

E-mail: comsec@teignbridge.gov.uk

25 August 2023

FULL COUNCIL

A meeting of the **Full Council** will be held on **Tuesday, 5th September, 2023** in the **Council Chamber, Forde House, Brunel Road, Newton Abbot, TQ12 4XX** at **10.00 am**

PHIL SHEARS
Managing Director

Membership:

Councillors Atkins, Bradford, Bullivant, Buscombe, Clarence (Chair), D Cox (Vice-Chair), H Cox, Daws, Dawson, Farrand-Rogers, Foden, Gearon, Goodman-Bradbury, Hall, Hayes, Henderson, Hook, Jackman, James, Jeffries, Keeling, Lake, MacGregor, Morgan, Mullone, Nutley, Nuttall, Palethorpe, C Parker, P Parker, Parrott, Peart, Purser, Radford, Rogers, Rollason, Ryan, Sanders, Smith, Steemson, Swain, G Taylor, J Taylor, Thorne, Webster, Williams and Wrigley

Please Note: The public can view the live streaming of the meeting at [Teignbridge District Council Webcasting \(public-i.tv\)](#) with the exception where there are confidential or exempt items, which may need to be considered in the absence of the press and public.

A G E N D A

Part I

1. **Apologies for absence**

2. **Minutes**

(Pages 5 - 10)

To approve as a correct record and sign the minutes of the previous Council meeting.

3. **Announcements (if any)**

Announcements only from the Chair of Council, Leader, Members of the Executive or the Managing Director.

Cllr Daws Group Leader of South Devon Alliance advised that Cllr J Taylor had replaced Cllr Radford as substitute on Licensing Committee.

The Leader advised that Cllr Buscombe had replaced Cllr Farrand-Rogers on Planning Committee.

4. **Declarations of interest (if any)**

5. **Public Questions (if any)**

6. **Funding for A382 Improvements** (Pages 11 - 20)

7. **Homes for Ukraine Spend Report** (Pages 21 - 32)

8. **Recommendation from Executive - Rent Subsidies**

To consider the recommendation of Executive [22nd August, 2023](#)

RECOMMENDED to Full Council:-

(1) that the rent subsidy policy be reviewed, and

(2) pending the outcome of that review and in the interim those organisations that were in receipt of a rent subsidy as at 31st March 2023, be permitted to apply for a further 12 month period of subsidy.

9. **The Replacement and Decarbonisation of the Council's Vehicle Fleet** (Pages 33 - 38)

Part II: Item suggested for discussion with the press and public excluded

10. **Local Government (Access to Information) Act 1985 - Exclusion of Press and Public**

RESOLVED that under Section 100(A)(4) of the Local Government Act 1972, the Press and public be excluded from the meeting for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act.

11. **The Replacement and Decarbonisation of the Council's Vehicle Fleet** (Pages 39 - 206)

Part I Items suggested for discussion with the press and public included

12. **Local Government (Access to Information) Act 1985 - Inclusion of Press and Public**

RESOLVED that the press and public be allowed into the meeting.

13. The Replacement and Decarbonisation of the Council's Vehicle Fleet

14. Councillors Questions

If you would like this information in another format, please telephone 01626 361101 or e-mail info@teignbridge.gov.uk

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FULL COUNCIL

25 JULY 2023

Present:

Councillors Atkins, Bradford, Bullivant, Buscombe, Clarence (Chair), D Cox (Vice-Chair), H Cox, Daws, Dawson, Farrand-Rogers, Foden, Gearon, Goodman-Bradbury, Hall, Hayes, Henderson, Hook, Jackman, James, Jeffries, Keeling, Lake, MacGregor, Morgan, Mullone, Nutley, Nuttall, Palethorpe, C Parker, P Parker, Parrott, Peart, Radford, Rogers, Rollason, Ryan, Sanders, Smith, Steemson, Swain, G Taylor, J Taylor, Webster, Williams and Wrigley

Apologies:

Councillors Purser and Thorne

Officers in Attendance:

Neil Blaney, Head of Place & Commercial Services

William Elliott, Climate Change Officer

Kay Fice, Scrutiny Officer

Martin Flitcroft, Chief Finance Officer & Head of Corporate Services

Claire Moran, Operations Co-ordinator Leisure

Christopher Morgan, Trainee Democratic Services Officer

Sarah Selway, Democratic Services Team Leader & Deputy Monitoring Officer

Phil Shears, Managing Director

Paul Woodhead, Head of Legal Services & Monitoring Officer to the Council

32. MINUTES

It was proposed by the Chair and seconded by the Leader that the minutes of the meeting of 23 May 2023 be approved.

RESOLVED that the minutes of the meeting of 23 May 2023 be approved and were signed as a correct record by the Chair.

33. ANNOUNCEMENTS

The Chair advised of the civic events he had attended. He reminded Members the purpose of council meetings was to consider council business and when submitting questions they should have that in mind.

The Leader announced that last week at the South West Regional Flood and Coastal Committee the Environment Agency announced that they would not be removing the Geotubes and Dawlish Warren would remain defended. The Government had confirmed that the Future High Street Fund project had been

given an extension of the date by which the government funds must be spent to September 2025.

34. DECLARATIONS OF INTEREST

Cllr Jeffries declared an interest in minute no.35 - Broadmeadow Sports Centre Refurbishment and Decarbonisation Project – as she had a business on the Broadmeadow Estate and would leave the room when the item was considered.

35. BROADMEADOW SPORTS CENTRE REFURBISHMENT AND DECARBONISATION PROJECT

Cllr Jeffries left the meeting during consideration of this item.

Cllr Gearon left before the vote was taken on this item.

The Executive Member for Climate Change, Coastal Protection, Flooding & Trees proposed the recommendation with an amendment to recommendation (2) as follows:-

Delegate authority to the Head of Place and Commercial Services in accordance with this report, Council policy and approved budget to proceed to:

- *Building upon existing concept designs to create a detailed design and tender specification*
- *Gaining statutory consents*

And to bring a report back to Executive for approval prior to proceeding to tender.

This was seconded by the Leader.

Cllr Macgregor proposed an amendment to defer the proposal to allow for a properly costed plan to be brought forward to the next Council meeting, this was seconded by Cllr Bullivant.

Recorded vote under Procedure Rule 4.13.5

For: Cllrs Atkins, Bradford, Bullivant, Daws, Hall, Lake, MacGregor, Mullone, P Parker, Peart, Radford, Rogers, Ryan, Smith, J Taylor, Webster Total 16

Against: Cllrs Buscombe, H Cox, Dawson, Foden, Goodman-Bradbury, Hayes, Hook, Jackman, James, Keeling, Morgan, Nutley, Nuttall, Palethorpe, C Parker, Parrott, Rollason, Sanders, Steemson, Swain, G Taylor, Williams, Wrigley, D, Cox Total 24

Abstain Cllrs Farrand-Rogers, Henderson, Clarence Total 3

Not Voted: Cllr Jeffries Total 1

Absent: Cllrs Gearon, Purser, Thorne Total 3

The amendment was lost.

