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24 November 2025

## EXECUTIVE

A meeting of the **Executive** will be held on **Tuesday, 2nd December, 2025** in the **Council Chamber, Forde House, Brunel Road, Newton Abbot, TQ12 4XX** at **10.00 am**

PHIL SHEARS  
Managing Director

### Membership:

Councillors Buscombe, Hook, Keeling (Leader), Nuttall, Nutley, Palethorpe (Deputy Leader), Parrott, G Taylor and Williams

**Please Note:** Filming is permitted during Committee meeting with the exception where there are confidential or exempt items, which may need to be considered in the absence of the press and public. By entering the Council Chamber you are consenting to being filmed.

## A G E N D A

### Part I

1. **Apologies for absence**

2. **Minutes**

To approve and sign the minutes of the meeting held on Tuesday 25<sup>th</sup> November 2025.

The minutes of this meeting will be available to view here once the meeting has occurred: [Executive on Tuesday 25th November 2025](#)

3. **Announcements (if any)**

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

5. **Executive Forward Plan**

To note forthcoming decisions anticipated [on the Executive Forward Plan](#)

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

Members of the Public may ask questions of the Leader or an Executive Member. A maximum period of 15 minutes will be allowed with a maximum of period of three minutes per questioner.

7. **2025/26 Budget Monitoring** (Pages 5 - 38)

To update Members on the principal areas where there are likely to be departures from the 2025/26 revenue budget and summarise those variations to the end of September 2025 including updates on progress with the capital programme and funding and any amendments to the lending list for treasury management purposes.

8. **S106 Monitoring Fee Proposal** (Pages 39 - 52)

To update and regularise the Section 106 Monitoring Fee structure within Teignbridge District Council Planning Service, making fees proportionate to the cost of monitoring.

9. **Town and Parish Council Charter** (Pages 53 - 70)

To seek approval from the Executive for the adoption of a Town and Parish Charter.

10. **District Carbon Action Plan** (Pages 71 - 132)

To adopt the District Carbon Action Plan and endorse its implementation through the One Teignbridge Council Strategy.

11. **Approval of Abandoned Vehicle Policy** (Pages 133 - 146)

To agree and approve an Abandoned Vehicle policy that sets out the process for determination and disposal of abandoned vehicles.

12. **Referral from the Overview and Scrutiny Committee - Medium Term Financial Plan Review Group 2025 Report**

At its meeting on 11<sup>th</sup> November 2025, the Overview and Scrutiny Committee received the report of the Medium Term Financial Plan (MTFP) Task Group.

The Overview and Scrutiny Committee recommended to Executive that:

1. All Service managers to prepare options for discretionary Fees and charges for their area of control to maximise income (10% or more) from 1 April 2026 together with the implications. (increases to be greater than the 5% increase assumed in the MTFP).
2. 'Invest to save' schemes for Housing are accelerated to reduce the cost of providing temporary accommodation as soon as possible.

3. 'Invest to save' schemes in Leisure are supported. There are two options at Dawlish Leisure Centre: a) invest to generate additional income or b) to consider the economic viability of the Centre.
4. Approval of Council tax increases at the maximum allowed in 2026/27 (2.99% in 2025/26) is supported. At Band D that would equate to an additional £6 per annum (still to be confirmed precisely).
5. The Council removes the 50% Council Tax Discount that applied for a maximum period of 12 months for empty, uninhabitable properties that was agreed in January 2013 and in operation since 2013.
6. In order to continue to support the valued work across the District delivered through Voluntary sector Service Level Agreements e.g. Citizen's Advice, freezing all members allowances at the current value to be progressed for consideration by Full Council.

The full report (agenda item 11) can be found at [Agenda for Overview and Scrutiny Committee on Tuesday 11th November 2025](#)

### **13. For Information - Individual Executive Member Decisions**

[Executive Member Decisions](#)

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

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## **Teignbridge District Council**

### **Executive**

**2 December 2025**

#### **Part i**

### **2025/26 BUDGET MONITORING – REVENUE & CAPITAL, TREASURY MANAGEMENT LENDING LIST**

#### **Purpose of Report**

To update Members on the principal areas where there are likely to be departures from the 2025/26 revenue budget and summarise those variations to the end of September 2025 including updates on progress with the capital programme and funding and any amendments to the lending list for treasury management purposes.

#### **Recommendation(s)**

**The Executive Committee resolves to:**

- (1) Approve the revenue budget variations for 2025/26 as shown at appendix 1**
- (2) Approve the updated capital programme as shown at appendix 2**
- (3) Note the updated lending list as shown at appendix 3**
- (4) Note the mid year review of Treasury Management shown at appendix 4**

#### **Financial Implications**

The financial implications are contained throughout the report. For 2025/26 there is a favourable variance of £820,000 at the end of September 2025. See sections 2 and 4. **Please note the concerns raised in 7.2 about continuing budget gaps for future years and changes in Government funding taking place in 2026/27.**

Gordon Bryant – Head of Financial Services and Audit  
Email: [gordon.bryant@teignbridge.gov.uk](mailto:gordon.bryant@teignbridge.gov.uk)

#### **Legal Implications**

The Council is required to secure a balanced budget and also to provide certain services. Regular financial monitoring by the Executive helps ensure that the Council is able to meet these statutory obligations.

Gordon Bryant – Head of Financial Services and Audit  
Email: [gordon.bryant@teignbridge.gov.uk](mailto:gordon.bryant@teignbridge.gov.uk)

## **Risk Assessment**

Major risks are summarised in section 6. The most significant of these is the level of future funding from Central Government and the level of reserves held to meet future unexpected variations in income.

Gordon Bryant – Head of Financial Services and Audit  
Email: [gordon.bryant@teignbridge.gov.uk](mailto:gordon.bryant@teignbridge.gov.uk)

## **Environmental/ Climate Change Implications**

The revenue budget supports the funding of a Climate Change Officer and associated budget and capital projects are highlighted which contribute towards our climate change objectives – see section 9.

David Eaton – Head of Neighbourhoods  
Email: [david.eaton@teignbridge.gov.uk](mailto:david.eaton@teignbridge.gov.uk)

## **Report Author**

Gordon Bryant – Head of Financial Services and Audit  
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## **Executive Member**

Councillor John Parrott – Executive Member for Corporate Resources

## **Appendices/Background Papers**

Appendix 1 – Revenue budget variations 2025/26  
Appendix 2 – Capital programme  
Appendix 3 – Treasury management lending list  
Appendix 4 – Mid year treasury management review

### **1. PURPOSE**

- To identify the principal areas where there are likely to be departures from the approved 2025/26 budget and summarise the likely overall variation based on the information available to the end of September 2025. Also to inform Members of progress that has been made with achieving savings and efficiencies. All shown at appendix 1.
- To update Members on progress with the capital programme and funding and bring the latest details for members' approval as shown at Appendix 2.
- To update Members on the treasury management lending list as shown in Appendix 3.

- To report to Members the results of the mid-year treasury management review as shown in Appendix 4.

## 2. SUMMARY

- 2.1 There is a net surplus of £819,932 for 2025/26 arising from variations to the original budget. A summary of revenue variations by service identified to the end of September is shown below with favourable variations indicated by a minus sign as per the details shown in Appendix 1. This is an increase of £246k from the month 4 monitoring. The 2025/26 budget was agreed with a £1.5m anticipated use of the Funding Reserve.

Service	Variance £
Development management including land charges	-80,000
Finance – Treasury Management	-313,722
Democratic Services – Constitutional Review	40,000
Environment/climate change	-260,720
Leisure	-300,000
Housing – Haldon site	30,000
Contract Cleaning	15,000
General	49,510
<b>TOTAL FAVOURABLE BUDGET VARIATION TO DATE</b>	<b>-819,932</b>

- 2.2 New homes bonus is still anticipated to be scrapped with no alternative funding currently suggested. Estimated rates retention above the baseline and pooling gain is assumed to be reset next year as part of the current review and consultation into fair funding which will eliminate most of the gains made. We await clarification on this which may be made clearer when full details of the next settlement are provided for 2026/27 in November/December. The funding reserve holds funds to assist with this eventuality initially. Likely shortfalls for current and future years will need to be addressed as part of the budget setting and monitoring process this year and next year and the associated work through the Modern 25 programme. Work is also ongoing through service plan reviews, modified business plans and the work with Ignite to determine savings to meet the gaps identified in the final budget papers from February 2025.

## 3.0 BACKGROUND

- 3.1 For a number of years Government have only provided one year settlements for core funding. There is a suggestion that a funding review will take place in the Spring of 2025 with a potential multi year funding package for 2026/27 and subsequent year(s). The budget announcements at the end of October may provide more clarity. We have consistently been told that new homes bonus receipts are likely to reduce as the bonus is phased out. There is still no clarity as to what will take its place. If there is a two year delay then there is the possibility that new homes bonus may continue until that change and there will be no reset of business rates retention until then. We await

clarification on this and details of the settlement for 2025/26 which are unlikely to be received until late December again. The funding reserve holds funds to assist with this eventuality initially. Likely shortfalls for future years will need to be addressed as part of the budget setting and monitoring process this year and next year. Work is ongoing through Modern 25, service plan reviews and modified business plans to determine savings to meet the gaps identified in the final budget papers from February 2024.

- 3.2** An updated treasury management statement and authorised lending list was approved at the 2025 February budget meeting. This was based on the latest 2021 edition of the treasury management code published by the Chartered Institute of Public Finance & Accountancy (CIPFA). The updated statement is detailed in section 5 below and is shown for information at Appendix 3

**4. VARIATIONS BY SERVICE 2025/26 (revenue shown in appendix 1 and capital in appendix 2)**

**4.1 Building control**

- At the end of September fee income is forecast to be lower than budget to date. Income is forecast to pick up towards year-end with further analysis required during the year. Any variation at the year-end is accounted for in the building control reserve so will not affect Teignbridge's general reserve.
- Teignbridge became the host authority for the Devon Building Control Partnership with South Hams District Council and West Devon Borough Council from 1 April 2017 and holds the partnership earmarked reserves on behalf of the partners.

**4.2 Development management including land charges**

- At the end of September net planning application income is forecast to be above the original budget of £790,900 by an estimated £50,000 for the year. Planning application numbers are 8% down at the end of September as compared with last year.
- Pre-application planning advice - at the end of September 2025 income is forecasted to be above the original budget of £65,570 by an estimated £30,000 for the year.
- There are no Planning appeal costs for this financial year to date however further costs are anticipated but are yet to be determined for this financial year.
- Land charges income is forecast to be on track to achieve the projected net budget of £218,600. The number of searches is 8% higher than last year. A search can be a full or part search or individual questions.

### 4.3 Strategic leadership team & corporate services

Any underspend in this area will be picked up as part of the corporate vacancy savings pot.

### 4.4 Finance

- Forecast net interest receivable at £1,493,212 is forecast to be up £313,722 on the base income budget of £1,179,490. Interest accrued to the end of September is £807,895. There is currently no forecast long-term external borrowing for the year, which means zero interest payable, in line with budget expectations. Base rate as at the start of 2025/26 was 4.50%. The Bank of England monetary policy committee (MPC) has since lowered interest rates as follows:

08 May 2025	4.25%
07 August 2025	4.00%

- Market commentators anticipate base rate will be around 3.75% by the end of March 2026, with a cut as early as December. Further cuts are anticipated, with the rate by the end of 2026-27 anticipated to be around 3.5%. The November 2025 Bank of England Monetary Policy Committee (MPC) meeting indicated that “the extent of further reductions would ... depend on the evolution of the outlook for inflation. If progress on disinflation continued, Bank Rate was likely to continue on a gradual downward path”. The Bank currently sees the 3.8% inflation rate of September as the peak, expecting inflation to settle around the 2% target in early 2027. Bank, building society and money market fund rates have fallen in response to the August base rate cut. Our average lending rate to the end of September is 4.25%, compared to SONIA (Sterling Overnight Index Average), which was 3.97%% as at the start of October 2025 and an average of 4.14% over the financial year to date. Average daily lend for the year is forecast at £37.54 million.
- As at the end of 2024/25, the draft capital financing requirement (CFR) (underlying need to borrow) is £35.353 million. By using existing balances to fund this internally rather than borrowing externally, the Council continues to save an estimated £505,554 per annum. This is based on the cost of borrowing 50% of CFR at the PWLB’s average 10-year certainty rate and 50% at the average 25-year certainty rate as at end of September, less potential interest earned at the average rate as at end of September of 4.25%.
- In April we arranged lending as follows:

Borrower	Rate (%)	Amount	Start date	End date	Days lent	Interest (£)
DMO	4.45	1,000,000	01/04/2025	22/04/2025	21	2,560.27
DMO	4.455	1,000,000	01/04/2025	25/04/2025	24	2,929.32
DMO	4.46	3,000,000	01/04/2025	30/04/2025	29	10,630.68
DMO	4.42	2,000,000	03/04/2025	20/05/2025	47	11,383.01
DMO	4.44	500,000	15/04/2025	23/04/2025	8	486.58
DMO	4.39	1,000,000	15/04/2025	23/05/2025	38	4,570.41
DMO	4.375	6,100,000	15/04/2025	28/05/2025	43	31,440.07
DMO	4.355	1,000,000	24/04/2025	23/05/2025	29	3,460.14

and we had £25.7 million lent out or in call accounts at the end of the month.

In May we arranged lending as follows:

Borrower	Rate (%)	Amount	Start date	End date	Days lent	Interest (£)
DMO	4.225	1,000,000	01/05/2025	23/06/2025	53	6,134.93
DMO	4.285	6,000,000	01/05/2025	28/05/2025	27	19,018.36
DMO	4.21	1,000,000	01/05/2025	02/07/2025	62	7,151.23
DMO	4.22	2,000,000	15/05/2025	19/06/2025	35	8,093.15
DMO	4.22	7,000,000	15/05/2025	02/07/2025	48	38,847.12
DMO	4.215	1,000,000	15/05/2025	23/07/2025	69	7,968.08
DMO	4.215	3,000,000	16/05/2025	06/08/2025	82	28,407.95
Blackpool Council	4.8	3,000,000	19/05/2025	24/11/2025	189	74,564.38
DMO	4.22	1,000,000	23/05/2025	14/07/2025	52	6,012.05
DMO	4.2	1,000,000	28/05/2025	18/06/2025	21	2,416.44
DMO	4.225	1,000,000	28/05/2025	06/08/2025	70	8,102.74

and we had £29.9 million lent out or in call accounts at the end of the month.

In June we arranged lending as follows:

Borrower	Rate (%)	Amount	Start date	End date	Days lent	Interest (£)
DMO	4.22	4,000,000	02/06/2025	02/07/2025	30	13,873.97
DMO	4.22	1,500,000	02/06/2025	06/08/2025	65	11,272.60
DMO	4.19	6,500,000	16/06/2025	06/08/2025	51	38,054.38
DMO	4.18	1,000,000	16/06/2025	19/08/2025	64	7,329.32

and we had £38.6 million lent out or in call accounts at the end of the month.

In July we arranged lending as follows:

Borrower	Rate (%)	Amount	Start date	End date	Days lent	Interest (£)
DMO	4.21	1,000,000	01/07/2025	11/07/2025	10	1,153.42
DMO	4.105	1,500,000	01/07/2025	20/10/2025	111	18,725.55
DMO	4.17	1,000,000	01/07/2025	19/08/2025	49	5,598.08
DMO	4.21	2,000,000	01/07/2025	21/07/2025	20	4,613.70
DMO	4.165	1,000,000	02/07/2025	22/08/2025	51	5,819.59
DMO	4.17	1,000,000	07/07/2025	22/08/2025	46	5,255.34
DMO	4.1	1,000,000	11/07/2025	23/09/2025	74	8,312.33
DMO	4.11	5,000,000	15/07/2025	11/09/2025	58	32,654.79
DMO	4.085	3,000,000	15/07/2025	26/09/2025	73	24,510.00
DMO	4.055	1,000,000	15/07/2025	20/10/2025	97	10,776.30

and we had £38.6 million lent out or in call accounts at the end of the month.

In August we arranged lending as follows:

Borrower	Rate (%)	Amount	Start date	End date	Days lent	Interest (£)
DMO	4.02	5,000,000	01/08/2025	11/09/2025	41	22,578.08
DMO	4.015	1,000,000	01/08/2025	08/09/2025	38	9,130.00
DMO	3.95	1,200,000	06/08/2025	11/09/2025	36	4,285.48
DMO	3.95	1,000,000	08/08/2025	11/09/2025	34	3,679.45
DMO	3.955	5,500,000	15/08/2025	11/09/2025	27	16,090.89
DMO	3.96	2,500,000	15/08/2025	22/09/2025	38	10,306.85
DMO	3.95	200,000	26/08/2025	29/08/2025	3	64.93
DMO	3.95	1,800,000	26/08/2025	29/08/2025	3	584.38

and we had £ 38.6 million lent out or in call accounts at the end of the month.

In September we arranged lending as follows:

Borrower	Rate (%)	Amount	Start date	End date	Days lent	Interest (£)
DMO	3.96	1,000,000	01/09/2025	06/10/2025	35	3,797.26
DMO	3.965	4,000,000	01/09/2025	17/10/2025	46	19,987.95
DMO	3.97	1,000,000	01/09/2025	22/12/2025	112	12,181.92
DMO	3.965	1,000,000	04/09/2025	17/10/2025	43	4,671.10
DMO	3.96	1,000,000	11/09/2025	17/10/2025	36	25,387.40
DMO	3.97	6,500,000	15/09/2025	24/11/2025	70	53,295.89
DMO	3.96	7,000,000	19/09/2025	24/10/2025	35	3,797.26
DMO	3.97	1,000,000	19/09/2025	24/11/2025	66	8,614.36

and we had £38.2 million lent out or in call accounts at the end of the month.

### Prudential Indicators

In accordance with the Prudential Code for capital finance in local authorities (2021 edition), the following table relates to forward looking prudential indicators as reported in Appendix 11 of the budget papers on 25 February 2025:

The capital financing requirement (CFR) represents the Council's underlying need to borrow. The Council is reducing the need for external borrowing by using existing balances to fund this need internally. The CFR at 31 March 2025 was £35.353 million.

	2025-26	2026-27	2027-28
Estimate of the proportion of financing (-)income/costs to net revenue stream	-0.80%	1.18%	1.66%
Estimate of net income from commercial and service investments to net revenue stream	18%	23%	24%
Gross debt is not forecast to exceed the capital financing requirement (CFR)			
Estimate of capital expenditure	£38.48 million	£25.38 million	£8.36 million
Estimate of CFR (approved projects only).	£40.49 million	£38.03 million	£35.52 million
Authorised limit for external debt	£55 million	£60 million	£60 million

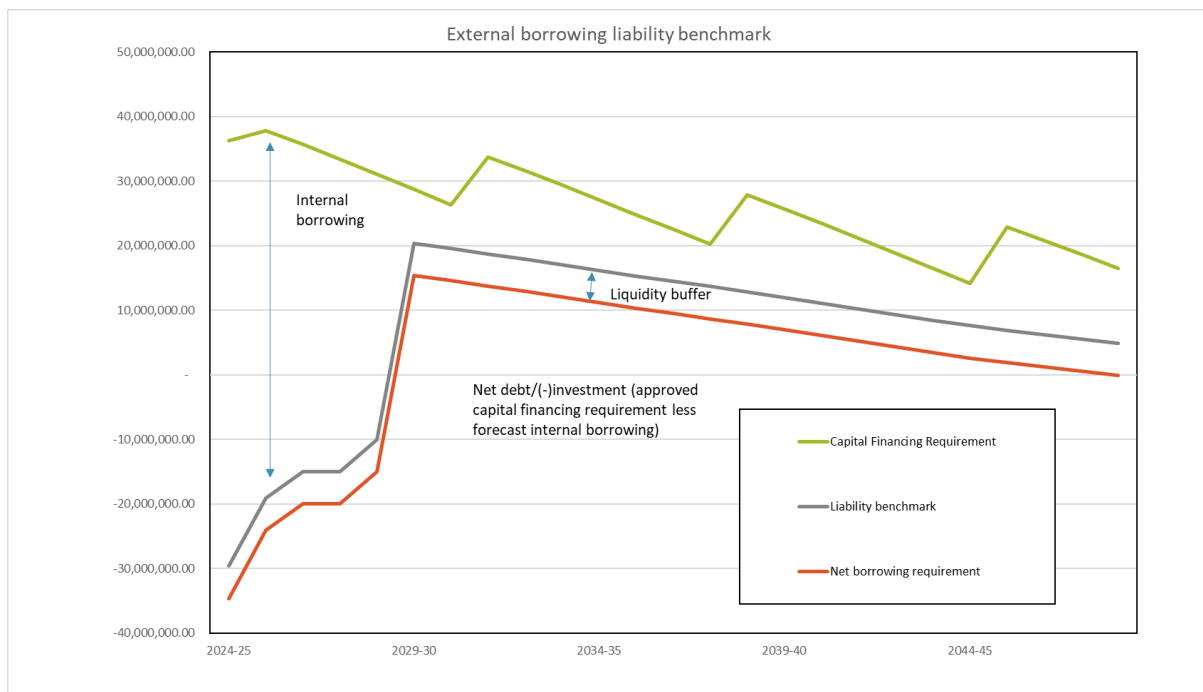


Operational boundary for external debt	£50 million	£55 million	£55 million
Total debt limit	£60 million	£60 million	£60 million

The operational boundary and authorised limit for external debt are higher than the estimated CFR. They include an element for forecast provisional projects which have not yet been fully approved.

Debt liability benchmark – approved projects only.

The debt liability benchmark plots borrowing need relating to approved projects only and forecast internal borrowing and is a tool to help plan for external borrowing requirements. The budget debt liability benchmark is shown below:



Indicators relating to the maturity structure of borrowing, proportion of variable rate borrowing - there is currently no external borrowing.

### Minimum Revenue Provision (MRP)

MRP is a charge to the revenue accounts in respect of capital expenditure financed by borrowing or credit arrangements. It is calculated with reference to the CFR. Forecast MRP for 2025/26 to be £2,317,714, which is mainly attributable to provision for leased waste vehicles. MRP is budgeted to increase (in relation to approved schemes only) to £2,461,644 in 2026/27 and £2,512,321 in 2027/29. The increased MRP in future years relate to schemes involving borrowing approved in the capital programme which will be offset by revenue income in the relevant business cases.

- Municipal Mutual Insurance (MMI) provided insurance for the Council until early 1993 when policies were transferred to Zurich Municipal. MMI experienced financial difficulties in 1992 and a scheme of arrangement was agreed by local authority creditors to facilitate the solvent run-off of the company. The scheme has been triggered and we have to pay a percentage of our potential liability of £341,000.

In 2013/14 a provision was made for the first levy notice of 15% or £51,000 which the administrator issued in April 2013 and was billed and paid early in 2014. A further reserve of 35% or £119,000 for likely claims in future years was also set up. Together these allowed for a total 50% of the potential liability as recommended by the broker. MMI's accounts to 30 June 2015 were published and we paid a second levy of 10% or £34,000 in April 2016. We were not required to pay any more after publication of the accounts since 2016. We still have £85,000 in reserve for the potential remaining 25%.

### **Human resources, legal, democratic services, audit and procurement**

There is an additional cost for external resources to support the continued review of the Constitution amounting to £40,000.

## **4.5 Assets**

### **Revenue**

- £123,100 from the Repairs and Maintenance budget was transferred as a revenue contribution to capital for the Broadmeadow Sports Centre Capital Project. Current spend is 38% of the revised budget of £674,240. Actual spend to the end of September is £263,467.
- General rental income to date is currently in line with the budget set. Market income is forecast to be below the budget of £68,820 due to Market Hall being closed. The total property income budget is £2.97 million.

### **Capital**

- The capital programme is shown at appendix 2. It continues to include significant provisions for investment in town centres and employment land, including remaining Future High Street elements. The Queen Street project has reached practical completion. The Market Hall and Market Square project is progressing well and remains on schedule for completion in winter 2025. Officers are currently reviewing options for securing a professional market management operator to oversee the revitalised market space. All buildings on the Bradley Lane site have now been demolished, and the site has been cleared, with remediation works underway in accordance with the original FHSF intention to make the land development ready.
- Council of 28 April 2022 granted authority for the sale of land at Brunswick Street in Teignmouth town centre to Torbay and South Devon NHS Trust.

Alongside this, it was resolved to create a new car park at the junction of George Street and Brunswick Street, to be funded from capital receipts. While the agreed land sale no longer meets the needs of all parties, the car park element of the project progresses. The tender process is progressing and is within budget at this stage. It is anticipated that start on site will be in January 2026, with the majority of the £0.5 million budget in 2025/26.

- There is a £2 million provision for employment sites, funded from borrowing. It is anticipated this will be spent on schemes on council owned land, either to invest in new assets or to enhance and make best use of those already available. This will encourage new and existing businesses to set up, move in and stay in the area. The aim is to create better paid jobs and business expansion for a more resilient local economy. Where people can both work and spend leisure time locally, carbon emissions are also reduced. Individual projects will come back to committee as appropriate as business cases are developed.
- Council of 6 June 2016 resolved to commit funding to the Superfast Broadband Connecting Devon and Somerset phase 2 programme. An investment of £250,000 financed from capital receipts was confirmed and the collaboration agreement signed. It is anticipated to be paid in 2025/26.

## **4.6 Strategy and Partnerships**

### **Revenue**

Budget currently on target.

### **Capital**

#### Coastal & drainage

- South West Coastal Monitoring (SWCM) is in the 5th year of its 4th phase in 2025/26. The 6-year phase is 100% funded by grant from the Environment Agency – up to £10.5 million over 6 years, with £2.5 million budgeted for 2025/26, including carry-forward. SWCM is the largest of the National Coastal Monitoring programmes in England, encompassing 2,450 km of coast between Portland Bill in Dorset and Beachley Point on the border with Wales. Since its inception in 2006 Teignbridge District Council have acted as the lead authority for the region. The Programme collects a multitude of coastal monitoring data, including topographic beach survey data, bathymetric data, LiDAR, aerial photography and habitat mapping and has a wave buoy and tide gauge network around the South West coast. The data feeds into a long term dataset showing changes to the beaches and coastline of the South West. It ensures that all Coastal Protection Authorities have the evidence to better understand the processes affecting the coast ensuring that coastal defence schemes are designed based on reliable information.

## **4.7 Economy and Delivery**

## Revenue

Budget currently on target.

## Capital

- The successful bid to the UK Shared Prosperity Fund covering the three years to 2024/25 resulted in the allocation of £1.6 million funding for the Council's related investment plan, supporting businesses, hard to reach groups, women and local communities. Working in partnership with Devon County Council, a further £100,000 has been allocated for 2025/26, with a further £195,000 in relation to the Rural England Prosperity Fund.
- We received the first payments of community infrastructure levy (CIL) in 2015/16. The money is analysed by town/parish and any payments due to them are made half-yearly. As at the end of September 2025, Teignbridge has recognised £37.2 million of usable CIL after payments due to parishes. £8.4 million was paid to town and parish councils by the end of October 2025. £10.9 million has been spent on infrastructure. £0.96 million has been allocated towards administration costs since inception. As CIL may be paid in instalments, the actual cash balance after parish payments, parish payments due, expenditure and administrative costs is £16.2 million.
- The latest capital programme forecasts expenditure of £27.8 million of CIL between 2025-26 and 2027-28. Projects include provisions for cycle paths, highway schemes such as the Dawlish Link Road and A382, education and energy infrastructure and low carbon as laid out in the local plan. This is within the currently recognised amount. However, the Council is carrying out a wholesale review of the capital programme as part of the One Teignbridge review of priorities. Whilst the review is taking place, the following is an overview of the projects being considered for CIL funding over the next 5 years. The capital programme will be updated as part of the 2026-27 budget process.
- Education - circa £30-35m
  - Bovey Tracey Primary School – Initial feasibility study for 4 form entry new school on Le Molay Littry Way is underway.
  - Wolborough Primary – New 2 Form entry primary capacity to serve new community.
  - Houghton Barton Primary – Estimated Cost of new primary at NA1 allocation.
- Highways and Transport - c£4-5m
  - A382 widening including Jetty Marsh Phase 2 - £1.5m contribution to £53.9m widening and improvements of A382 including Jetty March 2 and active travel links.
  - Wolborough Link Road Phase 2 – Link north from Kingskerswell Road towards Ogwell / Vistry land. Required to ensure connection through the NA3 site and enable permeability and

active travel connectivity. Up to £894,000 may be available through S106, plus up to £1m in S106 for fill material. Ongoing negotiations with site developers and landowners.

