimhill Close, both sides from its junction with Hooksbury Avenue for a distance of 7 metres in a westerly direction
- (v) Craigmere Avenue, both sides from its junction with St George's Terrace for a distance of 6 metres in a northerly direction
- (vi) Elm Road, the north side from a point 3 metres west of the boundary of Nos. 13/15 Elm Road for a distance of 17 metres in a westerly direction
- (vii) Faringdon Road, both sides from its junction with Ladysmith Road for a distance of 6 metres in a southerly direction
- (viii) Glenfield Road, the south side from a point 9 metres east of the boundary of Nos. 66/68 Glenfield Road for a distance of 17 metres in an easterly direction
- (ix) Glenmore Avenue, both sides from its junction with St George's Terrace for a distance of 6 metres in a northerly direction

- (x) Hartwell Avenue, the east side from its junction with Sherford Road for a distance of 7 metres in a southerly direction
- (xi) Hartwell Avenue, the west side from its junction with Sherford Road for a distance of 8.5 metres in a southerly direction
- (xii) Holland Road, both sides from its junction with Abbots Road for a distance of 6 metres in a westerly direction
- (xiii) Hooksbury Avenue, the west side from its junction with Brimhill Close for a distance of 10 metres in a northerly direction
- (xiv) Kinnaird Crescent, the west side from its junction with Winnicott Close for a distance of 10 metres in a northerly and a southerly direction
- (xv) Ladysmith Road, the south side from its junction with Faringdon Road for a distance of 6 metres in an easterly and a westerly direction
- (xvi) Northampton Close, the west side from its western arm (numbers 14-17) for a distance of 12 metres in a southerly direction and 6 metres in a northerly direction
- (xvii) Queen's Gate, north and west side, from a point 5 metres east of its boundary with numbers 2 / 3 Queen's Gate for a distance of 14 metres in an easterly and a northerly direction
- (xviii) Radford Park Road, the south side from a point 7 metres north-east of the boundary of Nos. 30/32 Radford Park Road for a distance of 20 metres in a north-easterly direction
- (xix) Sherford Road, the south side from its junction with Hartwell Avenue for a distance of 10 metres in an easterly direction
- (xx) Sherford Road, the south side from its junction with Hartwell Avenue for a distance of 13 metres in a westerly direction
- (xxi) St George's Terrace, the north side from its junction with Balmoral Avenue for a distance of 6 metres in an easterly and a westerly direction
- (xxii) St George's Terrace, the north side from its junction with Craigmores Avenue for a distance of 6 metres in an easterly and a westerly direction

- (xxiii) St George's Terrace, the north side from its junction with Welsford Avenue for a distance of 6 metres in an easterly and a westerly direction
- (xxiv) St George's Terrace, the north side from its junction with Glenmore Avenue for a distance of 4 metres in an easterly direction and 6 metres in a westerly direction
- (xxv) Thornhill Road, both sides from its junction with Abbotts Road for a distance of 6 metres in an easterly direction
- (xxvi) Welsford Avenue, both sides from its junction with St George's Terrace for a distance of 6 metres in a northerly direction
- (xxvii) Winnicott Close, the north side from its junction with Kinnaird Crescent for a distance of 6 metres in a westerly direction
- (xxviii) Winnicott Close, the south side from its junction with Kinnaird Crescent for a distance of 7 metres in a westerly direction

## **REVOCATIONS**

### **No Waiting Mon-Sat 8am-5pm**

- (i) Craigmore Avenue, the east side, from its junction with St George's Terrace for a distance of 7 metres in a southerly direction
- (ii) Craigmore Avenue, the east side, from a point 23 metres south of its junction with St George's Terrace for a distance of 8 metres in a southerly direction

### **Limited Waiting To 30 Mins No Return For 2 Hours Mon-Sat 7am-4pm**

Craigmore Avenue, the east side, from a point 7 metres south of its junction with St George's Terrace for a distance of 16 metres in a southerly direction

## **3. STATUTORY CONSULTATION**

### **Proposals**

The proposals for the Living Streets 5 TRO were advertised on street, in the Herald and on the Plymouth City Council website on 11<sup>th</sup> November 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 07<sup>th</sup> November 2022.

**There have been 35 representations received relating to the proposals included in the Traffic Regulation Order.**

**There have been 5 representations received relating to Glenfield Road**

Consultation	Comments
<p>I fully agree with the need to resolve parking at the entrance to Glenholt Park but seek a little clarity on exactly how far the yellow lines will extend in a westerly direction. Often with cars parked on both north and south sides of the road at the east end of Glenfield Road it makes exiting driveways very hazardous. I fear that if the yellow lines do not extend to the west of the drive the problems we currently encounter will be exacerbated. The indication is that the yellow lines will commence 9 metres from my boundary with number 66. Reducing this distance to allow 1 car to park outside of Nos 66/68 would alleviate this issue. Alternatively restricting parking on the North side would also help. This matter has been previously been raised with the relevant councillor.</p> <p>The point for consideration was could the yellow lines be extended further to the west. With cars parked close to my drive (occasionally not iaw the Highway Code) and with cars parked opposite it creates both a dangerous and sometimes difficult manoeuvre to turn left from my drive. I suspect that the current proposal (whilst helping) will cause 2 cars to try and park between nos 66 and 68 which will worsen my situation.</p>	<p>The plan and measurements were sent for reference.</p> <p>I'm sorry but we cannot extend or add any additional lining to a proposal once it has gone to public consultation. We will observe and monitor the area for the next 12 months for road safety issues and if it is necessary to make any additions, we will include them in next year's TRO batch.</p> <p>Glenfield Road is a slow traffic area and with most properties, having their own off street parking facilities it is unlikely partial obstruction of visibility will have a serious effect on resident's ability to join the road from their private residency.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I write to express my objection to the proposed double yellow line in Glenfield Road. The reasoning for the order is stated as: "To protect Entrance of Glenholt Park". We do not see this as a good reason to remove the on street parking which is used by the visitors and residents of 75 Glenfield Road. There are 5 flats in this block with no parking spaces. The original planning permission indeed did not require parking spaces as on street parking was available.</p> <p>We would like to express our objections on the following basis:</p> <ol style="list-style-type: none"> <li>1. The street is wide enough to accommodate on street parking without blocking the entrance to Glenholt Park. Hence the reasoning for the TRO is invalid.</li> <li>2. The council for many years has neglected renewing the give way line at the entrance to Birches resulting in confusion as to who has the priority at this junction. We believe instead of traffic orders a simple renewal of road marking</li> </ol>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>I have analysed the past five years' worth of data and can confirm that there have not been any personal injury collisions in this location.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>would be most beneficial to the residents. Please see below for a rough sketch.</p> <p>3. As far as we are aware there have been no accidents in the vicinity of this area due to the parked cars. Please can you provide accident records over the past 5 years.</p> <p>4. We believe provision of double yellow lines will force residents to park on the footways of the Birches and Glenfield Road, which would adversely affect the route of pedestrians and disabled.</p> <p>As such we would be grateful if the proposed traffic order is refused and instead the safety of the street is improved by the renewal of the road markings.</p>	
<p>I write to express my objection to the proposed double yellow line in Glenfield Road. The reasoning for the order is stated as: "To protect Entrance of Glenholt Park". We do not see this as a good reason to remove the on street parking which is used by the visitors and residents of 75 Glenfield Road. There are 5 flats in this block with no parking spaces. The original planning permission indeed did not require parking spaces as on street parking was available.</p> <p>Myself and many others will not have anywhere to park remotely near our home, not only is this a huge inconvenience to us, it will affect the people living on surrounding streets. Without allocated parking spaces, how can you expect us to stay in the area.</p> <p>We would like to express our objections on the following basis:</p> <p>1. The street is wide enough to accommodate on street parking without blocking the entrance to Glenholt Park. Hence the reasoning for the TRO is invalid.</p> <p>2. The council for many years has neglected renewing the give way line at the entrance to Birches resulting in confusion as to who has the priority at this junction. We believe instead of traffic orders a simple renewal of road marking would be most beneficial to the residents. Please see below for a rough sketch.</p> <p>3. As far as we are aware there have been no accidents in the vicinity of this area due to the parked cars. Please can you provide accident records over the past 5 years.</p> <p>4. We believe provision of double yellow lines will force residents to park on the footways of the Birches and Glenfield Road, which would adversely affect the route of pedestrians and disabled.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>I have analysed the past five years' worth of data and can confirm that there have not been any personal injury collisions in this location.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>As such we would be grateful if the proposed traffic order is refused and instead the safety of the street is improved by the renewal of the road markings.</p> <p>I would also suggest that potentially a permit zone could be added in place of double yellows if the idea stated is not viable.</p> <p>Finally, I would like to state that this feels targeted towards the properties who do not have access to a parking space/driveway as access is not affected at all as it currently stands. I have witnessed emergency vehicles and larger vans/trucks easily passing through and into the holiday park. Driveways are also left accessible in the areas and have easy access to cars and larger vehicles.</p>	
<p>I would like to contest the double yellow lines going at the end of Glenfield Road leading into Glenholt.</p> <p>As the area lost the carpark which was beside the Gatehouse several years ago, parking hasn't been the easiest at that end of the street. There is plenty of room for any emergency vehicles to get through and would encourage anybody living or visiting in the street to dangerously park elsewhere. I urge you to reconsider the proposal</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I write to express my objection to the proposed double yellow line in Glenfield Road. The reasoning for the order is stated as: "To protect Entrance of Glenholt Park". We do not see this as a good reason to remove the on street parking which is used by the visitors and residents of 75 Glenfield Road. There are 5 flats in this block with no parking spaces. The original planning permission indeed did not require parking spaces as on street parking was available.</p> <p>We would like to express our objections on the following basis:</p> <ol style="list-style-type: none"> <li>1. The street is wide enough to accommodate on street parking without blocking the entrance to Glenholt Park. Hence the reasoning for the TRO is invalid.</li> <li>2. The council for many years has neglected renewing the give way line at the entrance to Birches resulting in confusion as to who has the priority at this junction. We believe instead of traffic orders a simple renewal of road marking would be most beneficial to the residents. Please see below for a rough sketch.</li> </ol>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>I have analysed the past five years' worth of data and can confirm that there have not been any personal injury collisions in this location.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>3. As far as we are aware there have been no accidents in the vicinity of this area due to the parked cars. Please can you provide accident records over the past 5 years.</p> <p>4. We believe provision of double yellow lines will force residents to park on the footways of the Birches and Glenfield Road, which would adversely affect the route of pedestrians and disabled.</p> <p>As such we would be grateful if the proposed traffic order is refused and instead the safety of the street is improved by the renewal of the road markings.</p>	
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### There has been 1 representation received relating to Ladysmith Road and Faringdon Road

