

West Devon Overview and Scrutiny Committee



Title:	Agenda														
Date:	Tuesday, 14th February, 2023														
Time:	2.00 pm														
Venue:	Chamber - Kilworthy Park														
Full Members:	<p style="text-align: center;">Chairman Cllr Ewings Vice Chairman Cllr Kimber</p> <p><i>Members:</i></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Cllr Blackman</td> <td style="width: 33%;">Cllr Pearce</td> </tr> <tr> <td>Cllr Coulson</td> <td>Cllr Renders</td> </tr> <tr> <td>Cllr Daniel</td> <td>Cllr Sellis</td> </tr> <tr> <td>Cllr Heyworth</td> <td>Cllr Southcott</td> </tr> <tr> <td>Cllr Kemp</td> <td>Cllr Spettigue</td> </tr> <tr> <td>Cllr Moody</td> <td>Cllr Turnbull</td> </tr> <tr> <td>Cllr Moyse</td> <td></td> </tr> </table>	Cllr Blackman	Cllr Pearce	Cllr Coulson	Cllr Renders	Cllr Daniel	Cllr Sellis	Cllr Heyworth	Cllr Southcott	Cllr Kemp	Cllr Spettigue	Cllr Moody	Cllr Turnbull	Cllr Moyse	
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Cllr Moody	Cllr Turnbull														
Cllr Moyse															
Interests – Declaration and Restriction on Participation:	Members are reminded of their responsibility to declare any disclosable pecuniary interest not entered in the Authority's register or local non pecuniary interest which they have in any item of business on the agenda (subject to the exception for sensitive information) and to leave the meeting prior to discussion and voting on an item in which they have a disclosable pecuniary interest.														
Committee administrator:	Democratic.Services@swdevon.gov.uk														

- 1. Apologies for Absence**
- 2. Confirmation of Minutes** **1 - 6**
Committee Meeting held on 17 January 2023
- 3. Declarations of Interest**
In accordance with the Code of Conduct, Members are invited to declare any Disclosable Pecuniary Interests, Other Registerable Interests and Non-Registerable Interests including the nature and extent of such interests they may have in any items to be considered at this meeting;
- 4. Items Requiring Urgent Attention**
To consider those items which, in the opinion of the Chairman, should be considered by the Meeting as matters of urgency
- 5. Public Forum** **7 - 8**
A period of up to 15 minutes is available to deal with issues raised by the public.
- 6. NFU Involvement in Devon Carbon Plan - Alex Stevens (NFU)**
- 7. Community Safety Partnership -Claire Birch and Rebecca Hewitt** **9 - 18**
- 8. Council Delivery Against Corporate Theme: Community Wellbeing and Economy** **19 - 28**
- 9. A Plan for West Devon Thematic Update: Thriving Economy** **29 - 32**
–Appendix to follow
- 10. Draft EV Strategy Plan** **33 - 58**
- 11. Task and Finish Group Updates (if any)**
- 12. Draft O&S Annual Work Programme 2022/23, inc. prep for next meeting** **59 - 60**
- 13. Member Learning and Development Opportunities Arising from the Meeting**

Agenda Item 2

At a Meeting of the **OVERVIEW & SCRUTINY COMMITTEE** held at the Council Chamber, Council Offices, Kilworthy Park, Drake Road, **TAVISTOCK** on **TUESDAY** the **17** day of **JANUARY 2023** at **2:00 pm**.

Present: Cllr M Ewings – Chairman
Cllr P Kimber – Deputy Chairman

Cllr C Daniel	Cllr N Heyworth
Cllr C Kemp	Cllr D Moyse
Cllr T Pearce	Cllr T Southcott
Cllr D Sellis	Cllr D Turnbull
Cllr M Renders	Cllr J Moody

Director of Customer Service and Delivery
Director of Strategy and Governance
Director of Strategic Finance
Assistant Director of Strategy and Organisational Development (MS Teams)
Climate Change Specialist (MS Teams)
Customer Service Improvement Manager (MS Teams)
Senior Case Manager - Democratic Services

Also in Attendance: Cllr N Jory, Cllr P Crozier, Cllr C Edmonds, Cllr L Wood (MS Teams), Cllr J Yelland (MS Teams) and Cllr C Mott (MS Teams).

***O&S 43/22 APOLOGIES FOR ABSENCE**

Apologies for absence for this meeting were received from Cllr Blackman, Cllr Spettigue and Cllr Coulson.

***O&S 44/22 CONFIRMATION OF MINUTES**

The minutes of the Meeting of the Overview and Scrutiny Committee held on 15 November 2022 were confirmed as a true and correct record.

***O&S 45/22 DECLARATIONS OF INTEREST**

Members and officers were invited to declare any interests in the items of business to be considered during the course of this meeting but there were none made.

***O&S 46/22 PUBLIC FORUM**

The Chairman confirmed that no formal requests had been received in accordance with the Overview and Scrutiny Procedure Rules.

***O&S 47/22 North Devon Biospheres (The chair changed the order of the agenda to facilitate good meeting management)**

Andrew Bell gave an overview of the work undertaken by the North Devon Biosphere, which included:

- 2 UNESCO delegations for world heritage and mining;
- Creating a more sustainable future;
- Working with 34 organisations and working groups covering nature, nature recovery, research, community engagement, catchment management, woodland and forestry, marine and climate change;
- Working with farms to reduce water pollution;
- Turning land back into woodlands to improve carbon neutralisation;
- Solar, wind and energy efficiency.