- Houghton Barton connectivity – To secure transport links including active travel, between Houghton Barton, Hele Park and Mile End.
- Wolborough active travel links - from Ogwell and Kingskerswell Road / Coach Road towards Town Centre. Specific solutions and costs to be designed / determined.
- Teign Estuary Trail - £700,000 – Securing land for Phase 1 (from Kingsteignton to Bishopsteignton) and preparing designs for route. Total estimated project cost is £45,000,000.
- Greenspace and Wildlife - Circa £3-4m
  - SANGS and Habitat Regulations infrastructure - Provision of SANGS at SW Exeter and wider region. Required to enable new development in the Exe and Dawlish Zones, as required by Habitat Regulation Mitigation Strategy. Exact cost still being determined by partnership.
  - Bradmore Hilltop Park – Building on initial concept plans and landownership details, next stages would seek to assess and negotiate land options and prepare planning applications.
- Health and Community - circa £5.8m
  - Houghton GP surgery and community building fit out - S106 triggers yet to be determined which will see developers construct the building Shell and Core, with fit out being funded by CIL and other means.
  - Waste Recycling Centre Bulking Station – Required to accommodate new growth and changes in regulations.
  - Community Match Fund – Opportunity for match-funding of projects proposed by Town and Parish Councils. Terms and conditions to be confirmed, but the fund may be focussed towards places with less CIL received or due, and where TDC has approved a local infrastructure plan.
  - Play parks improvements - potential fund to improve TDC owned play parks.

Final recommendations will be made to Executive from the Project Assurance Board based on a consideration of CIL and other funding availability, and Council and Partner capacity for project delivery.

- Both Dawlish Countryside Park and the first phase of Ridgetop Park have been handed over to the respected land charity, the Land Trust for management under agreements which will ensure that the public and environmental benefits of the sites will be safeguarded for the long term. £1.367 million is included in 2025/26 for the acquisition, instatement and endowment costs of the final phases of Ridgetop Park, funded from Housing Infrastructure Fund grant.
- In addition to the Garden Communities revenue funding Teignbridge was also awarded an infrastructure element of £250,000. £190,000 delivered the first

phase of the Ogwell strategic cycle link (completed May 2024) as approved at Executive on 6 June 2023. A stretch of new route created alongside the tennis courts in Bakers Park will also open once the second phase, which is subject to funding, has been completed. Plans for the second phase of the work will include extending the walking, wheeling and cycling route to Beverley Way, creating a new formal road crossing to link over Totnes Road into Bradley Road and creating a link into Ogwell via an off-road path into Buntings Close.

- A contribution of up to £175,000 towards improved community facilities at Highweek Scout Hut was approved at Executive on 10 July 2023. This is funded from S106 contributions, with the aim being to provide a multi-purpose and flexible community building, improving community access and modernising facilities. The funding was carried forward into 2025/26.

#### **4.8 Environment**

- A waste savings sharing agreement exists with Devon County Council. Additional savings which might arise can help to contribute towards the costs of implementing and on-going costs of extra waste and recycling rounds and improvements. This is anticipated to be in line (this is the last year) with the budget set for 2025/26.
- Fuel costs are forecast to be underspent by £120,000 against the original budget, due to a fall in cost per litre of fuel.
- Income from recycling sales is anticipated to be lower than the original budget by £225,000. This is mainly due to the falling prices for plastic and cardboard.
- Recycling credit income is expected to be in line with the original budget based on quarter 1 estimates when compared to the original budget.
- Vehicle lease costs are forecast to be in line with the budget of £2,234,070.
- Contract cleaning costs are forecast to be overspent by £15,000 due to the yearly increase in October being 4.64%, 2.64% above budgeted figure.
- Income from extended producer responsibility for packaging was budgeted at the provisional assessment figure advised of £1,802,000. A subsequent notification has stated that the payment will be £2,167,724 – an increase of £365,724. This increase in income is not guaranteed and subject to recovering sufficient funds from the producers.

#### **Capital**

- At Full Council on 25 July 2023, £3.701 million was approved towards the refurbishment and second phase of decarbonisation at Broadmeadow Sports Centre. This was funded partly from a further successful bid made under the third phase of the PSDS for £309,772 of grant funding. Broadmeadow Sports



Centre was formally reopened on 24 July 2025. The project involved replacing gas-fired heating with air source heat pumps and increasing building thermal fabric efficiency standards. Alongside this, refurbishment works including a new frontage and reception overlooking the car park, additional studio space, improved changing facilities, expansion of the current gym and studio plus improved lighting will increase centre provision and viability.

- Officers are in the early stages of feasibility work in relation to improvements to Dawlish Leisure Centre. This will be brought to Full Council in due course.
- At Full Council on 30 July 2024, budgets were approved for the following energy efficiency schemes:
  - £393,226 at Dawlish Leisure Centre
  - £515,625 at Newton Abbot Leisure Centre
  - £57,000 at Teignmouth Lido
 £168,775 of these budgets is funded from Sports England Swimming Pool Support Fund grant with the remainder funded from borrowing.
- At Full Council on 5 September 2023, the infrastructure requirements to enable a switch to battery electric vehicles for suitable small, medium and large vans of the Council's fleet were approved. Work has been completed at the three sites of Forde House, the multi-storey car park in Newton Abbot and the main Depot, within the budget of £788,851.
- At Full Council on 20 May 2025, £5.033 million was approved for the waste transfer station redevelopment, funded from a combination of revenue contributions, borrowing and CIL. This is in order to comply with the Environmental Permitting (England and Wales) Regulations 2023, under which the Council must have a full permit to continue waste operations at the site. Key areas to be addressed are drainage, fire safety and infrastructure requirements.

#### **4.9 Housing**

- Teignbridge have received £35,155 of new burdens funding towards revenue expenditure relating to the statutory duty to support victims of domestic abuse and their children within safe accommodation, following the Domestic Abuse Bill.
- Housing require an additional £30,200 to meet the deficit attached to the running of Haldon Traveller and Gypsy site.
- The grant funded for Rough Sleeper Initiative, Rough Sleeper Accommodation Programme, have now formed into Rough Sleeping Prevention and Recovery Grant this is due to end in March 2026.
- Homes for Ukraine scheme ended in March 2026, the Government have introduced the Ukraine Permission Extension Scheme to allows eligible individuals to apply for an additional 18 months of leave to remain in the UK.

Funding to Teignbridge for the scheme has continued unchanged with a contingency of £826,900 for 26/27 and beyond.

- £17,300 funding has been received from the Home Office for the Asylum Dispersal Grant to cover the Temporary Accommodation costs of asylum seekers who have been moved to the area and have had their immigration status confirmed.
- £936,832 received in Homelessness Prevention Grant to target those most in need and to ensure local authorities are resourced to take action to prevent homelessness and continue to implement the Homelessness Reduction Act 2017.

### **Capital**

- 2025/26 Better Care government grant, received via Devon County Council is £1.792 million, with a further £0.217 million carried over from 2024/25. This funds statutory disabled facilities and other grants. The increased diversity of grants offered as per the Council's Housing Financial Assistance Policy for Loans and Grants has seen increased demand, especially for stairlift and bathroom adaptation grants. To the end of September, 30% of the annual budget has been spent.
- To date in 2025/26, £28,913 of previously paid renovation grants have so far been recovered.
- £7.176 million has been approved in 3 stages to procure 26 properties for the accommodation of Afghan and Ukrainian families in the short term and Teignbridge residents from the Housing Register in the longer term. This is funded from a combination of Local Authority Housing Fund grant, Devon County Council grant, with the remainder funded from Section 106, capital receipts and borrowing. 23 property purchases have now been completed with the final three properties in legal stages to complete in due course.
- At Full Council of 23 October 2025, a total budget of £7.243 million was approved towards the design and construction of 23 social rented flats at the site of Sherborne House car park in Newton Abbot. This is subject to the determination of grant applications as set out in the report. The total budget includes the previously agreed budgets which took the project through the planning and tender stages of work.
- £0.751 million is allocated to the purchase and conversion of Harewood House, Kingskerswell for additional temporary accommodation.
- The pipeline for Homes 4 Teignbridge covers a range accommodation types. The aim is to deliver the full programme over time, with projects being brought forward for approval in due course as details are firmed up. Schemes can move up and down the priorities pipeline depending on a number of factors, including planning constraints and affordability. Funding is assumed to be a



combination of Homes England grant, capital receipts, section 106 for affordable housing and borrowing. Discussions continue with housing providers over the method of delivery.

In relation to the previously approved custom-build housing scheme at Houghton Barton, an additional £0.6 million of ring-fenced central government grant funding has been received to enable delivery.

A provisional budget line of £0.03 million is included for periodic capital expense in relation to Teignbridge's social housing portfolio, for example replacement roofs, fabric improvements and replacement fixtures and fittings.

#### **4.10 Leisure / Green spaces**

- Leisure's fees and charges - at the end of July income was anticipated to be £300,000 higher than the original budget for the year due to membership income.
- We currently have £9.6 million available in S106 receipts. Of this sum, £1.7 million has been allocated to projects, leaving a balance of £7.9 million. The sums are over many services and parishes but the majority is for leisure including open spaces, sports provision and play facilities.

##### **Capital**

Newton Abbot Leisure Centre, Broadmeadow Sports Centre, Dawlish Leisure Centre and Teignmouth Lido benefited from the decarbonisation projects outlined in 8.6.

#### **4.11 Neighbourhoods**

##### **Licensing**

- Licensing income looks to be on target to achieve the budget of £262,230.

##### **Parking**

- Income from car parking is currently on track to achieve the original budget of £5.38 million at the end of September.

#### **4.12 Revenue & benefits plus customer services**

Continued pressure due to new and ongoing schemes:

- Continued support to residents with the Household Support Fund 7, live for this financial year.
- Administration of the Homes for Ukraine refugee and host payments in conjunction with Housing.

- Additional work on supported accommodation data and Housing Benefit Award Accuracy (HBAA)

#### **4.13 General savings progress**

- Salary vacancy savings at the end of September look to be in line with the required budget target of £925,000. There are no other material variances on other salary costs at the end of September. The 2025/26 pay award has been agreed at 3.2%. We had assumed in the budget for 2025/26 a 3% increase across all salaries. This offer works out to be slightly more than anticipated and creates a further budget pressure of £49,510.
- Utility costs for gas, electricity and water are in line with existing budgets as at the end of September. We are not anticipating any further significant inflationary pressures within this financial year as the wholesale prices continue to be more stable.
- The Modern 25 review of service business plans will continue to identify savings that will be fed into the budget process together with the work and findings from Ignite.
- Construction cost inflation has been driven across the UK by numerous external Global factors including, inter alia: supply side issues for materials; cost of energy, transport and the cost of labour. Whilst the increase have been smaller of late, the additional costs have hindered ability to construct business cases with positive returns.
- Increasing costs for capital projects combined with increasing borrowing costs will challenge returns on capital projects and will require continual monitoring.
- All capital schemes undergo rigorous business plan projections using experts internally/externally as required. Risk registers are formulated and associated mitigations to those risks identified to all aspects of a project particularly with Global and external factors being volatile in the current economic cycle such as inflation, borrowing, interest rates, income projections, rates of return, running costs, environmental factors, legal aspects, our prudential indicators etc. These are modelled and revisited periodically (on larger projects this will be in the form of monthly valuations) as new information is made available or as a project moves to the next milestone or stage to ensure the returns are made and the objectives of the project are delivered.

### **5. TREASURY MANAGEMENT - AUTHORISED LENDING LIST (Appendix 3) and MID YEAR REVIEW (Appendix 4)**

- 5.1** The authorised treasury management lending list was approved at the 2025 February budget meeting. Following the appointment of treasury management advisors in 2019, additional highly rated institutions were added to the Council's official lending list. From 1 January 2019, the largest UK banks had to separate core retail banking from investment banking in order to support financial stability and make any potential failures easier to manage without the

need for a government bailout. The banks addressed ring-fencing, each taking their own approach about which side of the bank is best suited for local authorities. In some cases, ring-fencing affected ratings. Officers continue to monitor all ratings to ensure they meet the Council's lending criteria.

**5.2** The lending list has been updated for the latest ratings and is included at appendix 3. Barclays Bank has been added to Tier 2.

**5.3** The **mid-year review of treasury management** performance which is required to be noted by Council is attached at appendix 4. This shows average returns of 4.25% to the end of September - comparable to the benchmark average SONIA (Sterling Overnight Index Average) rate as published on the first of each month for April to September, of 4.14%. Interest earned to the end of September, including sums which fall into 2025/26 from lending arranged the previous financial year, is £807,896. It is slightly less than last year (£985,389 at the same point), mainly due to lower interest rates. The forecast for the year is £1,493,212 a decrease of £502,621 compared to £1,995,833 received in 2024/25. This forecast decrease is due to lower interest rates.

## **6. RISKS**

The greatest risks to the current year's revenue budget are those large and volatile budgets. This includes Planning and Car Parking income, the costs of Temporary Accommodation and Treasury Management. This is mitigated through monthly monitoring and discussions with service managers.

The most significant medium-term concerns relate mainly to future financial planning, only currently having a one-year settlement, predicted changes to business rates retention and the abolition of New Homes Bonus and what it may or may not be replaced with and how our funding from these sources will change as a result. General reserves are maintained at a value higher than originally budgeted and earmarked reserves are held to help deal with future forecast funding changes and potential exposure to ongoing reductions in income. These risks may impact on the performance of treasury management and borrowing levels moving forward.

## **7. MAIN IMPLICATIONS**

The implications members need to be aware of are as follows:

### **7.1 Legal**

The Council is required to secure a balanced budget and also to provide certain services. Regular financial monitoring by the Executive helps ensure that the Council is able to meet these statutory obligations.

Monitoring and reporting of the treasury management results is required by the CIPFA Treasury Management Code.

## 7.2 Resources

The report notes an overall favourable variance of £819,932 identified this year to the end of September. However, it needs to be noted that this is in the context of a planned £1.5m use of reserves to balance the budget. Revenue reserves are considered to be sufficient to sustain the council for the current financial year however **the February 2025 budget identified a budget deficit next year of £3.8 million for 2026/27 and £3.6 million for 2027/28 currently being funded by earmarked reserves. Service reviews and Modern 25 are exploring further savings that can be made this year and in the future to protect significant use of earmarked funding reserves. Consideration will need to be made of any future developments regarding funding changes from business rates retention and changes to New Homes Bonus. Government have stated that funding reform will take place and take effect from 2026/27 so it is vital that work continues and decisions made to deliver savings to balance the annual budget.**

## 8. GROUPS CONSULTED

The draft accounts are advertised as available for inspection and are available on the website. The external auditors are currently mid-way through the audit.

## 9. ENVIRONMENTAL/CLIMATE CHANGE IMPACT

The revenue budget supports the appointment of a climate change officer and associated budget. The capital programme identifies projects which have an impact on climate change denoted with a green leaf in appendix 1.

## 10. DATE OF IMPLEMENTATION (CONFIRMATION OF DECISION SUBJECT TO CALL-IN)





10.00 a.m. on 11 November 2025





## Appendix 2

Description	Forecast 2025/26	Forecast 2026/27	Forecast 2027/28
<b>UPDATED BUDGET 25.2.25</b>	<b>19,751,750</b>	<b>17,339,830</b>	<b>16,870,610</b>
<b>Major budget variations :</b>			
Development management - extra income at end of July	-50,000	-50,000	-50,000
Development management pre-planning application charging	-30,000	0	0
Finance- net finance investment extra income projected at end of September	-313,722	0	0
Democratic services - additional costs to review the Constitution	40,000	0	0
Environmental - fuel decrease in costs	-120,000	-120,000	-120,000
- other income variations - recycling sales	225,000	225,000	225,000
- extended producer responsibility income	-365,720	-365,720	-365,720
Housing - deficit attached to the Haldon site	30,000	0	0
Leisure - increase in memberships/swimming/general income - end of July	-300,000	-300,000	-300,000
Additional Contract Cleaning Costs	15,000	0	0
Estimated salary vacancy savings/pressures	49,510	50,990	52,520
<b>ESTIMATED -SURPLUS/SHORTFALL</b>	<b>-819,932</b>	<b>-559,730</b>	<b>-558,200</b>

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**TEIGNBRIDGE DISTRICT COUNCIL  
CAPITAL PROGRAMME 2025-26 to 2027-28**


						29,444	38,478	25,383	8,358	
Code /bid no.	Asset/Service Area		Description	Provision?	C/f ?	ORIGINAL	LATEST	LATEST	LATEST	Council Strategy
						BUDGET	BUDGET	BUDGET	BUDGET	
						2025-26	2025-26	2026-27	2027-28	
						£'000	£'000	£'000	£'000	
KL1	Broadband		Contribution to Superfast Broadband subject to procurement arrangements (RS) (2024/25) subject to satisfactory assurances of funds being spent within Teignbridge area.	No	✓		250			Economy
Provision	Climate Change		Provision for Carbon Action Plan (PB)	Yes		260	260	260		Environment
KY2	Climate Change		Broadmeadow Sports Centre Decarbonisation Phase 2 and Refurbishment (GG, PB, S106, RS)	No	✓	1,767	1,606			Infrastructure
Provision	Climate Change		Energy infrastructure and low carbon (CIL)	Yes	✓	2,000	2,000	2,000	2,000	Environment
KY7	Climate Change		Leisure Site Measures (S106)	No	✓	100	112			Environment
KY4	Climate Change		Dawlish Leisure Centre Energy Efficiency Measures (GG;PB)	No	✓	197	208			Environment
KY8	Climate Change		Newton Abbot Leisure Centre Energy Efficiency Measures (PB)	No	✓	258	497			Environment
KY9	Climate Change		Teignmouth Lido Energy Efficiency Measures (PB)	No		57	57			Environment
KY1	Climate Change		UK Shared Prosperity Fund/Heart of the SW LEP including Green Business Grants (GG)	No	✓		100			Economy
KR1	Coastal Monitoring		SW Regional Coastal Monitoring Programme. (GG,EC)	No	✓	1,840	2,463	1,666		Community
KR6	Coastal Monitoring		Coastal asset review (GG)	No		219	219			Community
KG2	Cycle paths		Teign Estuary Trail (CIL)	No		-		100	450	Infrastructure
Provision	Cycle paths		Provision for Cycling (CIL)	Yes		50	50	150	150	Infrastructure
KG7	Cycle paths		Garden Communities: Ogwell Strategic Link (S106; Revenue GG)	No		30	47			Infrastructure
KX7	Dawlish		Dawlish link road and bridge (GG, CIL)	No	✓		568			Infrastructure
Provision	Dawlish Leisure Centre		Provision for Dawlish Leisure Centre Improvement Plan (S106; PB).	Yes		660	660	619		Infrastructure
KF8	Dawlish Leisure Centre		Dawlish Leisure Centre Improvements Design (S106)	No			42			Infrastructure
KF4	Dawlish Leisure Centre		All Weather Pitch LED lighting (S106)	No			48			Infrastructure
Provision	Habitat Regulations		Provision for Habitat Regulations infrastructure measures (CIL)	Yes		601	601	88	88	Environment
Provision	Heart of Teignbridge: Employment		Provision for employment sites (PB)	Yes				2,000		Economy
KX8	Heart of Teignbridge		A382 Improvements (CIL)	No		1,000	1,000			Infrastructure
KW1	Heart of Teignbridge		Highweek Scout Hut improvements (S106)	No		175	175			Community

Code /bid no.	Asset/Service Area		Description	Provision?	C/f ?	ORIGINAL	LATEST	LATEST	LATEST	Council Strategy
						BUDGET	BUDGET	BUDGET	BUDGET	
						2025-26	2025-26	2026-27	2027-28	
						£'000	£'000	£'000	£'000	
KW8	Heart of Teignbridge		Houghton Barton land (EC)	No	✓		3			Homes
KW8	Heart of Teignbridge		Houghton Barton land (GG)	No	✓	200	586			Homes
KW4	Heart of Teignbridge		Mineral Rights (S106)	No		85	85			Economy
JW/JV	Housing		Discretionary - Disrepair Loans & Grants (CR)	No		24	24	24	24	Homes
JW/JV/JD	Housing		Better Care-funded grants re: Housing loans and grants policy, including Disabled Facilities (GG)	No	✓	1,400	2,008	1,400	1,400	Homes
JV3	Housing		Warm Homes Fund (Category 1 Gas and Category 2 Air Source Heat Pumps) (GG)	No			-			Homes
JA/B	Housing		Local Authority Housing Fund: Refugee Accommodation (GG; PB)	No	✓		253			Homes
JC	Housing		Local Authority Housing Fund: 2024/25 (GG; PB)	No	✓		786			Homes
JF	Housing		Local Authority Housing Fund 2025/26 (GG; PB)	No			1,054			Homes
JX5	Housing		Teignbridge 100: Provision for Sherborne House (GG; PB; S106)	No		2,471		7,243		Homes
JX5	Housing		Teignbridge 100: Social/Affordable housing - Sherborne House (PB)	No	✓		207			Homes
JX6	Housing		Harewood House Temporary Accommodation (PB)	No			751			Homes
Provision	Housing		Social Housing Capital Replacements (Roofs/Fabric improvements/Heating/Furniture, fixtures & fittings etc) (RS)	Yes	✓	30	62	30	30	Homes
KV8	IT - Capital contribution		Ongoing contributions towards Strata (RS)	No		41	41	41	41	Responsible management
KA3	IT - Capital contribution		End User Computing: Replacement laptops and staff (CR; RS)	No	✓	68	155	68		Responsible management
KA4	IT - Capital contribution		Bookings (CR)	No			-			Responsible management
KA5	IT - Capital contribution		Contact Centre telephony (CR)	No		73	71			Responsible management
KA6	IT - Capital contribution		Core telephony (CR)	No			-			Responsible management
KC4	IT - Capital contribution		Telephony (RS)	No		23	23			Responsible management
KA1	IT - Capital contribution		Sharepoint resource (CR)	No			-			Responsible management
KX9	IT - Capital contribution		Sharepoint wider rollout (RS)	No		68	69			Responsible management
KA2	IT - Capital contribution		iTrent Paid Time and Rostering (RS)	No			12			Responsible management
KA7	IT - Capital contribution		Chatbot (CR)	No			-			Responsible management
KA8	IT - Capital contribution		Car parks system (CR)	No		125	125			Economy



Code /bid no.	Asset/Service Area		Description	Provision?	C/f ?	ORIGINAL	LATEST	LATEST	LATEST	Council Strategy
						BUDGET	BUDGET	BUDGET	BUDGET	
						2025-26	2025-26	2026-27	2027-28	
						£'000	£'000	£'000	£'000	
KU2	IT - Capital contribution		Data Centre Relocation (CR)	No		27	27			Responsible management
KU3	IT - Capital contribution		NCSC Zero Trust (CR)	No	√		25			Responsible management
KU4	IT - Capital contribution		Server Replacement (RS)	No			-			Responsible management
KU5	IT - Capital contribution		Office 365 (CR)	No	√		27			Responsible management
KV9	IT - Finance		Provision for Finance Convergence (CR; PB)	No	√	135	178			Responsible management
Provision	IT - Property and Assets		SaM improvements (CR)	Yes	√		25			Economy
KU8	IT - communications		PSTN migrations (CR)	No			-			Responsible management
KU9	IT - Corporate		Anticipated Software Upgrade Costs 2023-2025 (CR)	No			-			Responsible management
KV5	IT - Corporate		Microsoft Power Apps (CR)	No	√		23			Responsible management
Provision	IT - Revenue & Benefits		New Housing Benefit System (RS)	Yes				500		Responsible management
KU6	IT - Housing		Homelessness System Replacement (CR; Revenue GG)	No	√		110			Homes
KV1	IT - Corporate		Health & Safety (CR)	Yes		21	21			Environment
KC1	IT - Corporate		iTrent Hosted (RS)	Yes		27	27			Environment
KC2	IT - Corporate		Azure Migration (RS)	Yes		41	41			Responsible management
KX6	IT - Corporate		System upgrade costs (RS)	Yes		27	27			Responsible management
KC3	IT - Corporate		Transformation costs (staff resource)(RS)	Yes		47	60			Responsible management
KG1	Michaels Field		Replacement boiler (S106)	No	√		25			Environment
KF5	Newton Abbot Leisure Centre		Leisure Centre Gym Equipment (S106)	No	√	40	80	40	40	Infrastructure
KF7	Newton Abbot Leisure Centre		NALC Wetside boiler (S106)	No			-			Infrastructure
KM2	Newton Abbot Multi Storey Car Park		Lift Modernisation Work (RS)	No	√		23			Economy
KL8	Newton Abbot Town Centre Regeneration		Newton Abbot Town Centre Improvements (GG)	No			-			Economy
KX1	Newton Abbot Town Centre Regeneration		Halcyon Rd (PB)	No			-			Economy
Provision	Newton Abbot Town Centre Regeneration		Cattle Market Enabling Works (PB)	Yes			-			Economy
KL4	Newton Abbot Town Centre		Sherborne House Fire Doors (RS)	No			25			Responsible management
KL7	Newton Abbot Town Centre Regeneration		Bradley Lane Enabling Works (PB)	No		32	32			Economy

Code /bid no.	Asset/Service Area		Description	Provision?	C/f ?	ORIGINAL	LATEST	LATEST	LATEST	Council Strategy
						BUDGET	BUDGET	BUDGET	BUDGET	
						2025-26	2025-26	2026-27	2027-28	
						£'000	£'000	£'000	£'000	
KO3	Newton Abbot Town Centre		Future High Street Fund project: Market Improvements (GG, PB)	No	✓	4,958	5,656			Economy
KO2	Newton Abbot Town Centre		Future High Street Fund project: Gateway to the Town Centre and Queen Street (GG)	No			-			Economy
KO5	Newton Abbot Town Centre		Future High Street Fund project: Bradley Lane site clearance (GG)	No	✓		1,641			Economy
KW5	Open Spaces		Cirl bunting land (S106)	No		97	97			Environment
KB3	Open Spaces		Stover Park improvements (S106)	No			-			Environment
KB4	Open Spaces		Whitestone Church Yard Wall (RS)	No			50			Environment
Provision	Play area equipment/refurb		Provision for Powderham Newton Abbot play space equipment and wider park improvements (S106)	Yes		100	100			Environment
Provision	Play area equipment/refurb		Prince Rupert Way, Heathfield (S106)	Yes		40	26			Environment
Provision	Play area equipment/refurb		Provision for Teignbridge-funded play area refurb/equipment (CR)	Yes		80	80			Environment
KS9	Public Conveniences		Changing Places (GG)	No			-			Environment
KL3	Rural areas		Rural England Prosperity Fund (GG)	No			195			Community
KB1	SANGS/Open Spaces		Ridgetop Countryside Park (South West Exeter SANGS) (GG)	No	✓	1,337	1,367			Environment
Provision	SANGS/Open Spaces		New Countryside Parks (CIL)	Yes		-	-	1,500	1,500	Environment
Provision	Teignbridge		Provision for Education (CIL)	Yes	✓	4,050	8,050	2,000	1,050	Infrastructure
KX5	Teignmouth Town Centre		George Street Car Park (S106; PB)	No	✓	460	470			Economy
KR2	Teignmouth		Beach Management Plan (GG)	No	✓		27			Community
Provision	Teignmouth		Storage containers (RS)	Yes			-			Economy
Provision	Transport		Transport Hubs and Public Transport (CIL)	Yes		750	750	750		Infrastructure
Provision	Waste Management		Provision for Bulking Station - replace telehandlers (PB)	Yes				110		Environment
KS4	Waste Management		Provision for Waste Transfer Station Redevelopment (RS; PB)	Yes		2,500	1,000	4,033		Environment
KS4	Waste Management		Waste Transfer Station redevelopment feasibility (RS)	No	✓		16			Environment
KS3	Waste Management		Sortline Baler (PB)	No	✓		-			Environment
Provision	Waste Management		Provision for replacement card baler (2029) (CR)	Yes			-			Environment
Provision	Waste Management		Provision for Simpler Recycling Statutory Requirements (RS; PB)	Yes		350	350	35	35	Environment
KS5	Waste Management		Replacement recycling banks (RS)	No		45	45	45		Environment
KS1	Waste Management		Provision for Waste vehicles (Technically PB under new IFRS 16 accounting rules - in practice, funded from revenue).	No			-			Environment