The amendment recommendation as proposed by the Executive Member for Climate Change, Coastal Protection, Flooding & Trees and seconded by the Leader was put to the vote.

Recorded vote under Procedure Rule 4.13.5

For: Cllrs Buscombe, H Cox, Dawson, Foden, Goodman-Bradbury, Hayes, Henderson, Hook, Jackman, James, Keeling, Morgan, Nutley, Nuttall, Palethorpe, C Parker, Parrott, Rollason, Sanders, Steemson, Swain, G Taylor, Williams, Wrigley, D, Cox Total 25

Against: Cllrs Atkins, Bradford, Bullivant, Hall, Lake, Mullone, P Parker, Peart, Radford, Rogers, Ryan, Smith, J Taylor, Webster Total 14

Abstain Cllrs Daws, Farrand-Rogers, MacGregor, Clarence Total 4

Not Voted: Cllr Jeffries Total 1

Absent: Cllrs Gearon, Purser, Thorne Total 3

This was carried and became the substantive motion. It was then put to the vote and carried.

RESOLVED to:-

- (1) Approve the expenditure of £3,700,741 of funding contributions as set out in Table 1 contained within Section 4 of the report to support the delivery of the Broadmeadow Refurbishment and Decarbonisation project.
- (2) Delegate authority to the Head of Place and Commercial Services in accordance with this report, Council policy and approved budget to proceed to:
 - o Building upon existing concept designs to create a detailed design and tender specification
 - o Gaining statutory consentsAnd to bring a report back to Executive for approval prior to proceeding to tender.

Recorded vote under Procedure Rule 4.13.5

For: Cllrs Buscombe, H Cox, Dawson, Foden, Goodman-Bradbury, Hayes, Henderson, Hook, Jackman, James, Keeling, Morgan, Nutley, Nuttall, Palethorpe, C Parker, Parrott, Rollason, Sanders, Steemson, Swain, G Taylor, Williams, Wrigley, D, Cox Total 25

Against: Cllrs Atkins, Bradford, Bullivant, Hall, Lake, Mullone, P Parker, Peart, Radford, Rogers, Ryan, Smith, J Taylor, Webster Total 14

Abstain Cllrs Daws, Farrand-Rogers, MacGregor, Clarence Total 4

Not Voted: Cllr Jeffries Total 1

Absent: Cllrs Gearon, Purser, Thorne Total 3

36. REVISION OF THE APPENDIX OF THE COUNCIL'S CODE OF CONDUCT FOR MEMBERS

The Monitoring Officer presented the report.

It was proposed by the Chair and seconded by the Deputy Chair that the recommendation be approved.

This was carried.

RESOLVED that the words 'any unpaid directorship' be removed from the second paragraph of the Members Code of Conduct appendix so that it shall read as follows:

"Employment, office, trade, profession or vocation": means any employment, office, trade, profession or vocation carried on for profit or gain.

37. OUTSIDE BODIES

The Leader presented the report and proposed the appointments to the outside bodies as circulated (attached to the minutes). This was seconded by the Executive Member for Corporate Services.

The proposal was carried.

RESOLVED to approve the appointments to the Outside Bodies.

38. COUNCILLOR QUESTIONS

Cllr Mullone left the meeting before consideration of this item.

Councillors questions and the responses are attached to the minutes.

39. NOTICES OF MOTION

Cllr James left before consideration of this item.

Motion 1

The Deputy Leader & Executive Member for Corporate Services presented the Notice of Motion on protection of Rail Ticket Offices. He proposed the recommendation and that the wording '*instruct the Managing Director*' be changed to '*request the Leader and the Chair*', this was seconded by the Leader.

Two-Thirds of the Council agreed that the item be debated at this meeting.

During discussion, Members asked that copy of the letters be send to the local Members of Parliament. This was agreed by the proposer and seconder of the recommendation

Cllr Bullivant proposed that the motion be put, this was seconded by Cllr MacGregor.

RESOLVED that the Council:-

- (1) request the Leader and the Chair to write to Mark Harper MP Secretary of State for Transport, and the Chief Executive of the Rail Delivery Group, expressing Council's opposition to the possible closure of staffed rail ticket offices – and in particular the offices across the Teignbridge District Council area (and copy in the Local Members of Parliament);
- (2) request the Leader and the Chair to write to the rail operator(s) running local ticket offices in Teignbridge expressing the Council's opposition to any plans to close the staffed ticket office in the district council(and copy in the Local Members of Parliament); and
- (3) Refer this issue to Scrutiny with the recommendation that representatives from the relevant rail operator(s) are invited to attend a Scrutiny Meeting at the earliest possible point to discuss future plans for ticket offices and staffing in Teignbridge.

The vote was unanimous.

Motion 2

Cllr Goodman-Bradbury left before the vote on this item.

The Leader presented and proposed the motion on the Future High Street Fund Delegation, this was seconded by the Executive Member for Corporate Services.

Two-Thirds of the Council agreed that the item be debated at this meeting.

The Head of Place and Commercial Services advised that the current delays had been predominantly because of the Councils decision to remove the Alexandra Cinema from the scheme. He outlined the concerns regarding what constitutes a 'key decision' and that costs were monitored with monthly reports to Executive. He advised that based on the Notice of Motion there would be the need for a significant number of reports that would add time to the project which

could result in the need to seek a further adjustment to the timeline with Government. Any delay could also result in increased costs due to inflation.

RESOLVED that the council rescind all delegation of authority for the Future High Street Fund projects excluding Queen St and the Cycle route improvements. This delegated authority is to be replaced with staged delegations based on the project plans. Milestones achieved or missed and permission to proceed to a next milestone to be overseen by the Executive Committee and reported back to full council.

(Milestones (or checkpoints) in a project are key decision points, such as interior design (outline or detailed), instructions or briefs to external parties, submission of planning requests, agreement with any external agency, Government or similar)

Recorded vote under Procedure Rule 4.13.5

For: Cllrs Buscombe, H Cox, Daws, Dawson, Farrand-Rogers, Foden, Goodman-Bradbury, Hayes, Henderson, Hook, Jackman, Keeling, Morgan, Nutley, Nuttall, Palethorpe, C Parker, P Parker, Parrott, Radford, Rollason, Sanders, Steemson, Swain, G Taylor, Williams, Wrigley, D Cox Total 28

Against: Cllrs Atkins, Bullivant, Hall, Lake, MacGregor, Peart, Webster Total 7

Abstain Cllr Bradford, Jeffries, Palethorpe, Rogers, J Taylor, Clarence Total 6

Absent: Gearon, Goodman-Bradbury, James, Mullone, Purser, Thorne Total 6

The Leader presented his Notice of Motion to move to a Single Overview and Scrutiny Committee.

This was referred to the Procedures Committee.

The meeting started at 10.03 am and finished at 2.13 pm.

Chair

**Teignbridge District Council
Council
5 September 2023
Part 1**

Funding for the A382 Phase 3 improvement scheme

Purpose of Report

To approve a funding contribution of £1,000,000 from the Community Infrastructure Levy towards delivery of the A382 pedestrian, cyclist and vehicular link road improvements between Newton Abbot and Drumbridges roundabout.