Consultation	Comments
<p>I have just seen the proposal to insert 6m no stopping areas on “each side of Ladysmith Road, the south side from its junction with Faringdon Road for a distance of 6 metres in an easterly and a westerly direction”. This will then take away parking for about 8 cars on streets that are already near impossible to park on!</p> <p>I completely understand that this is to stop the dangerous parking on the junction, but, surely a 2m restriction will do this and still allow 4 more residents to park near their homes. Or maybe allow more residents to put in dropped curbs to park 2 cars in driveways or introduce permits or stop allowing the homes along Ladysmith road to become HMOs and creating even more problems with parking!?</p> <p>Please can you let me know what other options have been considered.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>The proposal for six metres is the minimum amount of restriction that Plymouth Highways can propose because junction protection requires a cars length.</p> <p>To apply for a vehicle crossing there are set criteria required, this can be found on the below link:</p> <p><a href="https://www.plymouth.gov.uk/dropped-kerbs">https://www.plymouth.gov.uk/dropped-kerbs</a></p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

### There has been 1 representation received relating to Queens Gate

Consultation	Comment
<p>Thank you for the proposals to set limits on waiting times on the corner of the two roads nearest the park gate.</p> <p>I welcome the proposals.</p> <p>I would like to give the following feedback-</p> <p>Parking directly next to the Park Gate can also make the road impassible to larger vehicles, for example, I think a fire engine or ambulance would still struggle to access Queen's Gate residences even if the opposite corner is kept clear.</p> <p>Unsure whether this has been considered?</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>The current proposal is just for the inner bend because this was the main point of obstruction, we were provided with evidence and made observations when visiting the site. If the proposal does go ahead we will continue to monitor this location.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any</p>

<p>We had an incident where a large lorry couldn't make the turn and ended up reversing and knocked down one of the Park Gate pillars.</p> <p>Luckily no one was injured, however it is a very tight turn and if the gate corner was free of parking that could be safer for all.</p>	<p>concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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### **There has been 1 representation received relating to St Georges Terrace**

<b>Consultation</b>	<b>Comments</b>
<p>The planned changes are for double yellow lines on the corners of the Avenues joining St. George's Terrace. These being Balmoral, Craigmore, Glenmore and Welsford Avenues.</p> <p>I agree with the plans. This has been needed for a long time, cars park over the end of the Avenues cause considerable problems for all types of vehicles, especially vans, when trying to turn the corners. Ambulances would often stand no chance, which would cause serious delay. There have been occasions when I cannot even drive my car around a corner from St. George's Terrace into an Avenue. A wheelchair cannot get down any dropped kerb. A pram would have to be pushed into the road. Enough of this. The safety of those needing to negotiate pavements and the access for vehicles, especially an ambulance, needs to be addressed. If the laws on these corners was enforced the lines you propose would extend even more into the Avenues and St. George's Terrace, so you have struck a fair balance. I have spoken to many people about this proposal and none have voiced objections. Some will object I am sure, mainly because it further restricts parking spaces, but as I say, parking that way causes a hazard to many.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

### **There have been 28 representations received relating to Radford Park Road**

<b>Consultation</b>	<b>Comments</b>
<p>I'm sure you will be having a huge number of objections to the plans to put double yellow lines on Radford Pk Rd. I would also like to object as our doctors surgery is there and those spaces are an absolute necessity for my disabled mother.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>



<p>I object to making this area no waiting or parking as I attend Dean Cross surgery on Radford Park road, I have limited mobility so need my car to get my medical needs sorted, this would cause me extreme distress as I would struggle to attend the Dr's if I couldn't park outside</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing in support of the proposed parking restrictions for Radford Park Road, Plymstock.</p> <p>Myself and neighbours that use the access road that discharges onto Radford Park Road feel the proposal will improve road safety when using the access road.</p> <p>I have been advised that the Doctors Surgery in Radford Park Road, are using their Facebook facility to encourage objections against this proposal! I would just wish to highlight that I believe it is only a 20m length of roadway affected by this proposal and I am concerned that people do not fully understand what they are objecting against. Staff from the surgery also park during the daytime, but there will still be a vast length of unrestricted parking available, for patients and staff.</p> <p>This afternoon I contacted Dean Cross Surgery with the intention of speaking with the Practice Manager. I was hoping to establish if the instigator of the Facebook post asking for people to oppose the published parking proposal for Radford Park Road, was fully aware of the limited extent of parking that was being removed.</p> <p>The initial member of staff I talked with, seemed to think that parking restrictions were being imposed on the whole length of the roadway.</p> <p>When I explained it was only a 20m length she connected me with the Practice Manager, who kindly offered to have a site meeting to fully understand and discuss the situation.</p> <p>We met just after 1600hrs the same afternoon and the Practice manager agreed there might well have been a misunderstanding by persons responding to the Facebook post.</p> <p>It was agreed that from the Facebook post issued by the Surgery, patients and staff may well have thought all parking facilities, currently available were being restricted.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293, I can confirm that we have received both of your emails.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>I can confirm that the Senior Engineer, the Ward Councillors and the Cabinet Member will be informed of this situation.</p>