Code /bid no.	Asset/Service Area	Description	Provision?	C/f ?	ORIGINAL	LATEST	LATEST	LATEST	Council Strategy
					BUDGET	BUDGET	BUDGET	BUDGET	
					2025-26	2025-26	2026-27	2027-28	
					£'000	£'000	£'000	£'000	
Provision	Waste Management	Replacement vehicles (PB)	Yes		290	290	505	1,365	Environment
KS2	Waste Management	 Fleet Decarbonisation Infrastructure (PB, RS)	No	✓		46			Environment
Provision	Waste Management	Provision for improvements to waste management infrastructure (workshop, offices, storage, welfare) 2028-29 funding as yet unidentified	Yes						Environment
Provision	Waste Management	Provision for waste fleet IC100 units (CR) 2028-29	Yes						Environment
KS0	Waste Management	Purchase of Wheeled Bins (CR;RS)	No		168	168	176	185	Environment
					29,444	38,478	25,383	8,358	

FUNDING GENERAL					
Capital Receipts Unapplied - Brought forward		(528)	(666)	(2)	(2)
Capital Receipts - Anticipated		-	-	-	-
Capital Receipts Unapplied - Carried forward		66	2	2	2
Revenue Contributions Reserve - Brought forward		124	(1,044)	(235)	(22)
Budgeted Revenue Contribution		(1,500)	(1,500)	(1,500)	(500)
Additional specific revenue contributions from departmental budgets and revenue grants.		(145)	(170)	(415)	-
Revenue contribution: movement in reserves					
Revenue Contributions Reserve - revenue support/provisions.		42	225	-	-
Balance of Revenue Contributions Reserve - carried forward		30	235	22	230
Government & Agency Grants		(6,521)	(9,912)	(1,666)	-
S106		(842)	(1,012)	(163)	(40)
Other External Contributions		-	-	-	-
Community Infrastructure Levy		(8,451)	(13,019)	(9,588)	(5,238)
Prudential borrowing		(7,824)	(6,533)	(3,440)	(1,364)
HOUSING					
Capital Receipts Unapplied - Brought forward		(3,700)	(3,700)	(3,697)	(1,732)
Capital Receipts - Anticipated		(20)	(20)	(20)	(20)
Capital Receipts - Right to Buy		-	-	-	-
Revenue contributions					
Better Care Funding and other government grants.		(3,800)	(2,888)	(3,800)	(1,400)
S106		(71)	-	(655)	-
Other External Contributions		-	-	-	-
Internal or Prudential Borrowing		-	(2,172)	(1,958)	-
Capital Receipts Unapplied - Carried forward		3,696	3,696	1,732	1,728
TOTAL FUNDING		(29,444)	(38,478)	(25,383)	(8,358)

## Programme Funding

## All Revenue contributions

## Capital Receipts

## Section 106

## Other External Contribution

## Grant

## Community Infrastructure Levy

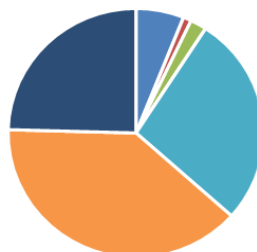
## Prudential borrowing

## Total

## Balance of capital receipts

(1,449)	(2,254)	(2,128)	(291)
(486)	(688)	(1,985)	(24)
(913)	(1,012)	(818)	(40)
-	-	-	-
(10,321)	(12,800)	(5,466)	(1,400)
(8,451)	(13,019)	(9,588)	(5,238)
(7,824)	(8,705)	(5,398)	(1,365)
(29,444)	(38,478)	(25,383)	(8,358)
(3,672)	(3,698)	(1,734)	(1,730)

Funding breakdown



Code /bid no.	Asset/Service Area		Description	Provision?	C/f ?	ORIGINAL	LATEST	LATEST	LATEST	Council Strategy
						BUDGET	BUDGET	BUDGET	BUDGET	
						2025-26	2025-26	2026-27	2027-28	
						£'000		£'000	£'000	

- All Revenue contributions    ■ Capital Receipts    ■ Section 106    ■ Other External Contribution
- Grant    ■ Community Infrastructure Levy    ■ Prudential borrowing

Summary by Council Strategy priorities						
Community			2,234	3,079	1,666	-
Economy			5,660	8,407	2,000	-
Environment			8,528	7,443	8,752	5,173
Homes			4,125	5,844	8,697	1,454
Infrastructure			8,347	12,901	3,659	1,690
Responsible management			550	804	609	41
<b>Totals</b>			<b>29,444</b>	<b>38,478</b>	<b>25,383</b>	<b>8,358</b>

### Council Strategy 2025-2030



- Community    ■ Economy
- Environment    ■ Homes
- Infrastructure    ■ Responsible management

Key:

EC External Contributions

S106 S106 - Section 106 developer contribution

CIL Community Infrastructure Levy

GG Government Grant

CR Capital Receipts

RS Revenue Savings

PB Prudential Borrowing

C Project complete. Where this relates to payment of a contribution, indicates contribution has been paid.

**TEIGNBRIDGE DISTRICT COUNCIL TREASURY MANAGEMENT:**  
**AUTHORISED LENDING LIST FROM 02 DECEMBER 2025**

The current authorised lending list has been updated to take account of changes in ratings and banks and is shown below for approval. The list applies both to investments made direct with counterparties and those placed via agency or custody arrangements with third parties such as treasury advisors or financial management companies. The use of such arrangements provides access to a wider range of counterparties (all of which must be included on the list below and assessed on the same security criteria).

**Specified Investments**

Type of Lender	Details	
1. Current Banker	Lloyds Bank	£3,000,000 limit
2. Local Authorities	All	No limit
3. UK Debt Management Office Deposit Facility (UK government AA-/Aa3/AA rated) no limit.		
4. UK Treasury Bills (UK government AA-/Aa3/AA rated) no limit.		
5. Top UK-registered Banks and Building Societies, subject to satisfactory ratings. Updated below to reflect information provided by treasury advisors.		

Institution	Tier	90 day limit	180 day limit	364 day limit	Overall limit
		£	£	£	£
Handelsbanken plc	1	3,000,000	2,000,000	1,000,000	3,000,000
HSBC Bank plc	1	3,000,000	2,000,000	1,000,000	3,000,000
Lloyds Bank plc and Bank of Scotland plc	1	3,000,000	2,000,000	1,000,000	3,000,000
Nationwide Building Society	1	3,000,000	2,000,000	1,000,000	3,000,000
NatWest Bank	1	3,000,000	2,000,000	1,000,000	3,000,000
Royal Bank of Scotland	1	3,000,000	2,000,000	1,000,000	3,000,000
Santander UK plc	1	3,000,000	2,000,000	1,000,000	3,000,000
Barclays Bank plc	2	2,000,000	1,000,000		2,000,000
Skipton Building Society	2	2,000,000	1,000,000		2,000,000
Standard Chartered Bank	2	2,000,000	1,000,000		2,000,000
Sumitomo Mitsui Banking Corporation Europe Ltd	2	2,000,000	1,000,000		2,000,000
Yorkshire Building Society	2	2,000,000	1,000,000		2,000,000
Close Brothers Ltd	3	1,000,000			1,000,000
Coventry Building Society	3	1,000,000			1,000,000
Goldman Sachs International Bank	3	1,000,000			1,000,000
Leeds Building Society	3	1,000,000			1,000,000
Principality Building Society	3	1,000,000			1,000,000

6. Money market funds, subject to maintenance of AAAMf rating.		
CCLA Public Sector Deposit Fund	AAAMmf	£3,000,000 limit
Abrdn Liquidity Fund	AAAMmf	£3,000,000 limit
Blackrock Liquidity Fund	AAAMmf	£3,000,000 limit
LGIM Liquidity Fund	AAAMmf	£3,000,000 limit
Morgan Stanley Liquidity Fund	AAAMmf	£3,000,000 limit

**TEIGNBRIDGE DISTRICT COUNCIL TREASURY MANAGEMENT:  
AUTHORISED LENDING LIST FROM 02 DECEMBER 2025**

7. <b>Non-specified:</b> CCLA Property and Diversified Income Funds - £2,000,000 limit
--

Bank regulations force banks to maintain “capital buffers”, classifying their deposits according to duration. Instant access accounts and short deposits are not attractive to banks as they cannot be counted towards those buffers. For this reason, interest rates on most “call” accounts remain lower than fixed deposits.

**Other Non-specified investments**

These will be considered on a case-by case basis, using the decision-making framework laid out in the Commercial Strategy and the requirements of the Prudential Code and Statutory Guidance on Investments and Minimum Revenue Provision.

Investments which may be considered include

- Renewable energy/social impact investments

- On-lending to key partners/stakeholders in relation to jointly beneficial projects

- Lending in instances where doing so would protect the local economy

## Teignbridge District Council Treasury Management Mid-Year Review 2025-26

Teignbridge District Council has adopted CIPFA's *Treasury Management in the Public Services: Code of Practice and Cross-Sectoral Guidance Notes 2021 Edition*. One of the requirements is the provision of a mid-year review of treasury management activities.

Activities Undertaken: Daily lending and borrowing from 1 April to 30 September 2025:

Fixed lending - \* denotes investment placed in 2024-25 with end date in 2025-26

	Borrower	Rate (%)	Amount	Start date	End date	Days lent April to September	Interest relating to April to September (£)
*	London Borough of Waltham Forest	4.85	3,000,000	16/09/2024	16/05/2025	45	17,938.36
*	Blackpool Council	4.9	3,000,000	18/10/2024	19/05/2025	48	19,331.51
*	DMO	4.55	1,000,000	17/01/2025	17/04/2025	16	1,994.52
*	DMO	4.47	1,000,000	03/02/2025	23/04/2025	22	2,694.25
*	DMO	4.47	1,500,000	03/02/2025	17/04/2025	16	2,939.18
*	DMO	4.45	2,300,000	12/02/2025	25/04/2025	24	6,729.86
*	DMO	4.46	4,000,000	17/02/2025	17/04/2025	16	7,820.27
*	DMO	4.41	500,000	17/02/2025	02/07/2025	92	5,557.81
*	DMO	4.445	1,000,000	24/02/2025	19/05/2025	48	5,845.48
*	DMO	4.46	4,000,000	03/03/2025	17/04/2025	16	7,820.27
*	DMO	4.46	700,000	03/03/2025	25/04/2025	24	2,052.82
*	DMO	4.45	1,000,000	25/03/2025	17/04/2025	16	1,950.68
	DMO	4.45	1,000,000	01/04/2025	22/04/2025	21	2,560.27
	DMO	4.455	1,000,000	01/04/2025	25/04/2025	24	2,929.32
	DMO	4.46	3,000,000	01/04/2025	30/04/2025	29	10,630.68
	DMO	4.42	2,000,000	03/04/2025	20/05/2025	47	11,383.01
	DMO	4.44	500,000	15/04/2025	23/04/2025	8	486.58
	DMO	4.39	1,000,000	15/04/2025	23/05/2025	38	4,570.41
	DMO	4.375	6,100,000	15/04/2025	28/05/2025	43	31,440.07
	DMO	4.355	1,000,000	24/04/2025	23/05/2025	29	3,460.14
	DMO	4.225	1,000,000	01/05/2025	23/06/2025	53	6,134.93
	DMO	4.285	6,000,000	01/05/2025	28/05/2025	27	19,018.36
	DMO	4.21	1,000,000	01/05/2025	02/07/2025	62	7,151.23
	DMO	4.22	2,000,000	15/05/2025	19/06/2025	35	8,093.15
	DMO	4.22	7,000,000	15/05/2025	02/07/2025	48	38,847.12
	DMO	4.215	1,000,000	15/05/2025	23/07/2025	69	7,968.08
	DMO	4.215	3,000,000	16/05/2025	06/08/2025	82	28,407.95
	Blackpool Council	4.8	3,000,000	19/05/2025	24/11/2025	135	53,260.27
	DMO	4.22	1,000,000	23/05/2025	14/07/2025	52	6,012.05
	DMO	4.2	1,000,000	28/05/2025	18/06/2025	21	2,416.44

## Appendix 4

	Borrower	Rate (%)	Amount	Start date	End date	Days lent April to September	Interest relating to April to September (£)
	DMO	4.225	1,000,000	28/05/2025	06/08/2025	70	8,102.74
	DMO	4.22	4,000,000	02/06/2025	02/07/2025	30	13,873.97
	DMO	4.22	1,500,000	02/06/2025	06/08/2025	65	11,272.60
	DMO	4.19	6,500,000	16/06/2025	06/08/2025	51	38,054.38
	DMO	4.18	1,000,000	16/06/2025	19/08/2025	64	7,329.32
	DMO	4.21	1,000,000	01/07/2025	11/07/2025	10	1,153.42
	DMO	4.105	1,500,000	01/07/2025	20/10/2025	92	15,520.27
	DMO	4.17	1,000,000	01/07/2025	19/08/2025	49	5,598.08
	DMO	4.21	2,000,000	01/07/2025	21/07/2025	20	4,613.70
	DMO	4.165	1,000,000	02/07/2025	22/08/2025	51	5,819.59
	DMO	4.17	1,000,000	07/07/2025	22/08/2025	46	5,255.34
	DMO	4.1	1,000,000	11/07/2025	23/09/2025	74	8,312.33
	DMO	4.11	5,000,000	15/07/2025	11/09/2025	58	32,654.79
	DMO	4.085	3,000,000	15/07/2025	26/09/2025	73	24,510.00
	DMO	4.055	1,000,000	15/07/2025	20/10/2025	78	8,665.48
	DMO	4.02	5,000,000	01/08/2025	11/09/2025	41	22,578.08
	DMO	4.015	1,000,000	01/08/2025	23/10/2025	61	6,710.00
	DMO	3.95	1,200,000	06/08/2025	08/09/2025	33	4,285.48
	DMO	3.95	1,000,000	08/08/2025	11/09/2025	34	3,679.45
	DMO	3.955	5,500,000	15/08/2025	11/09/2025	27	16,090.89
	DMO	3.96	2,500,000	15/08/2025	22/09/2025	38	10,306.85
	DMO	3.95	200,000	26/08/2025	29/08/2025	3	64.93
	DMO	3.95	1,800,000	26/08/2025	29/08/2025	3	584.38
	DMO	3.96	1,000,000	01/09/2025	06/10/2025	30	3,254.79
	DMO	3.965	4,000,000	01/09/2025	17/10/2025	30	13,035.62
	DMO	3.97	1,000,000	01/09/2025	22/12/2025	30	3,263.01
	DMO	3.965	1,000,000	04/09/2025	17/10/2025	27	2,933.01
	DMO	3.96	6,500,000	11/09/2025	17/10/2025	20	14,104.11
	DMO	3.97	7,000,000	15/09/2025	24/11/2025	16	12,181.92
	DMO	3.96	1,000,000	19/09/2025	24/10/2025	12	1,301.92
	DMO	3.97	1,200,000	19/09/2025	24/11/2025	12	1,566.25
	DMO	3.96	2,000,000	05/09/2025	17/10/2025	26	5,641.64

Sub-total fixed lending

£639,763.45

Deposits were also made into the following call accounts and money market funds, dependent upon cash flow:

Bank	Account terms	Interest Earned £
Santander UK plc	2.06% – 2.56%	574.29
Public Sector Deposit Fund	4.02% - 4.49%	63,731.28
Aberdeen Sterling Liquidity Fund	4.05% - 4.50%	63,426.03
Lloyds plc Deposit and current account	1.40% - 1.75%	555.29
Lloyds Call account	3.77% - 4.34%	39,845.85



**Appendix 4**

Sub-total call accounts and money market funds		£168,132.74
Grand total all lending		<b>£807,896.19</b>

Temporary Borrowing 1 April to 30 September 2025:

<b>Lender</b>	<b>Terms %</b>	<b>Amount lent £</b>	<b>Dates</b>	<b>Days lent in year</b>	<b>Interest paid in year £</b>
Lloyds Bank	Base + 1%	Variable	Overdraft agreement	2	1.31

**Teignbridge District Council**  
**Interim Performance Report for the Period 1 April to 30 September 2025**

	Apr-Sep 2024-25	Apr-Sep 2025-26
<b>(i) Short Term Funds Invested</b>		
Interest received and receivable for the period	£985,389	£807,896
Maximum period of investment on any one loan made in the period	287 days	242 days
Days in table of fixed lending are those which fall into 2024-25 – actual loan lengths may be longer.		
“Fixed” investment rates in period.	4.76% - 5.25%	3.95% - 4.80%
<b>(ii) Short Term Funds Borrowed</b>		
Interest paid and payable for the period	£0	£1.31
Number of new “fixed” loans borrowed in the period	0	0
Maximum period of borrowing on any one “fixed” loan borrowed in the period.	0	0
“Fixed” borrowing rates.	n/a	n/a
<b>(iii) Average Net Interest Rate Earned</b>	5.21%	4.25%
<b>(iv) Average Short Term Net Lending</b>	£37,700,861	£37,930,367

**Regular Monitoring**

Monthly reports are prepared for the Chief Finance Officer which forecast interest payable and receivable for the year. The Chief Finance Officer presents a monthly report to SMT and updates the Executive Committee on a quarterly basis. These reports include any policy updates, such as changes to the official lending list, based on the latest ratings information. Full council receives an annual review and strategy statement and a mid-year review.

The interest forecast predicts total net interest receivable for the year of £1,493,212. This compares to £1,995,833 received in 2024-25. This forecast decrease is mainly due to lower interest rates.

#### **Appendix 4**

Between April and September 2025, the Bank of England's base rate decreased twice from 4.50% at the start of the year to 4.25% in May and 4.00% in August, where it has remained since. Base rate during the same period in 2024 ranged from 5.00% to 5.25%. During the first half of the year, there has been a small increase in the funds available for lending out (average daily lending is £37.9 million in 2024-25 compared to £37.7 million at the same stage in 2024-25). The average net interest rate achieved is 4.25% up to the end of September 2024, compared to 5.21% at the same point in 2023. The average SONIA (Sterling Overnight Index Average) rate as published on the first of each month for April to September is 4.14%, so this is in line with benchmark expectations. It is forecast that Teignbridge's average rate for the year will be 3.98%.

#### Treasury Management Indicators

These are part of the Prudential Indicators, as agreed at Full Council on 25 February 2025. They are available on request or on the Teignbridge website agenda for that meeting.

**Teignbridge District Council  
Executive  
2<sup>nd</sup> December 2025  
Section 106 Monitoring Fees Proposal  
Part I**

## **Purpose of Report**

To update and regularise the S106 Monitoring Fee structure within Teignbridge District Council Planning Service, making fees proportionate to the cost of monitoring.

## **Recommendation(s)**

The Committee RESOLVES to:

- (1) Agree to and approve the introduction of a structured S106 monitoring fee of;
  - a. £350 per new deed (S106 document), plus;
  - b. £262 for each obligation contained within the S106 agreement.
- (2) Delegate authority to the Head of Strategy and Partnerships to review and update the fee annually in line with indexation (and any other changes resulting from national legislation).

## **Financial Implications**

Accepting the recommendations in the report and moving towards a structured monitoring fee will reduce the level of support provided by the revenue budget and ensure that s.106 monitoring is self-financing.

Gordon Bryant, Head of Financial Services and Audit  
Email: [Gordon.Bryant@teignbridge.gov.uk](mailto:Gordon.Bryant@teignbridge.gov.uk)

## **Legal Implications**

Regulation 122 (2A) of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) permits local authorities to charge a fee for monitoring and reporting on planning obligations. The Regulation 122 tests do not apply in relation to a planning obligation which requires a sum to be paid to a local planning Authority in respect of the cost of monitoring (including reporting) provided:

- a) The sum to be paid fairly and reasonably relates in scale and kind to the development; and
- b) The sum to be paid to the authority does not exceed the authority's estimate of its cost of monitoring the development over the lifetime of the planning obligations which relate to that development.

The lawful implications of the proposals have been considered and taken into account in the preparation of this report. As noted above, the regulations allow

monitoring fees to be included in Section 106 agreements.

Maxine Valentine Senior Legal Officer and Interim Team Leader

Email: [maxine.valentine@teignbridge.gov.uk](mailto:maxine.valentine@teignbridge.gov.uk)

## **Risk Assessment**

Without a structured monitoring fee currently in place, the Council is failing to achieve full cost recovery, resulting in pressure on the revenue budget.

In addition, the Council will continue with challenges associated with allocating sufficient resources to monitoring developer obligations, which may lead to delayed or undelivered development obligations, and financial or infrastructure deficits.

Undeveloped infrastructure in turn has direct community impacts (such as relating to open space provision or transport improvements). In addition, there is also a risk of legal compliance challenges if obligations are not adequately monitored, leaving the Council open to dispute.

Rebecca Rash, CIL and Section 106 Officer

Email: [Rebecca.Rash@teignbridge.gov.uk](mailto:Rebecca.Rash@teignbridge.gov.uk)

## **Environmental/ Climate Change Implications**

There are no environmental implications associated with the recommendations contained within this report.

William Elliott, Climate Change Officer

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## **Report Author**

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## **Executive Member**

Cllr Gary Taylor, Executive Member for Planning and Building Control

## **Appendices/Background Papers:**

### **Appendix 1: S106 Monitoring Fees Discussion Document (August 2025)**

#### **1. Summary:**

- 1.1. Section 106 agreements (S106) are legally binding contracts made between developers and the local authority as part of the planning process. These agreements are used to mitigate the impact of new development sites by securing contributions towards local infrastructure, affordable homes, green

spaces, and other local services such as transport to make a development acceptable in planning terms.

- 1.2. Currently, Teignbridge District Council does not charge a proportionate or consistent fee for monitoring such agreements and overseeing them requires significant officer time and resources. This includes ensuring that financial contributions are received on time, confirming obligations have been delivered, and providing regular updates to stakeholders.
- 1.3. This proposal will introduce a S106 monitoring fee which will enable the Council to recover proportionate costs (eg officer time) spent ensuring that obligations within S106 Agreements are being delivered. Introducing this fee would not only improve the Council's ability to manage and enforce these agreements effectively, but it would also relieve pressure on the revenue budget.

## **2. Background:**

- 2.1. At present, Teignbridge District Council does not have a formal monitoring fee. In the past, charges have been applied inconsistently at a rate of £1,000. This is not proportionate to the amount of work necessary to monitor larger developments, which often contain many provisions and are built out over a long period of time. This approach has left a gap in resources, making it difficult for Officers to track, enforce, and report on agreements.
- 2.2. To resolve this, Strategy and Partnerships propose introducing a structured monitoring fee which will provide the resources needed to manage agreements effectively, improve accountability, and ensure that communities and the Council receive financial and non-financial benefits as promised.

## **3. S106 Monitoring Fee Structures:**

- 3.1. Three fee models have been explored to recover costs of monitoring S106 Agreements. They have been based on the officer time and complexity of developments, but only one will be adopted.
- 3.2. Option 1: Development size approach: Fees are set according to the size of the development, with tiers based on dwelling numbers (1-10, 11-25, 26-50, 51-100, 101-250, 251+). Larger developments with more obligations will pay higher fees, reflecting the extra monitoring required. (See examples set out in Appendix 1).
- 3.3. Option 2: Fixed Fee Per-Obligation: A flat fee of £262 per-obligation is proposed, based on an average of Officer hours spent per agreement.
- 3.4. Option 3: Hybrid approach: This approach would use a lower set fee per new S106 deed of £350, plus a per-obligation fee of £262. The initial fixed fee of £350 would allow for initial recording of all obligations into the relevant software and databases, with the fee per obligation allowing for ongoing monitoring including of trigger points and checking on payment or delivery.

- 3.5. All 3 options are contained and appraised in Appendix 1 (section 4). Option 3 (Hybrid approach) is considered most suitable in providing a fair and proportionate fee, balanced with the cost of service delivery. The hybrid approach recognises the cost of initial recording of obligations and ongoing monitoring.

#### **4. Benchmarking Fees:**

- 4.1. Benchmarking against other local Councils has been carried out. This exercise which has shown that other Councils use a tiered fee by development size, a per-obligation charge or a hybrid of the two. The proposed fees are also within the range that currently exist in nearby Councils.

#### **5. Recommendations:**

- 5.1. It is recommended that Teignbridge District Council adopts a set fee per new S106 deed, plus a fixed fee per obligation for S106 monitoring. This approach is fair, transparent, and links costs directly to the actual work involved, providing clarity to developers. A tiered structure has been considered but may overcharge smaller developments and undercharge larger, more complex developments, making the fixed fee the preferred option.
- 5.2. The proposed fee structure is;
- a. set fee per new S106 deed: £350
  - b. a fixed per-obligation fee of £262
- 5.3. The estimated income resulting from the introduction of the S106 monitoring fee structure would be an average of £30,396 per annum, which would be directed towards staff costs, reducing pressure on the revenue budget. This estimate is based on an average of 6 new S106 Agreements per year, each containing approximately 18 chargeable obligations. The forecast has assumed a level of development activity aligned with Local Plan Allocations and 2 windfall sites per annum. These figures are indicative and the windfall assumption is based on historical averages from the past five years, and therefore subject to variation. Using a fixed cost of £350 per agreement and a per-obligation cost of £262, the forecasted average fee per S106 agreement is £5,066. This results in an estimated annual income of £30,396 from monitoring fees. However, the actual number of agreements and obligation are likely to fluctuate for a variety of reasons. As such, this figure should be treated cautiously.
- 5.4. Please refer to Appendix 1 for information which contains the background information and option assessment.



Teignbridge District Council

# S106 Monitoring Fee Discussion

September 2025

Prepared by: Strategy and Partnerships



## **1. Summary**

- 1.1. This document will set out a recommended model for regularising S106 Monitoring Fees within Teignbridge District Council.
- 1.2. Monitoring and managing developer contributions obtained through S106 agreements requires significant officer time and involvement, drawing upon resources across planning, legal, and financial teams. It is a critical role in ensuring that obligations are delivered effectively, transparently, and in accordance with legal agreements.
- 1.3. Monitoring fees for S106 Agreements should be fair for developers but also reasonably reflect administration costs. To achieve this, this proposal has considered three potential models - a 'development size' approach based on the number of dwellings, a 'fixed fee' model applied to each individual obligation within an agreement regardless of development size, and a hybrid of the two.
- 1.4. The introduction of S106 fees should:
  - Accurately reflect the resources required to track and enforce S106 agreements.
  - Ensure fairness and transparency across developments, with fees calculated appropriately on size and impact of each scheme.
  - Align our practices with governmental guidance and other local councils' fees in the area.
- 1.5. Implementing this change will support effective monitoring and enforcement of S106 obligations, helping to ensure that developers meet their legal commitments.

## **2. Background**

- 2.1. Section 106 agreements (S106) are legally binding contracts made between parties (usually developers and local authorities) as part of the planning process. These agreements are used to secure the mitigations required in relation to the impacts of new development sites. Typically, a S106 will secure contributions or provision towards local infrastructure, affordable homes and other local services such as transport to make a development acceptable in planning terms.
- 2.2. Local planning authorities (LPAs) have the duty to monitor S106 obligations and ensure they are delivered. This includes tracking financial contributions and trigger points, and monitoring delivery of non-financial obligations to ensure compliance. Government guidance on Planning Obligations reinforces the importance of effective monitoring. It explicitly supports the use of monitoring fees, stating that LPA's have the statutory right to seek contributions towards the cost of monitoring obligations, and provide a fair, reasonable fee which accurately reflects the time and costs in doing so.
- 2.3. Currently, Teignbridge District Council does not have a formal monitoring fee model. In the past, charges have been applied inconsistently, and a flat fee of £1,000 was often used on an informal basis. This has created a significant



resource gap in the process of tracking, enforcing and reporting on S106 obligations. Without a structured fee that supports services, there is pressure on Council budgets, and a risk of insufficient resources and loss of public benefit.

- 2.4. It should be noted that Biodiversity Net Gain (BNG) obligations are not included in this proposal. Teignbridge District Council already has established fees and processes in place for BNG, which are managed separately and can be found on our website.