In response to questions raised, it was reported that:

- They had worked with North Devon and Torridge on their JLP;
- Through a programme of capital investment with DEFRA helping farmers with land not of great agricultural quality to be turned into rough grass and rewilding schemes;
- They were working with farmers to improve soil management;
- DEFRA has a 25 year plan which includes 4 pioneer projects and they worked on 2 of the projects. Changes to be made as a nation, investing in land and sea, such as using seaweed for animal feed, pharmaceuticals, food and plastics and these approaches to becoming a greener economy.

The Chair and Members thanked Andrew for the informative update and welcomed the opportunity to visit the North Devon Biosphere. Members also welcomed the opportunity for the planning team to have discussions with Andrew on the JLP. Further information on North Devon Biospheres: www.northdevonbiosphere.org.uk.

It was **RESOLVED** that the Committee noted the update on the North Devon Biospheres.

***O&S 48/22 Council Delivery against Corporate Theme – Environment**

The Lead Member for Growing our Natural Environment reported that they were pleased with progress made, however some areas slower due to partnership working. EV Charging in West Devon not progressed but have a draft Strategy agreed at working group and then going to Hub and Council.

- Action NE1.1 – Amber – while some of the project is on track to deliver, such as the fleet plan, the grid upgrades, associated charging infrastructure and full fleet to EV is currently at risk of not occurring in full by 2024.
- Action NE1.2 – Amber - slightly off track.
- Action NE1.3 – On track.
- Action NE1.4 – On track.
- Action NE1.5 – Amber - slightly off track.
- Action NE1.6 – On track.

- Action NE1.7 – On track.
- Action NE1.9 – On track.
- Action NE1.10 – On track.

In response to questions raised, it was reported that:

- They were making slow progress on EV points with National Grid not strong enough in parts of West Devon. Also this is a DCC project and they are the providers. An update to all Members to be provided in the Member's bulletin;
- It was not currently practical to have electric refuse lorries in West Devon. This was due the rural locality, higher costs and shorter lifespan of vehicles;
- A 3 weekly collection was trialled pre-Covid and we're waiting for Government to produce their strategy on recycling. We will then look at how we achieve the aims of recycling and residual waste collection at that time;
- They would look at the grass cutting cycle following the hay fever complaint;
- Closed churchyards under the council's responsibility and frequency of grass cutting, there was a need to have a balance on biodiversity and places of grief for people to visit;
- the mapping of eco systems was in collaboration with the Devon Biodiversity Records Centre.

It was **RESOLVED** that the Overview and Scrutiny Committee note the progress in delivering against the Plan for West Devon 'Environment' Thematic Delivery Plan.

***O&S 49/22 Draft Budget**

The Leader of the Council introduced the Draft Budget Proposals.

In so doing, particular reference was made to:

1. The changes as a result of the Local Government Finance Settlement announcement by the Government is as described in section 1.9 of the report;
2. The report set out the proposals for the council to set a balanced budget in 2023/24;
3. The forecast budget deficit in the MTFs of £234k in 2024/25 and £480K in 2025/26.

In response to Member questions, it was reported that:

- It was felt that a target for the council tax collection rate of 98.25% was achievable and comparable with other Devon authorities;
- The garden waste collection subscription charge has not been increased for some time. Residents have a choice – only those that want the service pay for it, meaning reduced cross subsidisation by

council tax payers. The increase was comparable with similar services across the region;

- It was debated whether the garden waste collection should be increased to £49 or £52 per annum, to cover the costs of people dropping out and to cover revenue costs;
- The issues of paying for the garden waste collection on-line had now been resolved;
- The advertising of the garden waste collection would be included on the council tax envelope. Other forms of advertising such as on the refuse lorries could be explored;
- The proposals to include a 100% premium on the council tax of second homes/holiday homes is included with the report at section 3.36. The Council will lobby Government to ensure there is no delay with the Bill passing through the legislative timetable and to implement from 1 April 2024 if there are no delays to the Bill receiving Royal Assent in Spring 2023; This is the earliest that this part of the Bill can come into force.
- The use of £150,000 of New Homes Bonus funding in 2023/24 to fund the Revenue Base Budget.

It was then **RESOLVED**:

The Overview and Scrutiny Committee recommended a change to:

- v) Increasing the garden waste subscription charge from £49 to £52 per year from April 2023, and to increase the uptake of this service.

The Committee then **NOTED** the content of the Revenue Budget Proposals report for 2023/24:

- i) An increase in Council Tax for 2023/24 of £7.37 (a 2.99% increase) (This would equate to a Band D council tax of £254.00 for 2023/24, which is an increase of 14 pence per week or £7.37 per year);
- ii) The financial pressures shown in Appendix A of £1,928,800;
- iii) The net contributions to/(from) Earmarked Reserves of £(45,567) as shown in Appendix A, including the proposed use of £150,000 from the Business Rates Retention Earmarked Reserve as set out in 3.17 of the report;
- iv) The use of £150,000 of New Homes Bonus funding in 2023/24 to fund the Revenue Base Budget as set out in 3.23 of the report, v) The savings of £1,110,500 as shown in Appendix A;
- v) *Increasing the garden waste subscription charge to £49 per year from April 2023, as set out in Appendix F (see above).*
- vi) The proposed Capital Programme Proposals for 2023/24 of £910,000 and the proposed financing of the Capital Programme as set out in Appendix D (being £700,000 from the Better Care Fund funding from Devon County Council, £160,000 from NHB funding and £50,000 revenue funding from the Vehicles and Plant Earmarked Reserve).
- vii) That Unearmarked Reserves should continue to have a minimum level of £900,000 (as set in the Medium Term Financial Strategy in

September 2022), but an operating level of a minimum of £1.25million.

