



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Published 07/03/25

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/yddrqll6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on 14 March 2024. 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 Leader decision may be implemented on 17 March 2024 if it is not called-in. The Council Officer Decision may be implemented immediately.

Delegated Decisions

1. Councillor Tudor Evans OBE, Leader of the Council:

- 1.a. L46 24/25 - A38 Manadon Interchange Design Development Funding **(Pages 1 - 28)**

2. Council Officer Decision - Philip Robinson, Service Director for Street Services:

- 2.a. COD36 24/25 - Contract Award: Food Waste Collection Vehicles **(Pages 29 - 62)**

EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – L46 24/25

Decision	
1	Title of decision: A38 Manadon Interchange Design Development Funding
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Sally Farley, Strategic Transport Manager Tel. 01752 307652 Email. sally.farley@plymouth.gov.uk
4	Decision to be taken: It is recommended that the Leader of the Council: <ul style="list-style-type: none"> • Approves the business case • Allocates £1,959,000 to the Capital Programme, funded by: <ul style="list-style-type: none"> ○ Department for Transport annual grant (Integrated Transport Block Funding) of £1,959,000 • Delegates Contract Award decisions to the Service Director for Strategic Planning and Infrastructure where he does not already have authority to do so.
5	Reasons for decision: <p>This request is for £1,959,000 to be placed on the capital programme to progress the design of the A38 Manadon Interchange scheme including data collection and modelling.</p> <p>The scheme has engaged in early contractor involvement with Balfour Beatty through the SCAPE framework and an experienced project team have been assembled although the scheme is still at an early stage. It is therefore requested that £1,959,000 be placed on the capital programme to allow the scheme design process to continue.</p> <p>The identified funding is from monies already identified for the scheme but not yet on the capital programme, namely the DfT annual grant for 2024/25 (Integrated Transport Block funding).</p> <p>Contract award will be undertaken via a delegated decision by Paul Barnard, Service Director of Strategic Planning and Infrastructure (SP&I), who will also have oversight of the spending of the funding requested.</p>
6	Alternative options considered and rejected: Not to place £1,959,000 of funding on the capital programme. This option was rejected as the funding is critical to continue the development of the scheme design and to minimise the risk to significant Department for Transport investment.
7	Financial Implications and Risks: A business case was approved in December 2019 through Executive Decision L27 19/20 to place the co-development funding £2.82m (£1.89m DfT and £0.93m PCC) onto the capital programme and to proceed to OBC submission for the A38 Manadon Interchange Scheme.

An additional £200,000 was released through S151 officer decision and £800,000 of funding was approved through Executive Decision L44 21/22.				
£1,224,000 was approved in 2022/23 through Executive Decision L33 22/23.				
£2,457,838 was placed on the capital programme in January 2025 through Executive Decision L28 24/25 to allow time critical surveys to go ahead.				
This option to place £1,959,000 on the capital programme will allow further development of the design, data collection and modelling following the surveys				
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
		X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	<u>Fewer potholes, cleaner, greener streets and transport</u> The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network. The Interchange therefore acts as a significant constraint on development and the bringing forward of new jobs and homes within the city, particularly on the Northern Corridor and City Centre. As well as delays, journey times are unreliable, making it difficult for people to attend appointments in time at Derriford Hospital. Alongside road capacity enhancements, the scheme will provide significant improvements to walking and cycling infrastructure where currently there is no ability for cyclists to cross the A38 at subway level without dismounting. It will also address queueing on the A38 on the approaches to the Manadon junction to reduce the risk of serious accidents on the Parkway and more localised safety measures.		
10	Please specify any direct environmental implications of the decision (carbon impact)	The A38 Manadon Interchange scheme would incorporate high-quality infrastructure for walking and cycling including a new cycle bridge over the A38, which will provide a step-change in facilities.		

		<p>The scheme would reduce journey times for buses on the major bus corridor linking the City Centre to northern Plymouth and will reduce carbon emissions from vehicle transport.</p> <p>Environmental enhancements are included as an integral part of the scheme, through opening up of areas of greenspace, and providing extensive landscaping and tree-planting.</p> <p>The drainage works would incorporate measures to provide improved resilience to the risk of flooding.</p>		
Urgent decisions				
I 1	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 (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section I 3a)
I 2a	Reason for urgency:			
I 2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I 3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section I 4)
I 3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure		
I 3c	Date Cabinet member consulted	04.02.2025		
I 4	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	
I 5	Which Corporate Management Team member has been consulted?	Name	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	11.02.2025	

Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JSI 12 24/25					
		Finance (mandatory)	DJN.24.25.173					
		Legal (mandatory)	LS/00001312/4/AC/2 7/2/25.					
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
17	Ref.	Title of appendix						
	A	The Business Case Part I						
	B	Equality Impact Assessment						
	C	Climate Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	x	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No						
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Capital Investment Business Case			x				
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>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.</p>							
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	07.03.2025			
Print Name	Cllr Tudor Evans						

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APPENDIX A: A38 MANADON INTERCHANGE DESIGN DEVELOPMENT FUNDING FEBRUARY 2025



Business case Part I

1. RECOMMENDATIONS

It is recommended that the Leader of the Council:

- Approves the business case
- Allocates £1,959,000 to the Capital Programme, funded by:
 - Department for Transport annual grant for 2024/25 (Integrated Transport Block funding) of £1,959,000
- Delegates Contract Award decisions to the Service Director for Strategic Planning and Infrastructure where he does not already have authority to do so.

2. BACKGROUND

This Business Case accompanies a request to place £1,959,000 on the capital programme to progress the design of the A38 Manadon Interchange scheme including data collection and modelling.

Manadon Roundabout, which serves as an interchange for the A38 from Cornwall and East Devon and the A386 from North Devon, is one of the busiest junctions on Plymouth's road network with over 60,000 journeys passing through each day.

It is the primary access point which connects the A38 trunk road to the A386 Tavistock Road, the primary route to the Derriford area, and Outland Road and Mannamead Road from the City Centre. The Plymouth and South West Devon Joint Local Plan 2014-2034 (JLP) identifies Derriford and the Northern Corridor as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs and new homes.

The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.

In order to address these issues, the Council are designing a scheme to increase capacity on all arms of the junction as well as providing significant improvements to walking and cycling facilities, including a new cycle bridge across the A38.

