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North Devon Council
Brynsworthy Environment Centre
Barnstaple
North Devon EX31 3NP

K. Miles
Chief Executive.

POLICY DEVELOPMENT COMMITTEE

A meeting of the Policy Development Committee will be held in the Barum Room - Brynsworthy on **THURSDAY, 10TH APRIL, 2025 at 6.30 pm.**

(NOTE: A location plan for the Brynsworthy Environment Centre is attached to the agenda front pages. For meetings held at Brynsworthy only, you can join the meeting virtually via Microsoft Teams. There are also limited spaces to attend the meeting in person. Please check the Council's website for the latest information regarding the arrangements that are in place and the requirement to book a place 2 working days prior to the meeting. Taking part in meetings (northdevon.gov.uk)

Members of the Policy Development
Committee.

Councillor L. Spear (Chair)

Councillors Bishop, Bulled, Bushell, Clayton, Jones, P Leaver, Patrinos, Turton, Wilson, Worden and Williams

AGENDA

1. Appointment of Chair for the meeting.

To appoint a Chair from those Members present to oversee the meeting in the absence of both the Chair and the Vice Chair of the Committee.

2. Apologies.
3. To approve as a correct record the minutes of the meeting held on 13th February 2025 (attached). (Pages 5 - 20).
4. Items brought forward which in the opinion of the Chair should be considered by the meeting as a matter of urgency.
5. Declarations of Interest.

Please telephone the Corporate and Community Services team to prepare a form for your signature before the meeting. Interests must be re-declared when the item is called. A declaration of interest under the Code of Conduct will be a Disclosable Pecuniary Interest, an Other Registrable Interest or a Non-Registrable Interest. If the item directly relates to your interest you must declare the interest and leave the room for the item, save in the case of Other Registrable Interests or Non-Registrable Interests where you may first speak on the item as a member of the

public if provision has been made for the public to speak. If the matter does not directly relate to your interest but still affects it then you must consider whether you are affected to a greater extent than most people and whether a reasonable person would consider your judgement to be clouded, if you are then you must leave the room for the item (although you may speak as a member of the public if provision has been made for the public to speak) or, if you are not, then you can declare the interest but still take part).

6. To agree the agenda between Part 'A' and Part 'B' (Confidential Restricted Information).

PART 'A'

INTERNAL ITEMS

7. **Chair's Annual report of the work of the Policy Development Committee.** (Pages 21 - 22).

To consider and discuss the draft report prior to presentation to Full Council (attached).

8. **Decarbonising North Devon Council's Vehicles. Recommendation from the Strategy and Resources Committee held on 3rd March 2025.** (Pages 23 - 34).

- a) Report to the Strategy and Resources Committee on 3rd March 2025 by Sustainability and Climate Officer (attached).

- b) Minute Extract of the Strategy and Resources Committee held on 3rd March 2025 (attached).

9. **Work programme 2025-26.** (Pages 35 - 38).

To consider and discuss the work programme for the Committee for the forthcoming year (attached).

PART "B" (CONFIDENTIAL RESTRICTED INFORMATION)

Nil.

If you have any enquiries about this agenda, please contact Corporate and Community Services, telephone 01271 388253

2.04.25



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The rules that the Council will apply are:

1. The recording must be overt (clearly visible to anyone at the meeting) and must not disrupt proceedings. The Council will put signs up at any meeting where we know recording is taking place.
2. The Chair of the meeting has absolute discretion to stop or suspend recording if, in their opinion, continuing to do so would prejudice proceedings at the meeting or if the person recording is in breach of these rules.
3. We will ask for recording to stop if the meeting goes into 'part B' where the public is excluded for confidentiality reasons. In such a case, the person recording should leave the room ensuring all recording equipment is switched off.
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North Devon Council offices at Brynsworthy, the full address is:
Brynsworthy Environment Centre (BEC), Roundswell,
Barnstaple, Devon, EX31 3NP.

Sat Nav postcode is EX31 3NS.

At the Roundswell roundabout take the exit onto the B3232, after about ½ mile take the first right, BEC is about ½ a mile on the right.

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NORTH DEVON COUNCIL

Minutes of a meeting of Policy Development Committee held at Barum Room - Brynsworthy on Thursday, 13th February, 2025 at 6.30 pm

PRESENT: Members:

Councillor Patrinos.

Councillors Bulled, Bushell, Jones, Williams, Wilson and Worden.

Officers:

Director of Resources and Deputy Chief Executive, Head of Governance, Finance Manager and Programme Manager.

Also Present in person:

Councillor Walker: Lead Member for Resources and Commercialisation.

Vicki Rowe: Chief Executive Officer, Citizens Advice.

62. APOLOGIES

Apologies for absence were received from Councillors Bishop, Clayton, P. Leaver and Turton.

63. TO APPROVE AS A CORRECT RECORD THE MINUTES OF THE MEETING HELD ON 13TH JANUARY 2025 (ATTACHED).

RESOLVED, that the minutes of the meeting held on 13th January 2025 (circulated previously) be approved as a correct record and signed by the Chair.

64. DECLARATIONS OF INTEREST.

There were no declarations of interest announced.

65. LOCAL WORK OF CITIZENS ADVICE.

The Chair welcomed Vicki Rowe, Chief Executive Officer, Citizens Advice to the meeting and advised that the purpose of the presentation was for the Committee to

gain an understanding of the work that Citizens Advice undertook locally within the North Devon area.

The Committee received a presentation by Vicki Rowe, Chief Executive Officer, Citizens Advice who highlighted the following:

- Details and figures in relation demand 1st April – 30th September 2024:
 - Helped 3,159 people compared to 2,611 in 2023/24, which was an increase of 21%.
 - Assisted with 11,185 problems compared to 8,248 in 2023/24, which was an increase of 35.6%.
 - Household income had increased by £2,533,330 compared to £2,250,783, which was an increase of 12.6%.
- The service was addressing an unprecedented level of demand, which continued to grow.
- Unmet demand, which saw 60% of calls going unanswered together with people being turned away from drop-ins and waiting times for appointments of up to 20 working days.
- The main problems people present to the service with in the North Devon area.
- Energy costs were rising together with the increase in the cost of living.
- Key areas of debt in North Devon.
- Supporting North Devon Council's (NDC) priority on housing.
- Our specialist services.
- Partnerships that Citizen's Advice worked with.
- Advocacy through research and campaigns.
- Living Standards report.
- Supporting NDC to protect and improve the physical, mental health and wellbeing of its residents.
- Our key challenges.
- Citizens Advice team in North Devon.
- Volunteer Value (fiscal value).

It was agreed the powerpoint slides be circulated to all Members for their information.