***O&S 50/22 Performance Report**

The Lead Member for Resources and Performance reported that the Council reports on performance in a number of ways as set out in the performance management framework. This report updates members on performance at the second tier – Service Level Performance.

In response to questions raised, it was reported that:

- They were working through enforcement cases with a new enforcement team. Historic enforcement cases however take up time and resources and were ascertaining whether it was cost effective to pursue;
- They were now accurately reporting missed bins;
- Changes had been to the way calls are dealt with in revs and bens;
- They deal with complaints on a weekly basis and moving forward look at how internal complaints are dealt with;
- It was envisaged that the Committee would receive the Performance Report twice a year.

It was then **RESOLVED**, that the Committee noted:

1. the new suite of Key Performance Indicators (KPIs), present performance and proposals for improvement where detailed, and
2. that further KPIs, presently under development, will be provided at the next six-monthly update.

***O&S 51/22 TASK AND FINISH GROUP UPDATES (IF ANY)**

An update on the Member Induction was provided and it was reported that:

Pre-Election:

- An all Member Briefing has been arranged on the new Voter ID requirements on 21 February 2023;
- A Prospective Candidates Evening arranged for the evening of Monday 6 March 2023;
- In discussions with Communications regarding the launch of a campaign to promote the candidates evening and standing to be a Borough Cllr.

Post-Election:

- Feedback has been received from all appointed T+F Group Members and incorporated into the latest draft Member Induction Programme for post 4 May;
- The Kings Coronation on 6 May (the day after the Count on 5 May) has led to an additional Bank Holiday Monday on 8 May. It is proposed that the first Induction Day will be on 9 May. The T+F Group has asked that all potential candidates to avoid booking holidays between the formal sign in day on 9 May and the Annual Council meeting on 30 May;

- The Programme will be run alongside the equivalent Programme at South Hams DC and will include provision for certain 'generic' matters (e.g. Health and Safety and Safeguarding) to be carried out jointly. The T+F Group recognises that the Programme should be a blend between face-to-face and remote sessions;
- In developing the Programme want to enabling Members to 'hit the ground running' without providing them with too much information that they simply cannot absorb.'

It was then **RESOLVED** that the Committee note the Member Induction Programme Review update.

***O&S 52/22 DRAFT O&S ANNUAL WORK PROGRAMME 2022/23**

The draft proposal for the work programme was reviewed. The following amendments to the work programme were agreed as follows:

- The Draft EV Strategy Plan to be scheduled for February;
- To ascertain if a police officer is available to attend the CSP item in February.

***O&S 53/22 MEMBER LEARNING AND DEVELOPMENT OPPORTUNITIES ARISING FROM THIS MEETING**

There were no learning and development opportunities identified from this meeting.

(The meeting terminated at 16.22 pm)

Chairman

PUBLIC FORUM PROCEDURES

(a) General

Members of the public may raise issues and ask questions at meetings of the Overview and Scrutiny Committee. This session will last for up to fifteen minutes at the beginning of each meeting, with any individual speaker having a maximum of three minutes to address the Committee.

(b) Notice of Questions

An issue or question may only be raised by a member of the public provided that they have given written notice (which may be by electronic mail) to Darryl White (darryl.white@swdevon.gov.uk) by 5.00pm on the Thursday, prior to the relevant meeting.

(c) Scope of Questions

An issue may be rejected by the Monitoring Officer if:

- it relates to a matter within the functions of the Planning and Licensing Committee;
- it is not about a matter for which the local authority has a responsibility or which affects the district;
- it is offensive, frivolous or defamatory;
- it is substantially the same as a question which has previously been put in the past six months; or
- it requires the disclosure of confidential or exempt information.

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Report to: **Overview and Scrutiny Committee**

Date: **Tuesday 14th February 2023**

Title: **South Devon and Dartmoor Community Safety Partnership**

Portfolio Area: **Customer First**

Wards Affected: **All**

Relevant Scrutiny Committee: N/A

Urgent Decision: **N** Approval and clearance obtained: **Y / N**

Date next steps can be taken:
(e.g. referral on of recommendation or implementation of substantive decision)

Author: **Rebecca Hewitt/Claire Birch** Role: **Chair, Community Safety Partnership/Community Safety Specialist South Devon and Dartmoor Community Safety Partnership**

Contact: Rebecca.hewitt@teignbridge.gov.uk
Claire.birch@swdevon.gov.uk

Recommendations:

- 1. That the Committee identifies any issues to be raised at the next Community Safety Partnership meeting**

1. Executive summary

The purpose of this report is to provide Members with the opportunity to scrutinise the work of the South Devon and Dartmoor Community Safety Partnership (CSP).

2. Background

The CSP operates across Teignbridge, South Hams and West Devon and is a statutory partnership.

The CSP works collaboratively across Devon and the Peninsula to tackle issues such as child sexual exploitation, modern slavery, drug misuse, prejudice related crime, preventing violent extremism and domestic violence and abuse.

The CSP delivers activity against a wide range of statutory legislation which continues to expand with the introduction of the Serious Violence Duty. The Home Office are currently undertaking a review of Community Safety Partnerships.

3. Outcomes/outputs

The CSP sets its priorities each March, with all partners using information from the Devon Strategic Assessment and also the Police and Crime Plan. The CSP also responds to emerging risks. CSP Staff attend fortnightly tactical meetings with Police.

The focus of the CSP is addressing areas where risk of harm is the most significant for our communities. A significant priority for the CSP has been violence prevention and tackling violence against women and girls.

The outcomes of the CSP are monitored at each CSP meeting through the Local Delivery Plan (LDP).

