



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published every Wednesday 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 Unit by 4.30pm on Wednesday 8 September 2021. 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 on Thursday 9 September 2021 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. 2021.2137262 Miller Way) Order **(Pages 1 - 14)**

2. Councillor Mrs Maddi Bridgeman (Cabinet Member for Environment and Street Scene):

- 2.1. Review of Bulky Waste Concessions and Charges **(Pages 15 - 28)**

EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – T12 21/22

Decision	
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137262 MILLER WAY) ORDER
2	Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport
3	Report author and contact details: Amy Neale, Senior Traffic Management Technician, email: amy.neale@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To implement amendments to The City of Plymouth (Speed Orders) (Consolidation) Order 2016. (As amended).</p> <p>The effect of the order shall be to;</p> <p>Introduce a 20mph speed zone on lengths of the following roads: Miller Way, Combley Drive, Durris Gardens, Durris Close, Dockray Close, Penrith Gardens, Penrith Close, Arnside Close, Lambatt Close, Patterdale Close.</p> <p>The other decisions to be taken which do not require a Traffic Order are below:</p> <p>To add a Zebra Crossing to Miller Way, approx. 45 metres north of its junction with Dockray Close</p> <p>To add road humps to Miller Way in three different locations as described below:</p> <ul style="list-style-type: none"> • approx. 45 metres north of its junction with Dockray Close – Flat top road hump • Approx. 51 metres south of its junction with Combley Drive – Road-top road hump • Approx. 26 metres north of its junction with Combley Drive – Speed cushions <p>As set out in the briefing report.</p>
5	<p>Reasons for decision:</p> <p>The scheme links into a major sustainable transport initiative on Plymbridge road and will complete a system of traffic calming in the area. Miller Way is an important local distributor road through a large residential area which serves the Derriford Hospitals, Science Park and trading areas at one end and a large Supermarket at the other. Providing a lower speed limit, Traffic Calming and Zebra Crossing facility will provide a safe environment for both adults and children attending Thornbury School and crossing the road.</p>
6	<p>Alternative options considered and rejected:</p> <p>The alternative would be to continue to accept that children will cross the road in a higher</p>

	speed environment and in and uncontrolled manner.			
7	Financial implications: The Traffic Regulation Order (TRO) and associated works are being jointly funded through the Keep the City Moving budget (£38k) and Active Travel Plan grant from the Dft (£50k). Cost Code 8564/5466.			
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			
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)	The scheme promotes Active Travel and will enable and encourage walking to a local primary school		
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 democraticsupport@plymouth.gov.uk for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			

I2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted	15/07/2021		
I4	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	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	12/08/2021	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS42 21/22.	
		Finance (mandatory)	pl.21.22.85.	
		Legal (mandatory)	LS/37183/JP/240 821.	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				

17	Ref.	Title of appendix						
	A	Briefing report						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		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	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 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	27/08/2021
Print Name	Councillor Jonathan Drear		

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MILLER WAY SCHEME

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Speed Orders) (Consolidation) Order 2016 (as amended) in association with the TRO for Miller Way.

TRAFFIC REGULATION ORDERS REQUIRED

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

20mph Zone

- Miller Way – from a point 34 metres east of its junctions centre line with Patterdale Close to a point 65 metres north of its junctions centre line with Combley Drive.
- Patterdale Close – for its entirety
- Penrith Gardens – for its entirety
- Penrith Close – for its entirety
- Arnside Close – for its entirety
- Labatt Close – for its entirety
- Dockray Close – for its entirety
- Combley Drive – for its entirety
- Durrus Gardens – for its entirety
- Durrus Close – for its entirety

Revocations

30 MPH Maximum Speed Limit

- Miller Way – from a point 34 metres east of its junctions centre line with Patterdale Close to a point 65 metres north of its junctions centre line with Combley Drive.
- Patterdale Close – for its entirety
- Penrith Gardens – for its entirety
- Penrith Close – for its entirety
- Arnside Close – for its entirety
- Labatt Close – for its entirety
- Dockray Close – for its entirety
- Combley Drive – for its entirety
- Durrus Gardens – for its entirety
- Durrus Close – for its entirety

