

## Priorities and Resources Review Panel 2015/2016

### Members

Councillors Bent, Darling, Davies, Hytche, Kingscote, McPhail, Pentney, Stockman and Thomas (J)

(Contact Scrutiny on 01803 207063 or e: [scrutiny@torbay.gov.uk](mailto:scrutiny@torbay.gov.uk))

**Wednesday, 3 September 2014 at 9.30 am**  
to be held in the **English Riviera Conference Centre**

Stakeholder organisations, service users, community groups and members of the public are invited to attend the meeting and share their views with the Panel. If you wish to speak at the meeting, please register by Wednesday 27 August 2014 by contacting the Scrutiny Team on 01803 207063 or [scrutiny@torbay.gov.uk](mailto:scrutiny@torbay.gov.uk)

### Agenda

**1. Apologies**

**2. Street Wardens, CCTV and Street Lighting**

**2(a) (9.30) Introduction and Rationale for proposals**

(Pages 1 -  
25)

To hear from the Mayor and Executive Lead for Safer Communities, Highways, Environment and Sport on the reasoning behind the proposals in relation to Street Wardens, CCTV and Street Lighting.

(The proposals document and the associated Equality Impact Assessment are attached for information.)

**2(b) (9.45) Representations from stakeholder organisations, community groups and members of the public**

To hear representations from members of the public on the proposals in relation to Street Wardens, CCTV and Street Lighting.

(Written representations received by the Panel are attached for consideration.)

**2(c) (10.00) Representations from Members of the Council**

To hear representations from Councillors who are not members of the Priorities and Resources Review Panel on the proposals in relation to Street Wardens, CCTV and Street Lighting.

**2(d) (10.15) Panel Member questions to Mayor and Executive Lead**

Members of the Panel to ask any questions of the Mayor and Executive Lead.

**11.00 - 11.30 a.m. BREAK**

**3. Residents and Visitor Services - Subsidised Transport**

**3(a) (11.30) Introduction and Rationale for proposals**

(Pages 26 -  
41)

To hear from the Mayor and Executive Lead for Safer Communities, Highways, Environment and Sport on the reasoning behind the proposals in relation to Subsidised Transport.

(The proposals document and the associated Equality Impact Assessment are attached for information.)

**3(b) (11.45) Representations from stakeholder organisations, community groups and members of the public**

To hear representations from members of the public on the proposals in relation to Subsidised Transport.

(Written representations received by the Panel are attached for consideration.)

**3(c) (12.00) Representations from Members of the Council**

To hear representations from Councillors who are not members of the Priorities and Resources Review Panel on the proposals in relation to Subsidised Transport.

**3(d) (12.15) Panel Member questions to Mayor and Executive Lead**

Members of the Panel to ask any questions of the Mayor and Executive Lead.

**1.00 - 2.00 p.m. WORKING LUNCH**

**4. (2.00) Spatial Planning - Fair Trade (Page 42)**

To hear representations on the proposals in relation to Fair Trade and to ask any questions.

(The proposals document is attached for information.)

**5. (2.30) Waste and Cleaning - Review of Waste (Page 43)**

To ask any questions on the proposals in relation to the review of waste.

(The proposals document is attached for information.)

**6. Conclusions and Recommendations**

To consider the information received over the course of the previous three days and identify any draft comments, conclusions and/or recommendations for inclusion within the Overview and Scrutiny Board's report of its review of priorities and resources.

# Agenda Item 2a

## Community Protection

What is provided?	Why is it provided?	What drives demands?
<p>Community Protection includes core statutory services of Environmental Health, namely Pollution Control and Private Sector Housing Standards and Anti-Social behaviour. It also provides a wide range of other mandatory duties allied to these core themes. Community Protection key services are managed collectively to ensure neighbourhood issues are adequately addressed.</p>	<p>The Community Protection Team has a range of mandatory regulatory responsibilities and the way in which it delivers services is governed by a large number of statutes.</p>	<p>Demand is generally categorised into two main areas: proactive and reactive. Our proactive work is planned work, prescribed by legislation. Our reactive work is our response to demands from the population of Torbay where we have a statutory duty or power to intervene to protect public health, safety or welfare. Demand is largely driven by the duty on local authorities to comply with statutory legislation.</p>

Draft Proposals – Outline details	Actual Budget 2014/2015	Savings for 2015/16		Proposed Budget 2015/2016	Implementation Cost	Delivery Date	Risks / impact of proposals
	Income £	Budget reduction £					
<p>4. Reduce the funding available for the street warden service</p>	957,000		22,000	872,000	Nil	01/04/15	<p>Potentially reduced capacity of the street warden scheme. The potential impact of this proposal will be explored through consultation in 2014. An Equality Impact Assessment will be undertaken in relation to this proposal.</p>

Draft Proposals – Outline details	Actual Budget 2014/2015	Savings for 2015/16		Proposed Budget 2015/2016	Implementation Cost	Delivery Date	Risks / impact of proposals
		Income £	Budget reduction £				
5. Ceasing to provide the Street Warden Service			63,000			1/4/15	<p><b>Major Impact</b></p> <p>There are currently 5 street wardens covering some of the most deprived areas of Torbay: Hele, Watcombe, Foxhole/Queen Elizabeth Drive and Tormohun. 4 Wardens are on permanent contracts and 1 is on a fixed term contract due to end on 31<sup>st</sup> March 2015. The total cost of the programme is £135k per annum, and is funded for 14/15 by £50k from Police and Crime Commissioner (PCC) funding (non-recurrent) and £85k from Torbay Council. In the 15/16 budget proposals we had already identified cutting 1FTE Warden post at £22k, hence the residual saving of £63k. There is a significant reputational risk from cutting the Street Wardens. There is also the potential for costs to be shunted elsewhere in the Community Safety Team and other areas of the council as they provide essential front line services e.g. dealing with Anti Social Behaviour (ASB), monitoring environmental crime, supporting vulnerable people in the community.</p>

### Budget Proposals 2015/16: Equality Impact Assessment (EIA) – Street Wardens - DRAFT

<b>Officer Name:</b>	Fran Hughes	<b>Position:</b>	Executive Head Community Safety
<b>Business Unit:</b>	Community Safety	<b>Directorate:</b>	Public Health
<b>Date Started :</b>	June 2014	<b>Date of current version:</b>	June 2014

The council and its partners are facing a significant challenge in the savings it needs to make over the next couple of years. This Equality Impact Assessment (EIA) has been developed as a tool to enable business units to fully consider the impact of their proposals on the community. As a council we need to ensure that we are able to deliver the savings that we need to make while mitigating against any negative or adverse impacts on particular groups across our communities.