Following the presentation, the Committee asked questions and the Chief Executive Officer, Citizens Advice advised the following:

- The Annual Impact report would be sent to the Senior Corporate and Community Services officer in March 2025.
- With regards to a breakdown of funding for the service and how it was impacted, the Committee were advised of the following:

- 50% was funded through grants from Devon County Council (DCC) together with the four District Councils and the Town and Parish Councils.
 - 50% was funded through restricted income from various charities and organisations. The service also sought other funding opportunities wherever possible.
- There were currently 36 volunteers working within the North Devon area.
 - The CA had a good operational relationship with NDC and there was a regular ongoing dialogue between the two to ensure that situations were managed jointly to seek a resolution.
 - More people presenting with mental health issues than previously.
 - There was currently a potential deficit of £150,000 for the forthcoming financial year, which the service was looking to address.

The Director of Resources and Deputy Chief Executive advised that there was regular engagement between NDC and the CA with regards to income banded schemes for Council Tax Support. He emphasised the importance of reporting, adding that there was lots of help available, with access to services in person at the Ilfracombe office and Lynton House, via Customer Services at Brynsworthy and directly through the CA.

It was agreed to add an awareness session for the services available for Members to signpost their constituents to for support and assistance as part of the Member training programme.

In response to a question regarding the supply and demand of its services and any plans that were in place to address this, the Chief Executive Officer, Citizens Advice advised that they did have a plan to address increasing demand and that they had utilised some of their reserves to employ additional paid staff to assist with the increase in requests for help and support from the service.

She added that the CA also continued to apply for grant funding wherever possible and that it felt supported by DCC and other authorities and would continue to seek to increase its volunteers.

In response to a question regarding required funds, the Chief Executive Officer, Citizen's Advice advised that conversations were currently being held together with assessment of its Funding Strategy for continued and increased funding.

In response to a question regarding the perception of deprivation in that it was as much a rural as it was an urban issue, the Chief Executive Officer, Citizen's Advice advised that the Data Index of Multiple Deprivation contained ward level data, which detailed who had been supported and provided meaningful data to support conversations and discussions.

In response to a further question, she explained that any funding received from within the North Devon area was utilised within the North Devon area.

RESOLVED:

- a) That the presentation be noted; and
- b) That the presentation be circulated to all Members of Council for their information.

The Chair thanked the Chief Executive Officer, Citizen's Advice for her presentation and attendance at the meeting.

66. PERFORMANCE AND FINANCIAL MANAGEMENT Q3 2024-25

The Committee considered a report by the Director of Resources and Deputy Chief Executive (circulated previously) regarding the Performance and Financial Management for Quarter 3 of 2024/25 together with Minute Extract of Strategy and Resources on 3rd February 2025 (circulated previously).

The Finance Manager highlighted the following:

- The revenue budget for 2024/25 was approved at Council on 21st February 2024 at £16,432,690.
- As at 31st December 2024, the latest forecast net budget was £16,423,690, which produced a budget surplus of £9,000. Details were shown in "Appendix A – Variations in the Revenue Budget".
- There was still pressure on the Temporary Accommodation budget and the Council were funding the anticipated additional cost of £158,000 from in year Temporary Accommodation grant.
- As part of the outturn the Council contributed an additional £250,000 into the insurance reserve to mitigate against higher costs in 2024/25 and planned to use the full £347,500 balance to offset increased insurance premiums in this financial year. The Council had increased the 2025/26 budget to help mitigate the estimated increased costs.
- The original budget for 2024/25 included a forecast to achieve £250,000 worth of salary vacancy savings. The current position forecast that the Council would achieve £263,000 based on known vacancies to date. The £250,000 forecast was an estimate of the natural savings that would be achieved due to the timeline to recruit for vacant posts and new post holders to start.
- The additional costs of £179,000 for Waste and Recycling transport and SFS lease costs had been mostly offset set in year by £170,000 from the SFS vehicle reserve. The variances were due to the increased costs of borrowing within the finance lease payments combined with an increase in vehicle purchase prices that SFS have experienced.
- Pay and Display income had continued to follow the 2023/24 trend of slightly lower volumes, combined with the effect of the capital works being undertaken at Queen Street car park albeit the Council saw an increase in car park income at Green Lanes as a result of this displacement. The Council were now forecasting an overall £200,000 variance for the year.

- Building Control income was still forecast to be £70,000 down on budget, but due to a number of recent larger planning applications the Council was now forecasting planning income to be in line with the original budget.
- Recycling Sales had seen a downturn in quarter 3, however this was still up on the original budget and the Council would continue to monitor the income closely, with expectations that income receivable from recycling sales would increase once the new baler was operational.
- The Council was now estimating income growth from Business Rates to be an additional £200,000.
- As at 1st April 2024 the Collection Fund reserve balance held was £1,790,180. This earmarked reserve was created to deal with the timing impacts of the Collection Fund (Business Rates), which ensured the revenue budget was not unduly affected in the year the taxes were collected. Collection Fund deficits/surpluses were reversed out to bring the revenue account back to the budgeted figure for the year; the deficits/surpluses were recovered/distributed in the following financial years. This reserve included a £1,246,078 balance that would be utilised in 2024/25 £1,012,856 and 2025/26 £233,222 to mitigate timing differences of business rate reliefs awarded in 2023/24 that from an accounting perspective impact over the next two financial years; thus leaving the fund reserve with a residue balance of £544,099 protection against future volatility.
- At the 31st December 2024 total external borrowing, excluding finance leases, was £6,000,000. The timing of any future borrowing was dependent on how the authority managed its treasury activity.
- Due to project spend slippages in the Capital programme and using the cash flow balances for internal borrowing, the Council was estimating a reduction in borrowing costs of £152,000 and additional interest receivable of £40,000 over and above the original budget.
- The 2024/25 Capital Programme was attached as “Appendix D – Capital Programme 2024/25” of the report.
- The Budget and Financial Framework report to Full Council 21st February 2024 outlined the Capital Programme for the 2024/25 financial year of £20,258,368. Project underspends from 2023/24 and further variations totalling £2,493,868 were approved as part of the performance and financial management report to Strategy and Resources Committee, to produce a revised Q2 2024/25 Capital Programme of £22,752,236.
- Variations of (£2,562,066) were proposed to the 2024/25 Capital programme as set out in section 4.4.3 of the report.
- The overall revised Capital Programme for 2024/25 to 2026/27 taking into account the budget variations above was £35,841,153 and broken down as follows:
 - 2024/25 £20,190,170.
 - 2025/26 £14,439,018.
 - 2026/27 £1,211,965.
- Actual capital spend for 2024/25 as at 31st December 2024 was £10,618,860.

Following the presentation of the Performance and Financial Management for Quarter 3 of 2024/25, the Committee discussed and debated the following:

- Interest rates had been cut and that had started to filter through the Public Works Loan Board (PWLB) in relation to the borrowing that the Council had taken on.
- Pay and display incomes had been impacted by the Central car park works, which had seen a growth of approximately £30,000 income for Green Lanes car park as a result. There were general volume decreases and these had been built into the budget going forward.
- With regards to separating the financial information from the performance information, he advised that the Strategy and Resources Committee were content with the current format of the report, which contained key bullet points and detailed programme information.