Other elements of this scheme which doesn't require a Traffic Order, but seeks delegated authority are below:

Notice is hereby given that Plymouth City Council, under section 23 of the Road Traffic Regulation Act 1984 (As amended); propose to install a new controlled pedestrian crossing in Miller Way (as detailed below):

Crossing	Location	No. of Crossings	Controlled/Uncontrolled	Type
Miller Way	Approx. 45 metres north of its junction with Dockray Close	1	New, Controlled	Zebra

Notice is hereby given that Plymouth City Council, under Section 90 of the Highways Act 1980 (as amended) and of all other enabling powers; propose to construct road humps as detailed below:

Road Name	Location	Type/Design	Approx. Dimensions
Miller Way	Approx. 45 metres north of its junction with Dockray Close	Flat top road hump	Width = 5.5m Length = 8.25m Height = 75mm
Miller Way	Approx. 51 metres south of its junction with Combley Drive	Round-top road hump (road hump 1)	Width = 7.3m Length = 3.7m Height = 75mm
Miller Way	Approx. 26 metres north of its junction with Combley Drive	Speed cushions (set 1)	Width = 7.3m Length = 3.5m Height = 70mm

2. STATUTORY CONSULTATION

Proposals

The proposals for the Miller Way scheme were advertised on street, in the Herald and on the Plymouth City Council website on 20th July 2021. Details were sent to the Councillors representing the affected ward and statutory consultees on 19th July 2021.

There have been three representations received relating to the Traffic Regulation Order proposals.

Consultation	Comments
I have lived in this area for over 25 years our house is on Miller way. Firstly you did not include Rogate Drive, in 20mph area, children crossing it, go to the schools on Miller way, also parked cars hazard.	Thank you for your recent comments towards the proposals – 2021.2137262 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>Yes this road needs speed control, average speed camera from Research Way to Dover Road would be a better option than speed bumps, less pollution, less roadwork, less disruption during implementation of measures.</p> <p>Leigham has 20mph zone, and contraflow, but this doesn't keep traffic to 20mph.</p> <p>20mph with speed cameras will mean if you get from one point to the other in less than average speed then automatic speeding ticket is awarded.</p> <p>Change is good, for the right reasons, and implementation should be of benefit to all, speed bumps will only create more pollution in schools area.</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>Officer comment</p> <p>The scheme was designed to create a Zone around the School and its immediate side roads. Rogate Drive lies outside the scope of this as a project. However, Pedestrians travelling from Rogate Drive towards the school do not have to leave the footpath and will still be able to use the new Zebra Crossing to access the school.</p> <p>Use of Safety Cameras is strictly controlled and the City Council works in partnership with the Police who run the cameras and arrange for maintenance. This technology is expensive and Deployment of Cameras is generally only considered at sites where there have been a high number of speed related collisions.</p> <p>Miller Way already has several Road Hump schemes along its length and extension of this proven approach will provide consistency with the rest of the route.</p>
<p>I commend the Amendment re placing a Zebra crossing on Miller Way local to Dockray Close and three additional speed humps in the same area but I feel that you are missing an area of Miller Way that requires similar attention - on Miller Way between its junction with Dover road and its junction with Yardley Gardens.</p> <p>I believe there should be a Zebra crossing close to the Yardley Gardens junction, where many people struggle to cross the road after getting off buses at the stops between the two advised points and also either a 20 mph limit or speed humps be applied to reduce traffic speed (which is generally above 30 mph).</p> <p>Please also consider that the roadside footpaths are used by children making there way to the local schools and the area having many elderly residents who at times struggle to cross Miller Way (a</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137262</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>Officer comment</p> <p>The scheme was designed to create a Zone around Thornbury School and its immediate side roads. Extending the scheme to other sections of Miller Way is not possible at the present time. Miller Way has good quality footpath links along its entire length and the section adjacent to Yardley Gardens is</p>

point my late wife had advised our Ward Councillor in the past).	provided with a dropped crossing at a point affording the best visibility in both directions.
<p>I'm writing to support the proposed alterations to the highway, at Miller way, and associated roads.</p> <p>Having lived in this area almost of my life, it's highly needed. Traffic travels too fast up & down by the school, and along Combley Drive.</p> <p>Often the school have issues (well PCC) in employing a Lollipop person during school times - this will help with child safety massively.</p> <p>Many thanks for making our roads safer.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137262</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>

4. RECOMMENDATION

It is recommended to proceed with original proposals as advertised and make the Traffic Regulation Order.