<p>It was agreed to arrange for a further Facebook post to clarify it was only 20m (approximately 4 car lengths) of restrictions proposed and it was some distance from the Surgery.</p> <p>I would respectfully request that you submit this latest information to the person or persons making the decision on whether to implement these new parking restrictions.</p> <p>I believe many of those opposing this parking restriction may well not be fully aware of the road safety reasons, and the very limited impact it will have for staff and patients involved at the Surgery.</p>	
<p>I have read that there is a proposal to make lengths of Radford Park Road a no waiting area. I have attended Dean Cross Doctors Surgery most of my life and I can see the impact of this proposal would be very serious, particularly for the older generation as there is no parking anywhere nearby. Also the collection of prescriptions would be difficult.</p> <p>I would therefore like to register my objection for this proposal.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to object to your proposed restrictions on radford park Road, Plymstock.</p> <p>My doctors surgery is on that stretch, it will make parking a big problem and only clog up other roads around the area making for more chaos.</p> <p>I've been at that surgery for 50 years and always park on the mentioned above road, so why now change ??</p> <p>It's totally ridiculous, the people of Plymstock need to access the surgery as easily as possible, patients in wheelchairs and patients using walking frames ect don't want to be parked miles away.</p> <p>I strongly object to this proposal, why change something that has worked well for over half a century.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>As a patient of Dean Cross Surgery I would like to object to the proposed changes on Radford Park Road.</p> <p>There is minimal parking already and no car park. They have an elderly practice population who rely on their car to visit the practice. Removing this section of parking will only have a negative impact.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p>

	<p>You will be notified if and when the proposals will be implemented.</p>
<p>I'd like to raise my concerns over the waiting/parking restrictions proposed for Radford Park Road. My mother is very elderly and has severe mobility issues and if I'm unable to park/drop her by the Deans Cross surgery when she has to attend an appointment I'm not sure what we'll do. Sadly I'm sure I'm not the only one who will have this problem with elderly or disabled relatives.</p> <p>Thank you for reading this.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would formally like to raise an objection to the proposed permanent changes you wish to make to Radford Park Road, PL9.</p> <p>I understand that you want to take away the parking spaces outside of the GP surgery and make it a non parking zone. This is an incredibly ridiculous idea.</p> <p>Parking along this road is hard enough without making the elderly and patients with mobility issues struggle to access medical care. Where do expect them to park?</p> <p>Also, as a home owner on this street, you will affect the residents. This will make it harder for us to park by our own homes, we don't all have drives and again, there are a lot of elderly residents and people living with disabilities in this area.</p> <p>I hope you will reconsider your proposal and maybe think about putting the money towards speed bumps to stop the road being treated like Silverstone.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I greatly object to living streets 5 for radford park road.</p> <p>The reason behind this is because of the amount of vulnerable and sick people who this will have a major effect on.</p> <p>Please reconsider this action.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to voice my objection to the proposed amendment of adding no waiting at any time on the length of Radford Park Road. The reason Plymouth</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p>

<p>City Council seems to give for wanting the change is "to allow vehicles to manoeuvre safely and increase visibility". However, this road is wide enough for a row of parked cars to not impede traffic in either direction.</p> <p>Also, in the last 4 years there only seem to have been reports of three incidents along Radford Park Road; one being a pedestrian being hit at 10pm, one drunk driver, who was not from the local area, colliding with parked cars, and one car hitting a lamppost on a Sunday afternoon. None of these seem to warrant the need to impose the suggested parking restrictions.</p> <p>Radford Park Road is the location of a busy Doctors Surgery, which does not have its own car park. Where does Plymouth City Council expect staff and patients to park while accessing the surgery? If there is no parking allowed on Radford Park Road, it will push the cars onto the smaller, narrower residential streets, which surely will cause more disturbance to local residents, and be a greater safety risk as visibility along these smaller streets will decrease.</p> <p>Plymouth City Council should not be wasting money on this, especially at this time of financial crisis. It is clearly an ill-considered option and is more likely to anger users of the surgery and residents of the surrounding area, whilst accomplishing little to none of the impacts the project is proposed to have.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to submit an objection to the planned changes to the parking on Radford park Road. My family and I are patients at the Doctors on that street and have had regularly have to take my elderly Grandparent to the doctors. It's already a mission due to the the already lack of parking in the area and her failing mobility yet fiercely independent persona. I feel like adding double yellows to this will add to an already difficult situation for patients and also residents in the area. People (there can't be many) who cannot turn their car in that area could simply turn left and right up Drakes way. This would be a much more practical solution to the problem. I really hope you review the complaints and objections from patients and residents alike and reconsider your decision.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Seeing the notices on lampposts along Radford Park Road, I would just like to know what we are having "No waiting" signs or marking on this death trap of a road.</p> <p>I've made numerous complaints of the accidents we've had on this road, not to mention the fatality</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>The proposal is for 20 metres of double yellow lines as per the attached plan, we are currently in the consultation period until 02<sup>nd</sup> December 2022.</p>

<p>we've had on our street and all that PCC wants to do is put "No waiting" in place? Baffles me!</p> <p>As a street, we've been asking for either speed cameras or speed bumps to slow this road down. What are u getting?</p> <p>Any reply would be much appreciated or please feel free to post on whatever website you feel is necessary.</p>	<p>Plymouth City Council hold speed data for Radford Park Road from 2020 which shows that the 85<sup>th</sup> percentile speed was 35.7mph. The <b>85<sup>th</sup> Percentile Speed</b> is the speed that 85 percent of vehicles do not exceed. Speed surveys of this type are typically reliable for at least 5 years and we would usually not repeat them at less than 3 year intervals as experience shows that there is very little variation picked up unless there has been a significant change in the road layout, however I can inform you that Radford Park Road is currently on the request list for another Speed Detection Radar and we will be reviewing the speeds once the data is retrieved.</p> <p>As a highway authority we receive many requests from communities and individuals requesting speed enforcement in their local community. These requests are genuine concerns from people who fear that speeding traffic in their area will eventually result in a collision or casualty. For enforcement to take place we have agreed a protocol with the Police that we will investigate and gather speed data for analysis prior to any potential enforcement activity. Unfortunately, the Police or the Safety Camera Partnership do not deploy mobile camera vehicles or equipment to areas where speeds are less than 37 mph. When considering the placement of safety camera enforcement systems, there is a strict criteria that includes collisions and speed compliance. This ensures that wherever such systems are placed they have maximum effect.</p> <p>Another way to monitor speeds is for residents to contact the police and investigate the possibility of joining the Community Speed Watch Scheme, more information can be found by following the link below:</p> <p><a href="https://www.devon-cornwall.police.uk/support-and-guidance/on-the-road/speed-watch/get-involved-with-speed-watch">https://www.devon-cornwall.police.uk/support-and-guidance/on-the-road/speed-watch/get-involved-with-speed-watch</a></p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to object to the parking order being made on Radford Park Road. Firstly you should note the order is incorrect and states Randwick</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p>

Park Road for reference this is about 500 meters further North in Pomphlet.

The order describes the insertion of a 20 meter strip of double yellow lines to ensure safety of vehicles coming out of the service road which has functioned for at least the last 15 years without this. The insertion of this strip will force parking elsewhere. It has nowhere to move to other than up the road decanting limited parking for other residents. This parking is already crowded as a result of the Doctors surgery and pharmacy all of which has been able to 'manage itself' well for some time and we are happy to keep this going. The removal of a 20 m strip though will compound the problem although I recognise its the cheapest option in your tool kit.

The real issue is the speed of vehicles travelling along the road which makes this junction a potential issue. You have and continue to do nothing to slow traffic on this road making it a race track for both cars and motorbikes at all times of the day and night. A better more expensive option is speed cameras and enforcement rather than yellow lines. Yellow lines reduce the constriction caused by parked vehiclea and will increase the speed as a result.

My other concern is that the order appeared yesterday alongside the cones giving only four days for emails to reach you limiting response. Not only do the cones extend a lot further than the work ie by hundreds of yards but it's clear if you are already coning off that our opinions don't matter. It's happening!

The lack of consultation is annoying and as we don't all read the Herald or the Council Main notice board. Residents are being denied an opportunity to contribute. However having published the notice with the wrong address you at the very least must start again perhaps this added time provides an opportunity to consult properly.