### **3. Existing Service Costs**

- 3.1. Staff Costs - To ensure that the proposed monitoring fees reflect the actual cost of officer delivery, we analysed and estimated the staffing resources required to manage S106 agreements. This concluded that total staff costs are approximately £270,000 per annum. This includes a wide range of roles including S106 officers recording and tracking obligations and relevant trigger points, planning officers liaising with developers and conducting site visits, and legal and finance support.
- 3.2. Software Costs - TDC use a monitoring system – Exacom – to track S106 costs and projects, which totals £10,000 a year following a recent system update. 50% of this software cost is attributed to S106 monitoring.
- 3.3. The estimated minimum cost of monitoring planning obligations is therefore estimated to be £275,000 per annum. This cost covers the minimum level of service required and any increase in income above this cost could be used to improve services such as greater on site checking of obligations discharge. However, given the service will have to continue monitoring many ‘historic’ S106 agreements where insufficient fees were recouped, the fees raised through new S106 agreements are unlikely to exceed the existing service running costs for many years.

### **4. S106 Monitoring Fees – Examination of Options**

#### **Option 1 – Development Size Approach**

- 4.1. The first option is to explore a fee based on development size, with fees based on different tiers of development size. This is a means of judging S106 complexity. For example, large strategic developments contain multiple triggers and obligations, requiring more officer time to monitor in ensuring compliance and administration. Two sets of fees options have been considered according to development size (dwelling numbers): 1 – 10, 11 – 25, 26 – 50, 51 – 100, 101 – 250, 251+. These tiers reflect the increasing complexity and resource demands associated with larger development sites.

**Table One: Lower cost example of Tiered S106 Monitoring Fees.**

Development Size	Recommended Flat Fee (lower)	Average number of Agreements Per Year	Fee Income Subtotal
1 – 10	£350	5	£1,750
11 – 25	£700	3	£2,100
26 – 50	£1,500	4	£6,000
51 – 100	£2,700	2	£5,400
101 – 250	£5,000	2	£10,000
251+	£5,500	0	£0
<b>Total:</b>	-	<b>16 S106 Agreements in 2024</b>	<b>£25,250</b>

Table Two: Higher cost example of Tiered S106 Monitoring Fees.

Dwelling Size	Recommended Flat Fee (higher)	Number of Agreements Per Year	Subtotal
1 – 10	£350	5	£1,750
11 – 25	£1,000	3	£3,000
26 – 50	£2,000	4	£8,000
51 – 100	£3,500	2	£7,000
101 – 250	£5,000	2	£10,000
251+	£6,500	0	£0
<b>Total:</b>	-	<b>16 S106 Agreements in 2024</b>	<b>£29,750</b>

4.2. These alternative options, one at a higher fee rate and the other at a lower fee rate, demonstrate the difference in potential overall income for the Council. This allows the Council to review both examples on an affordability versus cost recovery basis if implemented.

4.3. The two proposed tiered examples have been evidence based and reviewed against actual resource costs using historic data and internal monitoring systems (Exacom). This review enabled us to draw upon past monitoring records and cross-reference them with the fees proposed. Using Exacom, we analysed S106 agreements starting from January 2024 to December 2024 which provided us with the total number of applications received and a breakdown of these applications per dwelling size. E.g. 1-10, 11-25, 26-50.

4.4. In calculating the proposed tiered fees, we considered the approaches of other local councils and came to an estimated average that sought to reflect typical costs for Teignbridge District. If this approach was taken forward, even using the higher tier costs, the likely fees would only cover a small proportion of the overall service delivery costs due to the historic S106 that continue to require monitoring.

## Option 2 - Fixed Fee Per Obligation

- 4.5. A proposed S106 monitoring fee per obligation has been informed by the average estimated time and hourly cost of the key officers and individuals involved in the S106 monitoring process, plus software costs. Based on data gathered from our Financial Team, the average officer rate (including salary, on-costs and overheads) is £41.45 per hour. The average time to monitor each planning obligation is estimated to be 5 hours once all obligations have been registered.
- 4.6. This average was calculated by identifying the relevant officers and managers across the Planning Teams who contribute to the monitoring process. This rate reflects the cost of undertaking the monitoring, reporting, and enforcement work associated with Section 106 agreements including the following activities:
- Reviewing S106 obligations and relevant trigger points
  - Recording and updating monitoring systems (Exacom)
  - Liaising with developers, legal teams, and service departments
  - Conducting site visits (where necessary)
  - Preparing compliance reports and pursuing enforcement action where obligations have not been met.
- 4.7. Having established the average estimated officer cost and time spent on S106 agreements, a fixed fee per obligation model has been assessed. This structure applies a standard charge to each obligation within a S106 agreement, regardless of the number of dwellings. It is a fee particularly suited to recognising the complexity of monitoring development sites and S106 agreements, where the cost of monitoring requirements is driven by the number of obligations rather than the scale of the development
- 4.8. Table 3 below demonstrates how fixed fees have been calculated to directly reflect estimated costs. Two fixed monitoring fees has been calculated;
- 4.8.1. A) is based solely on the estimated officer time per obligation;
  - 4.8.2. B) is based on the officer time and the software costs.
- 4.9. It should also be noted that any fee may be subject to annual indexation each financial year. Table 3 also includes examples of live S106 Agreements with differing levels of complexity, based on the number of obligations.

**Table 3: Two Examples of a Fixed Fee Per Obligation.**

Example S106 Agreement	No. of Obligations	Average estimated time spent per obligation	Officer Hourly Rate	Service cost (Officer time only)	Service cost per obligation (including Exacom software)	<b>A: Income based on £207 per obligation fee (staff only)</b>	<b>B: Income based on £262 per obligation fee (staff and software)</b>

Southwest Exeter (15/00708/MAJ)	106	5 Hours	£41.45	£207	£262	(106 x £207 = £21,942)	(106 x £262) = £27,772
Ogwell - Bradley Barton (20/00236/MAJ)	26	5 Hours	£41.45	£207	£262	(26 x £207) = £5,382	(26 x £262) = £6,812
Matford Home Farm, SWE (22/00145/FUL)	3	5 Hours	£41.45	£207	£262	(3 x £207) = £621	(3 x £262) = £786

4.10. The upper fixed monitoring fee of £262 per obligation is the recommended approach. The number of obligations within each agreement can vary significantly depending on the complexity of the site. To test this, the fee has been cross-referenced against 3 live S106 applications (Table 3). The first application, Land at Southwest Exeter, relates to a large residential development that includes a multi-use local centre, education and sports facilities, and open space which can be used for community buildings. In contrast, the second application, Bradley Barton, is for a smaller development constructing only 76 dwellings and open space provisions, a more straightforward S106 application. Despite this difference in scale and complexity, the fixed fee of £262 per obligation remains reasonable and is a proportionate reflection of the Officer resource required. This supports the decision to apply a fixed fee per obligation, ensuring a fair and consistent approach across all development sites.

4.11. In revenue terms, applying a fixed monitoring fee of £262 per obligation proposes a fair and proportionate cost recovery. For example, Land at Southwest Exeter which contains 106 obligations would generate a total £27,772 revenue in monitoring fees, while Bradley Barton with 26 obligations would generate £6,812. This approach represents a sustainable source of revenue, ensuring that the cost of administering S106 Agreements is proportionately met by developers.

### Option 3 – Hybrid Approach

4.12. This approach would use a lower set fee per new S106 deed of £350, plus a per obligation fee of £262. The initial fixed fee of £350 would allow for recording / registration of all obligations into the relevant software and databases, with the fee per obligation allowing for ongoing monitoring including of trigger points and checking on payment or delivery.

### Conclusion on Options

4.13. A hybrid approach is considered most suitable in providing a fair and proportionate fee, balanced with the cost of service delivery. The hybrid

approach recognises the cost of initial recording of obligations and ongoing monitoring.

- 4.14. For all options, it should be noted that due to a large number of historic S106 agreements that will require continued future monitoring, the service will take several years before S106 fees cover the full cost of service delivery (and remove any draw on the revenue budget).
- 4.15. Consideration should also be given to the additional resource required to monitor S106 agreements for larger sites where development is phased. Phases of development come forward through reserved matters applications pursuant to the outline planning permission to which the S106 agreement relates. The commencement of a reserved matters application can trigger obligations with wording that requires monitoring per phase. It is appropriate to consider the calculation of an additional monitoring fee at the reserved matters stage to reflect the additional number of obligations these applications create. This will be considered and set out in a policy note, explaining how the proposed fees should be applied in various circumstances.

## 5. Benchmarking Fees.

- 5.1. In drafting our proposed S106 monitoring fees, a benchmark approach has been carried out by looking into what other local authorities charge for similar services. This will ensure that our fees are consistent and proportionate with industry standards. In doing so, it was found that other local authorities such as Mid Devon Council, Cornwall Council, and East Devon Council, have adopted a similar approach to Section 106 monitoring fees. This being either an applied monitoring fee calculated on a per-dwelling basis for residential developments, a fixed charge for each separate obligation contained within the agreement, or a hybrid schedule incorporating both, triggered by financial or non-financial obligations in the agreement. Please see Table 4 for the results of an online investigation:

**Table 4: Other Local Authorities Charging Schedule.**

Council	Method	Charge
Cornwall Council	Tiered fees based on development size and type. i.e. residential or non-residential.	<ul style="list-style-type: none"> <li>Residential, 5-10 dwellings £1,908</li> <li>Residential 5-50 dwellings £2,884</li> <li>Non-residential £2,238 - £6,262 by scale</li> </ul>
Mid Devon District Council	Tiered fees designated by village, development size, and type.	<ul style="list-style-type: none"> <li>Designated villages 1-5 dwellings Tiverton, Cullompton &amp; Crediton 1-10 dwellings £1,590</li> </ul>

		<ul style="list-style-type: none"> <li>Designated Villages Rural Exceptions Sites (Affordable Housing) 1-5 dwellings or 6-19 dwellings Tiverton, Cullompton &amp; Crediton 11-19 dwellings £5,270</li> </ul>
Plymouth City Council	Calculation for charging fees per obligation and a fee for multiple trigger points.	<ul style="list-style-type: none"> <li>No of Obligations x No of Triggers x £1,199</li> <li>Without triggers: No of Obligations x £1,199</li> </ul>
Exeter City Council	Flat registration fee, and fee per physical and financial clause in S106 agreement	<ul style="list-style-type: none"> <li>Registration fee £645.35</li> <li>Physical Clauses £123.60</li> <li>Financial/Occupancy Clause £36.05</li> </ul>
East Devon Council	Charges per financial and non-financial obligation. This varies on development size	<ul style="list-style-type: none"> <li>Financial obligation £492</li> <li>Non-financial obligation £1,095</li> </ul>

5.2. Cornwall Council applies a tiered residential charging schedule that increases with the number of dwellings, this is supplemented by fixed fees for non-residential schemes and specific obligation types. Plymouth City Council adopts a different but equally transparent model, charging a flat fee per obligation and an additional charge where obligations have multiple trigger points. Both authorities ensure that their fees directly relate to the complexity and administrative demands of monitoring and enforcing S106 agreements providing a justification for cost recovery.

5.3. The benchmarking exercise shows that neighbouring Councils adopt a transparent fee structure that are either scaled by development size or calculated per obligation. Most recognise the additional workload generated by complex or trigger heavy agreements. By aligning our fees with this approach, Teignbridge's proposed model would be consistent with regional trends and would ensure that charges remain proportionate. This would also give developers clarity, with predictable costs that reflect the scale and complexity of their proposals.

## 6. **Recommendations.**

6.1. Given the findings of this review and the benchmarking evidence against other councils, it is recommended that Teignbridge Council adopts a monitoring fee structure that ensures proportionality and transparency. Of the proposed approaches, **the preferred option is a hybrid approach of a minimum fixed fee plus a fee per obligation – a set fee per new S106 deed of £350, plus a per obligation fee of £262.**

- 6.2. This approach would provide clarity for developers and aligns costs more directly with the number and type of obligation, rather than the scale of the development. It avoids disproportionate charging for both small and large schemes, while fairly reflecting the administrative effort required to oversee and enforce compliance on complex agreements. This approach is also consistent with a number of other local authorities.
- 6.3. The option 1 fee (charge by development size), which links monitoring costs to the size of a development has some advantages in terms of offering a clear and structured method of charging and may appear proportionate. However, the level of monitoring required is not always dictated by the number of dwellings but rather by the type and complexity of a scheme itself. As such, this risks creating inconsistencies, particularly with smaller developments potentially being over charged for simple obligations and larger developments being undercharged. For these reasons, it is not recommended.
7. **Next Steps.**
- 7.1. Subject to Committee approval, the next steps to implement the proposed S106 monitoring fees will involve a structured collaborative approach across relevant departments, particularly Planning and Legal Teams, to prepare and publish a formal policy. The policy will need to set out the final fee structure.
- 7.2. Once all approvals are in place, a clear implementation plan will need to be developed. This may include communication with developers and agents and other stakeholders who we liaise with regularly of the new monitoring fees.

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**Teignbridge District Council  
Executive  
2<sup>nd</sup> December 2025  
Part i**

**Teignbridge - Town and Parish Council Charter**

**Purpose of Report**

To seek approval from the Executive for the adoption of a Town and Parish Charter.

**Recommendation(s)**

**The Executive RESOLVES to:**

1. Adopt the Charter, as detailed in Appendix 1.

**Financial Implications**

There are no financial implications arising from this report. The resource to support Teignbridge District Council commitments will be provided from the Strategy and Partnerships team.

Gordon Bryant

Head of Financial Services and Audit

Email: [gordon.bryant@teignbridge.gov.uk](mailto:gordon.bryant@teignbridge.gov.uk)

**Legal Implications**

There are no direct legal implications arising from this report. The Charter sets out agreed principles of working but is not legally binding.

Charlie Fisher - Democratic Services Manager and Deputy Monitoring Officer

Email: [charlie.fisher@teignbridge.gov.uk](mailto:charlie.fisher@teignbridge.gov.uk)

**Risk Assessment**

These are as set out in section 3.3.

Tom Pearce – Project Manager

Email: [tom.pearce@teignbridge.gov.uk](mailto:tom.pearce@teignbridge.gov.uk)

**Environmental/ Climate Change Implications**

There are no direct environmental or climate change implications arising from this report. Broader implications are outlined in section 3.4

Tom Pearce – Project Manager

Email: [tom.pearce@teignbridge.gov.uk](mailto:tom.pearce@teignbridge.gov.uk)

**Report Author**

Tom Pearce

Project Manager

Email: [tom.pearce@teignbridge.gov.uk](mailto:tom.pearce@teignbridge.gov.uk)

## Executive Member

Cllr Richard Buscombe - Executive Member for Housing and Homelessness

## Appendices

1. [Town and Parish Charter](#)
2. [Charter Working Group Membership](#)
3. [Charter Working Group Initial Meeting](#)

## Background Papers

1. [Governance Improvement Plan – Audit Scrutiny update – 15th April 2025](#)

### 1. Purpose

- 1.1. The purpose of this report is to seek formal adoption of the Town and Parish Charter

### 2. REPORT DETAIL

#### 2.1. Overview

- 2.1.1. The need to address historic issues around relationships with Town and Parish Councils in Teignbridge was recognised internally and highlighted in a recommendation of the LGA Corporate Peer Challenge report of 2024: *‘Strengthen relationships with partners, but particularly town and parish councils.’*
- 2.1.2. This work also aligns with the Action Plan which followed our Corporate Peer Review, under the theme of ‘ongoing engagement with Town and Parish Councils’ ([Background Paper 1](#)):  
*“An ongoing programme of communication involving detailed workshops on key issues like town planning to build trust, cooperation, and community involvement. This work will involve understanding one another's priorities and potentially co-creating a charter for mutually beneficial working relationships.”*
- 2.1.3. The development of a charter is also an objective of the forthcoming council strategy ‘One Teignbridge’ action plan.

- 2.1.4. To obtain input from our colleagues in Town and Parish Councils the Devon Association of Local Councils (DALC) were commissioned to collaborate with a working group on the creation of this charter. DALC also delivered a training on the scales, responsibilities and requirements of Town and Parish Councils to TDC officers on 10th April 2025.
- 2.1.5. Many responses were received from Towns and Parishes across the district, representing both rural and urban communities, small and large settlements. Councils where multiple members/officers responded were asked to select a champion to send on their behalf, in order to be open and transparent about how any selection was done and allowing those councils to have conversations internally to establish priorities in advance of the working group convening.
- 2.1.6. Town and Parish Councils of the working group reviewed charter documents adopted in other areas, including South Gloucestershire, County Durham and North Yorkshire as part of their process.
- 2.1.7. The working group, facilitated by DALC, held their initial meeting on the 29<sup>th</sup> of May, followed by the sharing of drafts and review by the working group through the summer, with a follow up meeting with TDC officers present on the 9<sup>th</sup> of September.
- 2.1.8. The resulting charter is attached as Appendix 1, the membership of the working group detailed in Appendix 2, and the notes of their first meeting where the aims and objectives of the group were established are detailed in Appendix 3.
- 2.1.9. The proposed roll out pending approval of this charter by the Executive is for DALC to share this with the Town and Parish Councils, and for the Strategy and Partnerships team to arrange communications to officers and wider members on the charter, process, and implications.

### **3. Implications, Risk Management and Climate Change Impact**

#### **3.1. Financial**

- 3.1.1. There are no expected financial implications arising from this report.

#### **3.2. Legal**

- 3.2.1. There are no specific legal implications arising from the report. The Charter is a set of principles for how we will work but is not intended as a legally binding agreement.

### **3.3. Risks**

- 3.3.1. There is a reputational risk if TDC does not adhere to the principles laid out in the charter, mitigated by the fact officer resource has been assigned from Strategy and Partnerships service to support collaboration with Town and Parish Councils.

### **3.4. Environmental/Climate Change Impact**

- 3.4.1. There are no direct climate impacts arising from this report.

## **4. CONSIDERATION OF ALTERNATIVE OPTIONS**

- 4.1. The alternative options to the proposed recommendation are:
- Amend the proposed Charter – this is not recommended as the charter was created in collaboration with Town and Parish Councils to meet their aims and aspirations whilst aligning with Teignbridge capacity to find mutually agreeable ways of working.
  - Discontinue the process of adopting a Town and Parish Charter – this is not recommended as this is a response to the peer challenge LGA recommendation, is widely anticipated by partner organisations, and forms a part of the Governance Action Plan previously presented to the Audit Committee.

## **5. CONCLUSION**

- 5.1. Town and Parishes are valued partners, well connected to their communities, providing services and support to residents across the district. With the forthcoming changes under LGR the importance of their work will continue to grow.
- 5.2. This Charter sets down principles for future collaborative working between Teignbridge District Council and the Town and Parish Councils of the area,

created through a process led by partners and setting out a framework for future collaboration.

- 5.3. The recommendation today is to adopt this charter as set out.

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# Teignbridge Town & Parish Charter

November 2025







## Introduction

Teignbridge District Council serves as a principal authority in the Teignbridge district of Devon, carrying out all district council duties and responsibilities. One Teignbridge is a vision of being an open, communicative, and collaborative council that invests in community resources.

Town and parish councils, along with parish meetings, are the tier of local government closest to their communities and are subject to their own legal framework. Authorities at all levels are statutory bodies with democratically elected members, dedicated to providing essential public services and sharing the belief that working in partnership delivers more for the communities they serve.

Against a background of uncertainty, because of the Local Government Reorganisation (LGR) process, this charter will be a living document that evolves with the changing environment we are operating in.







## Purpose

This charter provides a framework to define the relationship between the tiers of local government in the Teignbridge area. It aims to set out the purpose and values of collaborative working between the district council and the towns and parishes in the Teignbridge area to empower local decision-making, support the sharing of best practice, and celebrate the role of local government.

It is hoped that the charter can aid in the development of a relationship between different democratic bodies built on trust, understanding, and mutual respect.

This charter reflects identified good practice in developing a positive relationship between towns and parishes, and their principal authorities.

## Partnership Pledge

This charter provides a framework to define the relationship between the tiers of local government in the Teignbridge area. It aims to set out the purpose and values of collaborative working between the district council and the towns and parishes in the Teignbridge area to empower local decision-making, support the sharing of best practice, and celebrate the role of local government.

It is hoped that the charter can aid in the development of a relationship between different democratic bodies built on trust, understanding, and mutual respect.

This charter reflects identified good practice in developing a positive relationship between towns and parishes, and their principal authorities.



# **Key principles of interaction between the local authorities**



## Understanding

Mutual respect is essential for effective collaboration, and it can only thrive when both sides are committed to genuine understanding.

This will be achieved by:

- Recognizing each tier of local government as a local authority, with due respect given to the distinct knowledge and expertise inherent in each role.
- When concerns are raised, they are shared and received with respect and positive intent. The goal is to understand all perspectives and work collaboratively toward a resolution—ideally preventing similar issues in the future.
- Sharing knowledge openly is essential to understanding the challenges facing each local authority; it fosters two-way communication and builds mutual awareness.
- The complexities of district councils, towns and parishes are understood, with recognition that they vary in size and activity, leading to diverse experiences across the sector. Ongoing training and engagement will support this understanding, and where possible, shared training opportunities will help build collective knowledge and awareness.
- A clear understanding of the roles and responsibilities of councillors, officers, and others in the partnership will help strengthen relationships and support effective collaboration.





## Communication

Effective communication is the cornerstone of a strong relationship, fostering trust and deeper connection.

We will achieve this through:

- Proactive and substantive communications, honoring established timeframes, will help develop a collaborative relationship.
- Regular updates to ensure everyone knows the appropriate point of contact and how to reach them.
- Clear arrangements to improve communications and effective sharing of information will be established, including better use of information technology.
- Having methods and timetables of communication and engagement which are respectful of the capacity of Teignbridge, Town and Parish Councils, recognising that members and officers of town and parish councils may hold multiple roles, including outside of the council, and that authorities at all levels have limited capacity and high demand. This will ensure sufficient opportunity for all voices to be heard.
- Towns and Parishes will make best efforts to be represented at any joint working group or forum.



## Sustainability

Local authorities are often at the forefront during times of change, requiring them to respond swiftly to meet the needs of their communities. A strong partnership between local authorities will provide stability.

Local authorities are committed to building resilient communities, who are equipped to adapt to the evolving needs of their area and to withstand challenges such as flooding, snowfall, pandemics, and other potential disruptions.

During periods of change that might impact communities, a clear line of communication will be maintained to ensure transparency and expected timeframes.

Parishes may be able to build resilience by forming clusters with neighbouring parishes, enabling the sharing of expertise and enhancing support for their communities. This can provide another forum for communication between local authorities.

## Information, Advice, Guidance

TDC will provide reasonable levels of technical advice, information, and guidance to support Town and Parish Councils, in particular: relationship between towns and parishes, and their principal authorities.

- Town & Parish Councils will receive bi-monthly updates from TDC to enable you to proactively engage with TDC and provide information that can support your activities and share good practice.
- Towns and Parishes will share information from their community and work which could be of benefit to the wider district, and cascade information shared by TDC with their residents.
- An information directory showing the structure and key contacts in TDC will be provided.
- Towns and Parishes will endeavour where possible to follow digital best practices such as using gov.uk email addresses and virtual meetings where suitable.
- Town and Parish Planning Forums.
- Budget and Precept – Briefings, help and advice.
- Infrastructure planning and CIL spending – Professional guidance.
- Emergency planning - Help and support to develop community-based response plans.
- Early insight and knowledge on how new/ changing legislation might impact via the Town & Parish Councils newsletter.
- Access to up-to-date intelligence via Power BI dashboards.

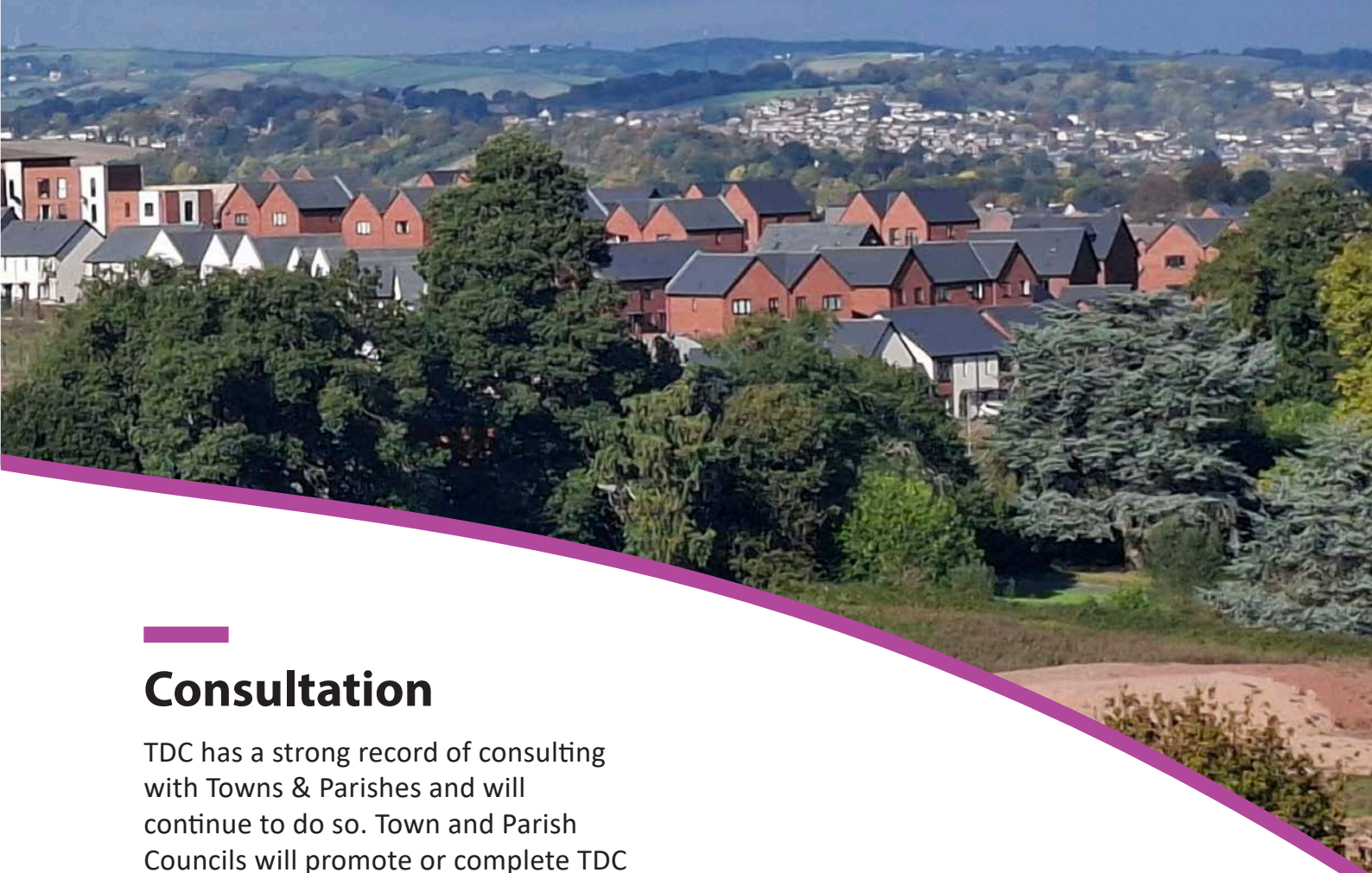
## Learning

TDC will offer learning opportunities where we can, including providing opportunities for Town and Parish councils to highlight topics of interest or where they have expertise to share.

Promote - Community Safety Forum events and On-line learning about anti-terrorism, Fraud and scams and the like. Signpost to other voluntary and community sector training sessions.







## Consultation

TDC has a strong record of consulting with Towns & Parishes and will continue to do so. Town and Parish Councils will promote or complete TDC surveys, helping to gather the views of residents and representing their area.

## Ward Councillors

TDC will expect ward councillors to communicate and attend Town & Parish Meeting on a regular basis and to act as a conduit for issues brought forward by their communities. They will represent Teignbridge, gather views and convey messages, disseminating information from district level. Town and Parish Councils are expected to invite ward councillors to their meetings and share agendas and minutes.

## Networking Collaboration and Co-operation

Authorities at all levels bring people together from across the district to make connections, share what they do and support each other, connecting local initiatives to encourage and promote working together and collaboration on local projects, sharing knowledge and resources for the benefit of the local community.