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

Miller Way



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>To implement amendments to The City of Plymouth (Speed Orders) (Consolidation) Order 2016. (As amended).</p> <p>The effect of the order shall be to;</p> <p>Introduce a 20mph speed zone on lengths of the following roads:</p> <p>Miller Way, Combley Drive, Durris Gardens, Durris Close, Dockray Close, Penrith Close, Arnside Close, Lambatt Close, Patterdale Close.</p> <p>The other decisions to be taken which do not require a Traffic Order are below:</p> <p>To add a Zebra Crossing to Miller Way, approx. 45 metres north of its junction with Dockray Close</p> <p>To add road humps to Miller Way in three different locations as described below:</p> <p>approx. 45 metres north of its junction with Dockray Close – Flat top road hump</p> <p>Approx. 51 metres south of its junction with Combley Drive – Road-top road hump</p> <p>Approx. 26 metres north of its junction with Combley Drive – Speed cushions</p>
<p>Author</p>	<p>Amy Neale</p>
<p>Department and service</p>	<p>Plymouth Highways, Senior Traffic Management Technician</p>
<p>Date of assessment</p>	<p>11/08/2021</p>

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
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Age	No issues raised in consultation	The introduction of a Zebra Crossing will help pedestrians of all ages crossing the road, especially young children when walking to school		
Disability	No Waiting at any time	A zebra crossing will help people with disabilities cross the road.		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	No issues raised in consultation	No adverse impact anticipated		


STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women by 2020.	No adverse impact has been identified.	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disabled, homophobic,	No adverse impact has been identified.	

transphobic and faith, religion and belief incidents by 2020.		
Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights Please refer to guidance	No adverse impact has been identified.	

STAGE 4: PUBLICATION

Responsible Officer: M. Artherton



Date 29/8/21

Group Manager (Parking, Marine and Garage Services)

EXECUTIVE DECISION

made by a Cabinet Member



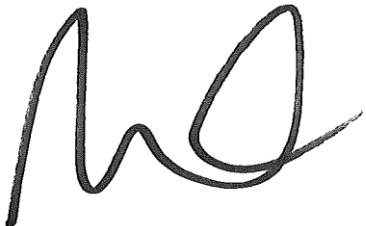
REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – ESS02 21/22

Decision				
1	Title of decision: Review of Bulky Waste concessions & charges			
2	Decision maker (Cabinet Member and portfolio): Cllr Mrs Maddi Bridgeman, Environment & Street Scene			
3	Report author and contact details: Sarah Easton, Head of Commercial Sarah.Easton@plymouth.gov.uk			
4	Decision to be taken: Approve the re-instatement of bulky waste with changed concessions and charging structure, namely: <ol style="list-style-type: none"> 1. Change in pricing structure to £25 for up to 4 items and £10 per item thereafter 2. Reduction from free collection for benefit recipients to 50% discount for Council Tax Support benefit recipients only 			
5	Reasons for decision: Bulky waste has been suspended since March 2020. During this time a review of the method of charging and concessions has taken place along with implementing a new booking system.			
6	Alternative options considered and rejected: Leave charging & concessions unchanged – rejected as the service needs to be cost recovering for the transport element and previously the concession element was unable to be validated.			
7	Financial implications: The increased revenue from the reduced concessions and changing to the charge structure is likely to achieve an additional £50k a year.			
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			
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 decision is in accordance with PCC Fees and Charges Policy and contributes to a balanced budget.	
10	Please specify any direct environmental implications of the decision (carbon impact)		No direct environmental implications of the decision.	
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 (democraticsupport@plymouth.gov.uk) 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	Yes		If yes, please discuss with the Monitoring