Appendix E of the report detailed a summary of updates on the Corporate Plan, Key results and performance indicators.

The Programme Manager advised that appendix E provided a high-level update in relation to the Council's five programmes that were delivering its current Corporate Plan priorities together with performance measures for Quarter 3 2024/25.

- The Housing and Community Safety Programme had secured an additional grant of £49,000 from Homes England, for housing feasibility work.
- The draft Housing Strategy was currently out for consultation using the Council's new software platform for a period of seven weeks from Monday 10th February 2025 to Monday 31st March 2025 via the council's website at letstalk.northdevon.gov.uk/housing-strategy.
- The Council had been successful in securing an additional £160,000 Disabled Facility Grants (DFGS).
- A report would be taken to the Strategy and Resources Committee to request additional funding to secure the long term viability of the night bus.
- The successful delivery of the Seven Brethren car park, which now had additional disabled bays with the option of the installation of EV charging points in the future.
- There had been a delay with works to Central car park following the ceasing of trade of the structural engineering company appointed as part of the project team in December 2024. The Council had now secured another company to continue with the works. However, this unforeseen issue had added a delay of three weeks to the project.
- The new National Planning Policy Framework was launched in December 2024.
- The Central car park had seen a reduction in income and was currently partially open with the resurface scheduled to take place in March 2025.
- Previously reported award of £3m from the Cultural Development Fund (CDF) was funding a range of events in Barnstaple (revenue tranche of funding).
- The Council was also supporting the refurbishment of Bridge Chambers in Barnstaple, through the capital CDG funding, which was an important conservation and heritage project.

- Works in relation to the kiosks and public conveniences at Ilfracombe were ongoing.
- Work had commenced in November 2024 at the Hub in Green Lanes, with the ground floor due for completion on 14th February 2025 together with the full handover on 17th February 2025.
- AI was now being utilised with Customer Service calls together with the launch of the new chatbot and Ombudsman complaint response time scheduled for April 2025.
- The recycling baler works were due for completion by the end of February 2025.
- The solar project at the North Devon Crematorium had secured £85,000 of funding from the North Devon Crematorium Joint Committee.
- The Council had successfully tested EV recycling vehicles.
- The Local Government Association graduate was now working for the Council.
- Testing of the ITrent system was currently ongoing.

In response to a question regarding the solar panels at the North Devon Crematorium and battery storage from a business continuity perspective, the Project Manager advised that battery storage was in the scope if the budget allowed.

The Director of Resources and Deputy Chief Executive advised that the Council had been looking to address the requirement for healthy homes through the purchase of properties to expand its housing portfolio. He added that the Council was currently in the process of trying to secure properties to continue this work in the Ilfracombe area.

The Programme Manager advised that if there were any further comments and questions they could be emailed to the Corporate and Community Services team and she would provide a response.

RESOLVED that the decisions and recommendations of the Strategy and Resources Committee be endorsed.

67. REVIEW OF FEES AND CHARGES FOR SERVICES 2025-26

The Committee considered a report by the Director of Resources and Deputy Chief Executive (circulated previously) regarding the review of Charges and Fees for 2025/26 together with Minute Extract of Strategy and Resources on 3rd February 2025.

The Finance Manager highlighted the following:

- This year the guidance was to increase fees and charges by 3%, although some fees were set by statute and those would be set nationally. Other variations to the 3% increase were set out in sections 4.3 to 4.8 of the report.
- Building Control fees had been raised by an average of 13.42% and rounded to the nearest pound, this was to ensure the revenue income recouped the actual cost of providing the service, were competitive in the sector and provided the Partnership with protection against additional temporary staffing

costs that were likely to be experienced during the year, as detailed in Appendix B of the report.

- Land Charges fees had been set to recoup the cost of providing the service, the recommended fees for the land charges service was estimated to recover all the costs and break even, as detailed in Appendix D of the report.
- The majority of Environmental Health and Housing services were set by statute or set to recover costs. A minor exception to this was that there was no planned increase on charges for “Health and Food Certificates” as detailed in Appendix E of the report.
- Cemeteries fees were set to increase by 6%, (3% inflationary uplift, plus an additional 3%). This was to enable the fees to be brought closer in line with comparative figures around the County, as detailed in Appendix F of the report.
- The Garden Waste service charge was to remain unchanged at £60, due to the £5 increases in the previous two financial years (2023/24 and 2024/25), as detailed in Appendix J of the report.
- Street Name Plates had had a simplification of its charging structure, including an uplift to reflect no inflationary increase in the previous seven years. Fees were now set to recoup the cost of providing the service, as detailed in Appendix P of the report.
- The net revenue changes from the above charges was estimated to produce £25,000 of additional income, which had been included within the draft 2025/26 revenue budget, for consideration as an item included within this agenda.

RESOLVED, that the decisions and recommendations of the Strategy and Resources Committee be endorsed.

68. REVENUE BUDGET 2025-26, CAPITAL PROGRAMME AND MEDIUM TERM FINANCIAL STRATEGY 2025-26 TO 2030-31

The Committee considered a report by the Director of Resources and Deputy Chief Executive (circulated previously) regarding the Revenue Budget 2025-26, Capital Programme and Medium Term Financial Strategy 2025-26 to 2030-31.

The Lead Member for Resources and Commercialisation addressed the Committee to give a brief introduction as follows:

- The Council had achieved a balance budget.
- Garden waste charges were to remain the same.
- The Council provided a very affordable bulky waste service.
- The National Insurance changes to employer’s National Insurance had produced an additional £325,000 cost to the Council.
- Green Lanes shopping centre continued to provide an income.
- It had to be assumed going forwards that there would be no increase in funding from Central Government so the Council would need to find more ways to become financially self-sufficient.