### Funding via the Councillors community Fund and CIL

Funding and fundraising are more important than ever, TDC will promote sources of funding to achieve Town and Parish projects. Towns and Parishes will provide feedback from successful community projects to provide learning for authorities across the district and celebrate achievements.

### Other considerations: Specific enquiries:

We will share a formal process of escalation, on the understanding it's a two-way street, all parties will be aware of the capacity issues within local government, and no matter how frustrating it is sometimes it will not be possible to give information quickly.

Stage	Description
Stage <b>1</b>	Initial contact should be made to the email addresses for the relevant function featured in the structure guide to be circulated to all clerks. These are team emails, and the best way to ensure that an issue or query is swiftly addressed.
Stage <b>2</b>	If a Clerk or Chair is unhappy with the response received at Stage 1, they can use the 'Clerks and Chairs Concern' form provided: this will be responded to by a nominated officer from the Strategy and Partnerships team within 3 working days, who will then be a named point of contact for this issue and escalate internally to manager, Head of Service or Director as appropriate.



## Contact us

By phone:

**01626 215900**

By email:

**[oneteignbridge@teignbridge.gov.uk](mailto:oneteignbridge@teignbridge.gov.uk)**



**Teignbridge District Council  
Executive  
02 December 2025  
Part i**

**District Carbon Action Plan**

**Purpose of Report**

To provide Executive the opportunity to scrutinise The District Carbon Action Plan and to recommend its adoption for implementation.

**Recommendation(s)**

The Committee RESOLVES to:

- (1) Adopt the District Carbon Action Plan contained within Appendix A and endorse its implementation through the One Teignbridge Council Strategy.

**Financial Implications**

There are no immediate financial implications associated with the adoption and implementation of this plan. Projects named within the District Carbon Action Plan will be subject to future business case work and associated decision making, as discussed in Section 7.1.

Gordon Bryant – Interim Chief Finance Officer  
Email: [gordon.bryant@teignbridge.gov.uk](mailto:gordon.bryant@teignbridge.gov.uk)

**Legal Implications**

There are no legal implications associated with the adoption of this plan. Legal obligations on the Government to achieve carbon budgets and net zero, and the role of district councils in contributing to these aims are discussed within Section 7.2.

Charlie Fisher, Democratic Services Manager and Deputy Monitoring Officer  
Email: [charlie.fisher@teignbridge.gov.uk](mailto:charlie.fisher@teignbridge.gov.uk)

Maxine Valentine, Senior Legal Officer and Interim Team Leader  
Email: [maxine.valentine@teignbridge.gov.uk](mailto:maxine.valentine@teignbridge.gov.uk)

**Risk Assessment**

Risks associated with the District Carbon Action Plan and its implementation are contained within Section 7.3. These relate to the consequences of delayed climate action, impacts on benefits to society, implications of providing advice for homes and

businesses, and capacity to deliver the plan.

William Elliott

Email: [william.elliott@teignbridge.gov.uk](mailto:william.elliott@teignbridge.gov.uk)

## **Environmental/ Climate Change Implications**

Environmental and climate change implications are contained within Section 7.4 of the report. Implementation of the District Carbon Action plan will result in overwhelmingly positive environmental benefits for the district.

William Elliott

Climate Change Officer

Email: [william.elliott@teignbridge.gov.uk](mailto:william.elliott@teignbridge.gov.uk)

## **Report Author**

William Elliott

Climate Change Officer

Email: [william.elliott@teignbridge.gov.uk](mailto:william.elliott@teignbridge.gov.uk)

## **Executive Member**

Councillor Jackie Hook

Executive Member for Environment, Climate and Sustainability

## **Appendices**

Appendix A – District Carbon Action Plan

### **1. Introduction**

On 18 April 2019, Teignbridge District Council declared an Environment and Climate Emergency, and pledged to do what is within its powers to become a carbon neutral district. We have since become a signatory of the Devon Climate Emergency Partnership, contributed to developing the Devon Carbon Plan, and have begun to deliver upon its priority actions.

The District Carbon Action Plan forms the second part of our net zero strategy and follows the Part 1 Carbon Action Plan, which was adopted at Full Council in July 2022. The Part 1 Carbon Action Plan sets out the steps we will take to reduce our own carbon footprint through the services that we deliver as a local authority.

Through our Part 1 Carbon Action Plan, we have made significant progress to reduce our carbon footprint following a series of heat decarbonisation and energy efficiency projects covering our top five most energy intensive buildings, whilst also converting a first phase of our fleet to electric vehicles. Significant activity aligning with net zero over this period also includes the One Teignbridge Council Strategy and the new Local Plan 2020 2040.

The District Carbon Action Plan and subject of this committee report aims to build upon this momentum and establish how the Authority will take the lead working to achieve net zero emissions in Teignbridge by embedding and enhancing climate change within the work that

we do as a Local Authority. The following report describes how the District Carbon Action Plan was produced and recommends Executive Council to adopt this plan.

## 2. Our mission Statement

*“Through this plan, we will commit to do what is within our powers to limit Teignbridge’s contribution to further climate change by embedding the changes needed to achieve net-zero emissions as soon as possible and by 2050 at the latest. We will prioritise the most impactful actions aligning with our sphere of influence, work to spare every possible tonne of carbon emissions, and aim to achieve the best possible outcomes for our communities.”*

This is our mission statement. It reflects the level of ambition that we have committed to through our endorsement of the Devon Carbon Plan and the national timescale for net zero. It recognises the need to prioritise our efforts where we have influence either by delivering actions ourselves or by enabling others to do the same. With the threshold for 1.5°C of global warming fast approaching, it also recognises the need to prevent every tonne of carbon emissions. Our full mission statement is contained within Chapter 6 of Appendix A.

## 3. How we Made the District Carbon Action Plan

The Devon Carbon Plan, its actions, and its priorities forms the basis of the District Carbon Action Plan, and the two documents can be read in conjunction with one-another. Both documents feature the same six core chapters including crosscutting themes, economy and resources, energy supply, built environment, transport, and food, land, and sea. Each core chapter of the District Carbon Action Plan starts by repeating the key objectives identified within the Devon Carbon Plan.

We have engaged with five groups to establish a series of actions reflecting priorities of the Devon Carbon Plan. These include council officers, town and parish councils, residents, businesses, and Action on Climate in Teignbridge. For details on how we worked with these groups, please refer to Chapter 2 of the District Carbon Action Plan contained within Appendix A. Continued engagement with these groups is vital to the success of the plan.

## 4. Plan Interpretation

We have used the following categories to convey how we will prioritise actions, when we need them to happen, and what our role is in their implementation.

The action categories align with the One Teignbridge Council Strategy covering three groups:



**Business as usual:** This means making an impact by embedding and enhancing climate change in established council functions.



**Priority action:** These are the priority actions that we have established through the Council Strategy and the plan engagement workshops.



**Further ambition:** These are actions that go beyond current priorities and established functions that remain important to us.

We have applied action timeline indicators to set expectations of when actions will be delivered:



**Quick Win:** These are actions that we want to prioritise and deliver to a high standard in the run up to 2030.



**Steady Gain:** These actions will unfold over longer timescales. They typically relate to high cost -projects involving multiple stakeholders.

We have also used the following three indicators to define our role within the delivery of the actions:



**Embed:** This means raising the profile of climate change within council functions, stakeholder engagement, and communication.



**Enable:** This means creating the right environment to enable external primary stakeholders to act.



**Enact:** These are the actions where we are the primary stakeholder and have direct influence to reduce emissions by delivering measures.

## 5. Plan Priorities

We have established the following priorities:

Core Chapter	Priority Actions
Crosscutting themes:	<ul style="list-style-type: none"> <li>Developing and delivering our district carbon action plan engagement strategy.</li> <li>Embedding climate change within council decision making through staff and members climate engagement.</li> </ul>
Economy and resources:	<ul style="list-style-type: none"> <li>Engaging with residents and businesses to embed circular economy principles in every-day decision making.</li> <li>Working to achieve our district recycling target of 65% by 2035.</li> </ul>
Energy Supply and the built environment:	<ul style="list-style-type: none"> <li>Promoting energy saving advice and retrofit assistance for homes and businesses.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>Encouraging more walking, cycling, and shared mobility as primary modes of transport.</li> <li>Delivering our EV charging strategy to support growth in electric vehicle charging infrastructure.</li> </ul>
Food, land, and sea:	<ul style="list-style-type: none"> <li>Promoting local and seasonal foods and supporting local food growers.</li> <li>Working with businesses through our food safety team to share knowledge and increase compliance with legislation.</li> </ul>

Further to these priorities, the plan contains several high-impact actions under the category of Business as Usual. Some of the highlights include:

Core Chapter	Business as Usual Actions
--------------	---------------------------

Economy and resources:	<ul style="list-style-type: none"> <li>Enhancing our sustainable procurement procedure to reduce the council's supply chain carbon footprint.</li> <li>Working to reduce embodied carbon in the construction of new homes and buildings.</li> </ul>
Energy Supply and the built environment:	<ul style="list-style-type: none"> <li>Implementing renewable energy and energy storage policies CC5, CC6, and CC7.</li> <li>Exploring opportunities to cut carbon emissions within our own estate.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>Implementing transport Policy CC4 to encourage more walking, cycling, and shared transport.</li> <li>Delivering projects identified within our Local Cycling and Walking Infrastructure Plan.</li> </ul>
Food land and sea:	<ul style="list-style-type: none"> <li>Working with local food growers to increase sustainability in farming practices.</li> <li>Exploring opportunities to increase carbon storage in conjunction with biodiversity net gain objectives.</li> </ul>

## 6. Plan Delivery

Oversight of the District Carbon Action Plan will be delivered through the Environment Working Group of the One Teignbridge Council Strategy and Action on Climate in Teignbridge Strategic meetings.

The Climate Change Officer will work with heads of department and senior officers to cascade this plan through the organisation and establish regular updates for staff, members, and the community to report on progress against this plan.

Chapter 1 has been formatted to a finished standard, whilst the remaining chapters will be formatted to the same standard after Executive Committee and prior to publishing on the Council website.

## 7. Implications, Risk Management and Climate Change Impact

### 7.1 Financial

The Carbon Action Plan doesn't contain immediate financial commitments. The financial implications of projects named within the District Carbon Action Plan will therefore need to be addressed under future business case development and decision making.

## **7.2 Legal**

There is no legal obligation for district and county councils to develop or implement carbon action plans in England. The Government is however obligated to achieve a set of carbon budgets and reach net zero emissions by 2050 as per the amended 2008 Climate Change Act; implementation of this plan will help Teignbridge and Devon make its contribution towards achieving these legally binding targets and reduce further contribution to climate change.

## **7.3 Risks**

Implementing the District Carbon Action Plan will reduce the risk of uncoordinated climate change mitigation delivery, which would likely result in greater emissions contributing to further climate change. Research undertaken by the Committee on Climate Change shows that upfront investment in carbon reduction measures will result in lower cost to society in the long run.

The plan contains objectives to facilitate advice on measures to cut carbon emissions. Care will need to be taken to ensure we work with trusted partners to provide advice representing the specific needs of individuals, homes and businesses, and to ensure that advice does not result in unintended consequences.

The actions contained within the District Carbon Action Plan are extensive and will require careful planning of resources. Though this plan, we will prioritise actions within our sphere of influence and those aligning with council functions where we can make the greatest impact.

## **7.4 Environmental/Climate Change Impact**



The fundamental objective of the District Carbon Action Plan is to reduce Teignbridge's contribution to climate change and to work with partners to achieve the same across Devon and the South West. Care will need to be taken in the implementation of this plan to minimise environmental trade-offs when making decisions and delivering actions.

## **8. Alternative Options**

Alternatives to adopting the District Carbon Action Plan include defaulting to the Devon Carbon Plan and applying it directly Teignbridge, or relying upon Government policy and market forces to dictate approaches to emissions reductions.

The District Carbon Action Plan reflects the specific actions that need to happen in Teignbridge, and the things that we can influence as a local authority that are not entirely reflected in existing documents in a way that meets our priorities.

Implementation of the District Carbon Action Plan is therefore the favoured approach to maximise emissions reductions in Teignbridge.

## **9. Conclusion**

Responding to our Climate Declaration made in 2019, the District Carbon Action Plan aims to build upon the momentum we have established and set priorities helping the council to coordinate its response to climate change whilst providing benefits for everyone who lives in, works in, and visits the district. Executive are therefore invited to scrutinise the District Carbon Action plan and consider the report recommendation for its adoption and implementation.

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Teignbridge District

# Carbon Action Plan

November 2025



# Foreword

"Science is clear, human-made climate change is happening and its environmental and economic costs are being felt globally as well as in our District, now. Our Council has recognised the need to show leadership in both reducing our carbon emissions, as well as preparing our District to deal with impacts. Globally and locally we have made significant progress, and have proven that we do have the solutions, if we choose to act on them. This Plan seeks to build on successes and inspire us all to play our part in building a thriving, fair and resilient District.

Importantly, delaying action will increase the costs, not only environmentally but financially and economically. However, we must ensure that the benefits of decarbonisation are shared by all, especially those most vulnerable to the impacts of climate change.

We know that the majority of you, our residents, already support our net zero target, and want us to provide the help you need to reduce your carbon footprint and to cope with the impacts in your home and neighbourhood.

The actions outlined in this Plan will reap multiple benefits for our residents, businesses and environment. Investing in net zero promotes skills and innovation, creates jobs and increases our energy security. As an example, we have already significantly improved energy efficiency and installed renewables in our main Council buildings, saving emissions and costs. By pulling together through this Plan we have the opportunity for cleaner air, warmer, cheaper-to-heat homes, better health, improved green spaces and nature recovery, better communities, more local investment, more travel choices and better protection against severe weather events. All whilst playing our part in reducing carbon emissions. A greener, cleaner and fairer future for everyone in our District. It really is a win, win, win...."



**Councillor  
Jackie Hook**  
Executive Member  
for Environment  
Climate and  
Sustainability

# Chapter 1

## Introduction

On 18 April 2019, Teignbridge District Council declared an Environment and Climate Emergency, and pledged to do what is within its powers to become a carbon neutral district. We have since become a signatory of the Devon Climate Emergency Partnership, contributed to developing the Devon Carbon Plan, and have begun to deliver upon its priority actions working toward net zero emissions.

This District Carbon Action Plan forms the second part of our net zero strategy and follows the Part 1 Carbon Action Plan, which sets out the steps we will take to reduce our own carbon footprint through the services that we deliver as a local authority.

Under our Part 1 Carbon Action Plan, we have made good progress to reduce our carbon footprint through a series of heat decarbonisation and energy efficiency projects covering our top five most energy intensive buildings, whilst also converting a first phase of our fleet to electric vehicles.

This District Carbon Action Plan aims to build upon this momentum and establish how the Council will take the lead working to achieve net zero emissions in Teignbridge to deliver the actions contained within the Devon Carbon Plan, and to play our part in supporting the UK to meet its net zero commitments whilst providing long-term benefits for our communities.

The following Plan provides background on what climate change is and its global and local impacts, details on how we made this plan and how to interpret it, and five chapters each containing actions aligning with the six core chapters of the Devon Carbon Plan.

### 1.1

#### Defining Climate Change

The Met Office defines climate change as “the long-term shift in average weather patterns across the world.” The latest evidence (see footnote 1) produced by the Intergovernmental Panel on Climate Change (IPCC) estimates that we have so far experienced between 0.95 and 1.2°C of global warming, of which 1.1°C relates to anthropogenic (human-made) greenhouse gas emissions and less than 0.1°C relates to natural effects such as solar heating and geological processes.

Carbon dioxide is the primary greenhouse gas responsible for climate change alongside other greenhouse gases including methane, nitrous oxide, and fluorinated gases. These gases all share a characteristic that enables them to absorb and retain solar energy, which in turn forces the temperature of the earth’s atmosphere to increase. Elevated concentrations of these gases are largely driven by human activity including the combustion of fossil fuels to power industry, businesses homes and transport systems, and the release of gases from carbon stocks, such as soils, peatlands and forests.

### 1.2

#### Why We Need to Act – The Global Context

The year 2024 marked the first year that global warming reached 1.5°C above pre-industrialised levels. Concentrations of carbon dioxide have increased by 40% over the 20th and 21st century and we understand that they are higher now than at any other period over the last two million years (see footnote 2).

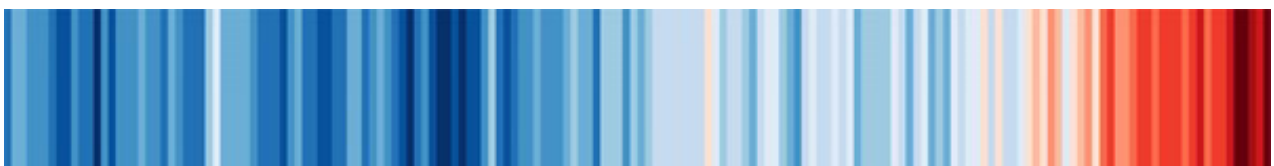


Figure 1: Climate Stripes showing average annual global temperatures over the past two centuries

Footnote 1: [www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC\\_AR6\\_WGI\\_SPM.pdf](http://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM.pdf)

Footnote 2: [www.metoffice.gov.uk/weather/climate-change/what-is-climate-change#:~:text=In%202019%2C%20the%20level%20of,1850%2D1900%20baseline%20average%20temperature.](https://www.metoffice.gov.uk/weather/climate-change/what-is-climate-change#:~:text=In%202019%2C%20the%20level%20of,1850%2D1900%20baseline%20average%20temperature.)

The University of Reading created the Climate Stripes shown below in Figure 1; they show a stark pattern of increasing global temperatures over approximately the past two centuries. Blue and light colours represent cooler periods, whilst red and dark colours show periods of hotter temperatures, which coincides strongly with increasing levels of atmospheric greenhouse gas emissions.

The latest studies show that we have just three years left to act before exceeding the emissions threshold for 1.5°C of global warming. With 1.5°C of global warming, it is possible to ward off the most extreme effects of climate change and create a more liveable and fairer world. Below is a summary of some of the global effects we can expect including differences between 1.5°C and 2.0°C of global warming:

#### Temperature and Extreme Events

- Limiting global warming from 2.0°C to 1.5°C reduces morbidity, heat island effects, reductions in crop yields and disease spreading, whilst also reducing the frequency and intensity of weather events.

#### Sea levels

- Sea level rise will be about 100mm less by the year 2100 under 1.5°C than compared with 2.0°C of global warming. In both scenarios, sea levels will continue to rise beyond 2100 due to latency in ice-climate interactions.

#### Ocean Biodiversity

- Reducing global warming from 2.0°C to 1.5°C reduces ocean acidification and deoxygenation thereby reducing risks to marine biodiversity, fisheries, and ecosystems. Coral Reefs decline by 70-90% and >99% for 1.5°C and 2.0°C.

#### Biodiversity on Land

- Global warming of 1.5°C will result in habitat losses of 6% for insects, 8% for plants, and 4% of vertebrates. These numbers roughly double under 2.0°C of global warming resulting in profound whole-ecosystem impacts.

#### Human Impacts

- Reducing global warming from 2.0°C to 1.5°C reduces food and water insecurity, and prevents population displacement in areas affected by drought, intense heat, coastal erosion and flooding.

### 1.3

#### Why We Need to Act – The Local Context

In the UK context, Teignbridge is highly sensitive to climate change. Our location in the South West and position along the coast means that we are already, and will be increasingly susceptible to a range of impacts brought on by climate change. We are already building a catalogue of instances illustrating these impacts including the storm that caused severe damage to the railway and sea wall at Dawlish in February 2014, flash flooding events in Dawlish and Kanton in September 2023, and widespread flooding brought on by Storm Eunice in November 2024. More recently, the UK experienced its driest summer on record in 2025.

Below are some of the specific changes that we can expect to our climate here in Teignbridge:

- Rising sea levels working in combination with storm surges resulting in increased flood risk, flood frequency, and coastal erosion.
- The need to defend our communities and building stock from the sea and flooding events, particularly in low lying areas in Newton Abbot, Teignmouth, and Dawlish.
- Impacts on tourism and bathing water quality when sewers and wastewater treatment plants become overwhelmed resulting in sea and river pollution.
- Flood events causing disruption to essential services such as schools and hospitals impacting on learning, healthcare, jobs, and the economy.
- Drier summers and wetter winters having profound impacts on water security and local food production.
- Increased frequency of heatwaves and extreme heat, which will worsen health in vulnerable groups including the elderly and people with pre-existing conditions.

- Heat and flood impacts on infrastructure including road and rail networks preventing day-to-day activities like getting to work and going to school.

These changes are reflected in data published by the Met Office Local Authority Climate Service and quantified in Table 1 below for increasing levels of climate change reflecting the changes if society does not act.

	<b>0.6°C of global warming 1981- 2000</b>	<b>1.0°C of global warming Recent Past 2001-2020</b>	<b>1.5°C of global warming</b>	<b>2°C of global warming</b>	<b>4°C of global warming</b>
Summer Maximum Temperature	26.7	28.6 °C	+2.3 °C change	+2.9 °C change	+6.8 °C change
Summer Average Temperature	15.4 °C	16.4 °C	+1.3 °C change	+2.1 °C change	+4.3 °C change
Winter Average Temperature	5.3 °C	6.0 °C	+0.9 °C change	+1.3 °C change	+2.7 °C change
Winter Minimum Temperature	-5.6 °C	-4.6 °C	+1.6 °C change	+2.1 °C change	+4.0 °C change
Annual Average Temperature	10.0 °C	10.7 °C	+1.0 °C change	+1.5 °C change	+3.3 °C change
Summer Precipitation Rate	2.01 mm/day	1.85 mm/day	-10 % change	-17 % change	-37 % change
Winter Precipitation Rate	4.38 mm/day	4.56 mm/day	+4 % change	+7 % change	+17 % change
Sea level increase 2030 (see footnote 3)	No data available	No data available	No data available	180 mm	270 mm
Sea level increase 2050 (see footnote 3)	No data available	No data available	No data available	300 mm	480 mm

Table 1: Climate impacts for Teignbridge with increasing levels of global warming

## Chapter 3 - How to Interpret this Plan

We have used the following categories to convey how we will prioritise actions, when we need them to happen, and what our role is in their implementation.

The action categories align with the One Teignbridge Council Strategy covering three groups:



**Business as usual:** This means making an impact by embedding and enhancing climate change in established council functions.



**Priority action:** These are the priority actions that we have established through the Council Strategy and the plan engagement workshops.



**Further ambition:** These are actions that go beyond current priorities and established functions.

We have applied action timeline indicators to set expectations of when actions will be delivered:



**Quick Win:** These are actions that we want to prioritise and deliver to a high standard in the run up to 2030.



**Steady Gain:** These actions will unfold over longer timescales. They typically relate to high cost -projects involving multiple stakeholders.

We have also used the following three indicators to define our role within the delivery of the actions:



**Embed:** This means raising the profile of climate change within council functions, stakeholder engagement, and communication.



**Enable:** This means creating the right environment to enable external primary stakeholders to act.



**Enact:** These are the actions where we are the primary stakeholder and have direct influence to reduce emissions by delivering measures.

Throughout this plan, we have used the terms emissions, carbon emissions, and greenhouse gases interchangeably.



## Chapter 4 – Teignbridge Now

In this section, we explore Teignbridge’s current carbon emissions including how they are produced and how they have changed over time reflecting the district’s geography.

### 1.1. The General Picture

Teignbridge’s carbon footprint currently amounts to about 735 thousand tonnes CO<sub>2</sub> per year. This is based on the latest government data<sup>1</sup> representing local authority *territorial emissions*. These are the emissions that are directly released to the atmosphere within the district’s boundary. They include the emissions produced by people living in, working in, and visiting the district.

The latest emissions data for Teignbridge represents the period between 2005 and the latest assessment year in 2023. Over this timeframe, emissions have fallen by about 41%. Teignbridge’s emissions profile is shown by source in Figure 1 and by sector in Figure 2. In terms of cross-sector changes, we have seen significant emissions reductions through our use of electricity and heating fuels over the period from 2005 to 2023.

The largest share of emissions reductions relates to our consumption of electricity. Since 2005, significant progress has been made to decarbonise the UK electricity supply system, which has resulted in a total phase-out of carbon-intensive coal-fired power stations and increases in generation from renewables including wind and solar. These effects have resulted in an emissions reduction of 74% for electricity use between 2005 and 2023.

A combination of de-industrialisation and energy efficiency have reduced our use of heating fuels including natural gas, liquid fuels, and solid fuels in our homes and businesses. These changes have resulted in an emissions reduction of 60% for heating fuels between 2005 and 2023. Changes in emissions by activity are summarised in Table 1 below.

Table 1: Summary of how emissions have changed in Teignbridge between 2005 and 2023

Activity	Share of total emissions in 2023	Change in emissions between 2005 and 2023
Electricity consumption	10%	Reduced by 74%
Natural gas consumption	15%	Reduced by 41%
Solid and liquid fuels	7%	Reduced by 60%
Transport	47%	Reduced by 8%
Agriculture	18%	Reduced by %
Waste	3%	Reduced by 77%

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<sup>1</sup> [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2023 - GOV.UK](https://gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2023)

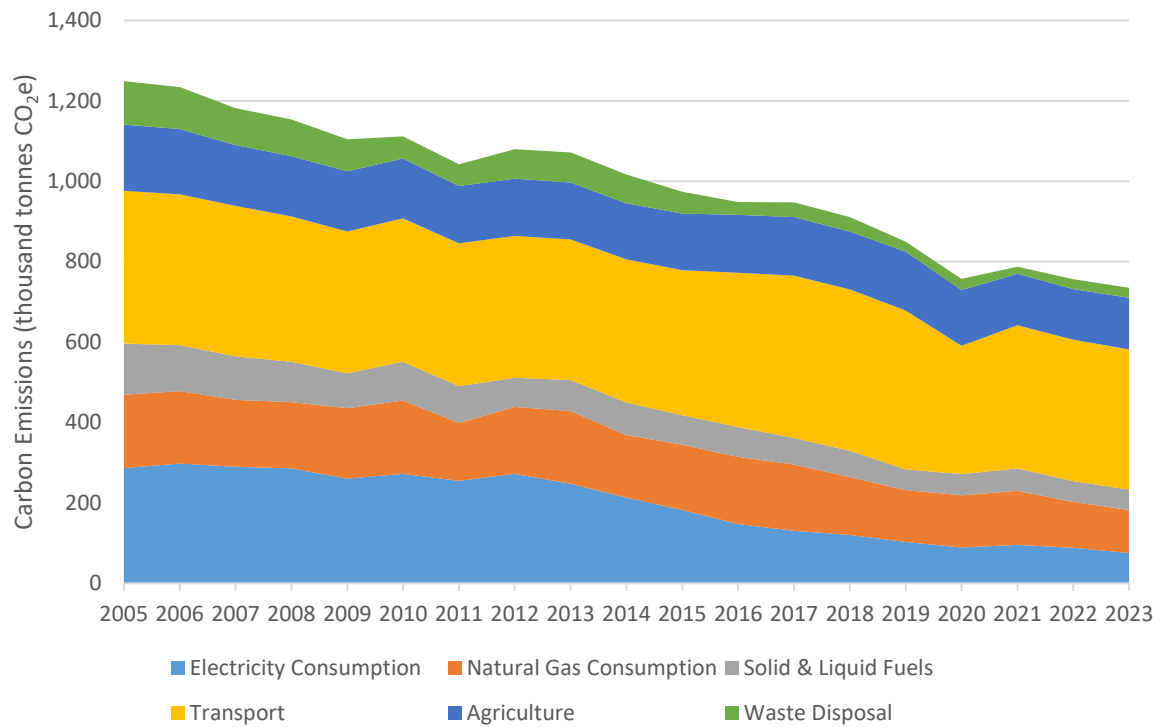


Figure 1: Teignbridge historical emissions by source between 2005 and 2022

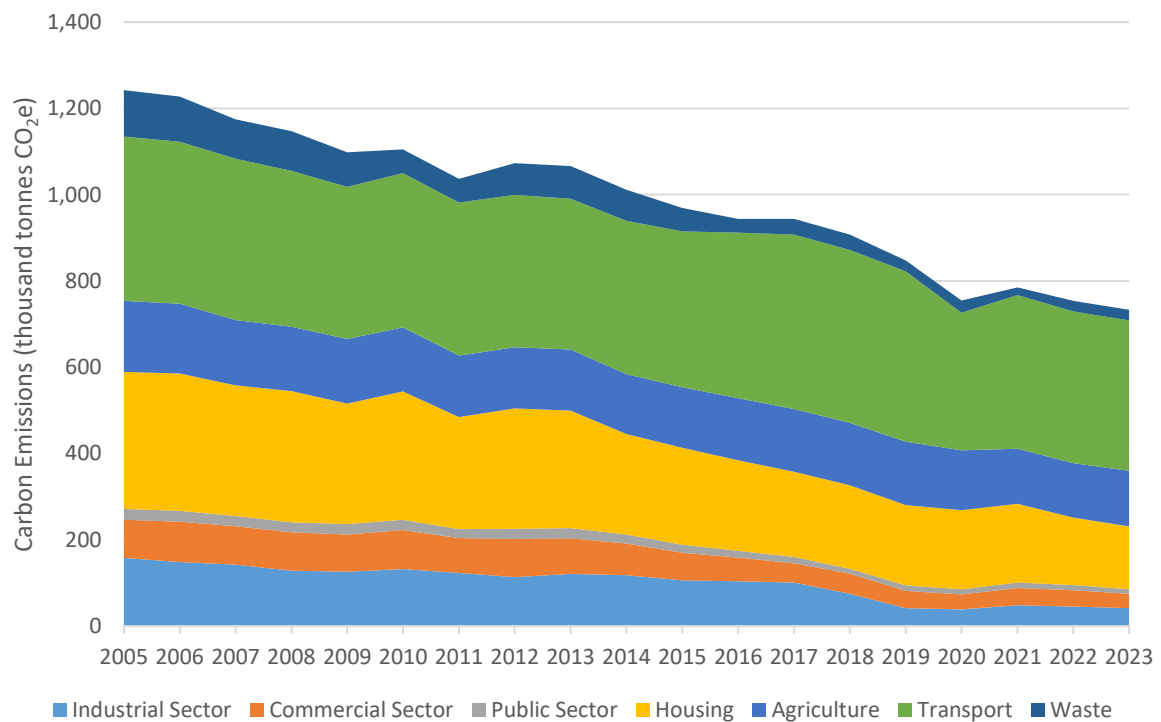


Figure 2: Teignbridge historical emissions by sector between 2005 and 2022

## 1.2. Transport

The largest share of emissions in Teignbridge relates to transport, which makes up about 47% of total emissions; this is largely driven by major A-roads that crosscut the district connecting the Southwest peninsular with the rest of England. Transport links also make up the largest share of developed land in Teignbridge at 4% of all land use. Transport emissions have fallen by 8% between 2005 and 2023.