In 2022/23 the CSP received a £12,000 grant of violence reduction funding from the OPCC. This funding plan is developed alongside the Local Delivery Plan.

KEY ACHIEVEMENTS

3.1 Achievements across the whole of South Devon and Dartmoor area

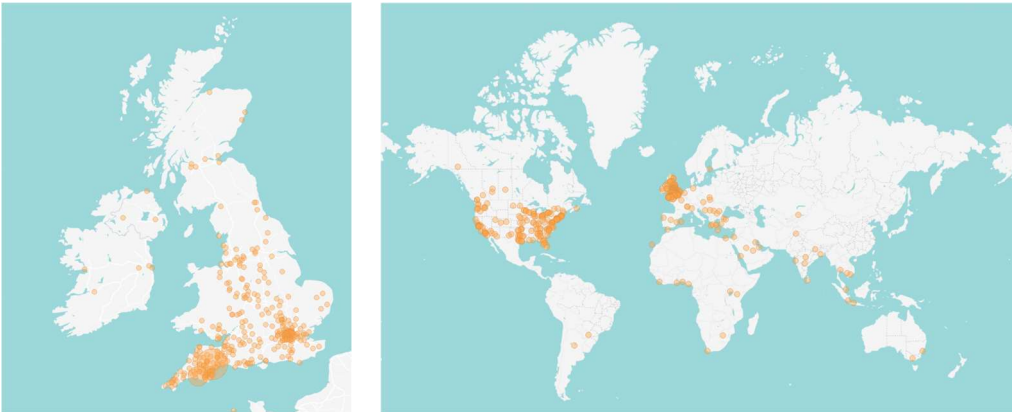
Priority	Activity
Sexual Violence, Domestic Violence and Abuse (SVDVA)	<ul style="list-style-type: none">Established a Violence Prevention and Violence Against Women and Girls sub group.Quarterly SVDVA forums are convened with a range of partners and are well attended by all. Presentations have been given including a presentation about Stalking,

	<ul style="list-style-type: none"> • Engagement in Domestic Homicide Reviews, no Domestic Homicide reviews have been undertaken in South Hams during the reporting period. • Regular engagement with South Devon MARAC (Multi Agency Risk Abuse Conference) to create safety planning for those experiencing domestic abuse in South Devon. • CSP staff are part of the Devon Domestic Abuse Partnership. • Supporting delivery of a pilot project to provide support to couples experiencing violence within their relationships. • 9 performances of the “Unacceptable” production were delivered to approximately 1600 young people to address misogyny.
Exploitation	<ul style="list-style-type: none"> • Attendance at the Devon Anti-Slavery Partnership. • Attendance at the Devon and Torbay Prevent Partnership. • Continuing to promote the Exploitation Prevention Toolkit. • Promotion of the Partnership Information Sharing Form. • Engagement with the Adolescent Safety Framework to safeguard individuals and communities from risk of exploitation and harm. • Supporting case management through Channel for individuals who are vulnerable to radicalisation. • Attendance at the Devon children and families partnership exploitation sub group. • Dangerous drugs and county lines awareness session was offered to schools and governors with 30 people attending and very positive feedback
Drug and Alcohol Misuse	<ul style="list-style-type: none"> • Increased awareness of drugs and alcohol issues within a wide range of organisations through county lines awareness raising. • Engagement with Devon strategic group to develop response from governments from Harm to Hope strategy. • Developed protocol for licensed premises to safely dispose of any drugs found.

<p>Changes in Youth Culture / Youth Gang Activity</p>	<ul style="list-style-type: none"> • Following conversations with schools concerns were raised about vaping, information was gathered by the CSP from schools across the area and was presented to public health and wider partners resulting in national media attention and a change in commissioning of services. • Engagement with the Adolescent Safety Framework which reviews contextual safeguarding risks in the individual, peer and school context. • Members of Devon Youth Crime Prevention Partnership. • Let's Talk Program (more details below). • Regular meetings with safeguarding leads at secondary schools to discuss community safety issues. • Regular care homes with staff from childrens care homes. • Continue to lobby around resources needed to address childrens poor mental health.
<p>ASB</p>	<ul style="list-style-type: none"> • Produced multi agency response to addressing neighbour disputes to manage demand and public expectations. • In partnership with Dartmoor National Park and the police we developed a working protocol for addressing ASB and the ability to issue community protection warning notices if education fails. • Reviewed recommendations from the Office of the Police Crime Commissioner in relation to community trigger review which now involve the complainant more actively.
<p>Overarching work</p>	<ul style="list-style-type: none"> • Training was delivered on 24th January by probation on opportunities to engage with the community payback scheme. • On Wednesday 23rd March 2022 the annual CSP Forum took place via Teams and was attended by 90 people representing 30 different organisations. • Engaged with the development of the Community Mental Health Framework. • Active members of the Safe Devon Partnership.

3.2 Let's Talk

- Developed the Let's Talk project which aims to provide awareness, tips and techniques for parents and carers of children cover a range of community safety issues.
- Developed a toolkit for parents which we delivered through three, hour long sessions over Teams.
- This project has so far been a resounding success with 2497 engagements to date and 99% of attendees saying they would recommend this course to others.
- For the first time the CSP has used paid advertising to promote the sessions and as can be seen from the maps below this project has seen significant interest from across the world.



- 86% of attendees felt better able to support their young people, with a further 12% they maybe.
- We have been overwhelmed by the feedback from parents and carers attending the training.

"The work you are doing is VITALLY important. I have been feeling so alone and isolated as a single parent. This has made me feel supported in just an hr and a half."