The Director of Resources and Deputy Chief Executive gave a presentation, and highlighted the following:

- The Government's Finance Policy Statement issued in November 2024 guaranteed that no council would see a cash reduction in its Core Spending Power (CSP). The increase for local government was 3.2% in real terms.
- All councils were to receive additional income from Extended Producer Responsibility (EPR) for Packaging payments.
- Confirmed £233m new funding for homelessness prevention – also consolidating main rough sleeping and single homelessness grants into a single grant outside of settlement.
- Council tax increases would remain at 2.99% or £5 (whichever was higher).
- Rural Services Delivery grant was to be abolished – this was currently paid to 50 district councils and worth £15m in total.
- Services grant would also be abolished – this was currently paid to all districts and worth £3.5m in total.
- A new £600m recovery grant – targeted councils with highest levels of deprivation – would likely only be open to a minority of districts.
- Councils would be compensated for the cost of the Employers National Insurance increase – for directly employed staff only.
- There would be a fundamental reform to the local government funding model after 2025/26.
- Government would launch a consultation in December on a new approach to allocation funding (Fair Funding) and a further technical consultation on resetting business rates in January.
- The Core Spending Power total for England was 6%. By region, the South West Core Spending Power was 5.4% and by authority type North Devon Council, being a Shire District, the Core Spending Power was however only 0.3%. In comparison, the CPI (Consumer Price Index) inflation to November 2024 was 2.6%.
- The draft budget has assumed an increase on Council Tax of 2.99%. The overall Council Tax Increase of £708,000 was broken down as £223,000 from the 2.99% increase and £485,000 from increase in tax base (of which £353,000 came from the second homes premium and £132,000 tax base).
- The Business Rates draft budget figure came from the Retained Growth (made up of £2m North Devon Business rates growth, £680,000 Renewable Energy Schemes and £350,000 Devon pool retained income).
- Giving an overall figure of £3.030m factored into the draft budget.
- Revenue Support Grant and Baseline Funding – additional £49,000.
- New Homes Bonus – actual award £705,000 (£355,000 more than 2024-25).
- Rural Services Delivery Grant – removed (£421,000 less than 2024-25).
- Services Grant – removed (£21,000 less than 2024-25).
- Funding Guarantee – removed (£1,507,000 less than 2024-25).
- New Recovery Grant – additional £267,000
- New Funding Floor Grant – additional £988,000.
- The overall net impact of less Government funding = -£290,000 reduction.
- Government's consultation on the Finance Settlement ended 15 January 2025.

- North Devon Council’s consultation response could be seen in Appendix F of the agenda report.
- There was an increase in the gap of funding per head of population between rural and urban authorities of £166.19.
- The Extended Producer Responsibility aimed to make ‘producers’ responsible for the cost of collection, managing and recycling of packaging and incentivise them to make their products recyclable by modulating fees based on the recyclability of products. It also aimed to reduce unnecessary packaging, increase quality and reduce litter.
- The Government had made an announcement on ‘Simpler Recycling’ services due to start March 2026.
- New burdens funding to be provided for food waste collections.
- The provisional Extended Producer Responsibility payment allocation for North Devon was £1,178,000
- The Medium Term Financial Strategy (2024-2030) showed a budget gap year on year:

Years	2024-25 £m	2025-26 £m	2026-27 £m	2027-28 £m	2028-29 £m	2029-30 £m
Budget gap/(surplus)	0	0.487	2.945	3.306	3.044	3.263

- Key elements already factored into the above forecasts were:
 - Pay increases for 2025-26 at 3% and 2026-27 2% and ongoing.
 - Ongoing 2.99% increase in council tax level.
 - 2025-26 inclusion of 100% premium on second homes.
 - Review of fees and charges on car parks in 2025-26 and 2028-29.
 - Assumed transfer of all public conveniences to town and parishes by the end of 2025-26.
 - Government funding review assumed for 2026-27.
- The summary position for 2025-26:

Medium Term Financial Gap (February 2024)	£487,000
Net impact Employers National insurance increase 25/26	£323,000
Employee costs (pay award 24/25, other NI changes 24/25)	£281,000
Increase in Finance Lease costs (vehicles)	£140,000
Increased Insurance costs	£257,000
Phased transfer of Public Conveniences to parishes	£155,000
Government funding changes	£164,000
Extended Producer Responsibility grant	(£1,178,000)
Revised 2025-26 Budget gap to bridge	£629,000
Additional Planning Fee income (price change)	(£120,000)

Growth in Recycling sales material income	(£54,000)
Proposed 3% increase on fees and charges	(£25,000)
Re-profiled Borrowing costs (timing of external borrowing and interest payments)	(£96,000)
Use of additional grant funding to offset revenue spend	(£115,000)
Additional Business Rates income	(£30,000)
Use of Budget Management reserve	(£164,000)
Other	(£25,000)
Budget gap for 2025-26	£0

- **Appendix A:** Detailed the breakdown of the North Devon net budget of £18.073m for 2025-26.
- **Appendix B:** Detailed the breakdown of Grants. New for 2025-26 was the North Devon Council central fund from the Community Lottery of £12,000.
- **Appendix C:** Detailed the breakdown of Reserves.
- The General Fund balance forecast at 31st March 2026 was £1.238m, which equated to 7% of the net budget. The recommended level was 5% -10%.
- Earmarked reserves were forecast at 31 March 2026 at £5.727m.
- In compliance with Local Government Act 2003, the Chief Financial Officer assured Members of:

- The robustness of the estimates; and
- The adequacy of the proposed financial reserves.

- **Appendix D:** Detailed the refreshed Medium Term Financial Strategy for the period 2025-2031:

Years	2025-26 £m	2026-27 £m	2027-28 £m	2028-29 £m	2029-30 £m	2030-31 £m
Budget gap/(surplus)	0	1.558	2.804	3.074	3.629	4.161

- Key factors assumed included the recent decisions not to fully compensate local councils for the increased National Insurance contributions and the cumulative impact of a 0% future Core Spending Power.
- **Appendix E:** Detailed the Draft Capital Programme for the years 2024-25 to 2026-27 of £35.841m.
- This was funded by:

- External and Internal Borrowing (£13.991m).
- Capital receipts (£0.320m).
- External grants and Contributions (£19.546m).
- Reserves (£1.984m).
- Total funding (£35.841m).

- The following areas of risk could affect the financial plans:

- Government Grants.

- Key areas of income.
 - Capital receipts
 - Savings plans.
 - Increase in demand for services.
 - Localisation council tax support.
 - Business rates retention.
 - Welfare reform.
 - Devolution, this was a newly added risk.
- Future options to consider:
 - Commercial ventures:
 - Additional income (Green Lanes and/or new opportunities).
 - Acquire further properties for temporary accommodation.
 - Housing opportunities (delivery models).
 - Commercialisation Strategy (refreshed and approved in November 2024).
 - Asset Management Strategy (approved in November 2024).
 - The Budget and Council Tax setting would be considered at the next Full Council meeting scheduled for 26th February 2025.

In response to questions the Director of Resources and Deputy Chief Executive provided the following responses:

- Go North Devon had ceased trading 18 months ago and the funding had been split between the following organisations:
 - The Mid Devon Mobility Ring and Ride bus service.
 - Age Concern Shop Mobility.
- The annual Business Rates Consultation meeting was held on 12th February 2025 with six businesses in attendance who were very interested in the work of the Council and opens up lines of engagement with local businesses within the area.
- Of the six attendees, two of the businesses were Ilfracombe based.
- Green Lanes value was stable with potential for increase from car parks income.

In response to a request from Councillor Bushell that the Council utilised £5,000 from the Community Lottery Central Fund to increase the funding of Citizens Advice, Members agreed that they would like to be informed of the financial and performance positions of the other grant funded recipients.