Recommendation(s)

The Committee RESOLVES to:

- (1) Approve a contribution of £1,000,000 towards the A382 road improvements between Newton Abbot and Drumbridges roundabout; and
- (2) Delegate authority to the Head of Place and Commercial Services to complete a funding agreement with Devon County Council associated with the contribution and take such other actions as may be necessary to make the payment.

Financial Implications

The financial implications are detailed in section 4 and funding can be met from existing provisions and commitments.

Martin Flitcroft
Head of Corporate Services
Email: Martin.flitcroft@teignbridge.gov.uk

Legal Implications

There are no specific implications arising from this report. However, the risks referred to in this report and the consequences of following any of the expressed options must be properly considered and borne in mind when making the decision.

Paul Woodhead
Head of Legal Services and Monitoring Officer
Email: paul.woodhead@teignbridge.gov.uk

Risk Assessment

Key risks are addressed at Section 4.

Fergus Pate, Economy and Delivery Manager
Email: fergus.pate@teignbridge.gov.uk

Environmental/ Climate Change Implications

Environmental implications are addressed at Section 4.
Fergus Pate, Economy and Delivery Manager
Email: fergus.pate@teignbridge.gov.uk

Report Author

Fergus Pate, Economy and Delivery Manager
Email: fergus.pate@teignbridge.gov.uk

Executive Member

Executive Member for Planning and Building Control, Cllr Gary Taylor

Appendices

Appendix 1 – Map illustrating phases of the A382 corridor improvement programme.
Appendix 2 – Letter from Devon County Council requesting funding.

Background Papers

[Teignbridge Council Strategy](#)
[Teignbridge Capital Programme 2023/24](#)
[Devon County Council Cabinet: A382 Drumbridges to Newton Abbot \(October 2021\)](#)
[Teignbridge Full Council: Funding for Jetty Marsh Link Road Newton Abbot \(April 2022\)](#)
[Heart of Teignbridge Local Cycling and Walking Infrastructure Plan](#)

1. Introduction

- 1.1 Ongoing upgrades to the A382 corridor are a priority for Teignbridge Council, as reflected in the Council Strategy and 2013–2033 Local Plan.
- 1.2 In April 2022, Full Council approved a contribution towards the Jetty Marsh Link Road. At that time the prospect of a further contribution towards the A382 programme was noted. An additional Community Infrastructure Levy (CIL) contribution of £1,000,000 is now proposed.

2. Progress with the A382 improvements

- 2.1 Phase 1 of the A382 improvement programme, between Forches Cross and Whitehill Cross, was completed in 2021. Teignbridge made a £5.1 million CIL contribution towards works with a total value of £13.2 million.
- 2.2 Phase 1 of the Houghton Barton Link Road has also been completed with both Devon County and Teignbridge District Councils proactively forward funding £2.5 million of the £7.4 million cost in advance of developer contributions.

- 2.3 Devon County Council have secured £38.12 million from government to upgrade the remainder of the A382 Drumbridges to Newton Abbot route. The total extent of improvements in the area is illustrated on the map at Appendix 1
- 2.4 The upgrades already benefit from planning permission and include the new link road, known as the Jetty Marsh Link (or Jetty Marsh 2), that Teignbridge Council agreed to contribute £600,000 towards in April 2022.
- 2.5 Work on the Jetty Marsh Link and Phase 3 of the A382 improvements between Forches Cross and Drumbridges is expected to commence in 2024. However, in order to draw down the £38.12 million grant funding, a Full Business Case must be submitted to the Department for Transport by the County Council.

3. Funding requested

- 3.1 Whilst the government’s £38.12 million grant to Devon County Council funds the majority of the improvements planned for the A382, a 15 per cent local contribution is required, amounting to £6.73 million. Devon County Council are securing funding for the majority of this local contribution but have asked Teignbridge to provide a total of £1.5 million from CIL.
- 3.2 As noted above, Teignbridge has already approved a £600,000 contribution towards purchasing land for the Jetty Marsh Link. Meanwhile, a £900,000 provision for the balance of the requested funding was incorporated into the District Council’s 2023/24 Capital Programme.
- 3.3 However, for reasons associated with VAT registration, the actual Jetty Marsh Link land contribution turned out to be £500,000.
- 3.4 It is therefore proposed to add the £100,000 saving to the £900,000 Capital Programme provision and commit £1,000,000 to Phase 3 of the A382 improvements. This will bring the total value of Teignbridge’s overall contribution towards the Phase 3 project to £1,500,000.
- 3.5 Devon County Council’s funding request can be found at Appendix 2. Table 1 below summarises how funding for the project would be composed and demonstrates that Teignbridge’s relatively modest funding contribution (3.2% of total scheme costs) will help to unlock far greater investment in the area and its infrastructure.

Funding Source	Amount
Department for Transport	£38,120,000
Devon County Council	£5,230,000
Teignbridge Jetty Marsh Link Contribution	£500,000
Teignbridge Additional Phase 3 Contribution (proposed)	£1,000,000
Total	£44,850,000

Table 1: A382 Phase 3 funding sources.

4. Implications, Risk Management and Climate Change Impact

Financial

- 4.1 It is proposed to fund the £1,000,000 contribution through the Community Infrastructure Levy (CIL). CIL is a charge on new development that is used to pay for improving and providing new infrastructure.

- 4.2 There is an existing provision in Teignbridge's Capital Programme for the £900,000 CIL contribution to be made during 2023/24. £100,000 remains unspent following Full Council's approval of a contribution towards the Jetty Marsh Link. In total, £1,000,000 of CIL funding is therefore available now and can be committed towards the A382 Phase 3 improvements.
- 4.3 The funds are unlikely to be spent until 2027 but a funding commitment is required now in order to finalise the project's overall business case. The County Council is due to approve submission of the business case later in September 2023 and, in doing so, needs to be able to rely on Teignbridge's funding commitment.
- 4.4 The A382 improvements will help to support new housing development planned for the area and associated increases in CIL, New Homes Bonus and council tax income.

Legal

- 4.5 A funding agreement will need to be completed between Teignbridge District Council and Devon County Council, committing the council and its CIL funds to the contribution.
- 4.6 The councils already have experience of this approach and have exchanged and completed similar funding agreements in the past, including in relation to Marsh Barton Station, school improvements, Dawlish Link Road, Phase 1 of the A382 scheme and the Jetty Marsh Link.
- 4.7 It is proposed to delegate authority to the Head of Place and Commercial Services to finalise and complete the funding agreement with Devon County Council.

Equality

- 4.8 The decision in hand is about funding a project that has already been approved through existing strategies, including the Council Strategy and Local Plan. The recommendation is consistent with an existing approved strategy, it is not considered that there have been material changes that would lead to different equality impact assessment conclusions. No further equality impact assessment is required.