	conflict of interest in relation to the decision?	No	<input checked="" type="checkbox"/>	Officer				
15	Which Corporate Management Team member has been consulted?	Name		Anthony Payne				
		Job title		Strategic Director for Place				
		Date consulted		20th August 2021				
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)			DS41 21/22			
		Finance (mandatory)			ba.21.22.86			
		Legal (mandatory)			36355/ag/19.8.21			
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
17	Ref.	Title of appendix						
	A	Briefing Report: Bulky Waste review						
	B	Equalities Impact Assessment: Bulky Waste						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	<input type="checkbox"/>	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	<input checked="" type="checkbox"/>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below.							

	Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.						
Title of background paper(s)	Exemption Paragraph Number						
	1	2	3	4	5	6	7
Cabinet Member Signature							
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.						
Signature			Date of decision	25 August 2021			
Print Name	Councillor Mrs Maddi Bridgeman						

BRIEFING REPORT

Changes to the Bulky Waste Collection Service



1. EXECUTIVE SUMMARY

This paper focuses on the opportunity to review the charge structure of the Bulky Waste Collection Service whilst still ensuring proposals are aligned with the Council's Transformation vision and ensuring the best possible services for our communities. This paper is based on delivering a package of changes to enhance the service that is offered to our communities. The charging structure has been altered along with a reduction of the concessions, in line with benchmarking of other authorities. We have also provided additional investment into this service by the upgrading and implementation a new booking system and also integrating with scheduling technology to improve our operation and improve the customer experience.

2. BACKGROUND

Bulky Waste has been suspended since March 2020 to allow for priority resources to be covered during the Covid-19 pandemic. During this time it has also allowed for a full review of the current bulky waste offering alongside a project to replace the existing booking system which was labour intensive.

Our existing charges are currently £20 for up to 3 items and £40 for up to 6 items. We also allow 2 free collections for recipients of Council Tax, Housing, Income Support or Pension Credit benefits. Previously there has been no way of validating the information supplied by residents.

Benchmarking of the service has been carried out with both APSE family members group as well as our nearest neighbours and also other Unitary Authorities. A total of 40 local authorities were used. Out of these 40, Plymouth were the 3rd lowest charge at £20 for up to 3 items (highest charge £72). Also out of the 40 local authorities only one offered one free collection a year to Council Tax Support recipients. 9 Local Authorities offered residents a discount ranging from specific discounts such as £9 reduction for a fridge freezer to 15-50% discounts for benefit recipients. The other 30 Local Authorities did not operate any sort of concession scheme.

3. PROPOSED CHANGES

- Reduce the concession from a free concession to a 50% discount for Council Tax support recipients only. An automated validation system has been configured to allow this check to be completed on booking.
- Alter the charging structure from £20 for up to 3 items to £25 for up to 4 items and £10 per item thereafter. 90% of all collections that were carried out in 2019/20 were for between 1 and 4 items.

4. FINANCIAL

The cost of operating this service is £128k per year with a forecasted revenue with the proposed changes of £95k. The proposed changes are estimated to increase revenue by £50k for this service, mainly from the reduced concession. It will however still run at a loss as the cost of operating the service will still outweigh the revenue that is paid by residents as the disposal charges for this waste must be met by the Local Authority and therefore this additional revenue will seek to balance the transport cost only of the service.

5. DECISION SUMMARY

The Portfolio Holder for Environment & Street Scene, Maddi Bridgeman, is to approve the following:

- Change in pricing structure to £25 for up to 4 items and £10 per item thereafter.

- Reduction from free collection for benefit recipients to 50% discount for Council Tax Support benefit recipients only.