The Director of Resources and Deputy Chief Executive advised that the Corporate and Community Services team had approached all of the organisations that it provided grant funding to request further information regarding their financial performance situations to gain as much information as possible.

He added that only Citizens Advice and Age Concern had provided any financial information to date. However, officers within the Corporate and Community Services would contact them again to try and obtain the information prior to Full Council on Wednesday 26th February 2025.

In response to a question regarding the transparency of the presentation of the figures in relation to Green Lanes, the Director of Resources and Deputy Chief Executive advised that in 2021/22, the Green Lanes Shopping Centre had seen a net return of £243,000 of which £150,000 was placed into an income volatility reserve to protect against future revenue reductions. This reserve had been utilised to address the short-term loss of rental income following the closure of the Wilko store in the year 2023/24.

He added that excluding the reserve transfer, Green Lanes still made a net return to the Council of £87,000 in 2023/24 even with the loss of Wilko. The revenue generated from business rates and service charge collected from the Poundland store together with other businesses within the centre had recovered those costs; and allowed the Council to replenish the amount taken from the income volatility reserve.

RESOLVED:

- a) that the decisions and recommendations 2.1.1 to 2.2.4 of the Strategy and Resources Committee be endorsed; and
- b) That the presentation be emailed out to all Members of the Committee.

RECOMMENDED, that pending further information from North Devon Voluntary Services and Mid Devon Mobility Ring and Ride bus service that the Council allocates an additional £7,000 to Citizens Advice and £2,000 to Age Concern.

Councillor Wilson abstained from voting on the recommendation.

69. TREASURY MANAGEMENT STRATEGY STATEMENT 2025/26

The Committee considered a report by the Head of Governance (circulated previously) regarding the Treasury Management Strategy Statement for 2025/26 together with Minute Extract of Strategy and Resources on 3rd February 2025.

The Head of Governance highlighted the following:

- This Treasury Management Strategy covered the borrowing and investment requirements of the Council for the year 2025-26.
- In terms of the Capital Financing Requirement (CFR), the Treasury Management Strategy ensured the Council was able to meet its borrowing needs to cover the capital programme plans.

- It was estimated that the borrowing requirement (CFR) at the end of the financial year 2024-25 would be circa £34m increasing to approximately £40m for the year 2025-26.
- To cover the £40m CFR it was projected to borrow £22m through external borrowing, £5m borrowing through finance lease arrangements, for our vehicle fleet and finally £13m through our own reserves and cash flows (internal borrowing).
- Current external borrowing for 2024-25, excluding finance leases, stood at £8m but an additional £7m short-term borrowing was being projected by year end to cover the approved capital costs.
- Any slippages to the capital programme expenditure and or additional capital receipts or grants received would reduce the amount of actual borrowing undertaken.
- The authorised limit for 2025-26 for the Council to borrow was set to £42.5m.
- In terms of our investment strategy, there were no plans to change the way we currently invested and section 7.1 of the report detailed the guidance the Council adheres to in regard to the investment policy.
- The Council's investment priorities remain as:
 1. Security,
 2. Portfolio liquidity; and
 3. Yield or return.

RESOLVED, that the decisions and recommendations of the Strategy and Resources Committee be endorsed.

70. 10 YEAR CAPITAL STRATEGY 2025 TO 2035

The Committee considered a report by the Head of Governance (circulated previously) regarding the 10 Year Capital Strategy for 2025 to 2035 together with Minute Extract of Strategy and Resources on 3rd February 2025.

The Head of Governance highlighted the following:

- The 10-Year Capital Strategy looked at the Council's long-term sustainability of its capital ambitions, affordability and risk management.
- Business as usual projects such as vehicle fleet replacement and ICT improvements impacted on our long-term borrowing plans.
- The Strategy covered the next ten years and the projection for our Capital Financing Requirement was estimated to remain at circa £37m in 2034/35.
- This would be funded by £23.5m external borrowing, £7m financial lease borrowing and £6.5m internal reserves and cash flow (internal borrowing).
- The cost of borrowing was set to remain at around £3m a year over the long term period of this forecast.

RESOLVED, that the decisions and recommendations of the Strategy and Resources Committee be endorsed.

71. DRAFT WORK PROGRAMME 2024/2026.

The Committee considered the draft work programme for 2025/26 (circulated previously).

The Committee discussed the work programme and the items due for consideration for the forthcoming year.

The Chair highlighted that there were still two outstanding special meetings to be held as part of the agreed work programme for 2024/25, which were:

- GP surgeries and health inequalities.
- Transportation and infrastructure.

He also suggested that it might be appropriate to hold another workshop similar to those that were held in 2023 and 2024 to discuss other areas that the Committee would like to explore further.

The Committee discussed potentially holding the special meeting of the Committee to discuss GP surgeries and health inequalities towards the end of April 2025 together with a suggestion that the meeting be held in Ilfracombe.

The Clerk advised that she would require names for those members of the panel that the group wished to invite as soon as possible to enable her to begin the arrangements for the meeting.

She suggested to the Committee that it might be appropriate to add future work programme discussions to the Committee scheduled for Thursday 20th March 2025.

She added that there were also currently a number of meetings scheduled for the forthcoming year, which did not have business for discussion at the current time and suggested that potentially some of those dates could be utilised for special meetings should the Committee wish.

RESOLVED:

- a) That the work programme be noted; and
- b) That the item related to future work programme discussions remain on the agenda for the meeting scheduled for Thursday 20th March 2025.

Chair

The meeting ended at 8.48 pm

NOTE: These minutes will be confirmed as a correct record at the next meeting of the Committee.

Agenda Item 3

Policy Development Committee - 13 February 2025

NORTH DEVON COUNCIL COUNCIL:

23RD APRIL 2025

DRAFT REPORT OF THE VICE CHAIR OF THE POLICY DEVELOPMENT COMMITTEE

This is the first annual report on the activities of the Policy Development Committee, which provides an overview of the work of the Committee from March 2024 onwards.

Each time we meet the Committee reviews and updates its future work programme, which was initially planned and developed in March 2024. As well as the scheduled reports in relation to council performance and treasury management, the work programme updates also include:

- Agreeing the scoping reports from task groups on special areas of work, and
- Periodic feedback on the special pieces of work undertaken by the committee.

During the year 2024/25 the Committee held two special meetings in relation to issues of significant importance and concern to the local community and residents that they represented. The special meetings focussed on the areas of dentistry and agriculture, which followed on from the successful special meeting in the previous year 2023/24 in relation to water quality.

The special meetings involved a panel of experts providing information to help the committee decide on any future action that North Devon Council could usefully take. As these issues were invariably of equal concern to Torridge District Council the members of their External Overview and Scrutiny Committee also participated.