The scheme has engaged in early contractor involvement with Balfour Beatty through the SCAPE framework and an experienced project team have been assembled although the scheme is still at an early stage. Placing £1,959,000 on the capital programme will allow the scheme design process to continue.

The identified funding is from monies already identified for the scheme but not yet on the capital programme, namely the DfT annual grant for 2024/25 (Integrated Transport Block funding).

Any and all contracts awarded will be undertaken by delegated decision by Paul Barnard, Service Director Strategic Planning & Infrastructure, who will also have oversight of the spending of the funding requested.

3. FUNDING

The funding for this award has already been accounted for within the approved capital project budget. The scheme has been in receipt of DfT co-development funding since 2019.

The £1,959,000 requested is to be funded from monies already identified for the scheme but not yet on the capital programme, namely from the DfT annual grant funding to PCC for 2024/25 (Integrated Transport Block funding).

4. ALTERNATIVE OPTIONS

Not to place £1,959,000 of funding on the capital programme. This option was rejected as the funding is critical to developing the design and reducing the risk to significant DfT investment and reduce inflationary pressures.

5. RISKS

Potential Risk Identified				
Description:	The government decide to terminate the A38 Manadon Interchange Scheme during a future spending review.			
Mitigation:	PCC have been in ongoing talks with the DfT to date. The Manadon scheme is a mature scheme with the DfT's Large Local Majors (LLM) programme. It should also be noted that the DfT are already funding 66% of the scheme's development. There has also been ongoing dialogue with National Highways who have supported the scheme throughout it's development.			
Risk assessment	Initial	Post mitigation	Current	Total rating
Likelihood To be scored 1 (low) – 5 (high)	3	2	2	8
Impact To be scored 1 (low) – 5 (high)	4	4	4	
Trend	Reducing	Lead Officer:	Sally Farley	
		Risk Champion:	Philip Heseltine	
Potential Risk Identified				
Description:	Additional inflationary pressures incurred due to scheme delays			
Mitigation:	The £1,959,000 requested will allow the design to continue and reduce the risk of delays to the scheme and resultant inflationary pressures.			
Risk assessment	Initial	Post mitigation	Current	Total rating
Likelihood To be scored 1 (low) – 5 (high)	5	2	2	4
Impact To be scored 1 (low) – 5 (high)	4	2	2	
Trend	Reducing	Lead Officer:	Sally Farley	
		Risk Champion:	Philip Heseltine	


The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

Document is Restricted

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EQUALITY IMPACT ASSESSMENT – A38 MANADON INTERCHANGE DESIGN DEVELOPMENT FUNDING

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Robin Saines	Department and service:	Place - SP&I – Strategic Transport	Date of assessment:	10/02/2025
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	11/02/2025
Overview:	<p>The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.</p> <p>The Interchange therefore acts as a significant constraint on development and the bringing forward of new jobs and homes within the city, particularly on the Northern Corridor and City Centre.</p> <p>As well as delays, journey times are unreliable, making it difficult for people to attend appointments in time at Derriford Hospital.</p> <p>Alongside road capacity enhancements, the scheme will provide significant improvements to walking and cycling infrastructure where currently there is no ability for cyclists to cross the A38 at subway level without dismounting.</p> <p>It will also address queueing on the A38 on the approaches to the Manadon junction to reduce the risk of serious accidents on the Parkway and more localised safety measures.</p> <p>This request is for £1,959,000 to be placed on the capital programme to progress the design of the A38 Manadon Interchange scheme including data collection and modelling.</p> <p>The scheme has engaged in early contractor involvement with Balfour Beatty through the SCAPE framework and an experienced project team have been assembled although the scheme is still at an early stage. It is therefore requested that £1,959,000 be placed on the capital programme to allow the scheme design process to continue.</p> <p>The identified funding is from monies already identified for the scheme but not yet on the capital programme, namely the DfT annual grant for 2024/25 (Integrated Transport Block funding).</p>				

Decision required:	<p>It is recommended that the Leader of the Council:</p> <ul style="list-style-type: none">• Approves the business case• Allocates £1,959,000 to the Capital Programme, funded by:<ul style="list-style-type: none">○ Department for Transport annual grant (Integrated Transport Block Funding) of £1,959,000• Delegates Contract Award decisions to the Service Director for Strategic Planning and Infrastructure where he does not already have authority to do so.
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	x
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	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 two)	Yes		No	x
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	The Executive Decision this accompanies is to approve funding onto the Capital Programme and doesn't require any works. Subsequent awards of contract following on from this funding will be subject to due process and under delegated authority to the Service Director of Strategic Planning and Infrastructure.			

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
Age	<p>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.</p> <p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>	No adverse impact is anticipated		

Disability	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 is anticipated		
Gender reassignment	There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data). 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.	No adverse impact is anticipated		
Marriage and civil partnership	There were 234,795 marriages in England and Wales in 2018. 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. 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.	No adverse impact is anticipated		
Pregnancy and maternity	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. 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.	No adverse impact is anticipated		

Race	<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 is anticipated		
Religion or belief	<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 is anticipated		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact is anticipated		
Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No adverse impact is anticipated		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Work together in partnership to: <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 			
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.			
Build and develop a diverse workforce that represents the community and citizens it serves.			
Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.			

A38 Manadon Interchange | Design Funding

Project details

Assessment author

Robin Saines

Project summary

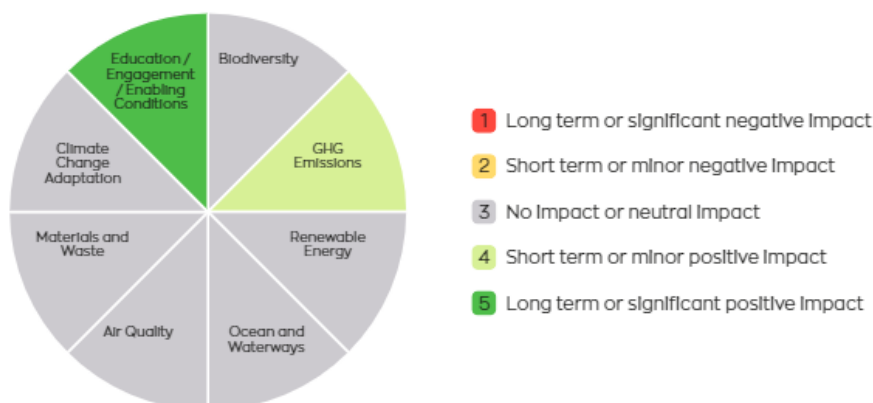
The Plymouth and South West Devon Joint Local Plan 2014-2034 (JLP) identifies Derriford and the Northern Corridor as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs and new homes. The A38 Manadon Interchange is the primary access point which connects the A38 trunk road to the A386 Tavistock Road, the primary route to the Derriford area, and Outland Road and Mannamead Road from the City Centre. The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.