Please respond to my email and confirm receipt with a direct point of contact and a telephone number not just an email dead drop.

Apologies that there was an administrative error within the Traffic Regulation Order, however the plan, street notices and press advertisements are correct. The error on the Order has now been rectified.

The cones on the highway are not related to this Traffic Regulation Order but I have sent an inspector out to site to investigate this.

Plymouth City Council hold speed data for Radford Park Road from 2020 which shows that the 85<sup>th</sup> percentile speed was 35.7mph. The **85<sup>th</sup> Percentile Speed** is the speed that 85 percent of vehicles do not exceed. Speed surveys of this type are typically reliable for at least 5 years and we would usually not repeat them at less than 3 year intervals as experience shows that there is very little variation picked up unless there has been a significant change in the road layout, however I can inform you that Radford Park Road is currently on the request list for another Speed Detection Radar.

As a highway authority we receive many requests from communities and individuals requesting speed enforcement in their local community. These requests are genuine concerns from people who fear that speeding traffic in their area will eventually result in a collision or casualty. For enforcement to take place we have agreed a protocol with the Police that we will investigate and gather speed data for analysis prior to any potential enforcement activity. Unfortunately, the Police or the Safety Camera Partnership do not deploy mobile camera vehicles or equipment to areas where speeds are less than 37 mph. When considering the placement of safety camera enforcement systems, there is a strict criteria that includes collisions and speed compliance. This ensures that wherever such systems are placed they have maximum effect.

This proposal was advertised on street, in the Plymouth Herald and on Plymouth City Councils website on 11<sup>th</sup> November 2022 and comments can be received until 02<sup>nd</sup> December 2022.

Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.

You will be notified if and when the proposals will be implemented.

<p>I am objecting to the proposed changes to parking in Radford Park Road. It affects patients of Dean Cross Surgery, lots of disabled, elderly and poorly people who struggle to find parking spaces now, let alone with the proposal.</p> <p>Surely you have not contacted the correct NHS department ie GP surgery etc and relevant Councillors as you would know there is a local, excellent GP surgery that has no car park - I belong to it.</p> <p>There have been few issues for over 5 decades so why are changes needed now?</p> <p>Removing part of this section of parking is crazy when there are other, more logical solutions. You could move the central white line, put a speed camera at 30, traffic lights for pedestrians to cross and slow traffic, buy part of the Drakes Drum car park if they're willing to sell, plus many more cheaper solutions. Where are people that live along the road supposed to park too.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I refer to your proposal Living Streets 5 Order no. 2022.2137293 in relation to the parking prohibition on Radford Park Road. I do not agree that these proposed works will make the area safer and I believe it is likely to increase illegal/dangerous parking.</p> <p>As a local resident of 11 years I regularly walk to this surgery and the parking of cars on this stretch of road has never been an issue. I have however experienced issues crossing the zebra crossing with cars not stopping when they are driving too fast or not paying attention. I am also a driver and regularly (weekly) drive along Radford Park Road and have never experienced any issue with people parking on this area (other than waiting a few moments while people park - although this is surely an advantage slowing the flow of traffic).</p> <p>As there is no car park for Dean Cross Surgery and with insufficient parking on Quarry Park Road and Drake Way to facilitate patients wanting to attend the surgery if this plan is implemented, I do not see where disabled, vulnerable and poorly people will park.</p> <p>Please reconsider this plan that I believe is unnecessary.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>As elderly patients of Dean Cross Surgery we would like to register our objections to the proposed parking changes to Radford Park Road. Parking as close to the surgery as possible is essential for us and many others in this already congested area.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In</p>

	<p>line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Please accept this email as an objection to this proposal. This will massively effect the parking for the Dean Cross Surgery. It is already a horrendous problem to park anywhere close for elderly, infirm or disabled people. Unless you can provide a dedicated car park alternative this restriction should not go ahead.</p> <p>There are other places which need attention but seem to be ignored, for example the stretch of Stanborough Road from Dunstone Drive down to Church Road crossroads, which desperately needs yellow lines for the safety of pedestrians.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to raise my objections to the proposed permanent changes to parking regulations you wish to make to Radford Park Road, PL9.</p> <p>If you make this road 'No Parking at any time' where do you suggest the elderly and patients with mobility problems or any patients for that matter can park as there is nowhere else in this area, obvious the persons who came up with this idea has not done their homework correctly.</p> <p>May I make the suggestion that you put 'NO RIGHT TURN' on the exit of 'Quarry Park Road' this would stop the problem of traffic turning towards parked cars. If this were to be done there would be no need for Yellow Lines and the elderly and patients with mobility problems could still park near the doctors surgery.</p> <p>I appreciate there is no easy solution to the problem but would it not be better to go back to the drawing board and to take a realistic look at the needs of the patients of Dean Cross Surgery and residence along this stretch of road.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I wish to register my objections to the proposed new parking restrictions on Radford Park Road and in particular how this will affect access to the Doctors Surgery. My family regularly need to take my 89 year old mother-in-law to appointments at the surgery and we rely on being able to stop outside the entrance, with one of us accompanying</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any</p>



<p>her inside whilst another drives off to find a place to park. She is very frail and needs the use of a stick and a person on her other side linking her arm, she is fiercely independent and will not agree to using a wheelchair as 'she can walk'. How on earth are we going to get her to the surgery when there is nowhere to park? There is no way she can walk any distance and with winter weather conditions, I am extremely concerned that she will become poorly by spending too long outside in the cold and rain struggling to get to her appointment.</p> <p>Instead of restrictions, there should be a dedicated spaces for drop offs - no parking, just dropping off. In addition, where are the occupants of the houses next to the Surgery meant to park?</p>	<p>concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to raise my concern with regard to the proposal above. I am a blue badge holder and use the doctors surgery on Radford Park Road, plymstock. There is no parking around the surgery and with your proposals would make a trip to the GP surgery almost impossible.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to object to the proposed no waiting restrictions along Radford Park Road.</p> <p>I feel this would be an unnecessary restriction to the parking of both residents and visitors to local businesses including the doctors surgery and chemist. This will greatly affect the largely elderly population who rely on parking close to the surgery for their health care.</p> <p>With regards to the safety of cars exiting the service road, I do not feel this will improve the safety of the few cars that use the lane. Driving with sue care and attention and maybe reduction of the speed limit to 20mg or a couple of speed bumps would have the same desired effect.</p> <p>I would urge you to reconsider these changes.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to voice my concerns regarding restrictions to parking/waiting on Radford Park Road, Plymstock,near Dean Cross Surgery. As an ex practice nurse at this surgery I would like to point out difficulties our elderly &amp; disabled patients have getting to the surgery, there is no designated Surgery parking, many patients have mobility issues so restricting access further would cause massive complications to a lot of people, surely a safer option could be to introduce a 20 mile/hour speed</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to</p>

<p>restriction to minimise risk &amp; allocate further disabled only parking/ drop off, camera's installed to monitor in drop off zones??</p> <p>I do feel more thought is required in this instance on what is a busy, dangerous road but suitable access is desperately required for the elderly &amp; disabled.</p>	<p>proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am dismayed to read of the planned alterations to the two hour parking bays on Radford Park Road. There are a great deal of elderly and mobility challenged patients who use this surgery and they will have nowhere to park, thus causing them great difficulty. I cannot see any purpose to this decision. You would be better served putting in a 20mph speed limit.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to put a formal objection to the yellow lines being put outside deans cross surgery in radford Park.</p> <p>The reason for the objection is there isn't enough parking for patients and staff as there is no allocated car park so you have to park on the streets the surgery has a lot of elderly patients who rely on there cars.</p> <p>A lot of the time you struggle to park and have to park streets away which the elderly struggle to walk from removing the parking will have a negative impact on home owners, patients and staff.</p> <p>Please take into consideration the objection.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to raise my objection to the proposed parking restrictions above.</p> <p>This will directly effect Dean Cross Doctor Surgery who are not privileged enough to have any manner of parking facility. The patients of Dean Cross are greatly ageing and these changes will be discriminatory to elderly and disabled patients.</p> <p>I feel this is a money grab. PCC say they have no money for road safety measures around schools but then spend money on calculated moves like this that will create revenue by imposing fines that some elderly will be forced to pay as their only means of being able to visit the doctors surgery.</p> <p>Disgusting waste of public finance to which I strongly object.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would formally like to raise an objection to the proposed permanent changes you wish to make to Radford Park Road, PL9. I understand that you</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293, I can confirm that we have received both of your emails.</p>