Risks

a) Full Business Case is not approved and the wider scheme does not move forward

- 4.9 The A382 scheme already benefits from planning permission. An Outline Business Case has already been approved by DfT and a government audit of the programme resulted in an overall endorsement of the scheme to date.
- 4.10 In any case, the proposed £1,000,000 funding contribution will be paid in arrears of incurred expenditure, by which time the Full Business Case will have been approved.

b) Community Infrastructure Levy income reduced or delayed

- 4.11 The Community Infrastructure Levy (CIL) is a charge on new development (principally housing development) that helps to fund infrastructure improvements. CIL is collected when development commences and the rate of income therefore reflects the pace of development across the district.
- 4.12 Where Teignbridge's Capital Programme identifies projects that are expected to be funded through CIL, assumptions have already been made about the anticipated pace of development and rate of income from the Levy. If allocated development proposals are

refused, become stalled or are delayed for some other reason, the amount of CIL income will reduce and the Capital Programme may need to be recast. This could impact on our ability to fund important infrastructure improvements.

- 4.13 However, Teignbridge is already holding sufficient CIL to fund the £1,000,000 contribution without impacting on other committed capital programme projects.

Environmental / Climate Change Impact

- 4.14 Along with improving vehicular capacity and safety, the project will also include a new active travel link from Newton Abbot to Heathfield. This will help to fulfil the Moving up a Gear strand of our Council Strategy, as well as a key priority from the Heart of Teignbridge Local Walking and Cycling Infrastructure Plan.
- 4.15 As part of the planning application process, environmental considerations for the whole scheme were assessed through an Environmental Impact Assessment. This took into account biodiversity, landscape, noise, air quality, water environment and social impacts.
- 4.16 Devon County Council are developing a Carbon Management Plan for the A382 improvements scheme in line with guidance from the Department for Transport and PAS 2080, the British Industry Standard for the management of infrastructure carbon. The Carbon Management Plan documents the strategy to reduce carbon emissions throughout the lifetime of the infrastructure. Through the detailed design process, they are identifying and investigating areas where carbon reductions may be possible, including in relation to materials, methods of construction or operational activities and further reductions during the construction and operation of the scheme will be sought. This work does not account for the emissions from vehicles using the road.
- 4.17 Carbon will be quantified using the County Council's Carbon Calculation Tool. The tool has been used to calculate a baseline carbon figure based on the preliminary designs and 2019 methods and practices for construction and operation. Devon are progressing the project as a carbon negative project as part of the [Department for Transport's Live Labs programme](#).
- 4.18 Formal monitoring of progress against the target will be undertaken at the end of the design stage, during construction, at the end of the construction stage and as part of the scheme monitoring one and five years after scheme opening. At these points in time, carbon reductions that have been identified and implemented will be incorporated into the Carbon Calculation Tool to provide an updated figure for carbon emissions generated and predicted for the construction and operation of the scheme.

5. Alternative Options

Do Nothing

- 5.1 Despite having identified the A382 improvements as a council priority it would be open for Teignbridge to decline Devon's request for funding. The implications of a do-nothing approach could be significant for the A382 programme and could impact on the County Council's ability to demonstrate sufficient local funding and draw down the £38.12 DfT funding allocation.
- 5.2 More broadly, there could also be reputational damage for the council. Failure to provide funds that have been included in our capital programme could impact on the County Council and other external funders' appetite for co-funding further infrastructure schemes across Teignbridge.

Reduced contribution

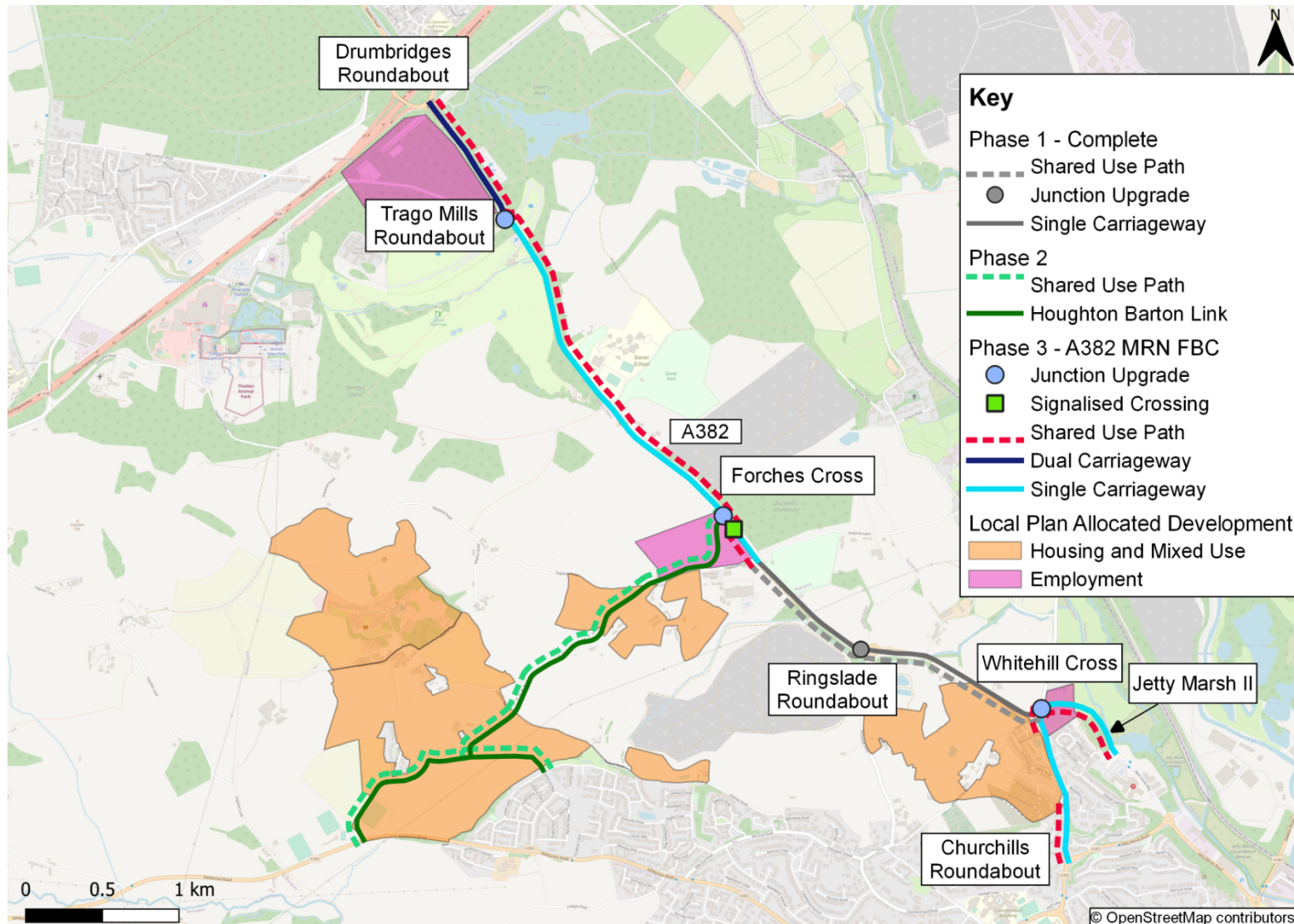
- 5.3 It would similarly be open for the council to propose a reduced contribution but the implications of doing so, whilst less pronounced, would be similar to those of making no contribution.
- 5.4 The overall budget for outstanding improvements on the A382 corridor is £46.4 million and Teignbridge has been asked to provide a total of £1.5 million, including the funds that were committed in April 2022. This equates to a 3.2% contribution in total which, whilst a significant sum of money, is not a particularly high proportion for a CIL collecting authority to contribute to such a strategic infrastructure priority.