The Manadon scheme will seek to increase capacity on all arms of the junction as well as providing significant improvements to walking and cycling facilities, including a new cycle bridge across the A38.

Objectives of the scheme:

- Reduce congestion
- Support economic growth and rebalancing
- Support housing delivery
- Support all road users
- Support the Strategic Road Network (SRN)

Summary of assessment



Tackling climate change is one of the Council's top priorities, and in March 2019, PCC declared a Climate Emergency. The Council, through its Annual Action Plans, is committed to encouraging sustainable and cleaner transport, and decarbonising the transport system. To support this, the proposed A38 Manadon Interchange scheme includes high-quality infrastructure for active travel modes, including a new cycle bridge over the A38, which will provide a step-change in facilities and remove a key gap in provision which acts as a barrier to increasing active travel users. Environmental enhancements are also included, through opening up of areas of greenspace, and providing extensive landscaping and tree-planting. The scheme will reduce journey times for buses on the major bus corridor linking the City Centre to northern Plymouth, and will reduce carbon emissions from vehicle transport.

Assessment scores

Biodiversity

Score

(3) No impact or neutral impact

Score justification

A desk-based review has been carried out to appraise the impact of proposals on biodiversity, which has included a review of the Devon Biodiversity Action Plan. The approach follows the five-step general approach to appraising 'environmental capital' described in TAG Unit A3 Section 5. The assessment has used the Biodiversity Appraisal Worksheet. The scheme requires small-scale localised losses of habitats; the assessment notes that with replacement planting the biodiversity effect can be mitigated and there is potential to achieve a beneficial impact. The proposed scheme does not affect any nature conservation designations.

Mitigatory measures applied:

The design and implementation of the scheme has considered the environment throughout the scheme development processes, and the proposals include environmental enhancements, including improved connectivity to and within areas of green-space for the local community, and extensive landscaping and tree planting. The proposals aim to meet high environmental standards, through biodiversity net gain allowances, carbon impacts and full consideration of other environmental impacts.

GHG Emissions

Score

(4) Short term or limited positive impact

Score justification

The carbon impact of the scheme was assessed using the Greenhouse Gas workbook (November 2021 version). This used outputs from the TUBA assessment which have been carried out as part of the economic appraisal. Greenhouse Gas emissions data was taken from the TUBA models, which were developed to cover the full 8760 hours of the year. The assessment has calculated there would be a decrease in non-traded carbon (38,371 tonne reduction) and traded carbon (335 tonne reduction) over the 60 year appraisal period. This results in carbon benefits of £2,795,194

Mitigatory measures applied:

The design and implementation of the scheme has considered the environment throughout the scheme development processes, and the proposals include environmental enhancements, including improved connectivity to and within areas of green-space for the local community, and extensive landscaping and tree planting. The proposals aim to meet high environmental standards, through biodiversity net gain allowances, carbon impacts and full consideration of other environmental impacts.

Renewable Energy

Score

(3) No impact or neutral impact

Score justification

The A38 Manadon Interchange scheme will have no impact on Renewable Energy use in Plymouth.

Ocean and Waterways

Score

(3) No impact or neutral impact

Score justification

The scheme is mostly within Flood Zone 1 and is unlikely to flood; the drainage strategy will result in a negligible increase in flood risk. The scheme will not have a significant impact on any watercourses.

Mitigatory measures applied:

Water management will be part of the environmental enhancements as part of the project including improved drainage and SUDS .

Air Quality

Score

(3) No impact or neutral impact

Score justification

The assessment has been based on guidance in DMRB (Volume 11, Section 3 Part 1) and WebTAG Unit A3 Section 3. The assessment follows the 5 steps as specified in TAG as follows:

1. Scoping to determine the study area for assessment;
2. Quantification of air quality impacts;
3. Assessment of local and regional air quality impacts;
4. Monetary valuation of air quality impacts; and
5. Consideration of the distributional impacts of air quality changes.

Step 2 uses the methodology in DMRB Volume 11 to quantify the air quality impact, and has used traffic flow data from the Plymouth HAM3 supporting traffic model. 4.5.12 Sections of the A386 (Outland Road, Manadon Hill and Tavistock Road) and B3250 (Mannamead

Road) are covered by the Plymouth Air Quality Management Area (AQMA). The air quality assessment concludes that for all receptors within the AQMA, changes in NO₂ are imperceptible or small; no receptors are predicted to experience an increase of more than 2µg/m³, with concentrations of NO₂ below the objective threshold of 40µg/m³ in all cases. Similarly for PM₁₀, the change in concentration is negligible or small, with total concentrates below the threshold in all cases. It is therefore concluded that the scheme will have a negligible impact on the Plymouth AQMA.

Materials and Waste

Score

(3) No impact or neutral impact

Score justification

Best practice waste management techniques will be adopted throughout construction. A Site Waste Management Plan (SWMP) will ensure that the principles of the waste management hierarchy (i.e. reduce, reuse, recycle) will be adopted. The reuse of site won materials will be prioritised and retained where possible. A Construction

Environmental Management Plan (CEMP) will also support scheme delivery.

Climate Change Adaptation

Score

(3) No impact or neutral impact

Score justification

The A38 Manadon Interchange scheme has been reviewed with consideration of the Climate Emergency declaration, and has been developed to incorporate measures to minimise carbon. This includes providing extensive improvements for active travel modes, and environmental enhancements including extensive tree planting. The A38 Manadon Interchange scheme supports the National policy objectives and commitments in terms of climate change and reducing transport emissions, through:

- Providing high-quality infrastructure for active travel modes, which will provide a step-change in facilities and remove the existing gap in provision across the A38;
- Reducing journey times and improving journey time reliability for bus journeys on the key bus corridor from the City Centre to Derriford which travel through the junction;
- Reducing vehicle carbon emissions over life of the scheme by reducing congestion and queuing;
- Providing environmental enhancements through extensive landscaping and tree-planting to meet Biodiversity Net Gain requirements and provide carbon benefits.