This EIA will evidence that the Council have fully considered the impact of the proposed changes and has carried out appropriate consultation on those changes with the stakeholders. This EIA and the evidence provided within it will allow Councillors to make informed decisions as part of the decision-making process regarding the council's budget.

#### Executive Lead / Head Sign off *(when final version):*

<b>Executive Lead(s)</b>	<b>Executive Head:</b>
<b>Date:</b>	<b>Date:</b>

Summary from Overall Budget Proposals:

Proposals – Outline	Savings for 2015/16		Implementation Cost Include brief outline + year incurred	Delivery When will this proposal realise income / savings	Risks / impact of proposals	Type of decision		
	Income £ 000's	Budget reduction £ 000's				Internal	Minor	Major
<p><b>1. Ceasing to provide the Street Warden Service</b> (New proposal) Budget:£135,000 Income:£50,000 Assumed reduction of 1FTE: £22,000 Net budget £63,000 4 FTE</p>	0	63,000		01/04/15	<p><b>Risks / impact of proposals</b></p> <ul style="list-style-type: none"> <li>• Potential risks</li> <li>• Impact on community</li> <li>• Knock on impact to other agencies</li> <li>• <b>If statutory service please state relevant legislation section and Act together with any statutory guidance issued.</b></li> </ul> <p>There are currently 5 street wardens covering some of the most deprived areas of Torbay: Hele, Watcombe, Foxhole/Queen Elizabeth Drive and Tormohun. 4 Wardens are on permanent contracts and 1 is on a fixed term contract due to end on 31<sup>st</sup> March 2015. The total cost of the programme is £135k per annum, and is funded for 14/15 by £50k from Police and Crime Commissioner (PCC) funding (non-recurrent) and £85k from Torbay Council. In the 15/16 budget proposals we had already identified cutting 1FTE Warden post at £22k, hence the residual saving of £63k. There is a significant reputational risk from cutting the Street Wardens. There is also the potential for costs to be shunted elsewhere in the Community Safety Team and other areas of the council as they provide essential front line services e.g. dealing with Anti Social Behaviour (ASB), monitoring environmental crime, supporting vulnerable people in the community.</p>	Internal	Minor	Major

**Section 1: Purpose of the proposal/strategy/decision**

No	Question	Details
1.	Clearly set out the proposal and what is the intended outcome.	<p>The proposal is to cut the funding to the Street Warden programme in the areas of Hele, Watcombe, Foxhole/Queen Elizabeth Drive and Tormohun and thereby cease to provide the Council street warden service in all areas. This proposal is to meet the budget saving target set for the Community Safety Business unit and will achieve a saving of £63,000.</p> <p>Note: there is a Street Warden operating in Torquay Town Centre who is employed by the Business Improvement District. This post is unaffected by these proposals as it is outside of Torbay Councils remit.</p>
2.	Who is intended to benefit / who will be affected?	<ul style="list-style-type: none"> <li>● Residents and businesses in the areas of Hele, Watcombe, Foxhole/Queen Elizabeth Drive, Tormohun as they will cease to have a street warden service</li> <li>● Partner agencies operating in these areas as they work closely with the Wardens in the delivery of a wide range of services in these areas – Housing Associations, Police, Fire, Probation, Health, Hele’s Angels.</li> <li>● Staff</li> <li>● Other council services within the Community Safety Business Unit could potentially be affected as the Wardens deal with a wide range of community issues particularly in relation to ASB and environmental crime. If the wardens are not here then this work will come into the main team. Other council services across the wider council who potentially may need to pick up work which have been previously undertaken by the Wardens.</li> </ul>



## Section 2: Equalities, Consultation and Engagement

Torbay Council has a moral obligation as well as a duty under the Equality Act 2010 to eliminate discrimination, promote good relations and advance equality of opportunity between people who share a protected characteristic and people who do not.

The **Equalities, Consultation and Engagement** section ensures that, as a council, we take into account the Public Sector Equality Duty at an early stage and provide evidence to ensure that we fully consider the impact of our decisions/proposals on the Torbay community.

### Evidence, Consultation and Engagement

No	Question	Details
3.	Have you considered the available evidence?	<p>The Street Wardens operate in some of the most deprived wards in Torbay.</p> <p>Blatchcombe and the area of Foxhole have some of the most deprived areas for income, employment, health, education and affecting children.</p> <p>To counteract these issues, the street wardens have done the following work in 13/14:</p> <ul style="list-style-type: none"> <li>235 hours of visibility activities e.g. patrolling, drop in sessions, etc.</li> <li>236 hours of community engagement activities</li> <li>Dealt with 37 cases of vulnerability either through distress calls or outreach visits</li> <li>Dealt with 85 issues of ASB and nuisance</li> <li>Dealt with 168 cases of environmental degradation</li> </ul> <p>Tormohun and the Hele area have some of the post deprived neighbourhoods for income, employment, health, education, crime, living environment, affecting older people and affecting children.</p> <p>To counteract these issues, the street wardens have done the following work in 13/14:</p> <ul style="list-style-type: none"> <li>1695 hour of high visibility</li> <li>384 hours of community engagement</li> <li>Dealt with 97 cases of substance misuse</li> <li>Dealt with 284 cases of environmental degradation</li> <li>Dealt with 47 cases of vulnerability</li> <li>Dealt with 21 cases of specific homelessness</li> <li>Dealt with 91 cases of ASB and nuisance</li> </ul>

No	Question	Details
		<p>Watcombe counts 2 of the top 10 percentile neighbourhoods for deprivation, particularly around income, employment, disability, education, crime, living environment, affecting older people and children</p> <p>To counteract these issues, the street wardens have done the following work in 13/14:</p> <ul style="list-style-type: none"> <li>425 hours of high visibility</li> <li>295 hours of community engagement</li> <li>Dealt with 85 cases of environmental crime</li> <li>Dealt with 39 cases of ASB and nuisance</li> <li>Dealt with 21 cases of vulnerability</li> </ul> <p>Home Office research from 2006 demonstrates that there is a clear link between reassurance policing models (as employed by the street warden scheme), particularly on crime, perception of crime and anti-social behaviour. For instance it found that there is strong evidence that community foot patrols work in increasing public confidence and reducing worry about crime</p>
4.	<p>How will / have you* consulted on the proposal?</p> <p><i>*delete as appropriate</i></p>	<p>This proposal will be consulted on as part of the 2015/16 budget setting process.</p>
5.	<p>Outline the key findings</p>	<p><b>TO BE COMPLETED ONCE CONSULTATION UNDERTAKEN:</b> Include feedback on your proposal including where you have consulted on any alternative options. Also include response rates, number of attendees to events / focus groups, outline of specific interest groups consulted. Use bullet points to summarise the key conclusions.</p>
6.	<p>What amendments may be required as a result of the consultation?</p>	<p><b>TO BE COMPLETED ONCE CONSULTATION UNDERTAKEN:</b> Has feedback from the consultation and engagement process identified any changes required to the proposal? Have you had to alter your decision and look at alternative options?</p>