A summary of the subjects covered in each meeting is shown below:

- February 2025:
 - Citizen Advice Bureau reported, leading to a recommendation to S&R on the allocation of some strategic grants.
 - Performance report.
 - Budget, capital strategy North Devon Council fees & charges reports
 - Treasury management.
- January 2025:
 - Service Plans.
 - Off Street Parking Order.
- December 2024:
 - One North Devon on health inequalities

Agenda Item 7

- November 2024:
 - Water quality.
 - Performance report.
 - Treasury management.
- September 2024:
 - Performance report.
 - Treasury management.
- July 2024 (special)
 - Dentistry.
- July 2024:
 - Performance report.
 - Treasury management.
- May 2024 (special):
 - Agriculture.
- May 2024:
 - Material recover facility update.
- April 2024:
 - Water quality actions.
- March 2024:
 - Work programme formulation



North Devon Council

Report Date: Monday, 3 March 2025

Topic: Decarbonising North Devon Council's Vehicles

Report by: Donna Sibley, Sustainability and Climate Officer

1. INTRODUCTION

1.1. Our planet's climate is changing and warming is accelerating. The United Nations Intergovernmental Panel on Climate Change published their sixth assessment report in March 2023. It states that human activities, principally through emissions of greenhouse gases, have unequivocally caused global warming, with global surface temperature reaching 1.1°C above 1850–1900 in 2011–2020. Widespread and rapid changes in the atmosphere, ocean, cryosphere and biosphere have occurred. Human-caused climate change is already affecting many weather and climate extremes in every region across the globe. This has led to widespread adverse impacts and related losses and damages to nature and people.

1.2. Climate change is a threat to human well-being and planetary health. There is a rapidly closing window of opportunity to secure a liveable and sustainable future for all. We must make rapid, deep and immediate cuts in greenhouse gas emissions.

1.3. North Devon Council has declared a climate emergency, and made a commitment to be net zero carbon as an organisation by 2030. Our carbon footprint for the Council for 2023/2024 shows that our fleet contributes about a third of our total CO₂ emissions.

1.4. The majority of emissions from the Council's fleet comes from our Waste & Recycling vehicles.

2. RECOMMENDATIONS

2.1. That the contents of this report are noted.

2.2. That we will continue to pursue replacement of small and medium vehicles (up to 3500kg) with electric where cost savings can be demonstrated over the lifetime of the vehicle.

2.3. That we will not pursue replacement of large vehicles (over 3500kg) with electric at present due to costs.

3. REASONS FOR RECOMMENDATIONS

3.1. This report sets out the current carbon footprint for our Waste & Recycling service and the plan that the Climate Action Team has put forward to reduce emissions in the future with some indicative costs.

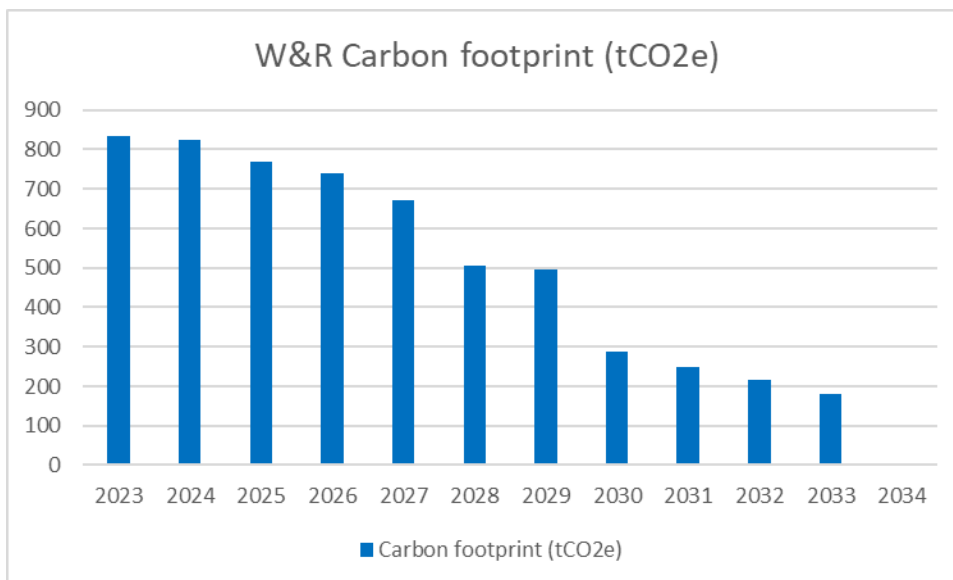


4. REPORT

4.1. In 2023/2024 North Devon Council had a carbon footprint of 3425 tonnes CO₂ equivalent (tCO₂e) of which approximately quarter of emissions can be attributed to the Waste & Recycling fleet.

The Waste & Recycling Service has trialled a number of electric vehicles; we have found that current EVs are a suitable replacement for small and medium vehicles (up to 3500kg) and that over the lifetime of the vehicle there is a saving to the Council due to reduced fuel costs. Current EVs are not a suitable replacement for our HGVs (over 3500kg). This is due to vehicle range the electric HGV was not able to complete the waste collection round on one battery charge.

We lease our Waste & Recycling fleet from SFS, with a vehicle replacement schedule in place to ensure that our vehicles are replaced before costly repairs are regularly incurred and to schedule regular maintenance, saving money by not making costly repairs towards the end of a vehicle's life. There is a cost penalty for switching diesel to electric vehicles before the lease period expires so it has been suggested we switch to electric vehicles as the current lease ends. The graph below shows the potential path to decarbonisation if we were to follow this route:



5. RESOURCE IMPLICATIONS

5.1 Estimated costs for replacing our current vehicles with diesel vehicles is £9,485,000 and with electric vehicles is £18,669,000. There will be a saving in diesel which currently costs the service approximately £644,000 per annum in



total, this saving would therefore increase over the years as more electric vehicles are introduced.

We do not have provision for EV charging for HGVs. Exeter City Council have installed a solar farm and HGV charging at their Water Lane Depot at a cost of £3.5M. At present Exeter City Council have three electric HGV's but are not replacing their entire fleet at present because of the additional, upfront costs of replacing existing diesel vehicles with electric.

At NDC, one 26 tonne diesel vehicle is due for replacement in October this year in line with our replacement schedule. The approximate cost of replacing this with electric is set out below:

Dennis Eagle with Bin Lift £62,860 + VAT per year	Dennis Eagle eCollect with Bin Lift £108,992 + VAT per year
Diesel costs approx. £23,000 per annum	Electric HGV charging infrastructure and cost unknown

The cost of leasing this one electric vehicle will be an additional £162,000 over the 7-year lease period. This additional cost figure includes the estimated saving on diesel costs. Replacing this vehicle with an electric alternative would result in a carbon saving of 378 tonnes CO2 equivalent.