Mitigatory measures applied:

The design and implementation of the scheme has considered the environment throughout the scheme development processes, and the proposals include environmental enhancements, including improved connectivity to and within areas of green-space for the local community, and extensive landscaping and tree planting. The proposals aim to meet high environmental standards, through biodiversity net gain allowances, carbon impacts and full consideration of other environmental impacts.

Education / Engagement / Enabling Conditions

Score

(5) Long lasting or extensive positive impact

Score justification

The scheme will provide significant improvements for active travel modes to allow safe, direct, segregated access through the junction, removing the current gap in provision across the A38. The scheme design includes the provision of high-quality pedestrian and cycle facilities, to encourage travel by active modes, provide better facilities for the local community and to improve links to open-up areas of community greenspace. In particular, the scheme includes:

- Providing a continuous two-way north-south cycleway which is largely off-road, linking from the existing provision on Outland Road (in the south) to Boniface Lane (in the north). This includes a new cycle bridge across the A38, filling the gap in current provision;
- Replacing and widening the existing footbridge over the A386 Tavistock Road, to make it suitable for pedestrians and cyclists;
- Replacing and widening the existing footbridge over the A38 to the west of Manadon Interchange, to make it suitable for pedestrians and cyclists.

The improvements for active modes have been designed to follow the principles in the Government's Gear Change vision, and have aimed to provide safe direct and segregated cycle facilities wherever possible, to provide for and encourage cyclists of all abilities and disabilities. The new cycle bridge over the A38 will provide a high-quality facility that will greatly encourage cycling by addressing the lack of current facilities for less able cyclists, and removing the existing severance that the A38 provides.

EXECUTIVE DECISION

made by a Council Officer



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

Executive Decision Reference Number – COD36 24/25

Decision				
1	Title of decision: Contract Award: Food Waste Collection Vehicles			
2	Decision maker: Philip Robinson Service Director for Street Services			
3	Report author and contact details: Martin Hoar (Fleet Services Manager) martin.hoar@plymouth.gov.uk			
4a	Decision to be taken: <ul style="list-style-type: none"> To award the contract for the provision of Food Waste Collections vehicles to Terberg Matec UK at a cost of £1,125,300 of DEFRA funding to purchase the Food Waste Collection Vehicles 			
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: L30 24/25			
5	Reasons for decision: Purchase of Food Waste Collection Vehicles to implement a mandatory weekly food waste service to all Plymouth Households by 01 st April 2026			
6	Alternative options considered and rejected: Food Waste Collections will be mandatory from 01 April 2026, the project is legislatively driven initiative in accordance with S45A of the Environmental Protection Act 1990.			
7	Financial implications and risks: DEFRA have provided £1,125,300 for the outright purchase of Food Waste Collection Vehicle's, the shortfall for the project has been added to the Capital programme and will be paid for by service borrowing, the original budget of £1,400,000 allocated to the purchase of the Food Waste Vehicles has come under budget. £62,700 is now required for the delivery of vehicles with a saving of £149,300 that is now not required on the Capital programme			
8	Legal Implications and risks: None			
9a	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million , annually

			X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
9b	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
10	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 project meets the corporate plan priorities by a green, sustainable city that cares about the environment. Create and varied, efficient, sustainable transport.			
11	Please specify any direct environmental implications of the decision (carbon impact)			
	The approval will expedite the implementation of a food waste service within the legislative deadline. This helps deliver the Council's Mission to "Making Plymouth a fairer, greener city where everyone does their bit" by ensuring that Plymouth residents participate in transferring food waste from residual waste. This means minimizing potential greenhouse gases from food waste going into the atmosphere.			
Urgent decisions				
12a	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 for advice)
		No	X	(If no, go to section 13a)
12b	Reason for urgency:			
12c	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Which Cabinet Member's portfolio does this decision relate to?	Councillor Tom Briars-Delve (Cabinet Member for Environment and Climate Change)		
13b	Date Cabinet Member consulted	18 December 2024		
13c	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13d	Which other Cabinet member's portfolio is affected by the decision?			

13e	Date other Cabinet member(s) consulted			
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	08 November 2024	

Sign-off

16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JSI 10 24/25
		Finance (mandatory)	OW.24.25.041
		Legal (mandatory)	LS/2960(43)/JP/170225
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	PW/PS/772/ED/0225

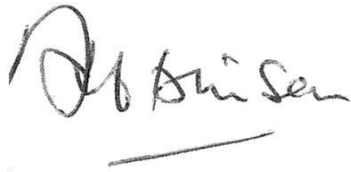
Appendices

17	Ref.	Title of appendix
	A	Briefing report for publication
	B	Equalities Impact Assessment
	C	Climate Impact Assessment

Confidential/exempt information

18a	Do you need to include any confidential/exempt information?	Yes	x	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.				
		No						
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Procurement Decision Record Section 3			x				

Background Papers

19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Council Officer Signature								
20	<p>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.</p>							
Signature				Date of decision	06.03.2025			
Print Name	Philip Robinson Service Director for Street Services							

Food Waste Collection Vehicles



1. EXECUTIVE SUMMARY

The purpose of this document is to accompany the business case for the procurement of vehicles for phase 1 of the Food Waste Collection Project. This is a legislatively driven and mandatory city-wide weekly food waste collection service. The primary legislation is the Environment Act 2021, but the project also interfaces with the Climate Change 2008 Act and the UK's Net Zero targets on reducing greenhouse gases therein.

The service must be delivered by 01st April 2026. The total capital cost included in this decision is £1,188,000, £1,125,300 is funded by the Department for Environment, Food & Rural Affairs (Defra) and £62,700 by service borrowing based on forecasted figures. Defra has provided the Council with an initial £1,941,574.00 of capital funding for the procurement of internal caddies, kerbside caddies, communal wheeled bins and vehicles and any spares.

A decision was made to de-risk the project by presenting a business case for vehicles and containers with funding that is available to the Council at this stage whilst we await confirmation of phases 2 and 3 revenue funding from Defra. The business case considered the idea of combining the garden waste and food waste service and buying vehicles that could be used for both. This option was discarded following legal advice and guidance from food waste consultants for the following reasons.