Positive and Negative Equality Impacts **TO BE UPDATED ONCE CONSULTATION UNDERTAKEN**

No		Question			Details		
7.		Identify the potential positive and negative impacts on specific groups					
		Older or younger people	Positive Impact	Negative Impact	Neutral Impact		
		People with caring responsibilities People with a disability				No identified differential impact at this stage	No identified differential impact at this stage
		Women or men				No identified differential impact at this stage	No identified differential impact at this stage
		People who are black or from a minority ethnic background (BME)				No identified differential impact at this stage	No identified differential impact at this stage
		Religion or belief (including lack of belief)				No identified differential impact at this stage	No identified differential impact at this stage

Question		Details	
No			
	People who are lesbian, gay or bisexual		No identified differential impact at this stage
	People who are transgendered		No identified differential impact at this stage
	People who are in a marriage or civil partnership		No identified differential impact at this stage
	Women who are pregnant / on maternity leave		No identified differential impact at this stage
	Socio-economic impacts (including impact on child poverty issues and deprivation)		No identified differential impact at this stage
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	The scheme has accredited Health Champions, delivering over 120 hours of health training sessions and 149 hours of bikeability activities (teaching children how to cycle safely, thereby increasing their take up of physical activity)	No identified differential impact at this stage
8a.	<b>Cumulative Impacts – Council wide</b> (proposed changes elsewhere which might worsen the impacts identified above)	Street Wardens work for the communities they serve and work across council departments and other partners. If the service ceases there is the potential that there may be an impact on both the wider Community Safety business unit and on the mainstream response services. Likewise where wardens undertake duties in parks or on other areas of council land, the lack of presence could potentially have an impact on other areas of council business.	
8b.	<b>Cumulative Impacts – Other public services</b> (proposed changes elsewhere)	See above	

No	Question	Details
	which might worsen the impacts identified above)	

**Section 3: Mitigating action *TO BE UPDATED ONCE CONSULTATION UNDERTAKEN***

No	Action	Details
9.	Summarise any negative impacts and how these will be managed?	<p>This section will be updated once consultation has been undertaken, however there is the potential for:</p> <ul style="list-style-type: none"> <li>• Negative publicity</li> <li>• Reduce presence in deprived areas</li> <li>• An increase in the fear of crime</li> <li>• Impact on other council services</li> <li>• Impact on other agencies and mainstream response services.</li> </ul>

**Section 4: Monitoring *TO BE UPDATED ONCE CONSULTATION UNDERTAKEN***

No	Action	Details
10.	Outline plans to monitor the actual impact of your proposals	<i>The full impact of decisions will only be known once it is introduced. Identify arrangements for reviewing the actual impact of proposals once they have been implemented, including dates and methods.</i>

Section 5: Recommended course of action – **TO BE COMPLETED WHEN ALL SECTIONS COMPLETE AND EIA FINALISED**

No	Action	Outcome	Tick ✓	Reasons/justification for recommended action
11.	<p><b>State a recommended course of action</b>  <i>Clearly identify an option and justify reasons for this decision. The following four outcomes are possible from an assessment (and more than one may apply to a single proposal). Please select from the 4 outcomes and justify the reasons for your decision</i></p>	<p><b>Outcome 1: No major change required</b> - EIA has not identified any potential for adverse impact in relation to equalities and all opportunities to promote equality have been taken</p> <p><b>Outcome 2: Adjustments to remove barriers</b> – Action to remove the barriers identified in relation to equalities have been taken or actions identified to better promote equality</p> <p><b>Outcome 3: Continue with proposal</b> - Despite having identified some potential for adverse impact / missed opportunities in relation to equalities or to promote equality. Full justification required, especially in relation to equalities, in line with the duty to have 'due regard'.</p> <p><b>Outcome 4: Stop and rethink</b> – EIA has identified actual or potential unlawful discrimination in relation to equalities or adverse impact has been identified</p>		

**Corporate Security & CCTV:**

What is provided?	Why is it provided?	What drives demands?
<ul style="list-style-type: none"> <li>• Providing CCTV surveillance</li> <li>• Managing the Councils 232 CCTV cameras and communication network</li> <li>• Supporting the Crime and Disorder partnership by assisting the Police with detection of crime and antisocial behaviour</li> <li>• Managing the Councils corporate security team providing static and mobile guarding</li> <li>• Managing buildings access and ID card control along with security risk assessments</li> <li>• Producing and maintaining the Councils security policy</li> <li>• Opening and closing Council buildings.</li> <li>• Alarm monitoring and key holder service.</li> <li>• Security support for events</li> </ul>	<p>The CCTV and Security service is provided for the security of members of the public and Council staff.</p>	<p>Residents and visitors to Torbay, as well as Council staff.</p>

Draft Proposals – Outline details	Actual Budget 2014/2015	Savings for 2015/16		Proposed Budget 2015/2016	Implementation Cost	Delivery Date	Possible Risks / impact of proposals
		Income £	Budget reduction £				
	387,000			193,000			
<b>32. Corporate Security/CCTV</b> Automated monitoring only  (this would be added to the below estimated income as a full reduction in staffing)			74,000		Associated redundancy costs and pension strain if applicable	April 2015	<b>Major Proposal</b> This reduction would change the operation of the CCTV unit – reducing it to an automated monitored service.  This may reduce the range of targeted approaches to support police activity.  Total saving would be £194,000 net of income which would be lost
<b>33. Corporate Security/CCTV Income development</b>  (Proposal agreed by Council in Feb 2014)		120,000					



## Budget Proposals 2015/16: Equality Impact Assessment (EIA)

<b>Officer Name:</b>	<b>STEVE HURLEY</b>	<b>Position:</b>	<b>GROUP MANAGER</b>
<b>Business Unit:</b>	<b>RVS</b>	<b>Directorate:</b>	<b>PLACE</b>
<b>Date Started :</b>	<b>22/7/14</b>	<b>Date of current version:</b>	<b>22/7/14</b>

The council and its partners are facing a significant challenge in the savings it needs to make over the next couple of years. This Equality Impact Assessment (EIA) has been developed as a tool to enable business units to fully consider the impact of their proposals on the community. As a council we need to ensure that we are able to deliver the savings that we need to make while mitigating against any negative or adverse impacts on particular groups across our communities.

This EIA will evidence that the Council have fully considered the impact of the proposed changes and has carried out appropriate consultation on those changes with the key stakeholders. This EIA and the evidence provided within it will allow Councillors to make informed decisions as part of the decision-making process regarding the council's budget.