<p>want to take away the parking spaces outside of the GP surgery and make it a non parking zone. This is an incredibly ridiculous idea. Parking along this road is hard enough without making the elderly and patients with mobility issues struggle to access medical care. Where do expect them to park?</p> <p>I hope you will reconsider your proposal and maybe think about putting the money towards speed bumps to stop the road being treated like Silverstone.</p> <p>I am a disabled person who uses crutches and need to park near the surgery. I cannot use buses as I almost fell over on two occasions when the bus moved off and struggled getting down the isle when busy with prams and people standing, plus walking a distance when crippled with pain and paths wet and slipper. I can't use a bus. I can't use a taxi as difficult to get in as too low and leg room issues and expensive. Too far to walk on crutches due to hills and I cannot walk far and days when I severely struggle to walk.</p> <p>Disabled and elderly people are now going to be penalised. For some it is going to be a real struggle to park anywhere close to get to their appointment which means they may not go to their GP when they really need to. Another way off stopping people getting medical help and treatment because of the anxiety of trying to parking near due to mobility issues. It feels like discrimination against disabled people and the elderly with mobility issues to access a GP.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to object to the proposed changes to the parking restrictions at the location. The consequences of new restrictions on patients attending Dean Cross Surgery would be enormous, many of the patients are elderly and with very limited parking nearby this would cause great distress. No parking would also have an impact on people picking up prescriptions at the Well Chemist.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>On behalf of Dean Cross Surgery I would like to place an objection to the planned alteration along Radford Park Road to add a no waiting restriction of 20 meters.</p> <p>This will impact our patients and staff greatly as we do not have the privilege of a car park for them to use. We have a elderly practice population who rely on their car to visit the practice to access care.</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137293.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to</p>

Please confirm receipt of our objection	proceed with these proposals will be made by the Cabinet Member for Transport.  You will be notified if and when the proposals will be implemented.
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There have been no representations received relating to the other proposals included in the Traffic Regulation Order.

**4. RECOMMENDATION**

After reviewing all comments received, our recommendations are below:

Abandon the Radford Park Road proposal.

All other proposals are recommended to be implemented as advertised.

**5. LEGAL CONSIDERATIONS**

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

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

# EQUALITY IMPACT ASSESSMENT – [LIVING STREETS 5 TRO]

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	Holly Fitzgerald	<b>Department and service:</b>	Plymouth Highways, Traffic Management	<b>Date of assessment:</b>	07/12/2022
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Mike Artherton	<b>Signature:</b>	<i>M. Artherton</i>	<b>Approval date:</b>	06/01/2023
<b>Overview:</b>	<p><b>Budshead</b>          Northampton Close – Add double yellow lines for junction protection of the parking area.</p> <p><b>Stoke</b>          Balmoral Avenue/ St Georges Terrace – Add double yellow lines for junction protection.          Craigmere Avenue/ St Georges Terrace – Add double yellow lines for junction protection.          Glenmore Avenue/ St Georges Terrace - Add double yellow lines for junction protection.          Welsford Avenue/ St Georges Terrace - Add double yellow lines for junction protection.          Queens Gate – Add double yellow lines for protection of the bend, visibility and to prevent obstruction.</p> <p><b>Plympton Erle</b>          Brimhill Close/ Hooksbury Avenue - Double yellow lines for junction protection and to prevent obstruction at school times.</p> <p><b>Compton</b>          Elm Road – Add double yellow lines for protection and to prevent the rear lane being obstructed.</p> <p><b>Moor View</b>          Glenfield Road – Add double yellow lines to protect the entrance of Glenholt Park.</p> <p><b>Plymstock Dunstone</b></p>				

	<p>Hartwell Avenue/ Sherford Road - Add double yellow lines for junction protection.</p> <p><b>Southway</b></p> <p>Kinnaird Crescent/ Winnicott Close - Add double yellow lines for junction protection.</p> <p><b>Sutton and Mount Gould</b></p> <p>Ladysmith Road/ Faringdon Road- Add double yellow lines for junction protection.</p> <p><b>Plymstock Radford</b></p> <p>Radford Park Road – Add double yellow lines opposite entrance to allow vehicles to manoeuvre safely and increase visibility.</p> <p><b>Peverell</b></p> <p>Thornhill Road/ Abbotts Road/ Holland Road - Add double yellow lines for junction protection.</p> <p><b>It is recommended not to proceed with the proposals relating to Radford Park Road.</b></p> <p><b>All other proposals are recommended to be implemented as advertised.</b></p>
<b>Decision required:</b>	<p><b>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137293 – Living Streets 5 TRO) ORDER</b></p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p><b>The effect of the order shall be to;</b></p> <p><b>Add No Waiting At Any Time on lengths of the following roads:</b></p> <p>Abbotts Road, Balmoral Avenue, Brimhill Close, Craigmore Avenue, Elm Road, Faringdon Road, Glenfield Road, Glenmore Avenue, Hartwell Avenue, Holland Road, Hooksbury Avenue, Kinnaird Crescent, Ladysmith Road, Northampton Close, Queen's Gate, Sherford Road, St George's Terrace, Thornhill Road, Welsford Avenue, Winnicott Close.</p> <p><b>Remove No Waiting and Limited Waiting on lengths of the following road:</b></p> <p>Craigmore Avenue.</p>

**SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL**

<b>Potential external impacts:</b>	<b>Yes</b>		<b>No</b>	√
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Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?				
<b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?	<b>Yes</b>		<b>No</b>	√
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section two)	<b>Yes</b>		<b>No</b>	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.				

### SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
	All data is from the 2011 Census except for age and sex which has been updated with 2021 data. Data will be updated with the 2021 Census data as it becomes available.			
<b>Age</b>	<p>Plymouth</p> <ul style="list-style-type: none"> <li>16.4 per cent of people in Plymouth are children aged under 15.</li> <li>65.1 per cent are adults aged 15 to 64.</li> <li>18.5 percent are adults aged 65 and over.</li> <li>2.4 percent of the resident population are 85 and over.</li> </ul> <p>South West</p> <ul style="list-style-type: none"> <li>15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.</li> </ul>	<p>No adverse impact anticipated</p> <p>The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.</p>		

	<ul style="list-style-type: none"> <li>• 22.3 per cent are aged 65 and over.</li> </ul> <p>England</p> <ul style="list-style-type: none"> <li>• 17.4 per cent of people are aged 0 to 14.</li> <li>• 64.2 per cent of people are aged 15 to 64.</li> <li>• 18.4 per cent of people are aged 65 and over.</li> </ul> <p>(Data sourced from the 2021 Census)</p>			
<b>Disability</b>	10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).	No adverse impact anticipated		
<b>Gender reassignment</b>	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</p> <p>However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.</p>	No adverse impact anticipated		
<b>Marriage and civil partnership</b>	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales.</p> <p>There were 785 civil partnerships formed between same-sex couples in England and</p>	No adverse impact anticipated		



	Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.			
<b>Pregnancy and maternity</b>	<p>There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.</p> <p>The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.</p>	No adverse impact anticipated		
<b>Race</b>	<p>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</p> <p>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).</p>	No adverse impact anticipated		
<b>Religion or belief</b>	<p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917). 32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</p> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>	No adverse impact anticipated		
<b>Sex</b>	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated		

<b>Sexual orientation</b>	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No adverse impact anticipated		
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## SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact has been identified.		

## SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	No adverse impact has been identified.		
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	No adverse impact has been identified.		
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	No adverse impact has been identified.		
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	No adverse impact has been identified.		