- a) Research shows yield of food waste collected are lower when collected with garden waste than when collected as a separate collection service.
- b) Garden waste is a revenue stream for the Council, if co-mingled with food waste (a free service) the council would have to stop charging for garden waste.
- c) The gate fees for processing food waste with garden waste are 3 times higher than processing food waste separately.
- d) There would be a significant disruption to existing collection services impacting residents. The disruption is associated with performance and scheduling because garden waste is fortnightly and food waste service is weekly.

The sooner the Council can award the contract the greater the likelihood of meeting the April 2026 deadline thus reducing the financial impact of any demand led price increases. Demand is high due to a large number of Local Authorities all procuring Food Waste vehicles and caddies concurrently to meet the legislative deadline. Since the business case was written an executive decision has been made by the Cabinet member L3024/25) to commence the procurement process.

2. BACKGROUND

In October 2023, the government launched 'Simpler recycling', a reformative and legislation driven program that aims to make recycling easier, consistent throughout the country, to increase stagnant recycling rates and to align with net zero targets. The introduction of a weekly food waste collection service is one of the outcomes of the initiative. The UK currently produces 9.5 million tonnes of food waste annually and 70% of this food waste is deemed avoidable. The estimated costs associated with this food waste is £19 billion and has associated emissions of 36 million tonnes of carbon dioxide equivalent. Defra has provided £295 million to around 50 per cent of all Waste Collection Authorities (WCA) in England who have not already implemented a food waste collection service. The project has an intrinsic benefit that supports the Council's Corporate Plan, Plymouth's Net Zero Action Plan and financial savings from the cost of food waste being processed with residual waste. The

introduction of a food waste collection service will increase the recycling rate by 3-7% depending on the participation rates and the efficacy of the public engagement and behavioral program.

3. PROPOSED CHANGES AND REASONS

The proposal is to procure vehicles and containers separately in preparation for the remaining funding from Defra. As part of the procurement the Council must provide 5/7 litre internal caddies to all 123,000 households in Plymouth of which approximately 29,000 are flats or Houses with Multiple Occupants (HMO). Residents are, however, not obligated to present their food waste Residents will be asked to place the following into their internal food caddies:

- All uneaten food and plate scrapings
- Tea bags – biodegradable and non-biodegradable accepted
- Coffee grounds
- Out of date or moldy food
- Raw and cooked meat, including bones
- Raw and cooked fish, including skin and bones
- Shellfish and seafood shells
- Dairy products such as cheese
- Eggs and eggshells
- Rice, pasta and beans
- Baked goods such as bread, cakes and pastries
- Fruit and vegetables, including raw and cooked vegetables and peelings and cut flowers
- Pet food waste

The Council must also provide external kerbside caddies where residents will deposit food waste for collection by the Council on a weekly basis. Communal bins will be provided for blocks of flats, estates and clusters of flats. Food waste will be collected in new bespoke food waste vehicles that align with the Waste and Resources Action Program (WRAP) technical specifications. The vehicles will have as a minimum, a slave bin mechanism, a leak proof watertight body that can transfer food waste without leakage of slurry onto the ground. The project has also explored the procurement of Electrical Vehicles (EV) and was advised by Fleet Management that EVs would cost around £300,000 per unit for a 12-tonne vehicle and also that the market and technology for food waste EVs was immature and would present significant issues for the ongoing maintenance of vehicles.

4. ALTERNATIVE OPTIONS

Food Waste Collections will be mandatory from 01st April 2026, the project is legislatively driven initiative in accordance with S45A of the Environment Protection Act 1990.

5. FINANCIAL IMPLICATIONS AND RISK

The total capital cost included in this decision is for £1,188,000 funded by £1,125,300 of a Defra Grant and £62,700 of service borrowing.

The following key risks have been identified:

- Missing the deadline: Because of long procurement timelines (an estimated 9-15 months for vehicles).

- Escalating Costs/Availability of Assets: Because around 50% of WCAs are procuring vehicles and containers at the same time from the same suppliers, there is a risk of escalating costs (market saturation and supply and demand issues).
- Negative media/public attention: Because of lack of information or misinformation.
- Low public appetite for participation. Because of socio-ideological biases, apathy, lack of information or misinformation

6. TIMESCALES

Procurement process was undertaken using Halton Housing c/o Link Group formed the framework though undertaking an open competition procurement exercise in compliance with all public procurement regulations to appoint suppliers to the framework.

Selection of suppliers was based on the Most Economically Advantageous Tenders and was defined in the OJEU Contract Notice with the following award criteria for Lot 5 & Lot 6.

Suppliers have been assessed on their financial, technical, insurance, experience and references environmental and health & safety procedures, business continuity plans.

The requirement was submitted electronically via the Supplying the South West Procurement Portal (DN752115) to all named suppliers on the Halton Housing Procurement of Fleet (Vehicles and Associated Assets) Framework 2024 FTS ref 2024/S 000-011167, Lot 5 - Medium and Heavy Commercial Vehicle Chassis from 7.5t to 44t, and Lot 6 – Medium and Heavy Commercial Vehicle Conversions.

The Contract award of the Food Waste Collection Vehicles needs to be in place by the end of February 2025, this will give the manufacturers the required time to supply and build vehicles within the council's required delivery to implement the Food Waste Collection service by 01st April 2026.

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The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

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EQUALITY IMPACT ASSESSMENT – [FOOD WASTE COLLECTION PROJECT- VEHICLES AND CONTAINERS PROCUREMENT ONLY]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Rachel Hawadi	Department and service:	Street Services	Date of assessment:	30 September 2024
Lead Officer: Head of Service, Service Director, or Strategic Director.	Andy Sharp (Head of Environmental Operations)	Signature:		Approval date:	1 October 2024
Overview:	This document is the Equality Impact Assessment (EIA) which accompanies the business case to procure vehicles and containers to support the implementation of a weekly household Food Waste Collection Service to all residents of Plymouth by 1 April 2026. The project is legislatively driven and funded by the Department for Environment, Food & Rural Affairs (Defra). The Council is obliged to provide all residents with an internal caddie, a kerbside caddie and communal bins for flats, Houses in Multiple Occupation, flats, clusters of flats and estates. Residents however have the option to participate in the food waste collection service. The project will overlay existing residual & recycle waste collections and utilize current practices for assisted collections as requested by residents. As part of the public engagement and behavioural change programme that underpins the project there will be deliverables specifically designed with communicating with those that struggle with English.				
Decision required:	• To award the contract for the provision of Food Waste Collections vehicles to Terberg Matec UK at a cost of £1,125,300 of DEFRA funding to purchase the Food Waste Collection Vehicles				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	No
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	No