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Executive Lead / Head Sign off (*when final version*):

<b>4</b>	<b>Executive Lead(s)</b>	<b>CLLR EXCELL</b>	<b>Executive Head:</b>	<b>SUE CHERITON</b>
	<b>Date:</b>		<b>Date:</b>	

Summary from Overall Budget Proposals:  
[Copy from Overall Budget Proposal template](#)

Proposals – Outline	Savings for 2015/16		Implementation Cost Include brief outline + year incurred	Delivery When will this proposal realise income / savings	Risks / impact of proposals	Type of decision		
	Income £ 000's	Budget reduction £ 000's				Internal	Minor	Major
Corporate Security/CCTV Automated monitoring only		74,000	To be advised	April 2015	<ul style="list-style-type: none"> <li>• Potential risks</li> <li>• Impact on community</li> <li>• Knock on impact to other agencies</li> <li>• <b>If statutory service please state relevant legislation section and Act together with any statutory guidance issued.</b></li> </ul> <p>This reduction would change the operation of the CCTV unit – reducing it to an automated monitored service.</p> <p>This may reduce the range of targeted approaches to support police activity.</p> <p>Total saving would be £194,000 net of income which would be lost</p>			x

**Section 1: Purpose of the proposal/strategy/decision**

No	Question	Details
1.	Clearly set out the proposal and what is the intended outcome.	<p>The Council is proposing to remove the provision of staff to monitor CCTV cameras.</p> <p>This will result in the camera surveillance being unattended which will remove the ability for directed surveillance which assists in the provision of an immediate response to incidents.</p> <p>The operatives currently employed in this activity are in direct contact via a radio network with the Police, emergency services and many of the businesses working both in the day time and night time economy. This allows the Police and other emergency services to be quickly directed to incidents potentially reducing the impact and preventing escalation.</p> <p>The CCTV control room will be unmanned except for periodic visits to ensure equipment is functioning correctly.</p> <p>Police (and other emergency services) will still be able to access recordings of any CCTV surveillance and this will be managed by appointment</p> <p>The CCTV cameras are currently monitored between Sunday to Thursday 8am – 2am, Friday and Saturday 8am – 4am.</p>
2.	Who is intended to benefit / who will be affected?	<p>The removal of the manned CCTV surveillance may potentially impact on the community in terms of perception of safety within public spaces.</p> <p>The removal of the CCTV monitoring may potentially impact on the following :-</p> <p>To prevent, deter and detect crime and anti-social behaviour</p> <p>To reduce the fear of crime</p>

No	Question	Details
		<p>To assist the emergency services in all aspects as appropriate including major exercises relating to criminal activities, public safety and civil contingency</p> <p>To provide authorised law enforcement agencies with images and evidence that is admissible in court for both criminal and civil matters</p> <p>To assist with Traffic management</p>

## Section 2: Equalities, Consultation and Engagement

Torbay Council has a moral obligation as well as a duty under the Equality Act 2010 to eliminate discrimination, promote good relations and advance equality of opportunity between people who share a protected characteristic and people who do not.

The **Equalities, Consultation and Engagement** section ensures that, as a council, we take into account the Public Sector Equality Duty at an early stage and provide evidence to ensure that we fully consider the impact of our decisions/proposals on the Torbay community.

### Evidence, Consultation and Engagement

No	Question	Details
3.	Have you considered the available evidence?	<p>The Torbay CCTV system assists in the detection and reporting of between 70 and 100 incidents a month requiring police attention.</p> <p>Incidents occur throughout the monitoring period, there are no definite patterns.</p>
4. Page 10	How will / have you* consulted on the proposal? <i>*delete as appropriate</i>	<p>The proposal has been discussed directly with the Police Commander for Torbay and has been included as part of a general budget questionnaire as part of the Councils budget consultation process.</p>
5.	Outline the key findings	<p>The Police Commander has advised that whilst he understands the Council has to make cuts in services due to budget pressures he does not support the removal of the CCTV manned surveillance.</p> <p>Safer Communities are fully aware of the proposals.</p>
6.	What amendments may be required as a result of the consultation?	<p>During the consultation period the Council has received offers to provide continued manned surveillance of CCTV using voluntary sector resources. This will need to be investigated further.</p>

**Positive and Negative Equality Impacts TO BE UPDATED ONCE CONSULTATION UNDERTAKEN**

No	Question	Details	
7.	<p>Identify the potential positive and negative impacts on specific groups</p>	<p>Positive Impact</p>	<p>Neutral Impact</p>
	Older or younger people		<p>There is no identified differential impact upon this protected characteristic</p>
	People with caring responsibilities		<p>There is no identified differential impact upon this protected characteristic</p>
	People with a disability		<p>There is no identified differential impact upon this protected characteristic</p>
	Women or men		<p>There is no identified differential impact upon this protected characteristic</p>
	People who are black or from a minority ethnic background (BME)		<p>There is no identified differential impact upon this protected characteristic</p>
	Religion or belief (including lack of belief)		<p>There is no identified differential impact upon this protected characteristic</p>
	People who are lesbian, gay or bisexual		<p>There is no identified differential impact upon this protected characteristic</p>
	People who are transgendered		<p>There is no identified differential impact upon this protected characteristic</p>
	People who are in a		<p>There is no identified differential impact upon this protected characteristic</p>

Details	
No	Question
	marriage or civil partnership
	Women who are pregnant / on maternity leave
	Socio-economic impacts (Including impact on child poverty issues and deprivation)
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)
	<b>Cumulative Impacts – Council wide</b> (proposed changes elsewhere which might worsen the impacts identified above)
8a.	There may be an increase in anti social behaviour which could increase the workload of other departments including Safer Communities
8bO	There are a number of other public services that may be impacted on by this proposal including the Police, Street Pastors, Store Guards and possibly the Health Service. These groups currently rely on the live CCTV surveillance for support both in protection of their personal safety and for information when retrospectively investigating incidents. Budget proposals to cease to provide the Street Warden Service and Street Lighting (remove defective street lighting columns as they fail).

**Section 3: Mitigating action TO BE UPDATED ONCE CONSULTATION UNDERTAKEN**

No	Action	Details
9.	Summarise any negative impacts and how these will be managed?	Outline each negative impacts identified relating to equalities in question 7 and how each impact will be managed / monitored so that they are reduced / eliminated or mitigated. What ways can the negative impact be minimised?