*"The session was amazing. It's been so hard throughout the pandemic to support my three teenagers as there's been so much uncertainty for them. There's so little for parents and the world our teenagers are growing up in now is very different to the world that we did. **These sessions are so needed to help us as parents,** so thank you."*

*"This has been the best online service I have ever been on...thank you. **worth every minute** of our time and yours."*

"Thank you for organising these insightful events. I thought I was already quite informed due to my job role, however, I learnt a lot from this event."

- The latest series of events have been funded jointly by all CSPs in Devon whilst being run by our CSP. Plymouth and Cornwall CSPs are delivering sessions through our CSP in February and March.
- Due to the success of the project we will be bringing partners together in March to see how we can further develop the initiative.

3.3 Additional achievements specific to West Devon

- The CSP has been engaged in Channel Panel multi-agency meetings around individuals where there is concern that they may be vulnerable to radicalisation.
- The CSP has been working closely over the past year with Inspector Mike Warriner and look forward to working with our new Police Inspector for West Devon, Inspector Chris Conway.
- Regular Tavistock and Okehampton matters meetings have taken place included elected members and police. These meetings are being expanded to become West Devon North and West Devon South meetings with the new Police Inspector.

3.4 Achievements in Anti-Social Behaviour – West Devon

This report covers the period 1st October 2021 to 30th September 2022

John Ward, the ASB Officer continues to chair a monthly ASB meeting, which is regularly attended by Police, Registered Social Landlords, South Hams District Council and Community Mental Health Team. At this meeting individuals causing anti-social behaviour are discussed, together with vulnerable adults. As a snap shot the meeting in October 2021 one vulnerable adult was discussed and two individuals causing ASB. In September 2022 two vulnerable Adults were discussed and one individual causing ASB. The purpose of discussing vulnerable adults is to ensure that the adult is accessing all available services and support. The reason for discussing the adults causing the ASB is to jointly develop interventions to address the behaviour.

Over the year period of this report 36 individuals were referred into the ASB escalation process. This is a 12% increase compared to the same period the previous year. Of these referrals 33 came from the Police, across the whole area. Three came from partner agencies. These referrals resulted in 18 ASB first stage letters being sent to adults. Seven ASB first stage youth letters sent. Ten second stage ASB letters were sent, all concerning youth behaviour. These youths were also referred onto Youth Justice Services. One Community Protection Warning letter was issued. The first stage ASB letters are sent out directly by the Police Neighbourhood Teams at Tavistock and Okehampton.

The Community Protection Warning letter was escalated to a full Community Protection Notice (CPN). This concerned a male who was a LiveWest tenant. This was further escalated to the male receiving a Fixed Penalty Notice for breaching the CPN. This male has been offered help and support from drug and alcohol services. One Acceptable Behaviour Contract was signed and was supported by LiveWest, Tavistock Neighbourhood Policing Team, and SHDC.

There has been one Community Trigger activation. This revolved around a neighbourhood dispute in Tavistock. The case involved the Police and Environmental Health at West Devon Borough Council. Due to the involvement of John Ward the review meeting was chaired by Gary Wilson the ASB Officer at Teignbridge District Council. Further actions were recommended and have since been carried out.

One Criminal Behaviour Order was obtained by the Neighbourhood Team which was in relation to a resident who was abusing the 999 system. An Anti-Social Behaviour Injunction has recently been obtained by the Neighbourhood Policing Team concerning the behaviour of a male sleeping rough in the area. This follows joint working with both the Police and WDBC. This male has taken up a lot of resources of both the Police and WDBC and in particular the council homeless officer. This male has been offered the help and support of drug and alcohol services. At present the homeless officer is seeking to make a very necessary referral to Mental Health Services.

4. Options available and consideration of risk

The CSP continues to be intelligence led and directed by the findings of the Devon Strategic Assessment. This document guides the CSP to understand the threat, risk and harm that our communities face. From a day-to-day basis engagement with partner agencies ensures that risk is dynamically managed.

5. Proposed Way Forward

Members consider the report and any issues be taken to the next CSP meeting which will be taking place on Wednesday 25th January 2023.

6. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance		The Council is required by section 19 of the Police and Justice Act 2006 to have a committee with

		power to review or scrutinise decisions made, or other action taken, in connection with the discharge by those authorities responsible for crime and disorder strategies of their crime and disorder functions. The Committee undertakes that role.
Financial		2022/23 income to the CSP included a £12,000 grant of violence reduction funding from the Police Crime Commissioner. The staff costs of West Devon Borough Council contribution to Community Safety Partnership and Anti-Social Behaviour in 2022/23 was £16,679.00.
Risk		Members consider the report and any risks be taken to the next CSP meeting.
Supporting Corporate Strategy		Communities, Wellbeing and Homes
Climate Change – Carbon / Biodiversity Impact		No direct carbon/biodiversity impact arising from the recommendations
Comprehensive Impact Assessment Implications		
Equality and Diversity		The CSP addresses issues including hate crime and specific crimes relating to vulnerable members of the community such as exploitation.
Safeguarding		CSP staff engage in a number of safeguarding forums and promote effective safeguarding practice in their work. This links to internal Council safeguarding. The Community Safety Specialist also has a Safeguarding role at WDBC.
Community Safety, Crime and Disorder		The report details the many implications on Community Safety of West Devon Borough Council’s engagement in the CSP.
Health, Safety and Wellbeing		The CSP works closely with public health and other partners on health and wellbeing issues including alcohol, licensing and mental health.
Other implications		

Process checklist	Completed
Portfolio Holder briefed	Yes/No
SLT Rep briefed	Yes/No
Relevant Exec Director sign off (draft)	Yes/No
Data protection issues considered	Yes/No

If exempt information, public (part 1) report also drafted. (Cabinet/Scrutiny)	Yes/No
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Report to: **Overview and Scrutiny Committee**
Date: **14 February 2023**
Title: **A Plan for West Devon Thematic Update: Community Wellbeing**
Portfolio Area: **Cllr Tony Leech**
Lead Member for Community Wellbeing
Wards Affected: **All**
Urgent Decision: **N** Approval and clearance obtained: **N**

Date next steps can be taken:

Author: **Ian Luscombe** Role: **Head of Environmental Health and Licencing**

Contact: Ian.Luscombe@swdevon.gov.uk

RECOMMENDATION:

That Overview and Scrutiny Committee note the progress in delivering against the Plan for West Devon 'Community Wellbeing' Thematic Delivery Plan.