<b>Plymouth is a city where people from different backgrounds get along well.</b>	No adverse impact has been identified.		
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# EXECUTIVE DECISION

## made by a Cabinet Member



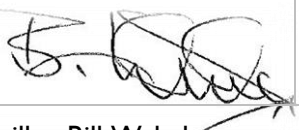
### REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – ESS07 22/23

Decision	
1	<b>Title of decision:</b> Delivery charge for domestic waste containers
2	<b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Wakeham, Cabinet Member for Environment and Street Scene
3	<b>Report author and contact details:</b> Andy Sharp, Head of Business Improvement. Andy.sharp@plymouth.gov.uk
4	<p>Decision to be taken:</p> <ul style="list-style-type: none"> <li>Approve the introduction of a charge of £20 (£16 excluding VAT) for the delivery of domestic waste containers to residential properties to be applied in all instances except where the Council have damaged the containers through the waste collection process. The charge will apply to the delivery not the number of containers.</li> <li>Approve a 50% discount to the charge for any person claiming Council Tax Support.</li> <li>Approve an ongoing inflationary increase to be applied to this charge to take effect for each year from 1 April 2024 onwards. Charges will increase in line with the Consumer Price Index (CPI) as per the Corporate Charging Policy.</li> </ul>
5	<p><b>Reasons for decision:</b></p> <ul style="list-style-type: none"> <li>To generate cost recovery for the cost of delivery by the Council of waste containers.</li> <li>To use the cost recovery to reduce the pressure on the corporate budget incurred by container delivery in the face of unprecedented increases in costs and pressure on the budget.</li> </ul>
6	<p><b>Alternative options considered and rejected:</b></p> <p>1) Do nothing and continue to provide free waste container delivery to Plymouth households: This was rejected on the basis that the service can no longer absorb the costs of the service to deliver bins to households for free due to the shortfall in the Council budget and the unprecedented increase in inflation and costs.</p> <p>2) Do not provide a bin delivery service: This was rejected on the basis that the only reasonable adjustment to facilitate this would be to allow residents to collect the bins themselves. However, due to high demand at Recycling Centres and limited resource at Depots to administrate collections, alongside Health and Safety concerns, this is not feasible.</p>
7	<p><b>Financial implications and risks:</b></p> <p>The budget for bin deliveries for 2022/23 is circa £105k, which includes staffing, fuel and vehicle charges. This excludes the cost of the bins which are capitalised over a period of £10 years.</p>

	<p>Following the implementation of this decision it is forecast that £32k income will be generated in 2023/24 which will be used to partially offset the cost of providing the Service.</p> <p><b>Risks</b></p> <ul style="list-style-type: none"> <li>• Risk of not meeting forecast income of £32,000 due to demand reducing more than expected.</li> <li>• Complaints about the cost of what some residents may consider they already pay for through Council Tax.</li> <li>• Small risk of increased fly tipping if residents choose not to request bins and dispose of waste illegally. However, the proposed charge is significantly less than the penalty for fly tipping and therefore it is not considered as a real deterrent. It is a significant step to become an environmental criminal.</li> </ul>			
8	<p><b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)</p>	Yes	No	<b>Per the Constitution, a key decision is one which:</b>
			X	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			X	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1million</b>
		X	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.	
	<p>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></p>			
9	<p><b>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</b></p>	<p>The decision demonstrates the values set out in the Corporate Plan. It is fair and responsible to ensure as much cost recovery as possible for the provision of discretionary and non-statutory services.</p>		
10	<p><b>Please specify any direct environmental implications of the decision (carbon impact)</b></p>	<p>The introduction of the charge is likely to reduce demand for replacement bins and therefore the associated fuel and mileage will reduce also, thus reducing emissions.</p>		
<b>Urgent decisions</b>				
11	<p><b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b></p>	Yes		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		No		<b>(If no, go to section 13a)</b>
12a	<p><b>Reason for urgency:</b></p>			

<b>I2b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			
<b>Consultation</b>				
<b>I3a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>		
		<b>No</b>	<b>X</b>	<b>(If no go to section I4)</b>
<b>I3b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>			
<b>I3c</b>	<b>Date Cabinet member consulted</b>			
<b>I4</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer
		<b>No</b>	<b>X</b>	
<b>I5</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne	
		<b>Job title</b>	Strategic Director for Place	
		<b>Date consulted</b>	16 December 2022	
<b>Sign-off</b>				
<b>I6</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS87 22/23	
		<b>Finance (mandatory)</b>	EJ/38851/10.1.23(1)	
		<b>Legal (mandatory)</b>	pl.22.23.322.	
		<b>Human Resources (if applicable)</b>		
		<b>Corporate property (if applicable)</b>		
		<b>Procurement (if applicable)</b>		
<b>Appendices</b>				
<b>I7</b>	<b>Ref.</b>	<b>Title of appendix</b>		
	A	Briefing report		
	B	Equalities Impact Assessment		

<b>Confidential/exempt information</b>								
<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	<b>X</b>					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>18b</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
<b>19</b>	Please list all unpublished, background papers relevant to the decision in the table below.  Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Cabinet Member Signature</b>								
<b>20</b>	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
<b>Signature</b>				<b>Date of decision</b>	8 January 2023			
<b>Print Name</b>	Councillor Bill Wakeham							





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# Portfolio Holder Briefing Report

## Introduction of Domestic Waste Container Delivery Charge



### PURPOSE

The purpose of this briefing paper is to:

- Seek approval to introduce a new charge of £20 (£16 excluding VAT) for the delivery of domestic waste containers for residential properties to be applied in all instances except where the Council have damaged the containers through the waste collection process. The charge will apply to the delivery not the number of containers.
- Seek approval of a 50% discount for any person claiming Council Tax Support.
- Gain approval for charges and an inflationary increase to be applied to this charge to take effect for each year from 1 April 2024 onwards. Charges will increase in line with the Consumer Price Index (CPI) as per the Corporate Charging Policy.

### BACKGROUND

Introducing a charge for the delivery of new and replacement waste containers to residential properties is proposed on the basis it will reduce the cost the Council faces in delivering bins to residents. The proposals are aligned to the Council's strategic transformation programme and journey towards adopting a new operating model. Whilst benchmarking demonstrates an abundance of different charging mechanisms used by other Local Authorities for new, replacement and additional bins, the Council has the opportunity to introduce a simple and straightforward charging decision which will ensure fairness and transparency.

The delivery charge will be levied per transaction and therefore may include more than one bin. If bins become damaged during the course of a waste collection, the damage will be logged and a replacement bin will be provided and delivered free of charge.

Containers may be replaced or removed for the following reasons:

- Lost/Stolen
- Damaged
- New Build or a new Resident
- Additional Containers
- Request to change bin size
- Request to remove a bin

Charges for bin delivery and collection were previously introduced during the 2019/20 financial year and ran until June 2021 when they were removed, with the exception of new build properties, as part of the then Administration's manifesto commitments. Data from this period is unreliable due to a number of factors including; inconsistent inputting into data collection systems, the impact of Covid19 on services and charges being inconsistently applied during this period. Plymouth City Council are now looking to reintroduce charges for deliveries of wheelie bins to householders to generate income which will feed into the corporate budget to address the shortfall.

## In scope

Delivery of all domestic waste containers which includes:

- wheelie bins (brown/general waste, grey/garden waste, green/recycling)
- bulk bins
- Reusable sacks that are issues to households where wheelie bins are not appropriate.

## Out of scope

The collection of garden waste wheelie bins. A reduced charge of £10 for the collection of these bins was included within the wider Cabinet Decision to implement a Garden Waste subscription service. This decision was made on 10 November 2022.

The delivery of garden waste containers for households who subscribe before the 13 February 2023 will be exempt from any delivery charge. Standard delivery charges will apply for new subscriptions made on or after 13 February 2023.

## Options appraisal

- 1. Do Nothing:** Continue to provide waste container delivery free of charge for residents.

Advantages:

- Residents are provided delivery free of charge

Disadvantages:

- Does not achieve cost recovery for the Council in terms of contributing towards the cost of providing this service.