**Section 4: Monitoring TO BE UPDATED ONCE CONSULTATION UNDERTAKEN**

No	Action	Details
10.	Outline plans to monitor the actual impact of your proposals	<p>The impact of this proposal will be difficult to quantify as it will relate to public perception rather than factual data.</p> <p>It may however be possible to obtain feedback from liaison with the Police in terms of how the loss of this support has impacted on their service delivery.</p> <p>To monitor any increase in incidents / crime.</p>

**Section 5: Recommended course of action – TO BE COMPLETED WHEN ALL SECTIONS COMPLETE AND EIA FINALISED**

No	Action	Outcome	Tick	Reasons/justification for recommended action
11.	<p><b>State a recommended course of action</b> Clearly identify an option and justify reasons for this decision. The following four outcomes are possible from an assessment (and more than one may apply to a single proposal). Please select from the 4 outcomes and justify the reasons for</p>	<p><b>Outcome 1: No major change required - EIA</b> has not identified any potential for adverse impact in relation to equalities and all opportunities to promote equality have been taken</p> <p><b>Outcome 2: Adjustments to remove barriers –</b> Action to remove the barriers identified in relation to equalities have been taken or actions identified to better promote equality</p>	<p>✓</p>	



	your decision	<p><b>Outcome 3: Continue with proposal</b> - Despite having identified some <u>potential</u> for adverse impact / missed opportunities in relation to equalities or to promote equality. Full justification required, especially in relation to equalities, in line with the duty to have 'due regard'.</p> <p><b>Outcome 4: Stop and rethink</b> – EIA has identified actual or potential unlawful discrimination in relation to equalities or adverse impact has been identified</p>		
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# Agenda Item 2a

## Appendix 4

### Highways:

What is provided?	Why is it provided?	What drives demands?
<ul style="list-style-type: none"> <li>• Management and maintenance of the highway, street lighting and public rights of way</li> <li>• Control of the movement and parking of vehicles</li> <li>• Improving Road Safety including Road safety education, training and publicity</li> <li>• Development and implementation of transport policies and schemes in support of the Local Transport Plan</li> <li>• Control of the engineering and transport implications of developer proposals</li> <li>• Street Cleansing</li> <li>• Carriageway and Footway Repairs and Resurfacing</li> <li>• Traffic Light Network,</li> <li>• Street Lighting/Illuminations</li> <li>• Contract management</li> <li>• Highway adoptions</li> <li>• Street naming and numbering</li> <li>• School Crossing Patrols</li> <li>• Safety inspections</li> <li>• Highway enforcement</li> <li>• Street works co-ordination &amp; inspections</li> <li>• Winter maintenance</li> </ul>	<p>The Council has a number of statutory responsibilities relating to highways management e.g.:</p> <ul style="list-style-type: none"> <li>• Highways Act 1980</li> <li>• Countryside and Rights of Way Act 2000</li> <li>• Road Traffic Regulation Act 1984</li> <li>• New Roads and Street Works Act 1991</li> </ul> <p>Please see the Residents and visitor services review document for more details.</p>	<ul style="list-style-type: none"> <li>• Maintaining 550km of Highways</li> <li>• Gritting 220kms of roads during the winter weather with between 350-400 tonnes of grit being used each year</li> <li>• Filling 3,600 potholes per year</li> <li>• Providing 25 School Crossing patrols for local schools</li> <li>• Maintaining 15,000 streetlights and manage/maintain 87 signalled crossings and junctions</li> <li>• Maintenance of 12,500 lamps that make up Torbay's illuminations</li> </ul> <p>All residents, businesses and visitors to Torbay use facilities that are provided by the highways department.</p>

Draft Proposals – Outline details	Actual Budget 2014/2015	Savings for 2015/16		Proposed Budget 2015/2016	Implementation Cost	Delivery Date	Possible Risks / impact of proposals
		Income £	Budget reduction £				
	4,037,000			3,717,300			
<b>9. Highways</b> Street Lighting  (Proposal agreed by Council in Feb 2014)			25,000				
<b>10. Street Lighting</b> Remove defective street lighting columns as they fail			60,000		TBA	April 2015	<b>Minor Proposal</b> As lighting columns fail these will be removed and not replaced, unless at main roads or junctions. This is a discretionary service. Longer term there will be less street lighting across Torbay (significant impact within 5 years). Main road and junctions will be maintained as the highest priority but potentially back lanes or roads servicing small number of properties will no longer be illuminated.

# Agenda Item 2a

## Appendix 5

### Additional Information Requested

**Proposal 9** Street Lighting (proposals already agreed)

**Proposal 10** Street Lighting

Where specifically will street lighting columns not be replaced when they fail?	All residential areas across the Bay as the columns fail or the lanterns fail.
What is the current failure rate? Can you predict which columns are likely to fail when?	Currently the Council replaces approximately 250 columns.
What is the cost of removing the columns when they fail? What is the cost of repair, per column?	To remove a column will cost £280 and to replace a column costs £500. To replace a lantern costs £250.
What is the cumulative impact of this proposal taking account of the proposals for CCTV and street wardens?	Lights in Town Centres and areas of high crime will be maintained so this should not affect the areas covered by CCTV and Street Wardens.

## Transport Co-ordination (Subsidised Transport):

What is provided?	Why is it provided?	What drives demands?
<p>Torbay Council currently Subsidises 4 bus routes/extended hours services:</p> <ul style="list-style-type: none"> <li>• <b>Route 11</b> Two additional early morning journeys from The Strand Torquay to Teignmouth Triangle</li> <li>• <b>Route 17/17A</b> Four evening return journeys from Bank Lane Brixham to Halfway House and Copythorne Road.</li> <li>• <b>Route 22/22E</b> two early mornings and five evening return journeys between Brixham Bank Lane and Kingswear, jointly subsidised with Devon County Council.</li> <li>• <b>Route 25</b> One third of the journey for St Michaels and Roundham areas and Eight return journeys between Paignton and Stoke Gabriel (this route is jointly subsidised with Devon County Council)</li> </ul> <p>Torbay Council also provides a fare car scheme that provides subsidised taxi services for the elderly and disabled.</p>	<p>As per the Transport Act 1985: It is the duty of the County Council (Unitary Authority) to secure the provision of such passenger transport services as the council considers appropriate to meet any public transport requirement within the County which would not in its view be met apart from action taken by the Council Once the public transport requirements have been identified, the County Council (Unitary Authority) is entitled to take into consideration the funds available and the source of the funds. However the Council must have regard to the transport needs of the elderly and disabled.</p>	<p>Residents and visitors to Torbay that use the bus routes and the fare car scheme.</p>