1. Executive summary

- 1.1 The Council adopted the Plan for West Devon in September 2021, alongside detailed Thematic Delivery Plans for each priority area.
- 1.2 This report provides the second thematic update on the Community Wellbeing strand of the Plan for West Devon.

2. Thematic Update Report

- 2.1 The Performance Management Framework included with the Plan for West Devon strategy commits that Overview and Scrutiny will receive a thematic update at each meeting in order to consider the progress against the agreed Thematic Delivery Plans.
- 2.2 The Community Wellbeing Thematic Update report is set out as Appendix A to this report.

3. Next Steps

3.1 Progress against the Thematic Delivery Plan will continue to be regularly monitored by the Hub Lead for Community Wellbeing through monthly meetings with the lead officer.

Highlights continue to be provided in the quarterly Integrated Performance Management Report considered by the Hub.

3.2 Following consideration by Overview and Scrutiny, the progress report will be published on the Councils strategy reporting pages <https://westdevon.gov.uk/plan-for-west-devon> as a public record of progress.

4. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance		Providing performance updates in respect of our strategic priorities contributes to Principle F of the CIPFA Delivering Good Governance in Local Government Framework. This principle is about managing risks and performance through robust internal control and strong public financial management.
Financial implications to include reference to value for money		This report does provide updates in respect of financial information but does not make any recommendations or lead to any financial implications not considered by other committees.
Risk		The thematic update report considers the key risks for the Council in delivering each action within the Plan for West Devon delivery plan.
Supporting Corporate Strategy		Community Wellbeing
Climate Change - Carbon / Biodiversity Impact		
Comprehensive Impact Assessment Implications		
Equality and Diversity		No direct implications

Safeguarding		No direct implications
Community Safety, Crime and Disorder		No direct implications
Health, Safety and Wellbeing		No direct implications
Other implications		

Supporting Information

Appendices:

Appendix A – Thematic Update Community Wellbeing

Background Papers:

None

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Community Wellbeing

Thematic Progress Update

14th February 2023



Lead Member Introduction

This update report sets out the progress the Council has made in achieving the key actions set out in the thematic delivery plan and I'm pleased that significant progress has been made across this theme area.



Cllr Tony Leech

Lead Member for enhancing community wellbeing

The Cost of Living crisis has required the Council to divert resources away from longer term objectives to focus upon supporting our communities to deal with the more immediate need by delivering Central Government grants and benefits locally. We are now able to re-focus on those long term projects to understand how we can best support our communities to continue to help themselves.

The work on delivering the outcomes set out in our playing pitch strategy demonstrates what a positive benefit the Council can bring to local communities through supporting existing sporting activity and the grants given out to youth services how we can enhance the benefits that they provide to our young people.

Over the coming pages, we set out more in-depth update for each action along with the wider benefits to our communities.

Tony Leech

Cllr Tony Leech

Lead Member for Community Wellbeing

7 Activities on Track and within budget	0 Activities requiring additional intervention or have uncertainties that require managing	0 Activities off track with no current clear plan to resolve	0 Not yet due to start
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Action CW1.1 – Co-ordinating partners to deliver a targeted rural poverty pilot**Key Highlights**

The Pilot Project had been overtaken by the cost-of-living response that has focussed the Councils resources on providing immediate measures to deal with households effected by the cost of living across all of West Devon. We have now employed a Public Health Officer, using external grant funding to focus on this project over the next 12 months. The success of our work will be difficult to measure in the short term but will inform the Councils approach to wider community engagement. The data we have gathered so far suggests that young people are particularly effected by poverty in the area, for example this creates barriers to good health and education. We need to bare in mind that this is a pilot project with the aim of understanding communities better and identifying the best way of supporting communities to deal with issues of rural poverty.

Key Risks / Issues

Dealing with rural poverty by identifying and reducing health inequalities requires a long term approach, supporting existing community assets and working with partners to identify need and provide resources to fill that need.

Looking ahead to the next 6 months

- We will engage with the members of the community, with a focus on young people, to understand better the effects of rural poverty and what barriers that presents to young people. We can then work with partners to support the existing community infrastructure to deal more effectively with the identified need

What difference will this make?

- **This may have the short-term effect of providing additional resources in the area for people to use. We have seen this in action with the cost-of-living support grants the Council has administered. In the longer term it will build co-operation and understanding between the Council and the Community. This will put the community at the heart of what we do.**

Overall Rating**GREEN – on track****Action CW1.2 – Launch a short-term grant scheme for the voluntary sector to implement projects supporting Health and Wellbeing****Key Highlights and benefits**

The Council is now receiving the impact reports from grants that were awarded funding in March 2022. We will develop a summary of these when all received.

We have also now awarded funding through our Cost of Living Winter Wellbeing scheme which has seen us award funds to 18 schemes across the Borough responding to the Cost of Living. This includes providing warm spaces, hot meal clubs and similar schemes.