6. Conclusion

- 6.1 The proposed £1,000,000 A382 contribution can be funded through Teignbridge's approved capital programme and an underspend of funds that were committed to the Jetty Marsh Link last year. This funding is needed in order to bring more than £38 million grant funding to the Heart of Teignbridge. It therefore represents good value for money and an important opportunity to help leverage significant investment in our local infrastructure.

Appendix 1 – Map illustrating progress with improvements to the A382 corridor

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Mr F Pate
Teignbridge District Council
Forde House
Brunel Road
Newton Abbot

Climate Change, Environment & Transport

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

By email: fergus.pate@teignbridge.gov.uk

3 August 2023

Dear Fergus

Partnership working between our councils has continued to result in the delivery of significant infrastructure projects. Phase 1 of the A382 project and the first section of the Houghton Barton link road are both now complete. Preparations for the £45m A382 Major Road Network project for major improvements between Drumbridges and Newton Abbot are well underway and we hope to submit a full business case to the DfT this Autumn.

The project completes the walking and cycling link on the A382 as well as upgrading the A382 between Drumbridges and Forches Cross, the project also delivers the Jetty Marsh link road and provides improvements on Exeter Road, both of which I understand are long term aspirations of Teignbridge. The Jetty Marsh link road project has been made possible by Teignbridge's financial contribution to date. Together, the package of scheme is the final stage of significant enhancements to the A382 corridor between Newton Abbot and Drumbridges.

As I'm sure you are aware, the majority of the funding for the scheme will come from the DfT but there is a need for a local contribution of 15%, this is a mandatory requirement from the DfT. Devon County Council will fund the majority of this but there is an expectation that local development makes a contribution. My understanding is that Teignbridge's capital programme includes provisions for a further £1 million contribution towards the cost of the scheme. Please could you confirm that that the funding is available so that we can enter into an associated funding agreement.

In the unlikely event that the DfT funding bid was unsuccessful, Teignbridge's £1m contribution would no longer be required. Alternative funding would be sought in order to progress the Jetty Marsh Link road project further.

Yours sincerely

A handwritten signature in black ink, appearing to read "Meg Booth".

Meg Booth
Director of Climate Change, Environment & Transport

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**Teignbridge District Council
Full Council
5 September 2023
Part i**

**Refugee Spend Report – Homes for Ukraine and Local Authority
Housing Fund**

Purpose of Report

1. To seek approval for the expenditure of grant funding to meet local need of Ukrainian families and their hosts. The grant funding being the Homes for Ukraine tariff funding (HfU) and Devon County Council's contribution to Local Authority Housing Fund (LAHF).

Recommendation(s)

The Council RESOLVES to:

- (1) Approve expenditure of grant funding as outlined in this report.
- (2) Delegate authority to the Housing Needs Lead to ensure appropriate delivery of the scheme, in accordance with the grant conditions, for future funding.

Financial Implications

Outline costs to utilize the funding are detailed in sections 3 and 4 with a summary in 6.1.

Martin Flitcroft
Head of Corporate Services
Email: Martin.flitcroft@teignbridge.gov.uk

Legal Implications

There are no specific legal implications arising out of this report. Expenditure of the external funding being determined by the grant providers.

Paul Woodhead Head of Legal Services and Monitoring Officer
Email: Paul.Woodhead@teignbridge.gov.uk

Risk Assessment

Report author to comment on the Risk Assessment
Tammy Hayes, Housing Needs Lead
Email: @teignbridge.gov.uk

There is medium risk to this scheme. The funding in this report has been provided

through Government grants to meet the costs of supporting Homes for Ukraine households. We are seeking a flexible approach to utilise the funding to meet those needs most successfully and to respond to an evolving situation effectively.

Environmental/ Climate Change Implications

Low - There is no identified environmental or climate change impact in this report.

Tammy Hayes, Housing Needs Lead
Email: tammy.hayes@teignbridge.gov.uk

Report Author

Housing Needs Lead
Email: tammy.hayes@teignbridge.gov.uk

Executive Member

Martin Wrigley - Leader

1. INTRODUCTION/BACKGROUND

1.1 Homes for Ukraine

Teignbridge District Council has a duty to fulfil the requirements of the Homes for Ukraine funding scheme.

The grant conditions make it mandatory for Teignbridge District Council to provide:

- Thank you payments to hosts
- Welcome payments to guests
- 5 stage safeguarding checks including property inspections
- Commissioned wraparound support including benefit advice, welcome visits and support to hosts and guests
- Rematching service when host / guest relationships irreparably break down or when hosts decide to stop hosting
- Homeless Assistance including providing temporary accommodation to Ukrainian households that may become homeless and to support to secure alternative accommodation.

The UK Government has committed to pay Devon County Council £10,500 per Ukrainian guest that arrives in Devon. Teignbridge District Council (TDC) received 60% for guests arriving before the end December 2022, and £5,900 for guests

arriving after 01 January 2023. The remainder being utilised by the County Council. At the time of writing, TDC has 297 Ukrainian guests registered as having arrived within its district and has received £1,519,600 in tariff grant funding. It is anticipated that a further £287,300 will be forthcoming for more recently arrived Ukrainian households but this has not yet been received.

The funding can only be used for the delivery of services to Ukrainian households in Teignbridge who arrived through the Homes for Ukraine scheme. TDC only receives the funding once per Ukrainian guest. If a Ukrainian guest is re-matched into Teignbridge from outside the district, TDC receives no money from Government for this additional guest. The funding covers a wide variety of current and future costs in order to fulfil TDC’s aforementioned duty, including staffing costs to administer the scheme.

This funding cannot be used to pay the hosts £350 a month ‘thank you payments’ as this is funded separately by the Government.

Devon County Council directs the funding it receives to provide English courses, healthcare, education and supports in monthly returns on safeguarding checks and finances of the scheme.

TDC is required by the grant conditions to complete homeless updates and quarterly financial returns specifically for this funding. If the funding is not utilised in accordance with the grant conditions or indeed required to support the Ukrainian households and or hosts, the Secretary of State will request the return of the allocated funding.