In 2026 and 2027 there will be opportunities to replace smaller vehicles with EVs; we will bring a paper to this Committee setting out the costs of doing so for Councillor Decision.

5.2 The cost of leasing this one electric vehicle will cost at least an additional £162,000 over the 7-year lease period. Please note that costs of installing an HGV charging point at Brynsworthy Environmental Centre (BEC) are unknown at present. We are liaising with National Grid to understand what infrastructure works may be needed at BEC if we are to replace our existing heating system with an air source heat pump, install EV charges for an electric fleet and have solar panels on site. A further report will follow when future infrastructure requirements and costs are confirmed.



6. EQUALITIES ASSESSMENT

6.1. No impact on protected characteristics as a result of these recommendations; Equality Impact Assessments will be completed when further purchase of electric vehicles is brought to this Committee.

7. ENVIRONMENTAL ASSESSMENT

7.1. There is a carbon saving of 54 tCO₂e per annum, if this vehicle is replaced with electric, which is approximately 1.6% of the Council's total annual carbon emissions.

8. CORPORATE PRIORITIES

8.1. What impact, positive or negative, does the subject of this report have on:

8.1.1. The commercialisation agenda: not applicable

8.1.2. Improving customer focus: not applicable; and/or

8.1.3. Regeneration or economic development: not applicable.

9. CONSTITUTIONAL CONTEXT

9.1. Save as provided in paragraph 9.2 below, the decision in respect of the recommendations in this report can be made by this Committee pursuant to delegated powers provided in Part 3 Annexe 1 paragraph 1.

10. STATEMENT OF CONFIDENTIALITY

This report contains no confidential information or exempt information under the provisions of Schedule 12A of 1972 Act.

11. BACKGROUND PAPERS

The following background papers were used in the preparation of this report: North Devon Council carbon footprint 2023 2024.

12. STATEMENT OF INTERNAL ADVICE

The author (below) confirms that advice has been taken from all appropriate Councillors and Officers: Donna Sibley, Sustainability & Climate Officer.

Equality Impact Assessment

Service Area: Environmental Enhancement

Head of Service: Mark Kentell

Lead Officer: Donna Sibley

Date of Assessment: 12/02/2025

Name of policy/function/project/service area to be assessed: Waste & Recycling

Brief description of proposal to be assessed: A proposal not to replace a 26 tonne HGV diesel vehicle with electric.

Proposed implementation date of project/proposal: Autumn 2025

Brief description of the anticipated outcomes of the proposal:

Proposal	Current Arrangement	Proposed Arrangement	Comment
Provision of 1 diesel HGV to W&R team rather than electric	Diesel HGV	Diesel HGV	In terms of vehicle accessibility it's a 'like-for like' swap.
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Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.

Consultation:

Brief description of any consultation undertaken with stakeholders and summarise the results and how it has influenced the proposal or not. Please attach a summary of consultation results or other relevant reports:

Electric vehicles were trialled by the W&R team to determine usability, including accessibility. Recommendation not to go ahead with purchase is on financial and operational grounds, not accessibility.

Demographic Data by protected characteristic:

Please detail the Census 2021 data for protected characteristics for North Devon (as detailed in the EIA Guidance for Managers and on NDC website):

Click or tap here to enter text.

Equality Data by protected characteristic from consultation:

Please detail the equality data obtained as part of the consultation and compare this data to the Census 2021 data (as detailed in the EIA Guidance for Managers and on NDC website) and identify where this data does not reflect the demographics for North Devon and any disparities in outcomes by characteristic:

Click or tap here to enter text.

Other Data:

Please detail any other data that has been obtained and taken into consideration (for example, Council service areas data, other Census 2021 data which is not related to protected characteristics such as no household members having English as main language, vulnerable groups, education, economy, housing, access to transport etc, Public Health and NHS data, deprived neighbourhoods, workforce profile data):

Click or tap here to enter text.

Impact:

Summarise any positive impacts or benefits, any negative impacts (i.e. potential for discrimination, disadvantage or disproportionate treatment) and any neutral impacts and the evidence/data you have taken into account to reach this conclusion. Be aware that there may be positive, negative and neutral impacts within each characteristic. (NOTE: please refer to the EIA Guidance for Managers or Equality Strategy for the characteristics) Where an impact is unknown, state so, and identify what steps will be taken to address any gaps in data:

There are not considered to be any impacts on any of the protected characteristics, given this is swapping one vehicle type for the same albeit more modern.

Characteristic	Impact (what information was used to assess impact? Data/feedback etc. Describe whether this is positive, negative or neutral)	Scale of Impact (High/Med/Low)	Can it be mitigated? (what needs to be done to reduce/remove the impact? Have service users been involved in providing this insight?)
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Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.

NOTE: The protected characteristics are: Age, Disability, Gender reassignment, marriage and civil partnership (employment only), pregnancy and maternity, race, religion or belief, sex, sexual orientation)

Consideration of Alternatives:

Describe what alternatives have been considered and/or what actions will be taken to remove or minimise any potential negative effect identified above (attach evidence to appropriate data, reports, etc):

N/A

Funding Considerations:

N/A

Monitoring Arrangements:

Briefly describe the monitoring arrangements/systems that will be put in place to monitor the effects of this proposal.

N/A.

Date on which you will be re-considering the project/report and submitting a further EIA if applicable.

We will reconsider this when the new vehicle replacements are due (2026).

EIA's should be further reviewed for significant changes or projects within 12 months or as part of a project close down. If after completing a review material changes are identified, these should be reported to the Senior Management Team for consideration. This is to assess the true impact in the delivery.

Reporting and Publication:

As part of the democratic decision making process, Equality Impact Assessments will be published on North Devon Council's website as an appendix to committee reports.

For Equality Impact Assessments that are produced which are not part of the democratic decision making process, please forward to equality@northdevongov.uk for publication on North Devon Council's website.

Corporate and Community Services Use Only: Date of publication to NDC Website: Click or tap to enter a date.

NORTH DEVON COUNCIL

POLICY DEVELOPMENT COMMITTEE: 10TH APRIL 2025

RECOMMENDATIONS OF THE STRATEGY AND RESOURCES COMMITTEE HELD ON 3RD MARCH 2025 IN RESPECT OF ITEM 7 ON THE POLICY DEVELOPMENT COMMITTEE AGENDA

116 DECARBONISING NORTH DEVON COUNCIL'S VEHICLES

The Committee considered a report by the Sustainability and Climate Officer (circulated previously), regarding Decarbonising North Devon Council's Vehicles.