Key Risks / Issues

- Short term grant offerings do not allow community groups to plan for the longer term – we continue to signpost to CVS for support around future sustainability.

Looking ahead to the next 6 months

- Include summary of community schemes supported for Health and Wellbeing within the Annual Report of the Council.
- Monitor impact of the 18 additional schemes supported through Cost of Living response

What difference will this make?

- Providing grant funding for community schemes means that some new schemes have been able to get projects off the ground to support some of our most vulnerable residents.

Overall Rating**GREEN – ON TRACK**

Action CW1.3 – Delivery of projects to enable residents to continue to live safely within their homes

Key Highlights

We have continued to deliver housing adaptations such as disabled facilities grants to ensure that people are safe and able to live longer in their own homes.

Key Risks / Issues

We have recently agreed changes to our policy to enable more work to be carried out more quickly by reducing the administrative burden of means testing on some disabled facilities grants. This will enable us to process grants more quickly and therefore be able to provide our customers with the adaptations they need faster.

Looking ahead to the next 6 months

- We will continue to make best use of our Better Care Funding

What difference will this make?

Keeping people safe and able to live in their own homes for longer is of clear benefit to our communities but also benefits health services by reducing demand on them. Disabled adaptations may also facilitate transfer of care of hospital patients back to their own homes.

Overall Rating GREEN – ON TRACK

Action CW1.4 – Development of a new playing pitch strategy

Key Highlights

The new playing Pitch strategy was completed in 2022. We are now delivering the action plan to work with the National Governing Bodies of Sport

Key Risks / Issues

The key component of the delivery plan is the action plans . They are specific to areas . Some notable projects are;

- Tavistock AFC,
- Tavistock Athletics Club,
- Tavistock Cricket Club,
- Tavistock Cricket Club
- Tavistock Rugby Club
- Tavistock Tennis Club
- Tavistock Golf Club
- Tavistock Hockley Club.
- Replacement skate park
- Bannawell Street play area

Okehampton – Oke Town Council and OCRA are undertaking a local consultation for a sports plan for Okehampton that will allocate funding (approx. 200k) to those projects

- Continue to develop and deliver the projects identified in the Plan

What difference will this make?

Overall Rating GREEN – ON TRACK



Action CW1.5 – Provision of high-quality and accessible leisure services

Key Highlights

The Council will receive Fusions review of the 2022 service in the Borough in Feb and this will be reported in the March Overview and Scrutiny meeting.

Key Risks / Issues

Looking ahead to the next 6 months

What difference will this make?

Overall Rating GREEN – ON TRACK

Action CW1.6 – Support delivery of mental health support and outreach for young people

Key Highlights

We provided grant support for Tavistock Youth Cafe and for Room 13 in Okehampton. Furthermore we've commissioned some support for schools within the area where mental health professionals deliver assemblies.

Key Risks / Issues

They delivered;

Positive outcomes:

- Relief from boredom, preventing Anti-Social Behaviour
- Socializing with others
- Access to youth workers and more opportunities to get involved with future Youth Café activities
- Food for young people
- Keeping vulnerable young people in site
- Offering a safe space for young people who feel intimidated by others

Looking ahead to the next 6 months

What difference will this make?

Overall Rating GREEN – ON TRACK

Action CW1.7 – Work with Devon County Council to develop a joined up approach to mental health and wellbeing

Key Highlights

This work area has required Officers to investigate what's already in place with partner organisations and what role WDBC can play in this. We will then review our internal processes for referral of customers where support may be required.

Key Risks / Issues

The Mental Health provision in Devon has been evolving since our strategy was agreed with the formation of the Integrated Care System (ICS). The NHS Devon Partnership now have a directory of services in place that describes what help is available; <https://www.dpt.nhs.uk/our-services> We are also supporting work with children's mental health in the primary schools.

Looking ahead to the next 6 months



We will review our approach to mental health referrals and ensure that they are linked into the current model of service provision.

What difference will this make?

Staff and Members will have a better understanding of mental health support available and how to access it on behalf of our customers.

Overall Rating GREEN – ON TRACK

This update will be considered by the West Devon Borough Council Overview and Scrutiny Committee at their meeting on 14 February 2023 .

You can view the meeting by visiting our  **YouTube** channel:

<https://www.youtube.com/channel/UCDZEXV47SxBpXUDR6qbhtiA>

You can find out more about A Plan for West Devon by visiting

www.westdevon.gov.uk/plan-for-west-devon



Report to: **Overview and Scrutiny Committee**
Date: **14 February 2023**
Title: **A Plan for West Devon Thematic Update: Thriving Economy**
Portfolio Area: **Cllr Peter Crozier**
Lead Member Economy
Wards Affected: **All**
Urgent Decision: **N** Approval and clearance obtained: **N**

Date next steps can be taken:

Author: **Chris Shears** Role: **Head of Economy and Place**

Contact: Chris.Shears@swdevon.gov.uk

RECOMMENDATION:

That Overview and Scrutiny Committee note the progress in delivering against the Plan for West Devon 'Thriving Economy' Thematic Delivery Plan.

1. Executive summary

- 1.1 The Council adopted the Plan for West Devon in September 2021, alongside detailed Thematic Delivery Plans for each priority area.
- 1.2 This report provides the second thematic update on the Thriving Economy strand of the Plan for West Devon.

2. Thematic Update Report

- 2.1 The Performance Management Framework included with the Plan for West Devon strategy commits that Overview and Scrutiny will receive a thematic update at each meeting in order to consider the progress against the agreed Thematic Delivery Plans.
- 2.2 The Thriving Economy Thematic Update report is set out as Appendix A to this report.