The following table summarises expenditure as of June 2023

Number of Ukrainian Guests in Teignbridge since start of scheme	296
Number of Ukrainian Households since start of scheme	144
Total number of households currently in host placements	87
Total number of households financially supported into settled accommodation through CVS and TDC	20
Total cost of financial support to secure alternative accommodation until June 2023	£55,151
Total number of households who have self-funded settled accommodation with support from CVS	20

Total number of households returned to Ukraine	13
Number of households that have left Devon Hosts and made own arrangements	4
Total number of households who have been provided temporary accommodation	11
Total net expenditure on temporary accommodation between March 22 and June 23	£17,691
Number of Welcome Payments processed by TDC	283
Total cost of Welcome payments until June 2023	£56,600
Number of “thank you” payments to Hosts by TDC	1178
Total cost of top up “thank you” payments to Hosts	£109,050
Number of home inspections by TDC	220
Number of rematches to alternative hosts through CVS	11
Number of Home for Ukraine clients seen by Citizens Advice Teignbridge since November 2022 to June 2023	261
Number of issues to address through Citizens Advice Teignbridge	818
Financial gains achieved by Citizens Advice Teignbridge	£125,564
Cost of new staff to support scheme delivery until June 2023	£32,322
Cost of redeployed existing staff to scheme until June 2023	£51,922
Wraparound Support Cost – CVS/Citizens Advice and other community groups	£140,649

1.2 Devon County Council LAHF Grant Funding

The Local Authority Housing Fund (LAHF) funding bid was secured by the Housing Enabling Team to meet the capital costs for the acquisition of 18 units of accommodation. There was no funding available for other associated costs, set up or management of the units within the bid.

A funding Agreement dated 01 April 2023, between TDC and Devon County Council (DCC) has enabled TDC to draw down £320,444 of one-off revenue funding to support the Local Authority Housing Fund (LAHF). This funding can be used only for the purposes of the project.

The conditions of the grant allow for the funding to be used to support TDC in the delivery of these new homes. If the funds are not spent by 31 March 2025, they must be returned.

As both schemes are intended to support refugees and are being actioned by various teams within the Housing department, this report considers the funding from both schemes.

2. EXPENDITURE ESTIMATES TO END OF MARCH 2025

The future of the Homes for Ukraine scheme is difficult to predict as much depends on the situation in Ukraine and future decisions by the Government regarding rights to remain in the UK beyond March 2025. Currently, the right to remain in the UK is for the period of 3 years from the date of entry. However, host payments are seemingly only in place for the period of 2 years.

The consequences being that from February/March 2024, payments to many of the district's hosts may cease which may result in many hosts asking their guests to leave. TDC must therefore prepare for a significant increase in households seeking support through its homelessness service, requiring temporary accommodation and further support to secure alternative accommodation including further property inspections on private rental homes.

A survey is currently being conducted with local host families to better understand their needs and options that may be available to their guests to try and expand current offers to meet those needs and prevent Ukrainian households becoming homeless.

Should the Government choose not to extend host payments beyond March 2024, the Council may be able to utilise other existing funding for that purpose providing such use would not be contrary to any future guidance/regulation.

The Council needs to continue in line with grant conditions to maintain provision of wraparound support to hosts and guests and is therefore recommending an extension of the current CVS contract to March 2025.

3. PROPOSED ALLOCATION OF FUNDS 2023/24 AND 2024/25

3.1 Homes for Ukraine

Homes for Ukraine return headings	Already Spent to 31st March 2023	Est 2023/24	Est 2024/25

Vetting, host home visits, compulsory checks	£585	£10	£0
Welcome Payments	£55,600	£1,000	£0
Thank you payment top ups	£77,850	£68,400	£0
CVS Wraparound Support (including Citizens Advice)	£111,205	£87,073	£90,000
Bonds, Deposits and rent assistance to secure alternative homes	£36,767	£50,000	£73,538
Home improvements (where possible to remain in host placements or to make good private rented offers)	£1,405	£10,998	£5,287
Staffing Costs – Existing staff redeployed to HfU	£42,447	£37,900	£36,970
Staffing Costs – New staff employed specifically for HfU	£12,704	£121,408	£116,000
Temporary accommodation costs	£17,053	£100,000	£365,400
Totals	£355,616	£476,789	£687,195

The forecast for the contract cost with CVS is an estimate based on previous contract with inflationary cost added.

“Thank you” payments and “Welcome Payments” are estimated on current Government guidance at the time of this report and our current payments to hosts.

All other costs in relation to funding to secure alternative private rentals, deposits, and temporary accommodation costs are provisional allocations for the funding. There is a requirement to allocate funding as part of the grant agreement. This will be monitored throughout the scheme with a view of reallocating funding for temporary accommodation to secure settled accommodation when required.

The aim is to support all Homes for Ukraine guests to secure settled accommodation, whether that be with their current hosts or into alternative accommodation. Market rentals in the Teignbridge area remain high and significantly higher than the set local housing allowance rates. To support any

household into private rented accommodation there is a need to ensure that the accommodation is affordable to them and that it meets the legal requirements for rental purposes. This will require additional staff to effectively:

- manage the additional units of temporary accommodation purchased for Ukrainian households
- proactively support efforts to secure affordable private rentals to assist Ukrainian families into settled accommodation

Whilst much of the grant funding has been allocated to ensure temporary accommodation costs are covered, the aim to use as much of this funding to prevent and relieve homeless as is possible rather than for use on temporary accommodation per se.

The Housing Solutions service exceeded the 2022/23 allocated budget for net temporary accommodation by 152%. The cost-of-living challenges have significantly impacted the ability to prevent homelessness or secure alternative affordable private rental homes. Therefore, it is essential the Council mitigates against the risk of the remaining 87 families in host placements requiring temporary accommodation. There is also a need to factor into the estimations of spend, the potential for additional family members currently in Ukraine joining their families in Devon, Ukrainians already in the UK being rematched to hosts in Devon, relationship breakdowns creating more households requiring housing and those already successfully rehoused being served notice to quit/requiring possession by the landlord.

3.1.1 CVS CONTRACT PROVISION

The contract with CVS provides:

- Single point of contact for hosts and guests with home visits on arrival and monthly thereafter where required, signposting and general advice and mediation services
- Contract management including monthly contract monitoring and management of risks

- Dedicated program advice service through Citizens Advice Teignbridge which includes but not limited to financial advice, welfare and benefits, employment rights, back to work assessments, immigration issues and housing. Home visits where required and attendance at drop in sessions
- Drop-in Sessions/Networking events for guests
- Support for Host and Ukrainian families, parents and children delivered by Roots and Homestart through a dedicated telephone service for hosts and guests to discuss concerns or source information in regard to family, parenting, child support. The scheme also works with other community providers to design trips out/activities for children and parents and supports parenting groups and Anxiety Cafes

3.2 LAHF

It is proposed to allocate £150,000 of LAHF to furnish each property, fund any translation costs, moving costs and initial maintenance of the properties. The remainder to be allocated to additional staffing resources for the remaining period of the scheme as detailed in section 4 below.

4. STAFFING COSTS

The acquisition of 18 homes by TDC (16 units of which will be for additional temporary accommodation) is being led by the Council's Housing Enabling Team. Much of the Homes for Ukraine and LAHF scheme has so far been delivered with existing staff redeployed to work on these schemes leaving other duties/tasks delayed which need to be resumed. This includes additional work for Strata, Finance, Revenue and Benefits, Housing, Enabling, Private Sector Housing and Temporary Accommodation teams.