The Sustainability and Climate Officer highlighted the following:

- The Council's carbon footprint for 2023/2024 showed that its fleet contributed about a third of its total CO2 emissions with the majority of emissions from the Council's fleet of Waste and Recycling vehicles.
- The Council had trialled a number of electric vehicles within the Parks team; with the current electric vehicles being identified as a suitable replacement for small and medium vehicles (up to 3500kg) and that over the lifetime of the vehicle there was a saving to the Council due to reduced fuel costs.
- The Council had trialled an HGV lorry within the waste and recycling team. However, the current electric vehicles were not a suitable as a replacement for its HGVs over 3500kg. This was due to the vehicles not being able to complete a round before requiring a recharge and the electric HGV was therefore not able to complete the waste collection rounds.
- The geographical area of North Devon together with its rurality required vehicles that could navigate and cope with the terrain on a single charge.
- The costs involved of leasing an additional electric vehicle would be an additional cost of £162,000 over the seven year lease period. With the additional unknown cost of installing an electric HGV charging point as they could not be plugged into the standard car charging points.
- There was currently no money allocated within the budget and therefore recommendation to the Committee was that it note the additional cost requirements and that the Council not invest in electric vehicles for its waste and recycling fleet at the present time.

The Head of Environmental Enhancement added that when officers tabled a report at the Committee a few months prior it demonstrated that the Council could achieve net zero for the fleet by 2030 if it went all electric with its vehicles. However, officers at the time hadn't yet calculated the costs involved in delivering such a big change to the vehicle fleet, which would require a significant amount of investment to deliver.

Councillor R. Knight addressed the Committee as the Lead Member for Climate Change and Biodiversity he expressed his disappointment that the Council would not be able to achieve net zero by 2030 due to the requirement for significant investment

within its infrastructure to decarbonise the vehicle fleet together with additional requirements such as the installation of HGV charging points, the costs for which were currently unknown.

In response to a question from the Chair of the Committee, the Chief Executive advised that if the Committee were to refer the report for consideration by the Policy Development there would be a delay to the order with regards to the HGV vehicle, which had a lead in time of 20 weeks.

Councillor C. Leaver acknowledged that delaying the decision would have an impact upon the timescale for ordering the required HGV and therefore proposed that the recommendations be approved as outlined in the report.

Councillor Hunt addressed the Committee and moved that the recommendations be approved as detail in the report.

In response to further questions from the Committee, the Head of Environmental Enhanced advised:

- That both officers and the Lead Member for Climate Change and Biodiversity and the officers were in agreement of the requirement to achieve net zero by 2030. However, there wasn't a budget to facilitate a fully electric fleet at the current time.
- With regards to the current availability of the technology required to deliver a fully electric fleet. He acknowledged that the existing technology was not quite far advanced enough at the current time. The electric HGV that was tested by the Council was tested on one of the most graphically challenging and rural routes and had performed well but could only complete 95% of the round.
- The previous Council had taken the decision to enter into the transport lease agreement with SFS, which was an eight year agreement that the Council was currently three years into. As part of the lease agreement, all maintenance of vehicles was included as part of the total cost of lease per vehicle. Whereas previously when the Council purchased vehicles the maintenance was an additional cost to the Council on top of the purchase of the vehicle. He explained that this could be reviewed by the Council once the agreement came to an end.

RESOLVED:

- a) That the contents of the report be noted;
- b) That the Council continue to pursue replacement of small and medium vehicles (up to 3500kg) with electric where cost savings could be demonstrated over the lifetime of the vehicle;
- c) That the Council not pursue the replacement of large vehicles (over 3500kg) with electric at present due to costs; and

- d) That the Policy Development Committee be requested to consider and produce a Value for Money review together with a report to the Strategy and Resources Committee which investigated the following:
- i. The allocation of funding for the delivery of an electric vehicle fleet;
 - ii. The comparative costs to the Council through the lease of vehicles under current lease agreement compared to the purchase costs of vehicles and the associated ongoing maintenance costs; and
 - iii. How the Council currently offsets its carbon emissions together with future options to be considered by the Council with regards to greater investment in solar and wind energy to facilitate reaching the target of being net zero by 2030.

Councillor Milton abstained from the vote as he was not present for the whole duration of the meeting.

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Date of Publication

NORTH DEVON COUNCIL
Policy Development Work Programme
For period 8th May 2025 – 9th April 2026

Committee/Date	Description of Decision	Contact Officer
8th May 2025		
	<ul style="list-style-type: none"> No items currently scheduled for this meeting - Could this meeting be utilised for the special meeting of the Committee to discuss GPS and Health Inequalities? 	
12th June 2025		
	<ul style="list-style-type: none"> Performance and Financial Management Quarter 4 2024-2025 	
	<ul style="list-style-type: none"> Annual Treasury Management Report 2024/25 	
10th July 2025		
	<ul style="list-style-type: none"> No items currently scheduled for this meeting - Could this date be utilised for the special meeting to discuss transportation and infrastructure? 	
11th September 2025		
	<ul style="list-style-type: none"> Performance and Financial Management Quarter 1 of 2025/26 	
9th October 2025		

Committee/Date	Description of Decision	Contact Officer
	<ul style="list-style-type: none"> No items currently scheduled for this meeting 	
13th November 2025		
	<ul style="list-style-type: none"> Performance and Financial Management Quarter 2 of 2025/26 	
	<ul style="list-style-type: none"> Mid-Year Treasury Management Report 2025/26 	
11th December 2025		
	<ul style="list-style-type: none"> No items currently scheduled for this meeting 	
8th January 2026		
	<ul style="list-style-type: none"> Service Plans - Annual Reporting. 	
12th February 2026		
	<ul style="list-style-type: none"> Performance and Financial Management Q3 2025-26 	
	<ul style="list-style-type: none"> Review of Fees and Charges for Services 2026-27 	
	<ul style="list-style-type: none"> Revenue Budget 2026-27, Capital Programme and Medium Term Financial Strategy 2026-27 to 2031-32 	
	<ul style="list-style-type: none"> Treasury Management Strategy Statement 2026-27 	

Committee/Date	Description of Decision	Contact Officer
	<ul style="list-style-type: none"> • 10 Year Capital Strategy 2026 to 2036 	
12th March 2026		
	<ul style="list-style-type: none"> • Potential agenda item - Work programme 2026-27. To discuss potential items to add to the work programme for the forthcoming year ? 	
9th April 2026		
	<ul style="list-style-type: none"> • No items currently scheduled for this meeting 	
Special meetings yet to be held:		
Transport and infrastructure - TBC		
GPs and Health Inequalities - TBC		
Potential items for future consideration by the Committee:		
	<ul style="list-style-type: none"> • Actions to come out of meetings to discuss work programmes for each forthcoming year 	
Meetings for which there were currently no items scheduled		
	<ul style="list-style-type: none"> • 10th April 2025 	
	<ul style="list-style-type: none"> • 8th May 2025 	
	<ul style="list-style-type: none"> • 12th June 2025 	

Committee/Date	Description of Decision	Contact Officer
	<ul style="list-style-type: none">• 9th October 2025	
	<ul style="list-style-type: none">• 9th April 2026	