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)	Yes	Yes	No	
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
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Age	<p>Plymouth</p> <ul style="list-style-type: none">• 16.4 per cent of people in Plymouth are children aged under 15.• 65.1 per cent are adults aged 15 to 64.• 18.5 percent are adults aged 65 and over.• 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none">• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.• 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none">• 17.4 per cent of people are aged 0 to 14.• 64.2 per cent of people are aged 15 to 64.• 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>Participation in the service will require residents to present a kerbside container for collection. The Council will also provide a kitchen caddy that the resident can use to collect waste and transfer contents into the larger kerbside caddy. Older people may struggle with lifting and transfer of the waste.</p>	<p>Whilst participation in the service will be voluntary the Council clearly want to ensure everyone can use it. Residents who struggle with the presentation of waste will be able to access the Assisted Waste Collection scheme and application process will be amended to accommodate this new service.</p>	<p>In line with roll out of the Service in 2026.</p>
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<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>No adverse impacts are anticipated from this decision.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>
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Disability	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	<p>Participation in the service will require residents to present a kerbside container for collection. The Council will also provide a kitchen caddy that the resident can use to collect waste and transfer contents into the larger kerbside caddy. Those with physical disabilities may struggle with lifting and transfer of the waste.</p>	<p>Whilst participation in the service will be voluntary the Council clearly want to ensure everyone can use it. Residents who struggle with the presentation of waste will be able to access the Assisted Waste Collection scheme and application process will be amended to accommodate this new service.</p>	<p>In line with roll out of the Service in 2026.</p>
Gender reassignment	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>No adverse impacts are anticipated from this decision.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>
Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	<p>No adverse impacts are anticipated from this decision.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.
Race	<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 (2021 Census)</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 (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impacts are anticipated from this decision. However, the EIA accompanying the full Food Waste business case will address the issue of communicating the changes for residents who struggle with reading English.	Not applicable.	Not applicable.
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.

Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.
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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

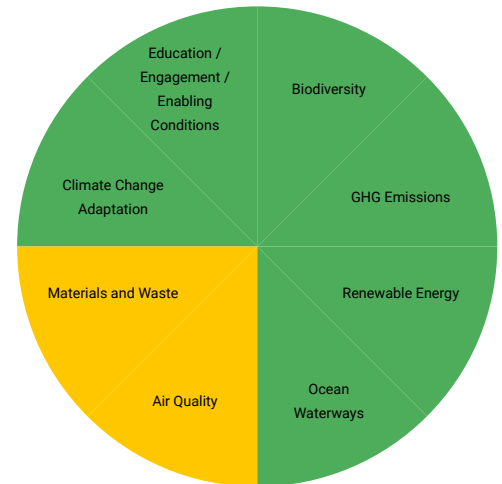
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Work together in partnership to: <ul style="list-style-type: none"> promote equality, diversity and inclusion facilitate community cohesion support people with different backgrounds and lived experiences to get on well together 	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.

Build and develop a diverse workforce that represents the community and citizens it serves.	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.
Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.	No adverse impacts are anticipated from this decision.	Not applicable.	Not applicable.

Plymouth Food Waste Service Implementation



Assessment ID: PLY439

Assessment Author: Rachel Hawadi

Project Summary:

The project is a legislatively driven initiative in accordance with section s45A of the Environment Act 1990 brought into legislation by The Environment Act 2021. The implementation of a city-wide food waste service is mandatory and scheduled to be implemented by 1 April 2026.

Summary of Assessment:

Biodiversity Score: 5

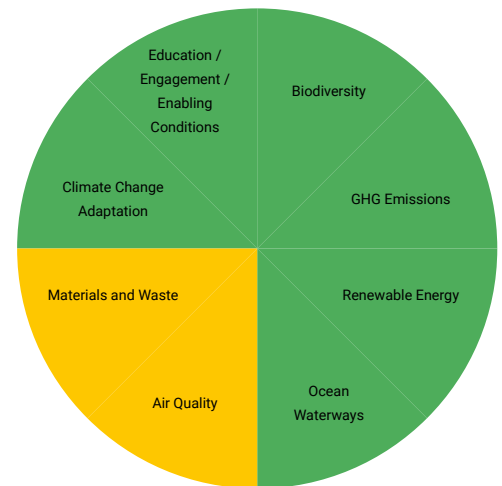
Biodiversity Score Justification: The project has indirect impact on Biological Diversity in the following ways. 1. Habitat destruction and land use change. Growing and producing food requires a significant amount of land, water, and other resources. When food is wasted, all those resources go to waste as well. This land use change – most often, deforestation – can lead to the destruction of natural habitats. This project will a) In the long term encourage people to change their consumption which originally leads to food waste but also to be recycle food which can then be used for manure, renewable fuel to encourage biodiversity. 2. Water pollution: Food waste can pollute water sources. When food waste is dumped in landfills, it decomposes and produces methane gas, which can seep into nearby water sources and contaminate them. Methane gas is a potent greenhouse gas that contributes to climate change. In addition, food waste can also contain harmful chemicals and pesticides that can pollute water sources and harm aquatic life. By treating food waste in this way there is a greater chance of a flourishing ecosystem that encourages bio-diversity. 3. Loss of pollinators: Pollinators such as bees, butterflies, and birds are essential for maintaining plant biodiversity and food production. However, food waste can reduce the number of pollinators by destroying their habitats and reducing the availability of food sources. In addition, food waste can also contain harmful chemicals that can harm pollinators and other beneficial insects. By creating a food waste service the amount of uncontrolled food waste can eliminate this issue.

Biodiversity Score Mitigate: No

GHG Emissions Score: 5

GHG Emissions Score Justification: According to The United Nations Environment Programme (2021) Food Waste Index Report 2021. Food waste alone generates about 8% - 10% of global greenhouse gas emissions. Food waste emits more greenhouse gases than all single countries

Plymouth Food Waste Service Implementation



in the world except China and the US. Due to its quick decay rate, food waste in landfills contributes to more methane emissions than any other landfilled materials to produce methane. Methane is the most powerful greenhouse gas. An estimated 58 percent of the fugitive methane emissions (those released to the atmosphere) from municipal solid waste landfills are from landfilled food waste. By implementing a food waste service Plymouth will be reducing the amount of food that goes into landfills that produce methane gas.