With much of the work still to come with the scheme as placements end and limited new host opportunities, additional staff will be required to try to work to prevent households becoming homeless and securing alternative accommodation quickly.

Current Newly Appointed Staff for HfU	Proposed Appointment of Staff
2 x Housing Caseworkers to manage homeless approaches, rematching, housing advice and financial payments to secure settled accommodation	1 x Rent Support Officer to support in securing private rental properties for HfU families and support inspection responsibilities
1 x Rent Collection Officer for HfU Temporary Accommodation for additional placements and units of temporary accommodation	1x Temporary Accommodation Coordinator to support in the management of an additional 16 units of temporary accommodation for HfU households

The posts recommended are full time (fixed term contracts) and dedicated to the delivery of the schemes to ensure we are meeting the needs of Ukrainian refugees in full, giving them the very best of opportunities in terms of gaining employment, housing and settling into the UK. The posts are required as they relate to statutory and financial functions of homelessness and management of temporary accommodation procured through Local Housing Accommodation Fund (LHAF) for Ukrainian families. This aims to mitigate the costs to the Council exceeding the grant funding provided. Further resources by utilising additional hours by existing staff have also been included. For example, to deal with additional Devon Home Choice applications.

LAHF property acquisition is predominantly carried out by a Housing Enabling Officer, who's post is externally funded by the Teignbridge Affordable Housing Partnership partners. This work is not for the benefit of the Partnership and therefore it is proposed to use £40,000 of LAHF to enable the post holder to continue as a single point of contact for developers/legal, leading on the acquisition, inspection, snagging and works necessary to bring properties up to a lettable standard as expediently as possible.

The scheme is developing at pace and the teams need to be able to respond quickly to changes. There is a need to be able to make decisions quickly and dynamically to reallocate funding to meet arising demands. Therefore, whilst intentions to allocate the current funds has been set out, this may need to change in the future dependant on circumstances that present themselves. Delegating authority to the Housing Needs Lead provides the ability to react to contract and staffing

requirements, provide continuity and offer assurance to partner agencies as the scheme develops.

5. ALTERNATIVE OPTIONS

CVS/Citizens Advice Contract

Members may wish the funding for ongoing support to be provided to a different organisation.

Officers are very satisfied with the support CVS and Citizens Advice have provided to hosts, guests, and to Teignbridge District Council in delivering this scheme flexibly and at pace.

The demands of this scheme on CVS and Citizens Advice will be continued to be monitored with regular meetings and review of work being completed.

Seeking alternative providers may be possible through a procurement process, but this would be at the risk of a failure of TDC not meeting the grant requirements and provision of ongoing wraparound support.

6. Implications, Risk Management and Climate Change Impact

6.1 Financial

The proposed allocation of funds for both schemes makes best use of the funding to meet the needs of those the funding is intended for and is within the requirements of the funding conditions. By providing resources to successfully administer the scheme, it is expected to avoid additional pressure on Housing budgets. HfU reporting to Devon County Council uses the headings in the proposed allocation table above and will be monitored against actual spend.

6.2 Risks

Risks	Mitigations
Increase of homelessness	Utilising the funding dynamically will allow us to allocate funding to best meet the arising needs.
Failure to spend the grant and therefore needing to be returned	Ongoing monitoring of expenditure, meetings with CVS and Citizens Advice to identify gaps and additional areas of support needed

Failure to meet the resource demands of the authority	Ongoing monitoring of workloads as a result of the Refugee Schemes to ensure sufficient staffing are available to meet the need.
Host placements funding ceasing	Where there would be a duty to provide temporary accommodation, options for the local authority to consider utilising this funding to continue to support host placements
No additional future funding	New posts are limited to 2 year fixed term contracts. Additional hours for staff on an ad- hoc basis does not change their contract provision and can be stopped at any point TDC meet regularly with DHLUC and Devon County Council and are monitoring for any future impacts

6.3 Environmental/Climate Change Impact

There are no environmental/Climate Change impact linked to this report.

7. Alternative Options

None that can be reasonably achieved and maintain the current level of support to Homes for Ukraine households.

8. Conclusion

The proposed planning of expenditure of funding meets the grant conditions for each of the schemes. It is recommended that the funding of CVS and Citizens Advice to support Homes for Ukraine households and the additional staffing resources detailed in the report be continued. In delegating responsibility for the management of this funding, TDC will continue to be able to provide timely response to local needs and legislative changes to provide the best outcomes possible for Homes for Ukraine refugees.

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**Teignbridge District Council
Full Council
Meeting date 5 September 2023
Part i**

The Replacement and Decarbonisation of the Council's Vehicle Fleet

Purpose of Report

To seek approval of the approach to be taken on the replacement of the Council's vehicle fleet in relation to decarbonisation aspirations.

Recommendation(s)

The Council RESOLVES:

- (1) That the vehicle fleet is replaced as detailed in Option 4, with all suitable small, medium, and large vans switching to Battery Electric Vehicles, and the required Large Goods Vehicles remaining as diesel units.
- (2) That Hydrogenated Vehicle Oil is not introduced as a replacement fuel but options around its use, and other potential alternative fuels, continue to be actively considered in relation to our carbon reduction pathway.

Financial Implications

Please see paragraph 3.1 of the report.
Martin Flitcroft
Chief Finance Officer & Head of Corporate Services
Email: martin.flitcroft@teignbridge.gov.uk

Legal Implications

Please see paragraph 3.2 of the report.
Paul Woodhead, Head of Legal Services and Monitoring Officer
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Risk Assessment

Please see paragraph 3.3 of the report.
Waste & Cleansing Manager
chris.braines@teignbridge.gov.uk

Environmental/Climate Change Implications

Please see paragraph 3.4 of the report.
William Elliot, Climate Change Officer

Report Author

Waste & Cleansing Manager
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Executive Member

Cllr Charles Nuttall - Executive Member for Recycling, Household Waste & Environmental Health

1. Introduction/Background

The majority of the Council's fleet is due for renewal during 2024. Vehicles are supplied on a lease basis. The initial term was for 7 years, with the option to extend for 3 years where vehicles remained serviceable. The option to extend was exercised and we are currently in the final year of the extension period for the remaining vehicles initially supplied.

With the increased likelihood of breakdowns and repairs and risks to disruption of front-line services and long lead times on vehicles, the decisions required from this report are time sensitive. Orders need to be placed to ensure the timely provision of vehicles and any infrastructure works required.

The Council declared a Climate Emergency and became a signatory of the Devon Climate Emergency in 2019. An assessment of our in-house carbon footprint confirmed that the vehicle fleet accounts for approximately 50% of our direct carbon footprint.

The Council has engaged external specialist support to help inform decisions and consider a range of options to reduce the carbon emissions of the fleet. Battery Electric Vehicles (BEVs) and the replacement of diesel with Hydrogenated Vegetable Oil (HVO) biofuel have emerged as the most viable options to consider.