## 1.3. Housing

Housing is the second-largest source of carbon emissions in Teignbridge and makes up about 20% of the district's carbon footprint. These are the emissions produced from heating and powering about 64,000 dwellings that are home to about 139,000 residents. Homes in Teignbridge are predominantly heated using natural gas, whilst a higher proportion of homes are heated using liquid and solid fuels than elsewhere within the country due to the district's rural nature.

## 1.4. Agriculture

Agriculture produces about 18% of emissions in Teignbridge and is the third largest contributor to carbon emissions. Whilst farmland occupies about 57% of total land use, agriculture contributes about 2% to the district's economy. The most significant sources of agricultural emissions include methane emissions produced by ruminant livestock, and carbon dioxide and nitrogen dioxide produced from the use of fertilisers, which together make up about 80% of agricultural emissions.

## 1.5. Industrial and Commercial Sectors

Teignbridge is home to light industrial and commercial enterprises, which collectively make up about 10% of the district's carbon footprint, whilst manufacturing and retail sectors respectively make up about 8% and 25% of the district's economy. The district has about ten large businesses of over 250 employees with approximately 5,700 businesses being predominantly micro and small businesses.

Some of our largest commercial centres include Heathfield Industrial Estate, Brunel Industrial Estate, and our town high streets. Hospitality is also a major contributor to the district's economy at 18%; emissions from this sector will span between our commercial and housing sectors.

## 1.6. Public Sector

Public sector emissions make up about 1% of the district's carbon footprint. These are linked with the education sector including schools and colleges, and health and social care including hospitals and surgeries, which collectively make up about 8% and 22% of our economy respectively.

## 1.7. Land Use

Whilst peatlands and croplands produce a net emissions contribution to the atmosphere of about 15 thousand tonnes of emissions per annum, our forests, grasslands, and other land use activities absorb about 104 thousand tonnes of emissions from the atmosphere, representing a net overall reduction in emissions from land use. This is reflected by forestry

and agricultural land making up about 21% and 57% of total land use in Teignbridge respectively.

#### 1.8. Waste

Household waste disposal practices have undergone a systematic change in Teignbridge since 2005 with landfilling practices being replaced by a combination of recycling and energy from waste incineration. Although this has contributed to a district emissions reduction of 77% between 2005 and 2023 for the waste sector, some of these emissions savings will be offset by emissions produced from energy from waste plants outside of the district in Plymouth and Marsh Barton; with increases in recycling rates and reductions in methane landfill gas production, the relative benefit in carbon emissions is net-beneficial. Teignbridge still has one active Landfill near Kingsteignton which accepts surplus waste from elsewhere across Devon.

## Chapter 5 – Teignbridge In the Future

In this section, we explore overarching commitments made by Government working to achieve net zero emissions and how these policies will drive change here in Teignbridge.

### 1.1. UK Net Zero Target and Carbon Budgets

The UK Government has set a legally binding target of achieving net zero emissions by 2050. This means that by this year, the UK will release as many emissions as it absorbs from the atmosphere. Working to achieve this target, the UK Government has also set the series of Carbon Budgets shown in Figure 1; these carbon budgets are set over five-year intervals to set a cumulative cap on emissions whilst allowing for year-on-year emissions fluctuations and for trends to manifest over time.

The UK has already achieved the first three carbon budgets, and it is also on track to achieve its fourth carbon budget. According to the Committee on Climate Change, the UK is not currently on track to meet its fifth and sixth carbon budgets, and it is yet to implement the seventh carbon budget within law.

The sixth carbon budget is significant because it is the first carbon budget to align with global carbon budgets that are compatible with limiting global warming to 1.5°C with a 50% statistical likelihood of achieving that target. This net zero target and carbon budgets will significantly influence the pace for decarbonisation in Teignbridge.

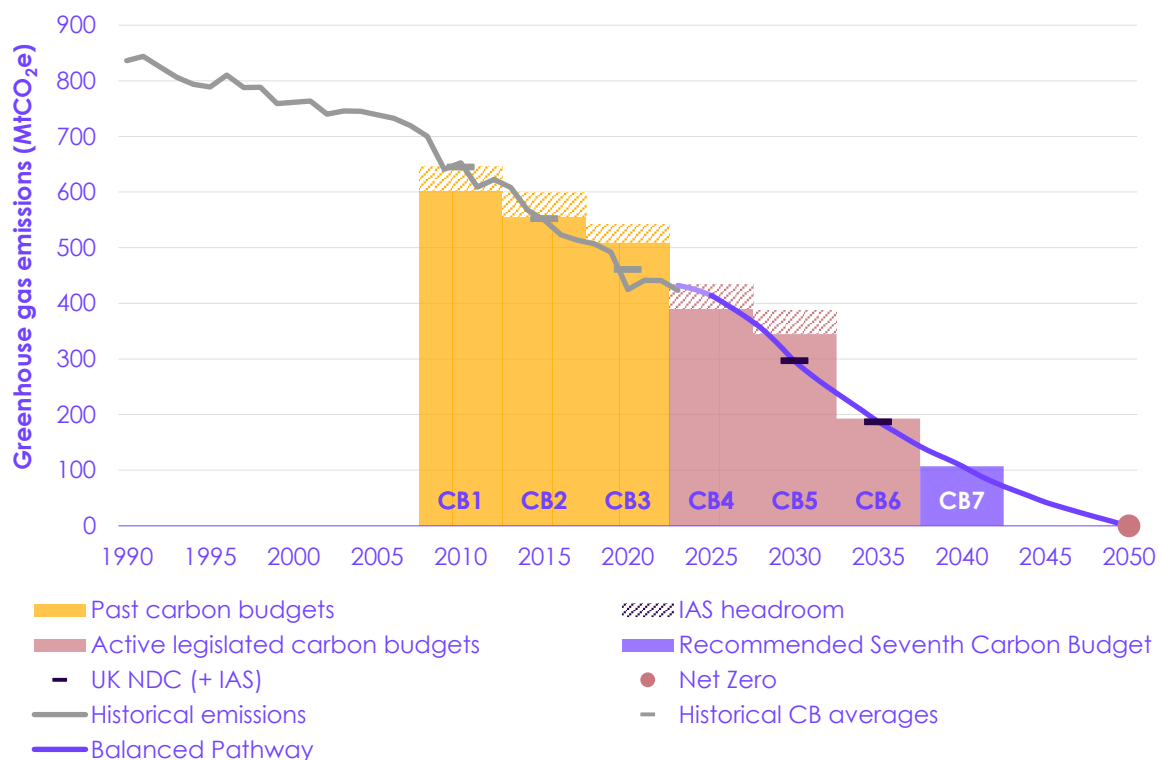


Figure 1: UK carbon budgets working towards net zero emissions

Carbon Budget	Period	Emissions Limit (MtCO <sub>2</sub> e)	Reduction vs 1990	Status
1	2008–2012	3,018	26%	Achieved
2	2013–2017	2,782	32%	Achieved
3	2018–2022	2,544	38%	Achieved
4	2023–2027	1,950	52%	On track
5	2028–2032	1,725	58%	Off track
6	2033–2037	965	77%	Off track

## 1.2. UK Pathways to Net Zero

When recommending Carbon Budgets for the Government to enter into law, the Committee on Climate Change produces a series of pathways setting out how each budget can be achieved by making changes to how energy is used in the UK. One such pathway is the Balanced Pathway, which is reflected within proposals for the sixth and seventh carbon budgets.

The Balanced Pathway strikes a balance between cost to the consumer and industry, technological readiness and technological delivery, whilst helping the Government to achieve stretching yet achievable targets that are compatible with its net zero commitment and the Paris Agreement.

The UK's emissions profile under the Balanced Pathway is shown in Figure 2 illustrating the Committee on Climate Change's recommended approach to achieving the Seventh Carbon Budget. It shows how if emissions remain unabated, then emissions will rise towards 2050. Alternatively, if the Government enacts effective cross-sector policy, then emissions can feasibly reduce to net zero emissions by 2050. To achieve the sixth and seventh carbon budgets, we can expect the following changes within Teignbridge and across the UK:

- Energy efficiency reduces how much energy we use and reduces the amount of renewable energy generation and network infrastructure that we need to build.
- Growth in solar energy, onshore wind, and energy storage within the district reduces Teignbridge's need to import fossil fuel-based energy from elsewhere in the UK.
- Growth in offshore wind including in the Celtic Sea as well as nuclear energy elsewhere in the UK displaces electricity generated from fossil fuels.
- Electric vehicles replace two thirds of heavy goods vehicles by 2040, and the share of new car and van sales is mandated to reach 100% by 2035.
- Half of UK homes will be heated using heat pumps by 2040 with low carbon heating supplying 100% of homes by 2050.

- Electricity becomes a primary source of energy within industry to power equipment like electric ovens, high temperature heat pumps, amongst other technologies.
- For heating and transport applications, hydrogen will play little or no role in Teignbridge being limited to certain industrial processes.
- Hydrogen will play an important role in long-term energy storage by helping to bridge the gap between renewable energy supply and energy demand.
- Carbon capture storage reduces carbon emissions from gas-fired electricity generators and heavy industry elsewhere in the UK to balance supply and demand.
- Nature recovery, including woodland planting and peatland restoration helps us to balance residual emissions to achieve net zero.

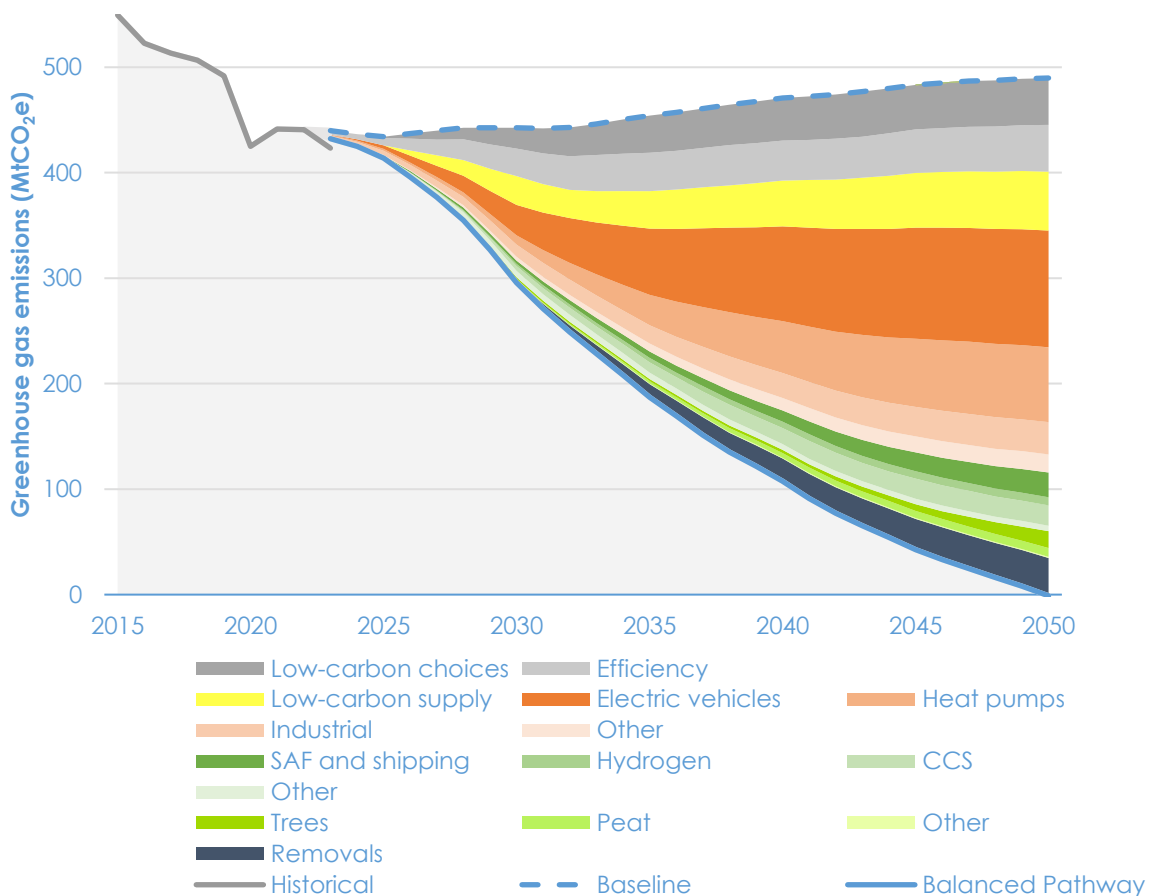


Figure 2: Balanced Pathway for the Seventh Carbon Budget

## Chapter 6 – Net Zero Ambition

In this section, we define clear targets that reflect our net zero ambition, present our mission statement outlining the tactics and working culture required to deliver this plan, and highlight eight key visions and objectives from the Devon Carbon Plan that will transform energy use and accelerate progress toward net zero emissions.

### 1.1. Our Mission Statement

*Through this plan, we will commit to do what is within our powers to limit Teignbridge’s contribution to further climate change by embedding the changes needed to achieve net-zero emissions as soon as possible and by 2050 at the latest. We will prioritise the most impactful actions aligning with our sphere of influence, work to spare every possible tonne of carbon emissions, and aim to achieve the best possible outcomes for our communities.*

We will act with clarity by:

- Operating this plan through the One Teignbridge Council Strategy to prioritise action delivery and respond dynamically to arising opportunities.
- Establishing a governance framework through the One Teignbridge Council Strategy Environment Group to measure the effective delivery of this plan.
- Embedding this plan, the Devon Carbon Plan, and the steps needed to achieve net zero in everything that we do including our strategies, policies, and workstreams.
- Setting a clear and consistent strategic direction on climate and encouraging others to follow our lead.

We will create capacity for change by:

- Empowering our elected members to consistently champion climate action and elevate its importance across all aspects of our work as a local authority.
- Leveraging the strategic influence of senior officers to convene stakeholders, drive collaboration, and overcome barriers to delivering this plan.
- Investing in our staff at all levels to ensure they have the knowledge and tools to consistently and proactively embed this plan within their work.
- Encourage our partners including suppliers to adopt our values and ambition on climate change, and to ensure that this plan is reflected within their work.



- Using existing council services like customer support and food licensing to share climate and energy saving advice to boost community engagement with this plan.
- Drawing upon the expertise of ACT, volunteer groups, and town and parish councils to support delivery and build capacity through collaboration.

We will facilitate innovation by:

- Collaborating with partners to communicate successes and failures, avoid duplication, and achieve economies of scale through co-delivery.
- Leading by example by showing others what best practice looks like when delivering services including compliance with our own policies.
- Harness our place shaping powers through the Local Plan to create sustainable communities providing the right mix of things we need for every-day life.

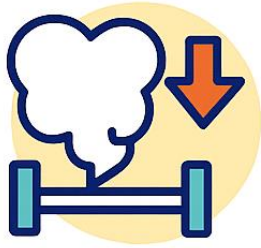
We will build momentum by:

- Celebrating our successes to build momentum showing progress towards net zero and how small changes all add up to make a big difference.
- Amplifying climate messaging and establishing a recognised brand to engage district residents and businesses through new and established channels.

## Vision and Objectives

The Devon Carbon Plan has set eight objectives working to achieve net zero emissions by 2050. These form the basis of our district carbon action plan and are reflected in following chapters.





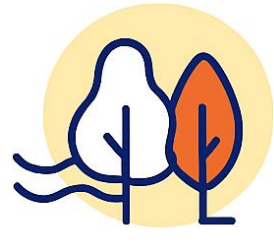
**Minimise fugitive emissions**



**Resilient local economies with access to finance**



**A circular use of resources**



**Maximise carbon storage in marine and terrestrial environments**

## Chapter 7 - Crosscutting Themes

The Devon Carbon Plan has identified the following five Crosscutting Themes. The actions we have established working to achieve these priorities focus on using our influence to encourage behaviour change and knowledge sharing, and empowering staff and elected members to consider environmental implications when making council decisions. Actions for skills, finance, and procurement are covered elsewhere within this plan.

1. Behaviour change and community engagement
2. Knowledge sharing, skills, and learning
3. Spatial planning
4. Finance, economy and resource access
5. Procurement and commissioning



These are the actions we have established to address the five cross cutting themes of the Devon Carbon Plan, which highlight issues that align with our work and sphere of influence.

## Actions for the Council



**Net zero community engagement:** Empower communities to act on climate change by engaging with them to convey consistent messaging building upon the council's established identity and points of contact with the community:

Who do we want to engage?

- People of all ages, hard-to-reach groups, and people currently unengaged in climate change.
- Individuals who want to act that just need a little help to make changes to cut carbon.
- Groups who can propagate messaging throughout the community including schools, community groups, and local councils.
- Businesses who want to lead the way, make an impact, and show others how to do the same.

What are our priorities?

- Promoting consistent information on climate change, what is causing it, how it will affect us, and empowering people to act.
- Signposting and connecting people to established information and trusted expert advice.
- Fostering social norms to gain community buy-in of new and convenient ways of cutting carbon, saving money, and living better lives.
- Encouraging groups to measure their carbon footprints and take targeted steps to reduce emissions in high-impact areas.
- Communicating how every-day individual and group actions add up and make a significant impact.
- Promoting the co-benefits of cutting carbon including benefits for health, wellbeing, jobs, equality, resilience, and the natural environment.
- Supporting our communities to envisage their net zero futures and encourage and enable them to help make this plan a reality.
- Helping communities to stay abreast of technological developments and achieve the best possible outcomes.

- Communicating what we have learned from our own actions and energy saving projects to inspire and make it easier for others to do the same.

How do we want to engage people?

- Developing a District Carbon Action Plan communication strategy to coordinate impactful engagement.
- Prioritising interactivity and engagement by making it easier for people to communicate with us, local groups, and networks.
- Establishing the Teignbridge Climate Hub as a recognised brand and a one-stop-shop for practical advice on how to save energy and cut carbon.
- Engaging communities through established points of contact including customer services, housing, and the leisure team.
- Removing the jargon by explaining tricky concepts such as climate change, net zero, and carbon budgets.
- Channelling climate action through community priorities including the cost of living, health, and wellbeing.
- Creating engaging media showing real-life case studies and expert advice through podcasts, reels, videos, and other media.
- Measuring the impact of our campaigns to help us to respond dynamically to increase community benefits and carbon savings.
- Raising the profile of the progress we are already making and the objectives of this plan in internal and external communications.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:


Local environment groups  
Town and parish councils  
Devon Climate Emergency  
Schools and colleges



**Net zero in decision making:** Empower everyone within the council including staff, members, and supply chain partners to enable the successful delivery of this plan. We will work to achieve this by:

- Enabling staff and members by equipping them with the knowledge and support they need to achieve positive outcomes in day-to-day work.
- Increasing staff awareness of climate impacts, solutions, and advice by cascading consistent internal communications in bite-sized chunks.




- Encouraging staff and members to become climate ambassadors and promote positive messaging throughout the local community.
- Working with senior managers and staff at all levels to embed this plan within organisational priorities and performance.
- Creating opportunities for climate-themed voluntary and team-building days within work hours.
- Creating a ripple effect by communicating this plan and what good practice looks like to council suppliers.

Action Status:	 <b>PRIORITY ACTION</b>	Council Influence:	 <b>EMBED</b>
Timeline:	 <b>QUICK WIN</b>	Stakeholders:	Councillors Senior officers and heads of service



**Financial planning:** Strengthen environmental benefits in future council workstreams and investment opportunities through the budget setting and project mandate processes:

- Integrating climate mitigation and resilience metrics into project initiation documents to embed climate change early in council work.
- Working through the medium term financial plan to understand how we can strengthen benefits for carbon reduction and climate change.
- Continuing to plan ahead by working to align spending with the Priority and Business as Usual actions set out within this plan.




Action Status:	 <b>BUSINESS AS USUAL</b>	Council Influence:	 <b>EMBED</b>
Timeline:	 <b>QUICK WIN</b>	Stakeholders:	Councillors Senior officers and heads of service



**Local Government Reorganisation and Devolution:** Collaborate with Devon local authority partners to get the most out of local government reorganisation and devolution by:

- Using our influence to achieve the best outcomes in local government reorganisation where placemaking and infrastructure delivery can produce better outcomes when planned at larger scales.

- Working with Local Authority partners to advocate for funding and additional powers to enable decarbonisation to take place reflecting specific needs in Devon.

Action Status:	 <b>BUSINESS AS USUAL</b>	Council Influence:	 <b>EMBED</b>
Timeline:	 <b>STEADY GAIN</b>	Stakeholders:	Councillors Senior officers and heads of service Devon districts and county council

## Actions for Town and Parish Councils



We will work with and encourage Town and Parish Councils to:

**Amplify Climate Messaging:** Propagate and expand the reach of our carbon action plan campaigns to share advice, case studies, and resources through their community engagement channels.

**Support Local Carbon Action Planning:** Develop their own carbon action plans helping Town and Parish Councils to minimise local impacts.

**Strengthen Neighbourhood Plans:** Update Neighbourhood Plans to promote renewable energy, low carbon transport, and local amenities to boost long-term community sustainability.

## Actions for Elected Members



We will work with and encourage our Elected Members to:

**Scrutinise our progress:** Through Overview and Scrutiny and the One Teignbridge Council Strategy Environment Group, scrutinise our progress to deliver the *Priority* and *Business as Usual* actions set out within this plan.

**Amplify our Messaging:** Help us to engage with the widest possible audience by relaying and amplifying campaigns and climate messaging.



## Chapter 8 – Economy & Resources

The Devon Carbon Plan has identified the following four priorities reflecting the changes needed under the theme of Economy Resources. The actions we have established working to achieve these priorities focus on areas linking with our waste and recycling collection services, circular economy principles we can influence through local plan implementation, behaviour change through community engagement, leveraging our spending power to influence business and industry, and exploring ways to provide finance to deliver the changes needed to get to net zero.

1. Avoid waste and create a circular economy through purchasing less, repairing, sharing, reusing, buying second-hand, and recycling.
2. Reduce emissions from unavoidable biodegradable waste and wastewater treatment.
3. Use the purchasing power of Devon's organisations to benefit the environment and local communities.
4. Support communities and businesses to transition to net-zero.



These are the actions we have established to address the four economy and resources themes of the Devon Carbon Plan, which highlight issues that align with our work and sphere of influence.

## Actions for the Council



**Circular economy communities:** Through the Crosscutting Themes Communication and Engagement action of this plan, we will encourage communities to adopt circular economy principles to reduce environmental impacts by:

- Communicating how things are made and raising awareness of carbon hotspots including foods, textiles, and plastics to enable low-carbon decision making in day-to-day activities.
- Encouraging a culture prioritising reduce, reuse, and repair decision making to prevent the need to make things from new and to reduce the need to throw things away.
- Encouraging a culture of sharing by promoting community swap groups, tool hire shops, high street repair centres, second life stores, and repair cafes to put things to good use and to get the most out of them.
- Restoring trust in community perceptions of the waste and recycling system by showing people what happens to refuse and recycling materials after they are left at the kerbside for collection.
- Encouraging businesses to run in-house waste audits, reduce their use of materials and adopt split waste and recycling facilities to reduce the quantity of commercial waste going to landfill and energy from waste centres.
- Assisting communities to make informed decisions on when to replace household electrical items with new energy-efficient equivalents offering carbon and energy bill savings.
- Encouraging behaviours to reduce the quantity of fossil-fuel-based materials going to energy from waste facilities, and to reduce the disposal of organic materials including food and textiles in landfill.
- Promoting the benefits of local composting and maintaining woody materials in the environment to increase carbon stocks, improve soils, and support biodiversity.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Community groups and voluntary sector  
Schools and colleges  
Devon County Council



**Recycling targets:** Continue to pursue our district recycling target of 65% by 2035 whilst minimising whole-lifecycle carbon emissions by:

- Exploring opportunities to increase the range of materials collected at the kerbside including Tetra Paks and soft plastics.
- Reviewing the lifecycle carbon impact of changes to our refuse and recycling collection services and the materials that we accept.
- Contributing to policy through government consultations working to enable and encourage product reuse and repair.
- Promote extended consumer responsibility legislation and help communities make the most of this policy.

Action Status:



Council  
Influence:



Timeline:



Devon County Council  
Stakeholders: Devon Authorities Strategic Waste Committee



**Sustainable Procurement:** Through our Sustainable Procurement Procedure, work with partners and suppliers to get more for the environment out of our £30 million annual spend by:

- Updating our sustainable procurement policy to set clear environmental expectations for officers and suppliers.
- Learning from South-west procurement teams about what measures they have found successful and replicating them in our own procedures.
- Enhance environmental questions and standards in tender return documents representing a range of common projects and services.

- Providing officer training and guidance to embed effective sustainability measures in initial and outline project scopes and specifications.
- Helping officers and suppliers to identify carbon hot spots within goods and services and how to reduce them.
- Using early market engagement to help suppliers to interpret sustainability objectives and to maximise carbon savings.
- Increasing social value by encouraging placement and internship opportunities within authority delivered sustainability projects.
- Developing procurement guides enabling businesses of all sizes to demonstrate how they will achieve sustainable outcomes.
- Exploring opportunities for a green business certification such as the Green Accord to help businesses demonstrate good climate standards.
- Pursuing opportunities to establish carbon performance clauses and incentives in contract documents.
- Working with repeat suppliers to explore mid-contract quick wins to cut carbon where practical.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon procurement teams  
Council suppliers



**Carbon in Construction:** Through Policy GP1 and CC2 of the Local Plan 2020 – 2040, work to minimise embodied carbon in new construction projects by:

- Requesting developers to provide embodied carbon calculations aligning with the Royal Institution of Chartered Surveyors (RICS) Whole Life Carbon Assessment methodology covering new major planning applications.
- Encouraging developers to explain how they have minimised embodied carbon in new major developments in alignment with the Low Energy Transformation Initiative (LETI) Net Zero Design Guide.
- Implementing embodied carbon benchmarks based on LETI guidance to enable consistent implementation of Local Plan policies and enable like-for-like comparisons between planning applications.
- Developing guidance for developments of all scales on how to interpret Local Plan policies and consider embodied carbon in their proposals.