GHG Emissions Score Mitigate: No

Renewable Energy Score: 5

Renewable Energy Score Justification: First, the food is separated from its packaging and to further sort plastic packaging/polymer type. The food is converted to energy using the anaerobic digestion process which generates heat, biogas (biomethane) and electricity. The electricity generated is fed into the national grid. What's left after the anaerobic digestion process is pasteurised into a nutritionally rich slurry and used as organic fertiliser. This process will be critical for producing a closed loop sustainability cycle.

Renewable Energy Score Mitigate: Yes

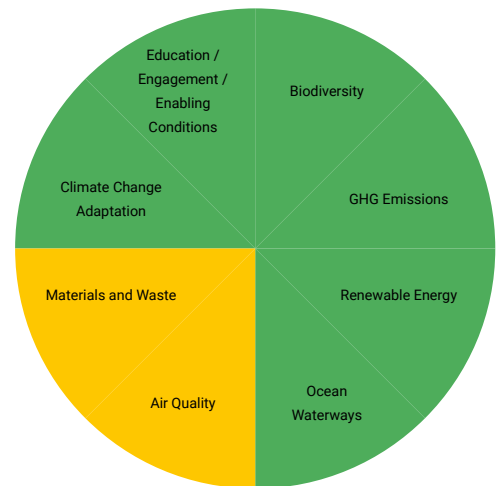
Renewable Energy Revised Score: 5

Renewable Energy Revised Score Justification: To ensure that there are contractual KPIs to demonstrate sustainability outputs from the Anaerobic Digestion process which will be delivered by a third party.

Ocean and Waterways Score: 5

Ocean and Waterways Score Justification: 1. Water Quality: Food waste is a huge contributor to water pollution. When food is discarded, it creates an excess of food waste that has to be disposed of in waterways. This can have a negative effect on the environment. This creates environmental problems such as the build-up of algae, which can cause flooding and contamination of drinking water. Leachate, a toxic liquid that forms when rainwater mixes with decomposing waste, can also contaminate nearby groundwater and surface water sources. In the long-term, awareness of the environmental impact of food waste in the household could lead to

Plymouth Food Waste Service Implementation



lower, more informed purchasing at the retail level which could lead to less food production at agricultural level. Every food item grown, produced, processed, cleaned and transported has its own 'water footprint', using up earth's precious freshwater reserves. Rescuing food from waste also means rescuing water.² Marine/aquatic habitats: Food is often treated with pesticides, insecticides, hormones, antibiotics, and preservatives. When human food waste finds its way to waterways and the ocean, it is consumed by marine life. The chemicals in that waste accumulate as they move up the food chain and cause elevated levels of toxicity. The bioaccumulation of pesticide and other chemicals from food waste will be reduced by implementing a food waste service. In addition, nutrients from food waste irresponsibly deposited into the ocean can cause eutrophication, a process in which high nutrient concentration in water causes algal bloom. Algal bloom typically happens as a result of nutrients such as nitrogen or phosphorus entering an aquatic system and causing phytoplankton to grow and reproduce. The algal bloom disrupts the normal marine ecosystem in a number of ways: using all the oxygen in the water, blocking sunlight for photosynthetic marine plants, and producing toxins harmful to the food chain.

Ocean and Waterways Score Mitigate: Yes

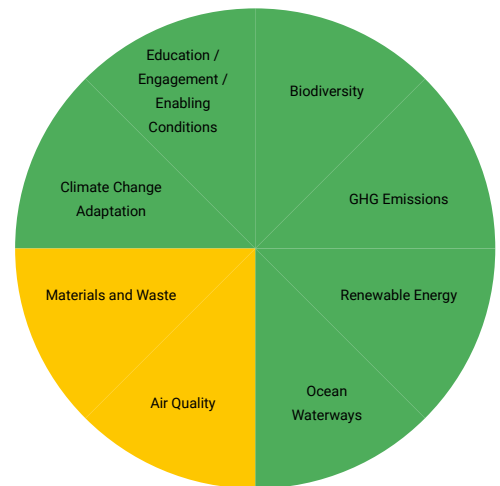
Ocean and Waterways Revised Score: 5

Ocean and Waterways Revised Score Justification: Ensuring that the Council has visibility of the processes and or KPIs related to the disposal of leachate. Having a robust catchment tank to process leachate from the waste transfer site going to reservoirs and public waterways.

Air Quality Score: 2

Air Quality Score Justification: This project is likely to increase the number of diesel powered waste vehicles on the road which is negative. Emissions of particular concern are NOX and particulates. NOX emissions arise primarily as nitric oxide (NO) which is rapidly oxidised to nitrogen dioxide (NO₂). At high ambient concentration levels, NO₂ has health impacts on sensitive people. Particulates arise from diesel vehicles and contain a mixture of soot, unburned fuel and hydrocarbon compounds produced during incomplete combustion. They are now the major source of grime in towns and cities throughout the UK. Air Quality in Plymouth is monitored and deemed to be overall "good". Adding an additional 10 diesel vehicles will add to the deterioration of air quality but at an incremental and insignificant level. (This could be mitigated by using Electrical Vehicles, however these are double the market price of diesel vehicles and

Plymouth Food Waste Service Implementation



have a lower life span). Air emissions from food waste should lead to an overall decrease in emissions, however this will be negated by the increase in emissions from food waste vehicles and haulage trucks which will be even more if the Anaerobic Digestion site is at a long distance from Plymouth. There will be no particulates produced as the digestate will be converted to slurry, biogas, heat and electricity. During the creation of this Climate Impact Assessment an initial conversation Tony Norton from Exeter University in partnership with the Net Zero team who estimated based on various assumptions that 5,000 tpa of food waste would mean 38% of organics being removed from the landfill and therefore the corresponding GHG.