- 2. Introduce a charge:** Introduce a charge of £20 per delivery (inclusive of VAT and administration), with the exception of instances where the Council have damaged containers during collections. A 50% discount will be offered for residents who claim Council Tax Support.

Advantages:

- Provides additional income to contribute towards the cost of providing this service.
- Reduces the pressure on the corporate budget incurred by container delivery in the face of unprecedented increases in costs and pressure on the budget.
- Likely to reduce demand for wheelie bins, thus reduce cost of purchase.
- A concession is offered to help those who are most financially vulnerable.

Disadvantages:

- Potential increase in customer complaints as they feel this charge is covered with their Council Tax payment.
- Residents who receive other means tested benefits may complain that their benefits are not eligible for a discount. However, this is because the Council can automatically validate eligibility against Council Tax Support because we administer it whereas any other means tested benefit would require more extensive admin processes. Approximately 19% of Plymouth households claim Council Tax Support.

### 3. **Stop delivery service:** Do not provide a bin delivery service.

#### Advantages:

- No cost to the service for bin deliveries

#### Disadvantages:

- The only reasonable adjustment to facilitate this would be to allow residents to collect the bins themselves. However, due to high demand at Recycling Centres and limited resource at Depots to administrate collections, alongside Health and Safety concerns, this is not feasible.
- Small risk of increased fly tipping if residents choose not to request bins and dispose of waste illegally. However, the proposed charge is significantly less than the penalty for fly tipping and therefore the charge is not considered as a real deterrent.
- Potential increase in customer complaints as they feel this charge is covered with their Council Tax payment

Option 2 is the preferred option as it will ensure residents have access to waste containers to ensure waste is properly disposed of whilst ensuring cost recovery towards the cost of the services. This will assist in contributing towards removing pressure on the Council's revenue budget. Removing the service risks increased complaints from residents and an increased likelihood of fly tipping due to residents not having bins to contain their waste.

### **What other Local Authorities are doing**

A benchmarking exercise was undertaken in 2019 across both our APSE group (17 Local Authorities), and our neighbouring Local Authorities. A wide range of approaches are taken including completely free deliveries, differential charging with a lower cost for recycling containers compared to general waste and differential charging depending upon the reason for request. Where a charge is applied, observed in 11 Local Authorities, this varied from £20 to £55. Only Wirral and Sunderland charge in every instance for deliveries, and additionally they charged for collection also.

Cornwall Council do not provide wheeled bins, rather residents provide their own standard bin and bags are collected.

### **Bin Delivery Charge (Option 2)**

Due to a number of factors including inconsistent inputting into data collection systems, the impact of Covid19 on services and charges being inconsistently applied during previous period where charges were in place there is limited reliable data to base assumptions upon. Analysis has therefore been based upon September 2022 to give a forecast on the impact.<sup>1</sup>

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#### <sup>1</sup> Notes:

- 1) The number of 140 litre brown bins delivered in September was unusually high as there was a backlog of deliveries due to the service waiting for an order so these have been reduced.
- 2) Data from September 2022 shows the number of bins that were delivered (including multiple bins per household) rather than the amount of drop offs the drivers made. Therefore the number of deliveries have been reduced to account for this.
- 3) Data from September does not include black bin/garden waste deliveries as the service was suspended at this time. Due to the reintroduction of garden waste collection as a chargeable service in 2022/23 it is unlikely that new bins will be ordered initially in year 1 as all residents who previously signed up to the free service still have their black bins

Based upon this analysis it has been assumed that the maximum amount of bins delivered in year 1 will be 2218 bringing an income of £35,488 before any concessions are applied for customers. Table 1 reflects the assumptions noted above and the income is based on the proposed delivery charge of £16 which is exclusive of VAT. This will be £20 (inclusive VAT to the customer). Table 2 shows the percentages of those who have bin deliveries who will likely receive the concession because they claim Council Tax Support and the impact on the income in Year 1. The proportion of deliveries receiving the concession is based on the number of households receiving Council Tax Support in the city in December 2022 (19%).

**Table 1: Deliveries Income Year 1**

Likehood	Max		High		Medium		Low	
% uptake	100%		60%		48%		30%	
Type of bin	Volume	Income	Volume	Income	Volume	Income	Volume	Income
Green (recycling) - 140 litre	60	£960	36	£576	29	£464	18	£144
Green (recycling) – 240 litre	1836	£29,376	1102	£17,632	881	£14,096	551	£4,408
Brown (general waste) - 140 litre	372	£5,952	223	£3,568	179	£2,864	112	£896
Brown (general waste) – 2540 litre	2352	£37,632	1411	£22,576	1129	£18,064	706	£5,648
Garden waste	0	£0	0	£0	0	£0	0	£0
	<b>4620</b>	<b>£73,920</b>	<b>2772</b>	<b>£44,352</b>	<b>2218</b>	<b>£35,488</b>	<b>1387</b>	<b>£11,096</b>

**Table 2: Impact of Concessions on Year 1 income**

	19%		81%		100%	
	Concessions		Non - concession		Total	
Type of bin	Volume	Income	Volume	Income	Volume	Income
Green (recycling) - 140 litre	6	£48	23	£368	29	£416
Green (recycling) – 240 litre	167	£1,336	714	£11,424	881	£12,760
Brown (general waste) - 140 litre	34	£272	145	£2,320	179	£2,592
Brown (general waste) – 2540 litre	215	£1,720	914	£14,624	1129	£16,344
Garden waste	0	£0	0	£0	0	£0
	<b>422</b>	<b>£3,376</b>	<b>1796</b>	<b>£28,736</b>	<b>2218</b>	<b>£ 32,112</b>

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at their residence. As this is now a chargeable service, PCC are expecting to see a dramatic reduction in uptake from 50% of households to 23.5%.

## FINANCIAL IMPLICATIONS

- **Charging:** There is currently no charge for the delivery of containers, the introduction of a £20 charge will be subject to VAT and therefore the Council will retain £16 per transaction.
- **Forecast income:** Medium range estimate of £32,000 per year = approximately 2000 charged deliveries per year at £16 excl VAT.
- **Cost of delivering the Service:** The budget for container deliveries for 2022/23 is circa £105k, which includes staffing, fuel and vehicle charges. This excludes the cost of the bins which are capitalised over a period of £10 years.
- **Demand:** The addition of charges and increased charges would likely influence behaviour and reduce demand and Tables 1 & 2 detail these scenarios, including taking into account VAT which applies to the delivery charge.

## ENVIRONMENTAL & OPERATIONAL IMPLICATIONS

The introduction of the charge is likely to reduce demand for replacement bins and therefore the associated fuel and mileage will reduce also, thus reducing emissions.

## RISKS

- Risk of not meeting forecast income of £32,000 due to demand reducing more than expected.
- Complaints about the cost of what some residents may consider they already pay for through Council Tax.
- Small risk of increased fly tipping if residents choose not to request bins and dispose of waste illegally. However, the proposed charge is significantly less than the penalty for fly tipping and therefore it is not considered as a real deterrent. It is a significant step to become an environmental criminal.

## CONCLUSIONS AND RECOMMENDATIONS

- Approve the introduction of a charge of £20 (£16 excluding VAT) for the delivery of domestic waste containers to residential properties to be applied in all instances except where the Council have damaged the containers through the waste collection process. The charge will apply to the delivery not the number of containers.
- Approve a 50% discount to the charge for any person claiming Council Tax Support.
- Approve an ongoing inflationary increase to be applied to this charge to take effect for each year from 1 April 2024 onwards. Charges will increase in line with the Consumer Price Index (CPI) as per the Corporate Charging Policy.