Draft Proposals – Outline details	Actual Budget 2014/2015	Savings for 2015/16		Proposed Budget 2015/2016	Implementation Cost	Delivery Date	Possible Risks / impact of proposals
		Income £	Budget reduction £				
<p><b>16. Removal of council funding for the existing four subsidised bus services in Torbay-</b></p> <p><b>Route 11</b> Two additional early morning journeys from The Strand Torquay to Teignmouth Triangle.</p> <p><b>Route 17/17A</b> Four evening return journeys from Bank Lane Brixham to Halfway House and Copythorne Road.</p> <p><b>Route 22/22E</b> Two early mornings and five evening return journeys between Brixham Bank Lane and Kingswear, jointly subsidised with Devon County Council.</p> <p><b>Route 25</b> Eight return journeys between Paignton and Stoke Gabriel which is jointly subsidised with Devon County Council</p>	156,000		42,650	11,300		April 2015	<p><b>Major proposal</b></p> <p>Risk of legal challenge in respect of the Councils duty to consider the need for public transport not otherwise met by the commercial operators with particular consideration for the elderly and disabled.</p> <p>As per the Transport Act 1985:- It is the duty of the County Council (Unitary Authority) to secure the provision of such passenger transport services as the council considers appropriate to meet any public transport requirement within the County which would not in its view be met apart from action taken by the Council.</p> <p>Once the public transport requirements have been identified, the Council is entitled to take into consideration the funds available and the source of the funds. However the Council must have regard to the transport needs of the elderly and disabled.</p> <p>The Council currently operates a fare car scheme that provides subsidised taxi services for the elderly and disabled.</p> <p>A needs assessment has been undertaken regarding this service – details of which will be provided to aid decision making.</p>

Draft Proposals – Outline details	Actual Budget 2014/2015	Savings for 2015/16		Proposed Budget 2015/2016	Implementation Cost	Delivery Date	Possible Risks / impact of proposals
		Income £	Budget reduction £				
17. Removal of unallocated bus subsidy funding			38,350			April 2015	<b>Internal proposal</b> No risk as funding currently unallocated
18. Payment towards rail infrastructure project terminates			25,000			April 2015	<b>Internal proposal</b> Payment ceases in 2016/17 as part of a three year agreement, however the saving can be achieved in 2015/16 through accrual of 2014/15 unallocated subsidies to cover these costs.
19. Removal of Public Transport Administration and supporting costs including timetable printing			38,700		Associated redundancy costs and pension strain if applicable	April 2015	<b>Internal proposal</b> Provision for continued contact with Public Transport Operators and management of the Fare Car scheme will need to be managed within the future service planning.  Time table data now provide via web sites however resource will need to be planned to up date information

**Savings Proposals 2015/16: Equality Impact Assessment (EIA) - Subsidised Transport - DRAFT**

<b>Officer Name:</b>	Steve Hurley	<b>Position:</b>	Group Manger
<b>Business Unit:</b>	Residents & Visitor Services	<b>Directorate:</b>	Place
<b>Date Started :</b>	June 2014	<b>Date of current version:</b>	June 2014

The council and its partners are facing a significant challenge in the savings it needs to make over the next couple of years. This Equality Impact Assessment (EIA) has been developed as a tool to enable business units to fully consider the impact of their proposals on the community. As a council we need to ensure that we are able to deliver the savings that we need to make while mitigating against any negative or adverse impacts on particular groups across our communities.

This EIA will evidence that the Council have fully considered the impact of the proposed changes and has carried out appropriate consultation on those changes with the stakeholders. This EIA and the evidence provided within it will allow Councillors to make informed decisions as part of the decision-making process regarding the council's budget.

Page 29  
Executive Lead / Head Sign off (*when final version*):

<b>Executive Lead(s)</b>	<b>Executive Head:</b>
Cllr Excell	Sue Cheriton
<b>Date:</b>	<b>Date:</b>



Summary from Overall Savings Proposals:

Proposals – Outline	Savings for 2015/16		Implementation Cost Include brief outline + year incurred	Delivery When will this proposal realise income / savings	Risks / impact of proposals	Type of decision		
	Income £ 000's	Budget reduction £ 000's				Internal	Minor	Major
<p><b>Review of subsidised public transport</b></p> <p>Removal of council funding for the existing four subsidised bus services in Torbay-</p> <p><b>Route 11</b> Two additional early morning journeys from The Strand Torquay to Teignmouth Triangle.</p> <p><b>Route 17/17A</b> Four evening return journeys from Bank Lane Brixham to Halfway House and Copythorne Road.</p> <p><b>Route 22/22E</b> Two early morning and five evening return journeys between Brixham Bank Lane and Kingswear, jointly subsidised with Devon County Council.</p> <p><b>Route 25</b> Eight return journeys between Paignton and Stoke Gabriel which is jointly subsidised with Devon County Council</p>		42,650		April 2015	<ul style="list-style-type: none"> <li>• Potential risks</li> <li>• Impact on community</li> <li>• Knock on impact to other agencies</li> <li>• <b>If statutory service please state relevant legislation section and Act together with any statutory guidance issued.</b></li> </ul> <p>Risk of legal challenge in respect of the Councils duty to consider the need for public transport not otherwise met by the commercial operators with particular consideration for the elderly and disabled.</p> <p>As per the Transport Act 1985:- It is the duty of the County Council (Unitary Authority) to secure the provision of such passenger transport services as the council considers appropriate to meet any public transport requirement within the County which would not in its view be met apart from action taken by the Council.</p> <p>Once the public transport requirements have been identified, the Council is entitled to take into consideration the funds available and the source of the funds. However the Council must have regard to the transport needs of the elderly and disabled.</p> <p>The Council currently operates a fare car scheme that provides subsidised taxi services for the elderly and disabled.</p>	Internal	Minor	Major

Proposals – Outline	Savings for 2015/16		Implementation Cost Include brief outline + year incurred	Delivery When will this proposal realise income / savings	Risks / impact of proposals	Type of decision		
	Income £ 000's	Budget reduction £ 000's				Internal	Minor	Major
					<ul style="list-style-type: none"> <li>• Potential risks</li> <li>• Impact on community</li> <li>• Knock on impact to other agencies</li> <li>• <b>If statutory service please state relevant legislation section and Act together with any statutory guidance issued.</b></li> </ul> <p>A needs assessment has been undertaken regarding this service – details of which will be provided to aid decision making.</p>			

**Section 1: Purpose of the proposal/strategy/decision**

No	Question	Details
1.	Clearly set out the proposal and what is the intended outcome.	<p>The Council currently supports a number of routes that form part of public bus services that are not considered commercially viable; these are referred to as subsidised services (please see pg 2/3 for details).</p> <p>This proposal seeks to withdraw the funding to the subsidised bus routes</p>
2.	Who is intended to benefit / who will be affected?	<p>Any member of the public that currently uses the subsidised bus journeys, which form part of the bus routes mentioned above, may be affected by these proposals.</p> <p>The Council intends to maintain a 'Fare Car' scheme to provide alternative transport for these most vulnerable members of the community. This service replaced the Ring &amp; Ride service from 2 April 2013 and is operated by formal agreement with Torbay Council. It is a Private Hire car which like a bus service, runs to a fixed schedule with set arrival and departure times at designated locations. Fare Car Torbay provides a vital link for Torbay residents who have difficulty using conventional transport due to disability, age or mobility restrictions. Fare Car is a taxi service that will pick a service user up from their home and take them to their local shopping location in Torbay for a subsidised fare. The Fare Car will then return them to their home.</p>

## Section 2: Equalities, Consultation and Engagement

Torbay Council has a moral obligation as well as a duty under the Equality Act 2010 to eliminate discrimination, promote good relations and advance equality of opportunity between people who share a protected characteristic and people who do not.