2. Fleet Replacement and Decarbonisation Details

2.1 Fundamental Fleet Requirements

An efficient fleet of vehicles is essential for the effective delivery of front-line waste, recycling, enforcement, parking, and street cleansing functions by the Council's in-house teams.

The Council operate 56 LGV's (also often referred to as HCVs (Heavy Commercial Vehicles) or HGVs (Heavy Goods Vehicles) and 45 Light Commercial Vehicles (LCV's) which in the context of this report relates to vans weighing up to 3,500kg and includes all the 'small', 'medium' and 'large' vans.

2.2 Fleet Decarbonisation

Recognising that the fleet accounts for about 50% of our direct carbon footprint, the Part 1 Carbon Action Plan contains the two priority actions:

“Action 4: Develop a masterplan to determine the future of our Depot site on Brunel Industrial Estate”.

“Action 5: Develop a vehicle fleet decarbonisation pathway to determine how we can transition away from diesel fuelled vehicles to low carbon alternatives”.

Battery Electric Vehicles

The consensus is that Battery Electric Vehicles (BEV's) are emerging as the only viable alternative technology to a diesel fleet, and that the depot is well placed in relation to the resulting power and charging infrastructure requirements which are considered in more detail in the associated Part ii report.

Hydrogen

Hydrogen vehicles are more expensive, largely unavailable in the specifications required, more complex, harder to maintain, costlier to fuel, have a higher emissions intensity associated to their dominant energy source at present (natural gas) and are inefficient compared to BEVs.

Biomethane and Hydrogenated Vegetable Oil (HVO)

Biomethane is generated from renewable feedstocks, typically through an anaerobic digestion process. Vehicle availability is extremely limited and unit costs are high, however.

There has been growing interest in HVO, a 'drop-in' replacement fuel which diesel vehicles can use without modification. Our current contracted fuel supplier can provide HVO albeit at an increased cost.

Although HVO could be used as a transition fuel to bridge the gap between a diesel and a battery electric fleet, officers have concluded that HVO should be excluded from our decarbonisation pathway for the following reasons:

- **Limited assurance:** Although HVO supply chains are typically accredited under the International Sustainability and Carbon Certification (ISCC) scheme, there is limited assurance on the origin of HVO feedstocks.
- **Divestment:** HVO will tend to divert funding from long-term solutions such as battery electric vehicle technology.
- **Guidance:** The Science Based Targets Initiative recommends that direct emissions produced from the combustion of biofuels should not be discounted from organisational carbon footprints.

Carbon Benefits of More Efficient Diesel Vehicles

Whilst there will be some carbon reduction benefits achieved through the replacement of old with new, more efficient diesel vehicles, these will be relatively minor when compared to that achieved for an equivalent BEV for example.

2.3 Market Availability of Battery Electric Vehicles

There are limited available BEV vehicle configurations that allow appropriate access, sufficient payloads (amount the vehicle can carry) and range (distance vehicles can cover before needing to recharge), particularly whilst carrying heavy loads around our hilly district. Specialist refuse and recycling BEV technology is still in its relative infancy.

Conversely, BEV units to cover the roles many of our small, medium, and large vans undertake, such as street cleansing, restricted access collections and deliveries, supervisory, enforcement and parking functions, are available and capable of performing as required.

Examples of Battery Electric Vehicles

There are a significant number of BEV refuse collection vehicles (RCVs) in operation nationally. These tend to be in large cities with high collection densities, easy access, and less challenging topography, however.

Kerbside sort recycling vehicles are in extremely limited use, with four in operation in total in the UK. As both refuse and recycling LGV BEVs are untested over meaningful timeframes, or in comparable working environments, their procurement would create significant levels of risk.

We have undertaken our own trials using demonstration BEV's from a range of suppliers of waste and recycling vehicles to evaluate their performance against our requirements.

In summary, all the small & medium, and most of the large vans are available as BEVs and within the required lead-times if orders are placed during September 2023. There are, however, limited viable options available for most of the specialist LGV vehicles required. We are not currently recommending the use of BEV LGVs.

2.4 Site Masterplan and Infrastructure Requirements

The Forde Road Depot is well placed geographically to secure the necessary power supply for a complete fleet of BEVs with comparatively low infrastructure investment costs. There is immediate access to the 11kV electricity network, located in Forde Road which has spare capacity.

The site's spatial footprint is sufficient to accommodate the existing fleet, and with partial site remodelling, further capacity can be made available to accommodate additional vehicles that will be required to deliver services for the District's increasing population.

It is possible to procure the required electricity supply and install charging infrastructure to coincide with fleet renewal timescales. The timeframes are challenging however and delays on the decisions required could jeopardise the transition to BEVs at the depot and increase the risk of losing the available free capacity to other users on the industrial estate.

2.5 Options, Costs & Timeframes

Five options are presented in detail in the accompanying Part ii report.

- Option 1 - Replace with Diesel units over a 7-year cycle.
- Option 2 - Replace with Diesel units over a 10-year cycle.
- Option 3 - Replace with Diesel units over a 7-year cycle except for the small and medium vans which would be BEVs.
- Option 4 - Replace with Diesel units over a 7-year cycle except for the small, medium, and suitable large vans which would be BEVs.
- Option 5 - Replace with Diesel units over a 7-year cycle except for the small, medium, and suitable large vans and identified LGV's which would be BEVs.

2.6 Recommended Option

To achieve the greatest balance between operational certainty, costs, and decarbonisation of the fleet's emissions it is recommended that Option 4 is supported.

3. Implications, Risk Management and Climate Change Impact

3.1 Financial

The associated Part ii report provides detailed information on option costs to help inform the decision required.

3.2 Legal

There are no specific legal implications arising out of this report.

3.3 Risks

There are significant risks associated with the decision and resulting actions required from this report. These can be summarised as follows.

- Replacement Vehicle Timeframes
- Infrastructure Timeframes
- Project Costs
- Power Supply Risks
- Flooding
- Health & Safety

3.4 Environmental/Climate Change Impact

The proposed project will reduce the Authority's Scope 1 Carbon Footprint by 58 tonnes CO₂ per annum and provide the infrastructure necessary to support the long-term future needs of a battery electric fleet.

4. Alternative Options

Options 1,2,3 and 5 for fleet replacement were considered in this report. Option 4 provides the greatest reduction in fleet emissions operationally viable.

A range of other low emission vehicle technologies were also considered, including hydrogen, Hydrogenated Vegetable Oil (HVO) and biofuels.

5. Conclusion

The vehicle fleet accounts for approximately 50% of our direct carbon footprint through the consumption of fossil fuels. Efforts to reduce this are therefore crucial to the achievement of the Council's net zero ambitions.

The decision required in relation to fleet replacement and associated infrastructure works is time sensitive if the replacement of all the small and medium sized, and majority of large diesel vans with Battery Electric Vehicles (BEVs) as detailed is to happen in this fleet replacement cycle.

The transition to BEV's should be considered as the start of the journey towards further fleet decarbonisation and will future proof the Forde Road Depot's related energy requirements.

Option 4 provides the greatest reduction in fleet emissions operationally viable and is the recommended approach.