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# EQUALITY IMPACT ASSESSMENT – BIN DELIVERY CHARGES

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	Jo Hambly, Researcher (Commercial Finance)	<b>Department and service:</b>	Commercial Finance	<b>Date of assessment:</b>	5 December 2022
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Andy Sharp, Head of Business Improvement	<b>Signature:</b>	A. Sharp	<b>Approval date:</b>	6 January 2023
<b>Overview:</b>	<p><b>BACKGROUND</b></p> <p>The Equality Act 2010 harmonised and replaced pre-existing equality legislation and extended statutory protection across nine 'protected characteristics'. It recognised forms of discrimination that were previously beyond the scope of legislation and introduced the concept of the Public Sector Equality Duty (PSED).</p> <p>The protected characteristics include; <u>age</u>, <u>disability</u>, <u>gender reassignment</u>, <u>marriage and civil partnership</u>, <u>pregnancy and maternity</u>, <u>race</u>, <u>religion or belief</u>, <u>sex</u> and <u>sexual orientation</u>.</p> <p>The PSED placed specific responsibilities on public sector organisations to consider equality in their decision making. It consists of a general equality duty, supported by specific duties, which are imposed by secondary legislation. In summary, those subject to the equality duty must, in the exercise of their functions, have due regard to the need to:</p> <ul style="list-style-type: none"> <li>• Eliminate unlawful discrimination, harassment and victimisation and other prohibited conduct.</li> <li>• Advance equality of opportunity between people who share a protected characteristic, and those who do not.</li> <li>• Promote good relations between people who share a protected characteristic and those who do not</li> </ul> <p><b>CONTEXT</b></p> <p>Plymouth City Council is facing significant budget pressures. The business case which is being presented sets out the rational for re-introducing delivery charges for new and replacement waste containers for all waste streams. The introduction of this charge would contribute to helping mitigate the Council's unprecedented budget pressures and help encourage residents to reduce the amount of waste they produce. The introduction of a delivery charge would also help to ensure that Council budgets are prioritised for essential services.</p>				

<b>Decision required:</b>	<p>It is recommended that the Portfolio Holder:</p> <ul style="list-style-type: none"> <li>• Approval for a charge of £20 (£16 excluding VAT) for the delivery of domestic waste containers to be applied in all instances except where the Council have damaged the containers through the collection process. The charge will apply to the delivery not the number of containers.</li> <li>• Approve the implementation of a 50 per cent discount to be given for residents who claim Council Tax Support.</li> <li>• Approve an ongoing inflationary increase to be applied to this charge to take effect each year from 2024 onwards. Charges will increase in line with the Consumer Price Index (CPI) as per the Corporate Charging Policy.</li> </ul>

## SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	<b>Yes</b>	X	<b>No</b>	
<b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?	<b>Yes</b>		<b>No</b>	X
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	<b>Yes</b>	X	<b>No</b>	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	Not applicable			

## SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
	. Data will be updated with the 2021 Census data as it becomes available.			

<b>Age</b>	<p>Plymouth</p> <ul style="list-style-type: none"> <li>16.4 per cent of people in Plymouth are children aged under 15.</li> <li>65.1 per cent are adults aged 15 to 64.</li> <li>18.5 percent are adults aged 65 and over.</li> <li>2.4 percent of the resident population are 85 and over.</li> </ul> <p>South West</p> <ul style="list-style-type: none"> <li>15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.</li> <li>22.3 per cent are aged 65 and over.</li> </ul> <p>England</p> <ul style="list-style-type: none"> <li>17.4 per cent of people are aged 0 to 14.</li> <li>64.2 per cent of people are aged 15 to 64.</li> <li>18.4 per cent of people are aged 65 and over.</li> </ul> <p>(Data sourced from the 2021 Census)</p> <p>Older people are statistically more likely to rely on cash. Findings from the Financial Lives 2020 Survey found that around 2.4 million people aged 65 and over in the UK relied on cash to a great extent in their day-to-day life</p>	<p>As there is a relatively high proportion of pensioners living in poverty, this decision may mean that some older people may face difficulties appropriately storing their waste if they cannot afford to pay the new bin delivery charge.</p> <p>It is anticipated that older people could be adversely impacted by this decision.</p>	<p>Residents who claim Council Tax Support will be offered a 50 per cent discount on container delivery charges.</p>	<p>Street Scene &amp; Waste</p> <p>To be implemented at the start of the charging regime.</p>

	<p>around 21 per cent) of all older people (Age UK, 2021).</p> <p>Almost 1 in 5 pensioners are living in poverty (Joseph Round Tree Foundation, 2022).</p>			
<b>Disability</b>	<p>10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).</p> <p>National evidence suggests that</p> <p>A higher proportion of individuals who live in families with disabled members live in poverty, compared to individuals who live in families where no one is disabled (EHRC 2017).</p> <p>5971 Plymouth households have assisted waste collections.</p>	<p>As there is a relatively high proportion of disabled people living in poverty, this decision may mean that some disabled people may face difficulties appropriately storing their waste if they cannot afford to pay the new bin delivery charge.</p> <p>It is anticipated that disabled people could be adversely impacted by this decision.</p>	Residents who claim Council Tax Support will be offered a 50 per cent discount on container delivery charges.	<p>Street Scene &amp; Waste</p> <p>To be implemented at the start of the charging regime.</p>
<b>Gender reassignment</b>	There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).	No adverse impacts are anticipated from this decision.	N/A	N/A
<b>Marriage and civil partnership</b>	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales.</p> <p>There were 785 civil partnerships formed between same-sex couples in England and Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.</p>	No adverse impacts are anticipated from this decision.	N/A	N/A

<b>Pregnancy and maternity</b>	<p>There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.</p> <p>The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.</p>	No adverse impacts are anticipated from this decision.	N/A	N/A
<b>Race</b>	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black.</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity.</p> <p>2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth.</p> <p>Evidence suggests that minority ethnic communities have disproportionately felt the economic impacts of the cost-of-living-crisis.</p>	<p>As there is a relatively high proportion of people from minority ethnic backgrounds living in poverty, this decision may mean that some people from minority ethnic backgrounds may face difficulties appropriately storing their waste if they cannot afford to pay the new bin delivery charge.</p> <p>It is anticipated that people from minority ethnic backgrounds could be adversely impacted by this decision</p>	Residents who claim Council Tax Support will be offered a 50% discount on container delivery charges.	Street Scene & Waste To be implemented at the start of the charging regime.
<b>Religion or belief</b>	<p>48.9 per cent (129,338) of the Plymouth population stated they had no religion. 42.5 per cent of the population (112,526) identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while</p>	No adverse impacts are anticipated from this decision	N/A	N/A

	Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).			
<b>Sex</b>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p> <p>90 per cent of the 1.8million single parent households are headed by women (Gingerbread)</p>	<p>As there is a relatively high proportion of single parent households headed by women living in poverty, this decision may mean that some people from women who head single parent households may face difficulties appropriately storing their waste if they cannot afford to pay the new bin delivery charge.</p> <p>It is anticipated that women who head single parent households could be adversely impacted by this decision</p>	Residents who claim Council Tax Support will be offered a 50 per cent discount on container delivery charges.	Street Scene & Waste To be implemented at the start of the charging regime.
	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No adverse impacts are anticipated from this decision	N/A	N/A

## SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impacts on human rights are anticipated from this decision	N/A	N/A

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

<b>Equality objectives</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	Plymouth City Council remains committed to celebrating the diversity of the city.	N/A	N/A
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	Plymouth City Council is committed to equal opportunities and the fair treatment of its workforce. As an employer, we have a clear policy of paying employees equally for the same or equivalent work regardless of gender or disability. The Council operates a comprehensive job evaluation scheme to ensure that rates of pay are fair and are based wholly on the role being undertaken.	In line with our current policies, we will continually review our employees' wellbeing.  Where possible apprenticeship opportunities will be considered and applications from groups which are under-represented within this service area will be encouraged.	TBC
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	Our People Strategy 2020 – 2024 sets out our approach towards ensuring that the Council's workforce can adapt and meet the ever changing needs of the Council and our residents.	N/A	N/A
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	The Council is committed to reducing and tackling hate crime and ensuring that victims are treated in a trauma informed manner to ensure that they get the outcome which is most appropriate for them. The Council works closely with the Safer Plymouth Partnership, the community safety partnership for the city. Hate crime data is monitored.	N/A	N/A

<b>Plymouth is a city where people from different backgrounds get along well.</b>	The Council is committed to promoting cohesion within the city.	N/A	N/A
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