The **Equalities, Consultation and Engagement** section ensures that, as a council, we take into account the Public Sector Equality Duty at an early stage and provide evidence to ensure that we fully consider the impact of our decisions/proposals on the Torbay community.

### Evidence, Consultation and Engagement

No	Question	Details																																		
3.	Have you considered the available evidence?	<p>The following data is available for the usage of the services:</p> <p>Bus subsidies:</p> <table border="1" data-bbox="715 734 1295 1680"> <thead> <tr> <th>SUBSIDISED ROUTE</th> <th>OPERATOR</th> <th>NO. OF PASSENGER JOURNEYS PER ANNUM</th> <th>SUBSIDY 12MTH £</th> <th>COST PER PASSENGER JOURNEY £</th> </tr> </thead> <tbody> <tr> <td>22</td> <td>Stagecoach</td> <td>3,196</td> <td>£3,139</td> <td>£0.98</td> </tr> <tr> <td>17/22E</td> <td>Stagecoach</td> <td>16,945</td> <td>£19,187</td> <td>£1.13</td> </tr> <tr> <td>25</td> <td>Local Link</td> <td>47,136</td> <td>£14,054</td> <td>£0.30</td> </tr> <tr> <td>11</td> <td>Stagecoach</td> <td>5,026</td> <td>£6,273</td> <td>£1.25</td> </tr> <tr> <td><b>TOTAL</b></td> <td></td> <td><b>72,303</b></td> <td><b>£42,652</b></td> <td><b>£0.59</b></td> </tr> </tbody> </table>					SUBSIDISED ROUTE	OPERATOR	NO. OF PASSENGER JOURNEYS PER ANNUM	SUBSIDY 12MTH £	COST PER PASSENGER JOURNEY £	22	Stagecoach	3,196	£3,139	£0.98	17/22E	Stagecoach	16,945	£19,187	£1.13	25	Local Link	47,136	£14,054	£0.30	11	Stagecoach	5,026	£6,273	£1.25	<b>TOTAL</b>		<b>72,303</b>	<b>£42,652</b>	<b>£0.59</b>
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<b>TOTAL</b>		<b>72,303</b>	<b>£42,652</b>	<b>£0.59</b>																																

No	Question	Details
		<p>Fare Car – community taxi service for those who are too immobile to walk to a bus stop, this service takes customers to the town centres and out of town shopping areas. There are currently 60 users of the Fare Car service – although this number may increase if the proposal to remove the bus subsidies is accepted. 1083 journeys were made in 2013/14.</p>

No	Question	Details
4.	Have you consulted on the proposal?	<p>Torbay Council has recently undertaken a needs assessment to review the current level of subsidised transport it funds. Part of this needs assessment was to consult with members of the public on their use of, and views about the current service.</p> <p>The needs assessment consultation period ran from the 14th March to the 30th May 2014 and offered members of the public to be able to have their say on the current service in a number of ways:</p> <ul style="list-style-type: none"> <li>● Via an online questionnaire open from the 14<sup>th</sup> March – 9<sup>th</sup> May – this was made available on the Council’s website and was also promoted on posters displayed in Torbay Council libraries and Connections offices</li> <li>● Via a paper questionnaire open from the 14<sup>th</sup> March – 9<sup>th</sup> May – copies of the questionnaire were made available in Torbay Council libraries and Connections offices and copies were also made available on the current subsidised bus routes (routes 11, 17, 22/22e and 25)</li> <li>● Via written representations – members of the public were able to write to us to advise us of their views either in writing or via email Via the ‘Consultation Caravan’ – The consultation caravan was used to host 4 caravan events in Brixham, Churston, Paignton and Torquay at which members of the public were offered the opportunity to have their say on the current service, or complete a questionnaire – comment forms were also made available on the caravan for anyone who didn’t want to complete a questionnaire, but still wanted to have their say. The events were held on the following dates: <ul style="list-style-type: none"> <li>○ Monday 7<sup>th</sup> April – Victoria Street, Paignton</li> <li>○ Thursday 17<sup>th</sup> April – Union Street, Torquay</li> <li>○ Friday 25<sup>th</sup> April – Fore Street, Brixham</li> <li>○ Monday 28<sup>th</sup> April – Library Car Park, Churston</li> </ul> </li> <li>● Via a specific ‘Fare Car’ questionnaire – all current users of this service were written to and were asked to complete a questionnaire</li> <li>● Via a specific provider questionnaire – all providers were written to and were asked to complete a questionnaire</li> <li>● Signs were also placed in libraries and on busses advertising the consultation and several press releases were also issued to promote the consultation.</li> </ul> <p>Further consultation will now need to be undertaken now that proposals have been developed. This will be undertaken as part of the Councils budget setting process.</p>

No	Question	Details
5.	Outline the key findings	<p>659 people responded to the survey as part of the Councils needs assessment - 470 paper and 189 online responses were received.</p> <p>Out of the 659 responses received 525 people indicated that they used the subsidised bus routes (i.e. 11, 17, 22/22e and 25) - This means that we received 134 responses from non users of the subsidised bus routes.</p> <p>Of the 525 responses received from people that use routes 11, 17, 22/22e and 25 only 235 people indicated they use the actual subsidised journeys (i.e. at the time at which Torbay Council provides a subsidy).</p> <p>A summary of the findings is as follows:</p> <ul style="list-style-type: none"> <li>● 525 respondents travelled on subsidised routes (i.e. 11, 17, 22/22e and 25), however only 235 travelled during the times when Torbay Council provides a subsidy.</li> <li>● 134 of respondents said they do not travel on the subsidised bus routes</li> <li>● The majority of respondents (218) travelled on Route 25.</li> </ul> <p>36 responses were received for the Fare Car consultation.</p> <p>A summary of the results is as follows:</p> <ul style="list-style-type: none"> <li>● The Fare Car Services in Paignton are used the most by respondents.</li> <li>● The majority of respondents use the service weekly (47.2%).</li> <li>● The majority of respondents were female (83.3%)</li> <li>● Most of the respondents are aged 75 and over (88.9%).</li> <li>● The majority of respondents considered themselves disabled (88.9%) and the highest percentage of them were affected by their mobility.</li> </ul> <p>3 provider responses were also received.</p> <p>Further consultation will now need to be undertaken now that proposals have been developed. This will be undertaken as part of the Councils budget setting process.</p>