- Facilitating knowledge transfer by engaging with experts in low-carbon construction and working with developers to learn about what barriers they face when approaching embodied carbon.
- Holding developer engagement workshops helping planning applicants to interpret Local Plan policies and produce robust energy and carbon statements.
- Providing embodied carbon training for officers and project delivery partners.
- Using Devon Building Control Partnership customer engagement to encourage practical measures to reduce embodied carbon.
- Sharing our experience of implementing embodied carbon policies with Devon local authorities so that they can implement effective embodied carbon policies.

Ensuring that in-house projects requiring planning permission are subject to the same high standards that we expect of local developers by:

- Ensuring that project scopes and Stage Zero specifications include consideration of embodied carbon.
- Making embodied carbon assessments mandatory at the concept design stage (RIBA Stage 2) and following design stages.
- Assessing options to repurpose existing assets, reuse materials, and reduce material consumption where it is practical to do so.
- Addressing carbon hotspots in construction projects by substituting carbon intensive materials with sustainable alternatives.
- Ensuring that projects align with the same guidance and benchmarks that we would expect from local developers.
- Learning by doing to generate in-house expertise in low-carbon construction and communicating what we have learned with others.

Action Status:



Council Influence:



Timeline:



Stakeholders:

University of Exeter Centre for Energy and Environment  
Planning applicants and agents  
Council suppliers and consultants





**Green Business Support:** Through our Economy Team, support businesses to get to net zero by facilitating grant funding opportunities and by bringing businesses together. We will strive to achieve this by:

- Delivering our Carbon Action Plan Communications Strategy to engage and direct businesses to energy advice and funding.
- Working with Devon County Council to secure business funding from Government.
- Working with Members of Parliament to advocate for consistent multi-year funding with realistic grant deadlines.
- Supporting businesses to develop carbon reduction plans through revenue grant funding opportunities.
- Supporting businesses to deliver carbon reduction measures through capital grant funding opportunities.
- Using intelligence gained through the Heathfield Energy Project to work with specific and small business groups to maximise project outcomes.
- Working with commercial landlords to explore opportunities for multi-site carbon reduction and engagement projects.
- Exploring how business decarbonisation can provide the best outcomes supporting jobs, productivity, and resilience.
- Lighten the load on businesses by working with community groups and trusted partners to prepare grant bids and carbon reduction plans.
- Encourage more businesses to participate in future grant schemes and low-energy projects by promoting green business grant case studies.

Establishing economies of scale where partnership approaches reduce the burden on individual businesses by:

- Tapping into business groups including the Teignbridge Business Forum to enable business-to-business knowledge transfer.
- Engaging with farmers and farm advisers to collaborate on initiatives to increase farm resilience and deliver good environmental outcomes.
- Creating business groups where combined projects can attract private sector funding enabling decarbonisation projects to progress at scale.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon economy teams  
South West Net Zero Hub  
Libraries Unlimited



**Green Retrofit Skills:** Facilitate the transition to net zero by supporting green retrofit upskilling opportunities enabling local heating engineers, builders, and electricians to deliver good quality low-carbon solutions to recognised standards through:

- Promoting green retrofit courses provided by Exeter College and South Devon College.
- Mapping the local skills base to identify opportunities for upskilling district trades and to remove barriers to them gaining accreditation.
- Encouraging local trades to become low-carbon solutions ambassadors to promote the benefits of home energy upgrades.
- Working with MPs to encourage consistent and long-term government policy and incentives supporting low-carbon business growth.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon economy teams  
South West Net Zero Hub  
Libraries Unlimited  
Schools and colleges

### Town and Parish Councils



We will work with and encourage Town and Parish Councils to:

**Local Amenities:** Collaborate with us to increase neighbourhood self-sufficiency by providing the right mix of local amenities including local shops to support the local economy and reduce the need to travel for every-day needs through neighbourhood plan making.

**Repair Cafés and Share Hubs:** Support repair cafés and share hubs within your community to increase product repair and reuse, to prevent the need to buy things from new, and help cut the cost of living.

**Town and Parish Council Forums:** Quantify and reduce the carbon impacts of projects delivered through Community Infrastructure Levy contributions and demonstrate compliance with the Local Plan 2020 – 2040 policies.

## Elected Members



We will work with and encourage Elected Members to collaborate in Devon partnership campaigns to lobby Government for better policy and funding opportunities:

**Embodied Carbon:** Incorporate embodied carbon metrics within the Building Regulations to require developers to achieve minimum embodied carbon performance standards when constructing new dwellings and commercial buildings.

**Reuse and Repair Policy:** Strengthen policies that prioritise the reuse, repair, and recycling of materials and products. This includes expanding producer responsibility for packaging, increasing the range of products covered by repair schemes, and tightening restrictions on single-use materials.

**Business Funding:** Lobby for consistent business decarbonisation funding including grants for business decarbonisation plan making, project business case development, and project capital funding.



## Chapter 9 – Energy and the Built Environment



The Devon Carbon Plan has identified the following eight priorities reflecting the changes needed under the themes of Energy and the Built Environment. The actions we have established working in support of these priorities focus on using our influence to promote energy saving advice, implementing local plan policies to deliver energy-efficient homes and renewable energy, supporting housing and business retrofit, and continuing to explore ways we can continue to reduce our own in-house carbon footprint:

### Energy:

1. Use less energy. We need to reduce demand for energy and use energy as efficiently as possible to minimise the need for new generating capacity.
2. Transition to renewables. The energy used needs to be from renewable sources. Increase flexibility and storage.
3. We need to store energy and use it more flexibly.
4. Develop carbon capture and storage. Where small amounts of fossil fuels continue to be used, the carbon emitted needs to be captured and permanently stored to prevent it from reaching the atmosphere.

### The Built Environment:

1. Retrofit existing houses, we need a high take-up of energy-efficiency measures, renewable energy, and low-carbon heating technologies in every one of our homes.

2. Retrofit existing commercial and industrial premises. Just like our homes, the non-domestic buildings in Devon need upgrading too.
3. New buildings need to be net-zero as soon as possible. We need to be constructing new buildings using low-carbon materials and ensuring they won't need retrofitting in the future.
4. Minimise energy use by amenity lighting. Lighting in public areas needs to be efficient and used only when required.

These are the actions we have established to address the eight energy supply and built environment themes of the Devon Carbon Plan, which highlight issues that align with our work and sphere of influence.

## Actions for the Council



**Trusted Energy Advice:** Through the Community Engagement action of this plan, we will support homes and businesses to cut their carbon footprints, reduce their energy bills, and make practical decisions when approaching energy efficiency improvements. We will strive to achieve the best possible outcomes by:

Getting people thinking about the changes they can make:

- Promoting Action on Climate in Teignbridge energy-saving toolkits including the My Electricity toolkit.
- Promoting low-cost hints and tips providing continual quick wins to reduce energy waste, cut carbon, and reduce the cost of living.
- Signposting communities to bespoke and impartial energy-saving advice through specialists such as Energy Saving Devon.
- Addressing common misconceptions associated with low-carbon technologies and showcase scenarios where they work best.
- Helping communities understand what changes they can make to homes and businesses in listed buildings and conservation areas.
- Raising awareness of potential scams and helping our communities to steer clear of measures which are unlikely to benefit them.

Signposting people to practical advice when making changes:

- Promoting energy efficiency funding opportunities for homes and businesses.

- Supporting smart meter uptake and the benefits of emerging smart and flexible tariffs.
- Informing residents of the questions they need to ask when making changes to their homes and businesses.
- Helping communities to get the right solutions from trusted installers working to recognised standards.

Action  
Status:



Council  
Influence:



Timeline:



Stakeholders:

Energy Saving Devon  
Exeter Community Energy  
Devon Climate Emergency



**Renewable Energy Supply:** Collaborate with partners across the South West to develop strategies setting out how we will reduce carbon emissions across the complete energy supply system including electricity, heat, and transport. We will work to achieve this by:

Embedding district net zero needs in regional strategies:

- Collaborating with National Grid to align their network development plans with Local Plan policies and district decarbonisation needs to ensure that homes and businesses with heat pumps and electric vehicle charging can connect to the grid.
- Supporting Devon County Council to develop and implement a Local Area Energy Plan (LAEP) to identify cost effective pathways to net zero and project priorities where local authorities can work with the private sector to deliver initiatives and achieve economies of scale.
- Working with Dartmoor National Park Authority to explore how landscape sensitivity constraints can be overcome to enable the sensitive development of renewable energy in Devon.

Implementing Local Plan 2020 – 2040 policies supporting renewable energy capacity to increase by:

- Enabling renewable energy capacity to increase in Teignbridge by implementing Local Plan policy CC5 supporting the growth of renewable energy and solar photovoltaics, and policy CC6 supporting the growth of onshore wind.
- Increasing energy system flexibility and resilience and overcoming supply-demand constraints by implementing Local Plan Policy CC7 supporting the growth of energy storage in Teignbridge.

- Implementing community engagement guidelines to ensure inclusive and sensitive development of renewable energy in Teignbridge reflecting local need.
- Holding renewable energy developer forums to promote renewable energy site allocations, providing early-doors advice on Local Plan policies through the pre-application process, and encouraging good quality renewable energy development proposals to come forward.

Action  
Status:



Council  
Influence:

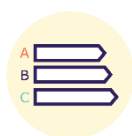


Timeline:



Stakeholders:

National Grid  
Devon Energy Planning Group  
Renewable energy developers  
Regen South West



**Standards for new buildings:** Through Policy CC2 of the Local Plan 2020 - 2040, ensure that new housing and buildings achieve high energy efficiency standards by:

- Requiring all planning applications involving new homes and non-residential buildings to submit an energy and carbon statement.
- Setting timescales for net zero carbon standards in new homes ahead of national policy and regulation.
- Requiring non-residential buildings to achieve BREEAM Excellent standards and using third-party verification to confirm compliance.
- Requiring developers to demonstrate how new housing and buildings comply with the Energy Hierarchy.
- Addressing the “as-designed” and “as-built” energy performance gap by requiring pre and post-construction energy use calculations.
- Encouraging third-party verification of energy performance through the Building Research Establishment’s (BRE) Quality Home Mark.
- Providing officer training on how to interpret carbon reduction plans covering all sizes of development including minor and major projects.
- Running developer engagement forums to learn from and share best practice and to assist developers to interpret climate change policies.
- Keeping our planning validation checklists up to date such that they reflect the requirements of the Local Plan 2020 - 2040.
- Addressing underperformance in new developments and compliance through the Devon Building Control Partnership.

Action  
Status:



Council  
Influence:



Timeline:



Stakeholders: National Grid  
Planning consultants and agents



**In-House Estate:** Through our in-house estate, continue our carbon descent towards net zero emissions by delivering upon the Devon Carbon Plan and Part 1 Carbon Action Plan objectives. We will work to achieve rapid emissions reductions by:

Taking a systematic approach and making data driven decisions:

- Rank assets by emissions and utilisation metrics to prioritise energy interventions, focusing on big-ticket items and quick wins.
- Improve and expand digital monitoring capabilities to assess and respond to asset performance in real time.
- Use Key Performance Indicators to track the energy performance of assets and set benchmarks for improvement.
- Establish energy champions across our most energy-intensive sites to monitor and minimise energy use.
- Develop preventative maintenance programmes to enable an asset-wide approach to energy efficiency.

Applying the energy hierarchy and planning ahead to minimise emissions:

- Minimise energy wastage by adopting a *plan, do, check, act* approach to energy management reflecting ISO 50,001.
- Maximise generation potential and income from existing renewable energy systems.
- Reviewing how we use our assets to determine the most cost-effective approach to saving energy and achieving business need.
- Proactively develop business cases to replace end-of-life appliances and heating systems with low-carbon alternatives.
- Maximise the share of energy supplied by renewable energy and pursue opportunities to increase asset net operating income.

Working with tenants so that they can work towards the same objectives:




- Establishing a tenant's charter and building user guides to set benchmarks working to increase environmental performance.
- Supporting tenants wanting to undertake changes to improve energy performance standards within buildings that we own.

Action Status:	 <b>BUSINESS AS USUAL</b>	Council Influence:	 <b>ENACT</b>
Timeline:	 <b>QUICK WIN</b>	Stakeholders:	Estates Team Heads of Service Council Suppliers



**Building Retrofit:** Through our Housing Team, we will support residents to cut the cost of heating and powering their homes by enabling high-quality retrofit solutions. We will achieve this through a combination of funding and compliance functions including:

- Aiming to maintain a consistent pipeline of housing retrofit projects including ECO4 and its successor, and the and Warm Home Local Grant.
- Continuing to promote retrofit finance including Lendology loans to enable homes to install energy efficiency and renewable energy systems.
- Enforcing the Minimum Energy Efficiency Standards to bring Teignbridge's worst performing leased homes and buildings up to better standards.
- Bringing the district's worst performing buildings up to good energy efficiency standards by focussing on the most practical and impactful measures to prepare the district's building stock for low carbon heating.
- Prioritising phase-out of high-cost and carbon-intensive fuels where low carbon heating can provide best value by reducing household energy bills.

Action Status:	 <b>BUSINESS AS USUAL</b>	Council Influence:	 <b>ENABLE</b>
Timeline:	 <b>STEADY GAIN</b>	Stakeholders:	Private Landlords and residents Social housing providers



**Energy Innovation:** Through the Devon Climate Emergency Partnership, explore opportunities for further ambition to deliver projects achieving economies of scale to maximise carbon savings and community benefits:

- Assessing the role of district heating networks and how the private sector can help to establish community-scale projects to enable heat decarbonisation to progress at scale whilst remaining competitive with conventional heating systems.
- Exploring opportunities for new community renewable energy projects in Teignbridge by working with Devon County Council, mineral operators, farmers, and community energy companies to supply local businesses and households with affordable clean energy.
- Supporting the able-to-pay market to invest in renewable energy and low carbon heating through partnership-led bulk purchasing schemes such as the Devon Solar Together Scheme to help communities gain best value and to enable the delivery of measures at scale.
- Supporting the private sector to explore the deep geothermal energy potential in Teignbridge and how it could contribute to heat decarbonisation, and how Hydrogen technologies can be used to support long-term energy storage and hard-to-treat applications in alignment with the sixth and seventh carbon budgets.

Action  
Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon Energy Planning Group  
Energy utility providers

## Actions for Town and Parish Councils



We will work with and encourage Town and Parish Councils to:

**Community Energy Toolkits:** Help us to promote Action on Climate in Teignbridge's energy saving toolkits including the My Electricity Project by bringing local community groups together learn about how they can save energy and cut carbon.

**Green Open Homes:** Establish Green Open Homes to show real-life examples of energy retrofit projects, the benefits they bring, what it's really like living with them, and things to look out for when approaching similar changes.

**Community Energy Projects:** Explore opportunities to develop community renewable energy projects providing benefits for local communities and reducing our need for fossil fuels.



**Community Infrastructure Levy:** Increase the amount of Community Infrastructure Levy they can gain by establishing neighbourhood plans to support improvements in renewable energy and low carbon transport infrastructure.

## Actions for Elected Members



We will work with and encourage our Elected Members to lobby the Government for:

**Broaden Eligibility:** Campaign Government for broader eligibility criteria to expand the range of households able to participate in energy efficiency and low-carbon heating grants, and to remove existing barriers that currently prevent more households from accessing these opportunities.

**Minimum Energy Efficiency Standards:** Campaign Government to strengthen the Minimum Energy Efficiency Standards to improve district's building stock and reduce the cost of living and running a business in Teignbridge.

**Cheaper Electricity:** Campaign for the Government to reduce electricity costs by restructuring how energy charges are reflected in bills to make heat pumps and electric vehicles more competitive than conventional gas boilers and fossil fuel transport.



## Chapter 10 – Transport

The Devon Carbon Plan has identified the following three priorities reflecting the changes needed under the theme of Transport. The actions we have established working to achieve these priorities focus on our role as an enabler and a facilitator to work with the public sector, transport bodies, and developers to provide the infrastructure needed to help communities use sustainable transport methods including more walking, cycling, public transport, and low-carbon mobility:

1. Reduce the need to travel. Avoiding the need to travel is the most effective way to minimise greenhouse gas emissions.
2. Shift to sustainable transport options. These themselves have a hierarchy of active travel (e.g. walking and cycling), followed by public and shared vehicles, and then taxi.
3. Use technology to reduce emissions from vehicles. Even once high levels of modal shift have been achieved, there will still be a need for motorised transport. Private vehicles will remain part of ensuring we can travel around Devon, and commercial vehicles will also remain a necessity.



These are the actions we have established to address the three transport themes of the Devon Carbon Plan, which highlight issues that align with our work and sphere of influence.

## Actions for the Council



**Encouraging Modal Shift:** Through the Communication and Engagement objectives of this plan, we will encourage the uptake of active and shared transport to enable healthy lifestyles and cut carbon by:

- Engaging with people to understand what barriers they face to using active and shared transport and what we can do to help.
- Promoting the health and wellbeing benefits of walking, cycling and public transport as an alternative to car use.
- Working with schools and groups with whole-community influence to take part in active travel days and encourage modal shift.
- Working with partners including Active Travel Devon to provide adult cycle confidence training.
- Encouraging businesses to participate in the cycle-to-work scheme and provide facilities including safe cycle storage and showers.
- Promoting ways to cut the cost of long distance regional and national coach and rail journeys.
- Encouraging flight-free holidays and travel by promoting different ways to travel the UK and abroad including rail, coach, and ferry.
- Working with partners to establish Teignbridge and Devon as an eco-tourism destination with good walking and cycling infrastructure.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Active Travel Devon  
Teignbridge Cycle Form  
Devon transport planning teams  
Local walking and cycling groups



**Electric Vehicle Charging Strategy:** Accelerate the transition to electric vehicles to cut carbon emissions and improve air quality by delivering the ten priority actions under the emerging district Electric Vehicle Charging Strategy by:

- Raising awareness of the growing electric vehicle charging network in Teignbridge.
- Expanding the network of electric vehicle charge points in Teignbridge
- Developing local charging hubs within council and community car parks.
- Supporting DCC to enable charging channels enabling homes with on-street parking to charge their electric vehicles.
- Ensuring all charge points provide a reliable and high-quality experience for customers.
- Working with National Grid to improve grid capacity and the installation of charge points.
- Collaborating with regional partners to secure government and private sector funding.
- Accelerate adoption of low and zero-emissions taxis and private hire vehicles through review of the Hackney Carriage policy
- Using the planning process to increase access to charge points through mobility hubs and compliance with Building Regulations.
- Transition the council fleet to zero emissions vehicles and provide workplace charging facilities.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon county transport teams  
Private car park owners  
Town and parish councils  
Taxi and hackney carriage drivers



**Transport in new Developments:** Through Policy CC4 of the Local Plan 2020 - 2040, collaborate with developers and stakeholders working to achieve policy aspirations stating that at least 50% of trips should be made via active and shared transport. Ensure the effective implementation of this policy by:

- Establishing a framework and benchmarks against which to test compliance of development proposals.
- Working with Devon transport stakeholders to incorporate best practice and recognised standards within guidance.
- Assessing regional transport opportunities and weaknesses to identify the best interventions supporting active and shared transport.
- Pursuing measures that give rise to long-term behaviour change and uptake of active and shared transport.
- Producing guidance to support developers to streamline transport plans and transport action plans.
- Using the validation process to ensure that transport plans are submitted with full plans and outline planning applications.
- Using planning conditions and approved details to ensure that developers implement transport proposals effectively.
- Providing officer and stakeholder training to ensure consistent and effective implementation of the policy.
- Developing approaches that can be replicated elsewhere within Devon to achieve the same outcomes.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon transport planning teams  
Planning consultants and agents  
Transport operators



**Local Active Travel:** Through the Heart of Teignbridge and other regional Local Cycling and Walking Infrastructure Plans, make it easier for people to walk and cycle short-distance journeys by improving pavements and cycleways:

- Connecting strategic development sites with their local town centres and facilities.
- Improving connectivity with National Cycle Network routes in Newton Abbot and Kingsteignton for better access to the town centre, Newton Abbot Railway Station, schools, colleges, retail parks and industrial estates.
- Improved links on the edge of Exeter to connect development sites with the city centre.
- Improving the quality and connectivity of pavements and road crossings in towns and villages for access to local facilities.
- Repurposing road space for walking and cycling through projects identified in the Local Plan 2020 - 2040.
- Engage with young people and other user groups to gather information on how and where they feel safe, and use this information to inform the design of new and improved active travel routes to create safer places and increase community confidence in cycling and walking.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon county transport teams  
Planning consultants and agents  
Landowners  
Businesses



**Longer Distance Active Travel:** Through the Heart of Teignbridge and other regional Local Cycling and Walking Infrastructure Plans, make it easier for people to cycle longer-distance journeys by building and improving cycleways including:

- Linking Newton Abbot with Torquay via Kingskerswell.
- Linking the Teign Estuary Trail with the Exe Estuary Trail to connect Kingsteignton with Teignmouth via Bishopsteignton, and to connect Teignmouth with Dawlish.
- Local aspirations for a route between Kingsteignton and Chudleigh, for wider links into the Stover Trail.
- Continuing to establish and enhance the Stover Trail green corridor by collaborating with the Stover Trail Partnership.

- Villages south-west of Newton Abbot including aspirations for a route from Ogwell to Newton Abbot town centre.
- Newton Abbot into the wider network via improved routes connecting with Jetty Marsh and routes along the A382 and A383.
- South-west Exeter new and existing developments to the high-quality Exe Estuary Trail and to other key local routes.

Action Status:



Council Influence:



Timeline:



Stakeholders:

Devon county highways  
Devon transport planning teams  
Developers and landowners  
Devon local authorities



**Mobility Hubs:** Work with developers and Devon County Council to deliver mobility hubs at strategic locations enabling people to access town centres, Exeter City centre, and local amenities using sustainable transport including:

- Mobility hubs named in the Local Plan 2020 – 2040 including proposals at the Cattlemarket, Bradmore New Neighbourhood, Ilford Park, Markham Village, and Peamore & West Exe.
- Council-owned off-street car parks and leisure centres.

These will be made up of combinations of measures such as bus stops and waiting areas, park and change facilities, secure and covered bicycle parking, bicycle lockers, e-bicycle and e-scooter hire, car club spaces, and electric vehicle charging, where appropriate.

Action Status:



Council Influence:



Timeline:



Stakeholders:

Devon county highways  
Devon transport planning teams  
Developers and landowners  
Shared mobility operators



**Digital connectivity:** Support the private sector to provide fast and reliable internet connectivity throughout the district to enable access to online services, reduce the need to travel, and support the local economy by:

- Working with developers to ensure that new housing and commercial buildings are equipped with super-fast broadband.
- Working with communities to establish signal blackspot areas and communicating this information with network operators.

- Communicating the benefits of digital services and how remote working can benefit the environment.
- Promoting fixed and mobile internet connectivity programmes delivered through the Connective Devon and Somerset Programme.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Connecting and Devon and  
Somerset Partnership  
Devon economy teams



**Bus and Rail:** Encourage people to choose bus and rail as their preferred mode of transport for regional and long-distance trips. We will do what is in our powers to make this a reality by:

Collaborating with stakeholders to deliver Local Plan 2020 – 2040 proposals to:

- Create a transport interchange and improve the public realm at Sherborne Road Bus Station.
- Increase connectivity between Newton Abbot Railway Station and Sherborne Road Bus Station.
- Extend the Newton Abbot Railway Station footbridge into Brunel Industrial Estate.
- Extend bus links into strategic development sites.
- Upgrade strategic bus stops including the Drumbridges Roundabout to make them more practical and appealing.

Collaborating partners across the South West and nationally to improve shared transport services connecting local communities and Teignbridge with the rest of the country by:

- Aligning shared transport services where possible to cater for frequent regular journeys that can achieve high cumulative carbon savings.
- Exploring options for community-led shared transport and how this can meet rural commuting and leisure needs including travel on Sundays and bank holidays.

- Increase prioritisation for bus links in town centres to reduce congestion and to make bus use an attractive and competitive alternative to private car ownership.
- Working with bus and rail operators to make it easier to switch between walking, cycling, bus and rail.
- Working with rail and coach operators to increase connectivity between Teignbridge with Bristol and London by increasing service frequency, improving rail rollingstock, and increasing infrastructure resilience.
- Collaborating with Devon County Council and Devon Districts to explore how Electric Vehicle Charging Strategies can align to support the electrification of bus and taxi services.
- Collaborate with Devon County Council on a regular basis to review the performance of bus services and to investigate opportunities to overcome constraints.
- Collaborating with District and County Elected Members to lobby government to make bus and rail ticket pricing more competitive with private car ownership.

Action Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon county transport teams  
Network Rail  
Rail and bus operators

## Actions for Town and Parish Councils



**Public Transport:** Explore how developer contributions made to town and parish councils can be invested in community transport services to make shared transport available in rural communities and communities served by frequent bus services.

**Electric Vehicle Charging:** Through the District and Devon County Electric Vehicle Charging Strategies, collaborate with us to prepare our communities for the transition to electric vehicles by working with us on projects to install charging infrastructure in your neighbourhoods.



## Actions for Elected Members



**Local Bus Services:** Use your local knowledge of community needs to work with Devon County Council to enhance local bus services by improving bus shelters, ensuring bus shelters are well connected to homes and businesses, and where possible, increasing service frequency and aligning routes with travel demand.

**Planning Contributions:** Scrutinise transport plans in development proposals and highlighting opportunities to enhance walking, cycling, and shared transport provision reflecting local knowledge and community need.

## Chapter 11 – Food, Land and Sea

The Devon Carbon Plan has identified the following three priorities under the theme of Food, Land, and Sea. The actions we have established working to achieve these priorities focus expanding the communication and engagement actions to promote local and seasonal foods, using our influence through the Food Safety Team to encourage sustainable food practices within district food outlets and their supply chains, and working with developers and landowners to store carbon and increase biodiversity in our landscapes:

1. Develop demand for nutritious and sustainably produced food. We need to increase our engagement with food and its production; eat less red meat and dairy; and use our spending power to support local farmers, fisheries and horticulture that demonstrate best practice.
2. Reduce GHG emissions and improve carbon storage from farming. Farm machinery needs to use renewable fuels; emissions from manures, wastes and fertilisers must reduce; and food production needs to transition towards practices that improve the amount of carbon in soils.
3. Maximise carbon storage in the environment. The extent and condition of existing habitats and ecosystems that store carbon need to be protected, enhanced, and restored. New, joined-up habitats must be created on land, in estuaries and at sea.



These are the actions we have established to address the three priority transport themes of the Devon Carbon Plan.

## Actions for the Council



**Sustainable foods:** Through the Communication and Engagement objectives of this plan, we will support communities to cut food carbon emissions and lead healthier lives by:

- Working with Action on Climate in Teignbridge and local community groups to run sustainable food campaigns.
- Promoting practical tips to cut food waste and reduce the cost of nutritious meals.
- Encouraging communities to buy local and seasonal by default to cut carbon.
- Communicating how food is produced and the environmental impacts of different food growing practices.
- Encouraging the use of local food networks, markets, and high-street grocers.
- Signposting communities to reputable advice such as the Good Fish Guide to enable sustainable meal choices.

Action  
Status:



Council  
Influence:



Timeline:



Stakeholders:

Community environment groups  
Devon Climate Emergency  
Devon Food Partnership



**Food Safety Team:** Through the Food Safety Team, we will capitalise on established channels of communication with district food businesses to embed sustainable food practices by:

- Helping businesses to achieve compliance with existing sustainability legislation.

- Encouraging practices to reduce food waste and optimise meal portion sizes.
- Encouraging businesses to buy and sell seasonal and local foods supporting district food growers.
- Encouraging food outlets to provide and normalise plant-based meal options and make them prominent in food menus.
- Supporting businesses to add carbon metrics to food products and menu options.
- Signposting businesses to practical advice on how to make changes to increase food sustainability.