Air Quality Score Mitigate: Yes

Air Quality Revised Score: 2

Air Quality Revised Score Justification: 1. Procuring an Anaerobic Digestion Site within close proximity to reduce the impact of using Diesel vehicles. 2. Procuring some or all electrical waste vehicles. 3. Cost v Benefit Analysis on procurement of hydrogen vehicles

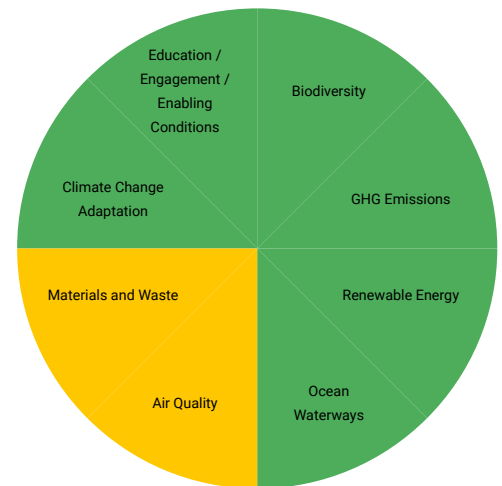
Materials and Waste Score: 2

Materials and Waste Score Justification: Indicative food waste studies conducted in 2022 by a "Local Partnerships" study estimates a yield of a little over 10,000 tonnes per annum of food waste for Plymouth in 2026/2027. Frith RM Consultants working with the project estimated in 2024 food waste for Plymouth to be around between 4,483 tonnes (FRM 'top down') to 6,736 tonnes (WRAP yield). The food waste project would mean that in due time (depending on participation rates) the tonnage of food waste going to landfill/recycling/incineration or to the Energy for Waste plant will be taken to an Anaerobic Digestion site which will produce slurry that goes back to the earth as fertilizer for plants and for renewable energy to be produced. There is however a plastic footprint disbenefit of providing more than 200,000 plastic containers where potentially 60-80% may not be used for food waste recycling.

Materials and Waste Score Mitigate: No

Materials and Waste Revised Score Justification: 1. A robust public Education and Engagement from the start. 2. Engagement with Green Communities and CICs. 3. A robust Schools programme to educate children who could be powerful messengers to adults at home. 4. To undertake roadshows. 5. To have councillors actively engage with residents in their jurisdiction. 6. To have a

Plymouth Food Waste Service Implementation

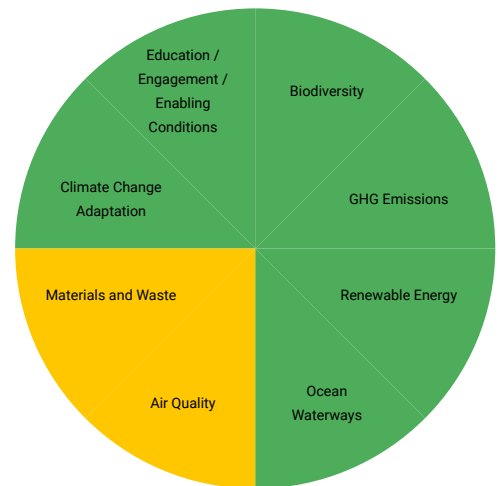


robust interactive Social Media campaign across all platforms.7. To have a solid FAQ section.8. To pilot the service and gain a deep understanding of potential issues before rolling out.

Climate Change Adaptation Score: 4

Climate Change Adaptation Score Justification: 1. Will an assessment be conducted of the vulnerability of this project to climate change impacts? Yes The Net Zero Delivery team have been engaged at the discovery stage of this project and will form critical Stakeholders and form part of an Advisory Group who will be engaged throughout the delivery of this project and will assist and advise on all impact assessments to include vehicle procurement decisions, selection of an Anaerobic Digestion site and an overview of processes and public education and engagement to assess the vulnerability and also resilience of this project to climate change impact.2. Will this project contribute to making Plymouth more or less resilient to the anticipated effects of climate change? Yes The intention of this project is not only to implement food waste (therefore reducing GHG) but to undertake a robust public engagement programme to include all green communities and CICs, a schools programme, roadshows and to encourage Councillors to participate within their jurisdictions in order to increase higher participation rates which will be the true success of the project.3. Will an assessment be conducted of the vulnerability of this project to climate change impacts? Yes The Net Zero Delivery team have been engaged at the discovery stage of this project and will form critical stakeholders and form part of the Advisory Group who will be engaged throughout the delivery of this project and will assist and advise on all impact assessments to include vehicle procurement decisions, selection of an Anaerobic Digestion site and an overview of processes and public education and engagement. These impact assessments will be built into the project plan.4. Will this project contribute to making Plymouth more or less resilient to the anticipated effects of climate change? Yes The intention of this project is not only to implement food waste but engage in a robust public engagement programme to include all green communities and CICs, a schools programme, roadshows and to encourage Councillors to participate within their jurisdictions.5. Will this project lead to changes in the risk of flooding? No Will this project lead to increased urban heat islands? No Since Urban heat islands" occur when cities replace natural land cover with dense concentrations of pavement, buildings, and other surfaces that absorb and retain heat. This effect increases energy costs (e.g., for air conditioning), air pollution levels, and heat-related illness and mortality. It can therefore be concluded that this project will not be producing any heat islands.

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Climate Change Adaptation Score Mitigate: Yes

Climate Change Adaptation Revised Score: 5

Climate Change Adaptation Revised Score Justification: By continuously consulting with the Net Zero Delivery Team throughout the life cycle of the project.

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: This project is not just a technical delivery to meet legislative requirements. At the heart of the success of the project is winning the hearts and minds of the public through a robust, well managed, consistent, informed educational campaign. The message will likely need to be novel, innovative and collaborative and have long term climate awareness beyond food waste.. Public engagement will begin with learning lessons from other local authorities on what has and has not worked well in the past. This will be followed by a steady messaging vehicle to include1. Roadshows2. Engagement and collaboration with Green communities3. A schools programme4. Videos5. Targeting all social Media platforms6. Leaflets7. Press articlesThe overarching achievement of the education programme is to raise awareness of climate change and to change personal behaviour and personal responsibility towards climate change.

Education / Engagement / Enabling Conditions Score Mitigate: Yes

Education / Engagement / Enabling Conditions Revised Score: 5

Education / Engagement / Enabling Conditions Revised Score Justification: 1. Research what has worked.2. Collaboration.3. To have champions in problem areas.4. To have recycle officers.5. To undertake a through stakeholder Analysis.6. To understand stakeholder needs thoroughly.

Wheel Key

■ Long lasting or severe negative impact	■ Short term or limited negative impact	■ No impact or neutral impact	■ Short term or limited positive impact	■ Long lasting or extensive positive impact
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