No	Question	Details
6.	What amendments may be required as a result of the consultation?	To be updated once consultation on the proposals has been undertaken



Positive and Negative Equality Impacts **TO BE UPDATED ONCE CONSULTATION UNDERTAKEN**

		Details		
No	Question	Positive Impact	Negative Impact	Neutral Impact
7.	Identify the potential positive and negative impacts on specific groups			
	Older or younger people		Older people may potentially be affected by the proposals as they are the main users of this service.	
	People with caring responsibilities			No differential impact
	People with a disability		Disabled people may potentially be affected by the proposals as they are a current user group of the current subsidised transport service. A fare car service is, and will remain in operation and this service is currently used by disabled people.	
	Women or men			No differential impact
	People who are black or from a minority ethnic background (BME)			No differential impact
	Religion or belief (including lack of belief)			No differential impact
	People who are lesbian, gay or bisexual			No differential impact
	People who are transgendered			No differential impact
	People who are in a marriage or civil partnership			No differential impact

No		Question	Details	
	Women who are pregnant / on maternity leave			No differential impact
	Socio-economic impacts (Including impact on child poverty issues and deprivation)			No differential impact
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)			No differential impact
8a.	<b>Cumulative Impacts – Council wide</b> (proposed changes elsewhere which might worsen the impacts identified above)	There are no cumulative impacts identified across our service area from proposals or in other departments.		
8b.	<b>Cumulative Impacts – Other public services</b> (proposed changes elsewhere which might worsen the impacts identified above)	There are no cumulative impacts identified across our service area from these proposals in other public services or partner organisations.		

Section 3: Mitigating action **TO BE UPDATED ONCE CONSULTATION UNDERTAKEN**

No	Action	Details
9.	Summarise any negative impacts and how these will be managed?	To be updated once consultation has been undertaken

Section 4: Monitoring **TO BE UPDATED ONCE CONSULTATION UNDERTAKEN**

Details	
No	<p style="text-align: center;"><b>Action</b></p> <p>10. Outline plans to monitor the actual impact of your proposals</p> <p>To be updated once consultation has been undertaken</p>

Section 5: Recommended course of action – **TO BE COMPLETED WHEN ALL SECTIONS COMPLETE AND EIA FINALISED**

No	Action	Outcome	Tick ✓	Reasons/justification for recommended action
11.	<p><b>State a recommended course of action</b> Clearly identify an option and justify reasons for this decision. The following four outcomes are possible from an assessment (and more than one may apply to a single proposal). Please select from the 4 outcomes and justify the reasons for your decision</p>	<p><b>Outcome 1: No major change required</b> - EIA has not identified any potential for adverse impact in relation to equalities and all opportunities to promote equality have been taken</p> <p><b>Outcome 2: Adjustments to remove barriers</b> – Action to remove the barriers identified in relation to equalities have been taken or actions identified to better promote equality</p> <p><b>Outcome 3: Continue with proposal</b> - Despite having identified some potential for adverse impact / missed opportunities in relation to equalities or to promote equality. Full justification required, especially in relation to equalities, in line with the duty to have ‘due regard’.</p>	✓	

		<p><b>Outcome 4: Stop and rethink – EIA has identified actual or potential unlawful discrimination in relation to equalities or adverse impact has been identified</b></p>		
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DRAFT

**Spatial Planning and Implementation**

What is provided?	Why is it provided?	What drives demands?
<p>The receipt, validation, plotting and enforcement of all planning applications, administration of appeals.</p> <p>Production of strategic plans and policies to provide a framework for development proposals and investment e.g. Local Plan, Development Plans.</p> <p>Other work includes: Neighbourhood Planning; Local Development Orders; Community Infrastructure Levy / S106; Sustainability Appraisal and Environmental Assessment; Design Review; Masterplanning; Marine and nature conservation.</p> <p>Also incorporating Customer Service &amp; Planning Support team.</p>	<p>Many strategic frameworks for planning are statutory e.g. Local Plan, National Planning Policy Framework</p> <p>Planning applications are regulated by government targets</p>	<p>700 enquiries on the need for planning permission per year</p> <p>800 pre-application enquiries per year (around 60 for major developments)</p> <p>1,400 applications per year (around 35 for major development i.e. one off major developments, not the usual definition of major)</p> <p>Torbay has a duty to ensure a rolling 5 year supply of land for new homes. Under the existing Local Plan, Torbay has to provide just under 300 new homes per annum.</p> <p>Key indicators (for the Government's special measures provisions) 100% of Major Planning Applications in this quarter were determined within 13 weeks.</p>

Draft Proposals – Outline details	Actual Budget 2014/2015	Savings for 2015/16		Proposed Budget 2015/2016	Implementation Cost	Delivery Date	Possible Risks / impact of proposals
		Income £	Budget reduction £				
<p><b>9. Cut Fair Trade Budget</b></p>			2,000			1/4/15	<p><b>Minor Impact</b></p> <p>This is the sole funding source for the Fair Trade group. The Fair Trade Group have managed to attract sponsorship in the past but the council grant of £2000 is their main income and funds core activities such as printing, publicity and events. There is therefore a high risk that this group will no longer be able to operate if the funding is withdrawn. We may still support the group with officer time for meetings.</p>

# Agenda Item 5

## Waste and Cleaning

What is provided?	Why is it provided?	What drives demands?
<p>This service is mainly provided through the Council's contract with TOR2 and includes:</p> <ul style="list-style-type: none"> <li>• Street Sweeping and Litter Bin Services</li> <li>• Fly Tipping and Discarded Needle Collection</li> <li>• Domestic Household Refuse Collection Service</li> <li>• Waste minimisation &amp; education</li> <li>• Recycling and food waste collection</li> <li>• Commercial waste collection</li> <li>• Household Waste Recycling Centre and Transfer Station</li> </ul> <p>It also includes the transfer of waste from Yalberton Depot, waste disposal and recycling credits.</p>	<p>Several of the services provided by TOR2, particularly in connection with waste collection are required to meet the Councils statutory and regulatory responsibilities.</p>	

Draft Proposals – Outline details	Actual Budget 2014/2015	Savings for 2015/16		Proposed Budget 2015/2016	Implementation Cost	Delivery Date	Possible Risks / impact of proposals
		Income £	Budget reduction £				
	11,499,000		250,000	10,449,000		2015/16	
<b>1. Review of waste</b>							<b>Minor Impact</b> To review waste services to establish where savings can be made including restricting charity waste at the transfer station.