Action  
Status:



Council  
Influence:



Timeline:



Stakeholders:

Chambers of commerce  
District food businesses  
Trading standards



**Sustainable Food Farms and Fisheries:** Through our Economy Team, explore opportunities with Devon County Council to collaborate with landowners and fisheries on initiatives increasing environmental sustainability and long-term prosperity in local food growing practices by:

- Collaborating with initiatives working to bring local food producers and experts together such as the Devon Food Partnership and Food Drink Devon to facilitate knowledge transfer.
- Supporting local food growers and distribution networks including Community Supported Agriculture schemes and local veg box providers.
- Engaging with farmers to increase business resilience by diversifying into renewable energy generation including wind, solar, anaerobic digestion, and energy storage.
- Exploring natural capital opportunities where initiatives such as woodland planting, peatland restoration, improving soil carbon,

and enhancing biodiversity can generate income and create public goods and services.

- Securing commitments from developers to provide community allotments through the Local Plan 2020 - 2040.
- Encouraging town and parish councils to establish wilding zones, community orchards, allotments, and community larders.

Action  
Status:



Council  
Influence:



Timeline:



Stakeholders:

Decon economy teams  
Devon Food Partnership  
Devon Local Nature Partnership  
Farming groups and consultants



**Biodiversity Net Gain:** Through Local Plan 2020- 2040 policies GP1, GC2 and EN10, work with developers to achieve a minimum 10% biodiversity net gain in new development by:

- Pursuing opportunities where biodiversity net gain can improve soil carbon and increase carbon stored in woody material.
- Working with Devon County Council and Devon local planning authorities to develop joint Devon biodiversity Net Gain guidance.
- Developing a strategy setting out site allocations where biodiversity net gain will have the most impact to increase biodiversity complementing the Devon Local Nature Recovery Strategy.
- Pursuing approaches that will increase resilience in the natural environment in response to changes brought on by climate change such as strategic tree planting to prevent surface run-off and other benefits; projects may come forward under biodiversity net gain or other funding opportunities.
- Work with stakeholders through joint-delivery agreements to ensure the long-term effective implementation of biodiversity net gain.
- Provide training for planning officers to increase the delivery of impactful and realistic measures for biodiversity net gain and climate resilience benefits.

Action  
Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon Local Nature Partnership  
Natural England  
Planning consultants and agents



**Connecting to Nature:** Through Policy GC2 of the Local Plan 2020 – 2040 and the Garden Communities project, work to increase opportunities for communities to connect to nature and value green and natural habitats by:

- a. Creating the Newton Abbot Hilltop Countryside Park and establishing the Aller Brook Nature Reserve.
- b. Creating green corridors connecting Decoy with Bradley Manor and the River Lemon via Wolborough.
- c. Requiring the planting of feature trees and the creation of a Garden Community-wide Arboretum.
- d. Restoring the River Lemon and its corridor and creating flood-compatible green spaces.
- e. Encouraging “meanwhile” uses within minerals sites to reconnect and restore wildlife-rich habitats.

Within the Garden Community and wider district:

- f. Promoting the value of peatlands, marshes, carbon-rich soils, and woodlands how they can increase resilience to climate change.
- g. Contributing to Devon initiatives including the Land Use Framework, Local Nature Recovery Strategy, and the Nature Recovery Network.
- h. Exploring opportunities where natural capital can provide public services such as carbon storage and upstream flood attenuation.

Action  
Status:



Council  
Influence:



Timeline:



Stakeholders:

Devon Local Nature Partnership  
Devon Wildlife Trust  
Environment Agency  
National Trust  
Natural England



**Estuaries and coast:** Through established flood resilience, estuaries, and coastal partnerships, work with stakeholders to embed the Devon Carbon Plan in strategy documents and project delivery plans by:

- a. Enabling carbon-rich habitats to establish and migrate inland as our landscapes change due to rising sea levels under our Shoreline Management Plan.
- b. Supporting projects to increase and enhance marine natural capital reflecting the natural environment of Teignbridge's estuaries and coastline.
- c. Incorporating measures to reduce embodied carbon emissions when designing and building flooding and coastal erosion risk management schemes.

Action  
Status:



Council  
Influence:



Timeline:



Stakeholders:

Environment Agency  
Landowners  
Marine Management Organisation  
Natural England  
Teign Estuary and Coastal Partnership

## Actions for Town and Parish Councils



We will work with and encourage Town and Parish Councils to:

**Community Larders:** Facilitate community larders enabling residents and businesses to share good food and to prevent food from going to waste.

**Allotments and Wilding:** Help communities to connect with where their food comes from by providing allotments, supporting local food growing schemes, establishing community orchards, and wilding community green spaces.

## Actions for Elected Members



We will work with and encourage our Elected Members to:

**Food Labelling:** Campaign for the introduction of food labelling that clearly describes the environmental impacts of food products, enabling Teignbridge residents to make informed choices about the carbon and ecological footprint of their supermarket purchases while maintaining a nutritious and balanced diet

**Environmental Land Management Scheme:** Campaign for the Government to reward farmers for delivering public goods through nature-friendly land use practices, provide safeguards to protect riparian zones, soils, and hedgerows, and recognise those already supporting nature-based solutions within their operations.

**Natural History Syllabus for Schools:** Campaign for the Government to fulfil its promise to introduce a natural history syllabus, providing students with a deeper understanding of the natural world, including how organisms function in natural habitats, as well as topics such as climate change and sustainability.



## Chapter 12 – Summary of Actions

Our District Carbon Action Plan contains 28 actions, of which nine are Priority actions and represent things that we want to implement to a high standard by 2030, 14 are Business as Usual actions representing areas where we will embed climate change within established council functions, and are five Further Ambition actions representing areas where we will engage with stakeholders and explore emerging opportunities. We look forward to working with our partners to make these actions a reality and achieve the best outcomes for our communities and the natural environment.

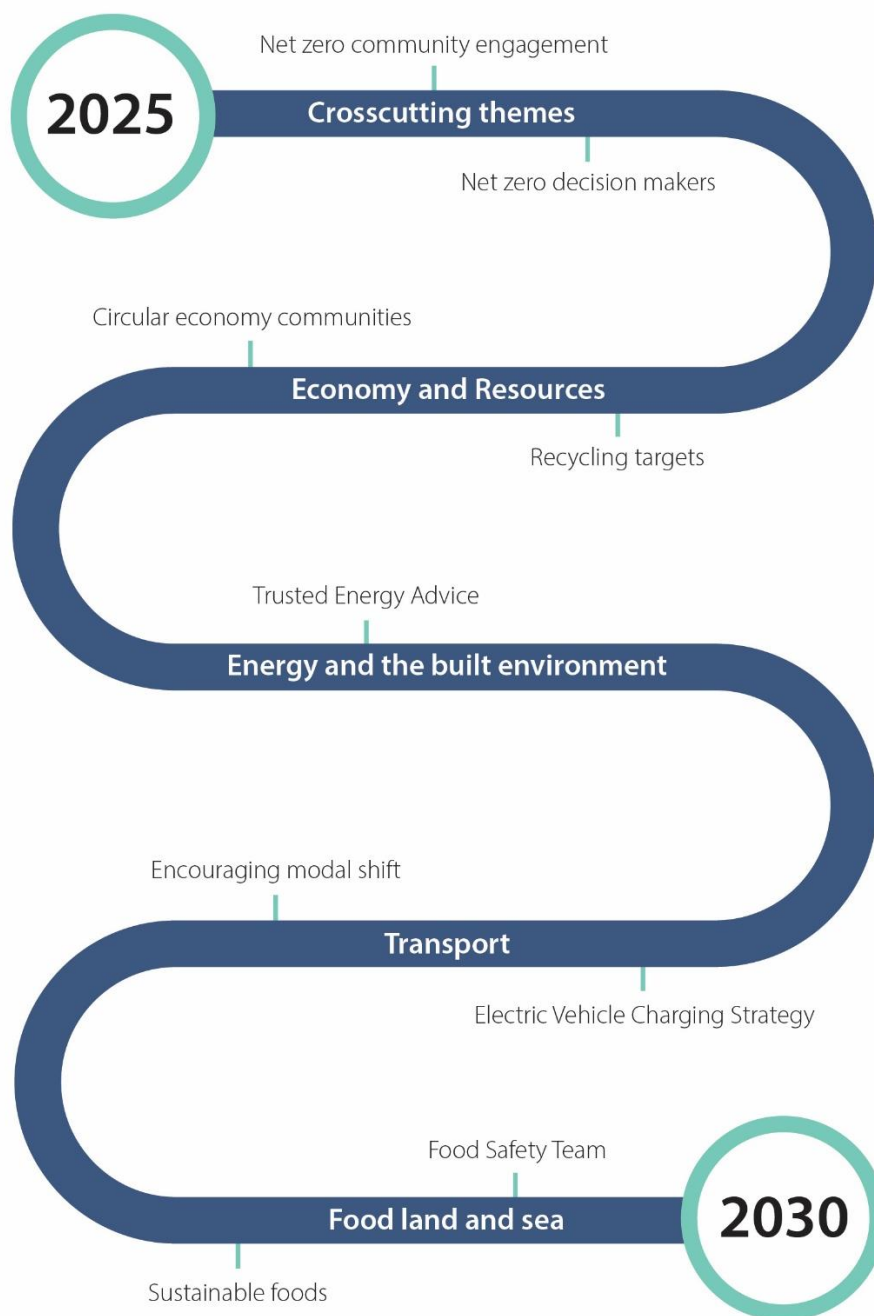


Figure 1: District Carbon Action Plan Priority Actions Summary

**Teignbridge District Council  
Executive  
2nd December 2025  
Part i**

**Abandoned Vehicle Policy**

**Purpose of Report**

To agree and approve an Abandoned Vehicle policy that sets out the process for determination and disposal of abandoned vehicles.

**Recommendation(s)**

The Committee RESOLVES to:

- (1) Approve the Abandoned Vehicle policy as set out in Appendix 1

**Financial Implications**

See Section 4.1

Gordon Bryant – Interim Chief Finance Officer

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**Legal or Governance Implications**

See Section 4.2

Marie Downey- Solicitor

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**Risk Assessment**

See section 4.3

David Eaton

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**Environmental/ Climate Change Implications**

See section 4.4

David Eaton

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## Executive Member

Cllr David Palethorpe, Deputy Leader. Executive Member for Assets, Economic Development, Major Projects and Communication

## Background Papers

[Refuse Disposal \(Amenity\) Act 1978](#)

[The Removal and Disposal of Vehicles Regulations 1986](#)

[The Removal, Storage and Disposal of Vehicles \(Prescribed Sums and Charges\) Regulations 2008](#)

[Clean Neighbourhoods and Environment Act 2005](#)

[Abandoned vehicles: local authority responsibilities - GOV.UK](#)

## Appendices

Appendix 1 – Abandoned Vehicle Policy

Appendix 2 - Equality Impact Assessment

### 1. Introduction

1.1 The council has a legal duty to remove a vehicle which is abandoned on land in the open air. This includes trailers and caravans.

The council has a contract for the removal and disposal of vehicles. For the current year there have been 419 reports investigated by officers.

1.2 The work of officers is covered by legal process and procedures but at present there is no overarching policy setting out the council's approach.

### 2. Legislation and guidance

2.1 There are several pieces of legislation that set out the Council's responsibilities regarding abandoned vehicles.

- It is an offence under section 2 of the Refuse Disposal (Amenity) Act 1978 to abandon on any land in the open air, or on any other land forming part of the highway, a motor vehicle or anything which formed part of a motor vehicle.
- The removal and disposal of vehicles regulations 1986 make provisions for a council to dispose of vehicles that have been abandoned.
- If a person is found to have abandoned a vehicle they can be issued with a Fixed Penalty Notice under the Clean Neighbourhoods and Environment Act 2005.

2.2 Whilst the statutory duty and powers to deal with vehicles are clearly set out in legislation the definition of an abandoned vehicle is not. The Guidance sets out factors to consider when officers are making their decisions. This policy sets out the circumstances that will be considered when assessing a vehicle to increase transparency of the decision-making process for the public.

2.3 The Council is not required to remove an abandoned vehicle if the cost of removing it to the nearest highway is unreasonable.

### **3. Draft Policy**

3.1 The draft policy covers the following areas

- sets out how the Council will discharge its duty,
- determine what constitutes an abandoned vehicle
- Process to be followed during an investigation
- Data security
- Complaints

3.2 The policy considers the guidance produced by the Government and best practice from other local authorities.

### **4. Implications, Risk Management and Climate Change Impact**

#### **4.1 Financial**

The resources and revenue costs for providing the service is met by existing budgets. The Council has a contract for the removal and disposal of vehicle, caravans and trailers that ensures best value. As the Council has no control over the demand for the removal of vehicles, numbers of abandoned vehicles can vary year to year creating a budget pressure. This policy will not increase the number of vehicles dealt with by the Council.

#### **4.2 Legal or Governance**

Section 3 of the Refuse Disposal (Amenity) Act 1978 places a statutory duty on the local authority to remove motor vehicles which appear to be abandoned in their Area. This policy sets out how the Council will comply with our responsibilities and duty.

#### **4.3 Risks**

Without an approved and published policy, the decisions made by officers could be open to legal challenge. Claims for owners that their vehicle has been removed and destroyed are likely to be successful without this policy.

#### **4.4 Environmental/Climate Change Impact**

The disposal of abandoned vehicles at licensed scrap metal dealers ensures that a high proportion of each vehicle is recycled, helping to ensure that end of life vehicles are properly disposed of.

Generally, abandoned vehicles tend to be older less fuel-efficient vehicles with higher exhaust emissions meaning that disposal of these removes them from the road network, aiding an improvement in the air quality.

#### **4. Alternative Options**

The alternative option is to continue to deliver the service with no agreed policy putting at risk decisions made by officers which increases the likelihood of any legal action taken being successful.

#### **5. Conclusion**

The policy sets out how the Council can fulfil its statutory duties and minimises the risk of challenge.

# Abandoned Vehicle Policy

**Date of Issue: TBC**

**Review date: TBC**

## Contents

1. Introduction
2. Reports
3. Process
4. Financial implications
5. Data Security
6. Complaints

### 1.0 Introduction

1.1 Local authorities have a duty under the Refuse Disposal (Amenity) Act 1978 to remove a vehicle which is abandoned on land in the open air, on any other land forming part of the highway subject to certain conditions. For business premises Teignbridge District Council (Council) will only consider action following extensive enquiries on car park enforcement regulations, landlord responsibilities and business genre (e.g., car repair garage, vehicle service workshop or commercial premises).

1.2 The Council is not required to remove an abandoned vehicle situated on open air land if the cost of removing it to the nearest highway is unreasonably high.

1.3 The Clean Neighbourhoods and Environment Act 2005 provides Fixed Penalty Notices to be issued to any person found to have abandoned a vehicle.

1.4 Relevant legislation:

- Refuse Disposal (Amenity) Act 1978
- The Removal and Disposal of Vehicles Regulations 1986
- The Removal, Storage and Disposal of Vehicles (Prescribed Sums and Charges) Regulations 2008
- Clean Neighbourhood and Environment Act 2005

## **2.0 Reports**

2.1 The Council will upon receiving an abandoned vehicle report respond within 10 working days to establish whether further action should be taken.

2.2 The following circumstances will be considered but not limited to, when assessing whether a vehicle has been abandoned, for the purpose of the Councils' statutory duty:

- If the vehicle is untaxed or SORN (subject to a 14-day grace period as per DVLA guidelines)
- stationary for a significant amount of time
- burnt out
- it is significantly damaged, run down or unroadworthy, for example has flat tyres, missing wheels, or broken windows.
- Taxed vehicles may be deemed abandoned by the inspecting authorised officer in certain circumstances, such as but not limited to; stationary for a significant time; significantly damaged. Providing the Council takes all reasonable steps to find and inform the last registered keeper of it being deemed abandoned

## **3.0 Process**

3.1 The Council will establish whether an abandoned vehicle report is viable and will follow up with an investigation by an authorised officer if required.

On public land the Council will commence an inspection on site to determine whether the vehicle is abandoned. A seven-day notice may be served on the vehicle, giving the opportunity for the vehicle to be removed, or claimed by the registered keeper, prior to the Council taking custody of the vehicle.

The Notice will include details of the vehicle, date and time of issue and the address and telephone number through which any claimant of the vehicle can contact the Council.

On private land the Council will establish land ownership to determine appropriate action, according to private land legislation. A Disclaimer may be issued to the landowner, and a fifteen-day notice may be served on the vehicle.

If a vehicle is deemed by the authorised officer to be dangerous the Council may issue an immediate removal notice.

Where vehicles are parked or stationed inappropriately, the Council will work in partnership with the Police and the County Council and other relevant agencies to secure removal of such vehicles.

3.2 The Council will make keeper detail enquiries to the DVLA as appropriate.

3.3 If a registered keeper at the date of the offence is established via DVLA enquiries, a letter will be sent to the named keeper at the address provided by the DVLA (as good practice).

- 3.4 If the Council cannot establish the registered keeper or owner, or if the recipient of a seven or fifteen-day notice fails to comply, the Council will remove the vehicle and store for seven days.
- 3.5 If an abandoned vehicle is in such a condition that it ought to be destroyed, the Council can dispose of the vehicle after its removal without any notice to the owner.
- 3.6 If the vehicle owner comes forward after the vehicle has been removed and placed in storage, they must provide documentary evidence to prove ownership. The destruction of the vehicle may be delayed for a reasonable period to establish and substantiate the claim of ownership. In addition, a Fixed Penalty Notice may be considered in appropriate circumstances.
- 3.7 If the Council removes the vehicle and has it scrapped or placed in storage, all costs will be passed onto the current keeper in accordance with the national statutory prescribed charges. The Council is not permitted to recover any costs from an occupier of land upon which a vehicle has been abandoned.
- 3.8 Caravans and Trailers - Abandoned caravans and trailers and any other chassis or body, with or without wheels are included within the definition of 'motor vehicle' in the Refuse Disposal (Amenity) Act 1978 and the above removal procedures can be used to deal with and remove alleged abandoned trailers and caravans. It should be noted that tracing owners or keepers of these vehicles could be difficult; therefore, in certain circumstances, the usual notice period may be extended.

#### **4.0 Financial Implications**

- 4.1 The Council currently has a contract for removal and disposal of vehicles, caravans, and trailers. The contract is tendered through the procurement process to obtain best value. This is funded by the Teignbridge District Council budget setting process.

#### **5.0 Data Security**

- 5.1 Abandoned vehicle reports are logged online via the Council website, and all information is stored on the Case viewer database, with restricted access. All cases over two years are deleted in line with DVLA retention guidelines (unless they are subject to a legal challenge.)
- 5.2 DVLA registered keeper details are uploaded to a secure letter database and retained in line with the Councils data retention schedule.
- 5.3 DVLA registered keeper detail printouts are stored in accordance with DVLA audit regulations.
- 5.4 If an enquiry is made by the Council on an incorrect Vehicle Registration Mark, details of the enquiry must be deleted from all internal systems, but an audit trail must be kept for two years; this is recorded in the log.



- 5.5 Before performing a DVLA check, the Council's authorised abandoned vehicle officers must have read the guidance issued by the DVLA and understand the evidence that must be in place before making a request.

## **6.0 Complaints**

- 6.1 If an informant does not agree with a decision made by the council regarding an abandoned vehicle, refer them to our complaints process page <https://www.teignbridge.gov.uk/help-and-accessibility/contact-us/comments-compliments-and-complaints/the-complaints-process/>
- 6.2 If a customer claims to own a vehicle that we have destroyed following our abandoned vehicle process and does not agree with our decision, refer them to our complaints process page <https://www.teignbridge.gov.uk/help-and-accessibility/contact-us/comments-compliments-and-complaints/the-complaints-process/>

# Equality Impact Assessment



Assessment Of: Abandoned Vehicle Policy	
<input checked="" type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input type="checkbox"/> Other:	<input checked="" type="checkbox"/> New <input type="checkbox"/> Already exists / review <input type="checkbox"/> Changing
Directorate: Neighbourhoods	Assessment carried out by: David Eaton
Service Area:	Job Role: Head of Neighbourhoods
Version / Date of Sign Off by Director:	

## Step 1: What do we want to do?

*This assessment should be started at the beginning of the process by someone with a good knowledge of the proposal and service area, and sufficient influence over the proposal. It is good practice to take a team approach to completing the equality impact assessment. Please contact the Policy Officer early for advice.*

### 1.1 What are the aims and objectives/purpose of this proposal?

*Briefly explain the purpose of the proposal and why it is needed. Describe who it is aimed at and the intended aims / outcomes. Where known also summarise the key actions you plan to undertake. Please use plain English, avoiding jargon and acronyms. Equality Impact Assessments are viewed by a wide range of people including decision-makers and the wider public.*

The Council is required by law to deal with vehicles that are abandoned. There is scope for each council to determine the factors to consider when making their decisions. The proposed policy sets out the circumstances that will be considered when assessing a vehicle to increase transparency of the decision-making process to the public.

### 1.2 Who will the proposal have the potential to affect?

<input checked="" type="checkbox"/> Service users	<input checked="" type="checkbox"/> The wider community	<input type="checkbox"/> Teignbridge workforce
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### 1.3 Will the proposal have an equality impact?

*Could the proposal affect access levels of representation or participation in a service, or does it have the potential to change e.g. quality of life: health, education, or standard of living etc.?*

*If 'No' explain why you are sure there will be no equality impact, then skip steps 2-4 and request review by your manager.*

*If 'Yes' complete the rest of this assessment.*

<input checked="" type="checkbox"/> <b>Yes</b>	<input type="checkbox"/> <b>No</b> <i>[please select]</i>
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Very low impact but potential impacts due to the charges imposed and the accessibility of the legal information provided.

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## Step 2: What information do we have?

### 2.1 What data or evidence is there which tells us who is, or could be affected?

Please use this section to demonstrate an understanding of who could be affected by the proposal. Include general population data where appropriate, and information about people who will be affected with particular reference to protected and other relevant characteristics (listed in 2.2).

Use one row for each evidence source and say which characteristic(s) it relates to. You can include a mix of qualitative and quantitative data - from national research, local data or previous consultations and engagement activities.

Outline whether there are any over or under representation of equality groups within your service - don't forget to benchmark to local population where appropriate.

For workforce / management of change proposals you will need to look at the diversity of the affected team(s) using available evidence such as the employee profile data. Identify any under/over-representation for age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation. Please see: [Equality Act 2010 \(legislation.gov.uk\)](https://legislation.gov.uk).

Data / Evidence Source <i>[Include a reference where known]</i>	Summary of what this tells us
Service request for Abandoned vehicles	This gives details of those reporting the abandoned vehicle. If an owner is located, then their details are recorded. On average the team deal with 500 requests per year.
Additional comments:	There is no data on the majority of service users as by the nature of the request the owner of the vehicle is unknown.

### 2.2 Do you currently monitor relevant activity by the following protected characteristics?

<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender Reassignment
<input type="checkbox"/> Marriage and Civil Partnership	<input type="checkbox"/> Pregnancy/Maternity	<input type="checkbox"/> Race
<input type="checkbox"/> Religion or Belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual Orientation

### 2.3 Are there any gaps in the evidence base?

Where there are gaps in the evidence, or you don't have enough information about some equality groups, include an equality action to find out in section 4.2 below. This doesn't mean that you can't complete the assessment without the information, but you need to follow up the action and if necessary, review the assessment later. If you are unable to fill in the gaps please state this clearly with a justification.

For workforce related proposals all relevant information on characteristics may need to be sought from HR (e.g. pregnancy/maternity). For smaller teams diversity data may be redacted. A high proportion of not known/not disclosed may require action to address and identify the information needed.

There is no data on the protective characteristics of the majority of service users as by the nature of the request the owner of the vehicle is unknown.
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## 2.4 How have you involved communities and groups that could be affected?

You will nearly always need to involve and consult with internal and external stakeholders during your assessment. The extent of the engagement will depend on the nature of the proposal or change. This should usually include individuals and groups representing different relevant protected characteristics. Please include details of any completed engagement and consultation and how representative this has been of Teignbridge's diverse communities.

Include the main findings of any engagement and consultation in Section 2.1 above.

If you are managing a workforce change process or restructure please refer to HR for advice on how to consult and engage with employees. Relevant stakeholders for engagement about workforce changes may include e.g. staff-led groups, trades unions as well as affected staff.

Consultation has taken place with abandoned vehicle officer, Legal team and the Executive Member for Neighbourhoods.

## 2.5 How will engagement with stakeholders continue?

Explain how you will continue to engage with stakeholders throughout the course of planning and delivery. Please describe where more engagement and consultation is required and set out how you intend to undertake it. Include any targeted work to seek the views of under-represented groups. If you do not intend to undertake it, please set out your justification. You can ask the Consultation Officer for help in targeting particular groups.

# Step 3: Who might the proposal impact?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered above and the characteristics protected by the Equality Act 2010. Also include details of existing issues for particular groups that you are aware of and are seeking to address or mitigate through this proposal.

## 3.1 Does the proposal have any potentially adverse impacts on people on the basis of their protected or other relevant characteristics?

Consider sub-categories (different kinds of disability, ethnic background etc.) and how people with combined characteristics (e.g. young women) might have particular needs or experience particular kinds of disadvantage.

Where mitigations indicate a follow-on action, include this in the 'Action Plan' Section 4.2 below.

GENERAL COMMENTS (highlight any potential issues that might impact all or many groups)	
PROTECTED CHARACTERISTICS	
Age: Young People	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	

<b>Age: Older People</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Disability</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Sex</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Sexual orientation</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Pregnancy / Maternity</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Gender reassignment</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Race</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Religion or Belief</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	
<b>Marriage &amp; civil partnership</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	
Mitigations:	

## OTHER RELEVANT CHARACTERISTICS

<b>Socio-Economic (deprivation)</b>	Does your analysis indicate a disproportionate impact? Yes <input type="checkbox"/> No <input type="checkbox"/> Neutral <input checked="" type="checkbox"/>
Potential impacts:	Potentially impact those on lower incomes who are unable to maintain a vehicle leading to it being abandoned. However, there are no links to areas of rural deprivation. There are no hotspot locations for abandoned vehicles.
Mitigations:	
<b>Other group(s)</b> <i>Please add additional rows below to detail the impact for other relevant groups as appropriate e.g. Asylums and Refugees; Rural/Urban Communities,</i>	

Homelessness, Digital Exclusion, Access To Transport	
Potential impacts:	
Mitigations:	

### 3.2 Does the proposal create any benefits for people on the basis of their protected or other relevant characteristics?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support our Public Sector Equality Duty to:

- ✓ Eliminate unlawful discrimination for a protected group
- ✓ Advance equality of opportunity between people who share a protected characteristic and those who don't
- ✓ Foster good relations between people who share a protected characteristic and those who don't

None identified
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## Step 4: Impact

### 4.1 How has the equality impact assessment informed or changed the proposal?

What are the main conclusions of this assessment? Use this section to provide an overview of your findings. This content should be used as a summary in reports, where this full assessment is included as an appendix.

If you have identified any significant negative impacts which cannot be mitigated, provide a justification showing how the proposal is proportionate, necessary and appropriate despite this.

<b>Summary of significant negative impacts and how they can be mitigated or justified:</b>
<b>Summary of positive impacts / opportunities to promote the Public Sector Equality Duty:</b>

### 4.2 Action Plan

Use this section to set out any actions you have identified to improve data, mitigate issues, or maximise opportunities etc. If an action is to meet the needs of a particular protected group please specify this.

Improvement / action required	Responsible Officer	Timescale

### 4.3 How will the impact of your proposal and actions be measured?

How will you know if have been successful? Once the activity has been implemented this equality impact assessment should be periodically reviewed to make sure your changes have been effective and your approach is still appropriate. Include the timescale for review in your action plan above.

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#### 4.4 Is there an opportunity to promote positive attitudes and good relations between different groups and communities?

None identified

### Step 5: Review & Sign-Off

EIAs should only be marked as reviewed when they provide sufficient information for decision-makers on the equalities impact of the proposal. Please seek review and feedback from management before requesting it to be signed off. All working drafts of EIAs and final signed-off EIAs should be saved in G:\GLOBAL\EIA. Once signed-off please add the details to the 'EIA Register' of all council EIAs saved in the same directory.

<b>Reviewed by Service Manager:</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Instead was reviewed by:	<b>Strategic Leadership Team Sign-Off:</b>  Neil Blaney
Date: 04/11/2025	Date: 26/11/2025