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EQUALITY IMPACT ASSESSMENT

Street Scene and Waste – Waste Disposal Service Changes



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?	Review of bulky waste charging structure and concessions
Author	Sarah Easton
Department and service	On Behalf of Street Scene & Waste - Waste Collection
Date of assessment	16 August 2021

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	<p>We do not have a detailed age profile of our customers from our surveys but 2011 Census data the % of the population represented by age is as follows;</p> <p>0-4 years – 6%</p> <p>5-9 years – 5%</p> <p>10 -14 years – 5%</p> <p>15-19 yrs. – 7%</p> <p>20 -24 yrs. – 10%</p>	No adverse impact is anticipated	NA	NA

	<p>25 -29 yrs. - 7%</p> <p>30 -34% - 6%</p> <p>35 -39 – 6%</p> <p>40 -44 yrs. – 7%</p> <p>45 -49 yrs. – 7%</p> <p>50 -54 - 6%</p> <p>55-59 yrs. – 5%</p> <p>60 -64 yrs. – 6%</p> <p>65 – 69 yrs. – 6%</p> <p>70- 74 yrs. – 4%</p> <p>75 -79 yrs. – 3%</p> <p>80-84 yrs. – 2%</p> <p>85+ -2%</p> <p>23% are 19 years or younger</p> <p>43% are 19 -49 years</p> <p>17% are 50 to 64 years</p> <p>17% are 65 years plus</p>			
Disability	<p>30,000 people in Plymouth will have some form of Mental Health issue. 0.8 % (2118) of those registered with a GP as listed on the Mental Health register.</p> <p>A total of 31,164 (28.5% of households) people declared</p>	No adverse impact is anticipated	NA	NA

	<p>themselves as having a long term disability in the 2011 Census. This is compared the national average of 27.7%.</p> <p>10% of Plymouths population have their day to day activities limited by a long term disability or long term health problem</p> <p>1224 adults currently registered with a GP in Plymouth have some form of learning disability</p>			
Faith/religion or belief	<p>58.1% (148,917) people identify themselves as Christian. This has decreased from 73.6% reported in 2001</p> <p>32.9% of the population stated that they had no religion</p> <p>Those stating Hindi, Buddhist, Sikh, or Jewish religion totalled less than 1% combined</p>	No adverse impact is anticipated	NA	NA
Gender - including marriage, pregnancy and maternity	<p>Overall 50.6% of the population of Plymouth are women and 49.4% are men. This reflects the national figure of 50.8% women and 49.2% men.</p> <p>There were 3280 births in 2011. Birthrate trends have been on the increase since 2015.</p>	No adverse impact is anticipated	NA	NA

	<p>Areas with the highest Birthrate are;</p> <p>Stonehouse 142</p> <p>Whitleigh 137</p> <p>Devonport 137</p> <p>Of residents aged 16 or over 90,765 (42.9%) are married 5,190 (2.5%) are separated and still legally married or legally in a same sex civil partnership</p>			
Gender reassignment	<p>There are no official estimates for gender reassignment at either a national or local level. However in a Home Office funded study (GIRE, Gender Identity Research and Education Society) estimated that between 3000,000 and 500,000 are experiencing some degree of gender variance nationally. If we apply this to Plymouth this equates to between 1,200 and 2000 adults.</p>	No adverse impact is anticipated	NA	NA
Race	<p>92.9 of Plymouths population identify themselves as White British</p> <p>7.1% identify as Black and Minority Ethnic (BME)</p> <p>White (other) 2.7 %</p> <p>Chinese (0.5%)</p> <p>Other Asian (0.5%)</p>	No adverse impact is anticipated	NA	NA

	Our recorded BME population rose from 3% in 2001 to 6.7% in the 2011 census.			
Sexual orientation - including civil partnership	There is no definitive data on sexual orientation at a local or national level, however a recent estimate from 2015 ONS Annual Population Survey (APS) suggests that; 1.7% of UK is LGB. This equates to just over 3,600 people in Plymouth	No adverse impact is anticipated	NA	NA

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women by 2021.	n/a	NA
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2021.	It is not anticipated that there will be any implications involving hate crime incidents as a result of the proposed changes.	NA
Good relations between different communities (community cohesion)	It is not anticipated that there will be any implications involving the relations between communities as a result of the proposed changes.	NA
Human rights Please refer to guidance	It is not anticipated that there will be any implications involving human rights as a result of the proposed changes.	NA

STAGE 4: PUBLICATION

Responsible Officer: Philip Robinson

Date: 16 August 2021

Service Director