3. Next Steps

3.1 Progress against the Thematic Delivery Plan will continue to be regularly monitored by the Hub Lead for Thriving Economy through monthly meetings with the lead officer.

Highlights continue to be provided in the quarterly Integrated Performance Management Report considered by the Hub.

3.2 Following consideration by Overview and Scrutiny, the progress report will be published on the Councils strategy reporting pages <https://westdevon.gov.uk/plan-for-west-devon> as a public record of progress.

4. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance		Providing performance updates in respect of our strategic priorities contributes to Principle F of the CIPFA Delivering Good Governance in Local Government Framework. This principle is about managing risks and performance through robust internal control and strong public financial management.
Financial implications to include reference to value for money		This report does provide updates in respect of financial information but does not make any recommendations or lead to any financial implications not considered by other committees.
Risk		The thematic update report considers the key risks for the Council in delivering each action within the Plan for West Devon delivery plan.
Supporting Corporate Strategy		Thriving Economy
Climate Change - Carbon / Biodiversity Impact		
Comprehensive Impact Assessment Implications		
Equality and Diversity		No direct implications

Safeguarding		No direct implications
Community Safety, Crime and Disorder		No direct implications
Health, Safety and Wellbeing		No direct implications
Other implications		

Supporting Information

Appendices:

Appendix A – Thriving Economy Thematic Update

Background Papers:

None

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Report to: **Overview and Scrutiny Committee**

Date: **14th February 2023**

Title: **EV Strategy**

Portfolio Area: **Cllr Lucy Wood**
Natural Environment

Wards Affected: **All**

Urgent Decision: **N** Approval and clearance obtained: **Y**

Date next steps can be taken:

Author: **Adam Williams** Role: **Climate Change Specialist**

Contact: **adam.williams@swdevon.gov.uk**

RECOMMENDATION:

That the Overview and Scrutiny Committee recommend the content of the draft EV Strategy to the Hub Committee and that officers be requested to undertake a public consultation in line with the Council's Consultation and Engagement Strategy.

1. Executive Summary

- 1.1 The Council adopted 'A Plan for West Devon' in September 2021.
- 1.2 Action NE1.2 commits the council to developing and adopting an EV Strategy.

2. Background

- 2.1. The need for an EV Strategy stems from our need to adequately plan for both our own fleet transition and also to help the borough adapt to rising levels of EV ownership.
- 2.2. A key barrier to the uptake of EVs is the availability of suitable charging infrastructure. The EV strategy reviews the policy context and provides a summary of current and forecast EV uptake obtained from the Devon County Council Draft EV Strategy, which was out for Consultation in November and December 2022.
- 2.3. A forecast of future EV uptake shows that by 2033, EVs are expected to account for most of the vehicles in Devon for the first time. In West Devon it is expected that EV ownership will make up around 61% of the overall vehicle numbers by 2035.
- 2.4. In terms of EV Chargepoint provision (EVCP), it is expected the private sector will deliver a large proportion of charging infrastructure as EV ownership increases. This will largely occur in off-street locations with a higher level of private ownership, due in part to delivery issues over on street EVCPs and the benefits of working in partnership with major chains including sites that provide attractive waiting facilities / amenities.
- 2.5. Our role will be to work with other authorities, in particular DCC, to help deliver charging in less viable locations and on street, which are challenging to deliver on a commercial basis and therefore provided through grant funding, such as the new Government fund, the Local Electric Vehicle Infrastructure fund.
- 2.6. The Draft Devon EV Strategy includes recommendations that will require co-ordination with partners, some of these are;
 - Fill the gaps in the private sector residential provision
 - Provide on-street residential chargers
 - Test on-street residential pavement gullies
 - Deliver off-street residential hubs
 - Leverage scale through Devon-wide funding applications and procurement
 - Lead on local district co-ordination
- 2.7. For instance, a key area of action for WDBC will be to help build a portfolio of sites, so that the less desirable EV charging sites are packaged up with sites that are more desirable to

charge point operators. This will be to ensure less desirable areas are not left behind.

2.8. Whilst the private sector will provide an increasing number of chargers, forecasts by Devon County Council indicate that public intervention is needed for a proportion of Devon’s EVCPs to meet demand.

2.9. The West Devon EV Strategy has been produced to align with Devon County Councils Emerging EV strategy to demonstrate how West Devon Borough Council will contribute to delivery. It includes actions around mobility in general and around our fleet decarbonisation.

2.10. The EV Strategy proposes a 2023 to 2025 timeframe due to the rapidly changing landscape around EV’s and charging technology. A review will take place in 2025.

3. Proposed Way Forward

3.1. It is proposed that the Overview and Scrutiny committee recommend the vision, aims and actions to Hub Committee and that a public consultation is conducted before it is then adopted as an interim strategy. The interim EV Strategy will then be reviewed upon receipt of the final Devon County Council EV Strategy to ensure alignment of actions remain.

4. Implications

Implications	Relevant to proposals Y/N	Details and proposed measures to address
Legal/Governance	Y	This report includes an overview of process in developing the strategy.
Financial implications to include reference to value for money	Y	There are no financial implications as part of this report. The workstreams that will develop out from the action plan will either be resourced internally or funding applications made to support new EV charging infrastructure
Consultation	Y	A Consultation has not been conducted yet, but is planned to be undertaken before formal adoption.

Risk	Y	None
Supporting Corporate Strategy	Y	This report relates to action NE1.2 of A Plan for West Devon
Climate Change - Carbon / Biodiversity Impact	Y	This report provides an update on the development of an EV strategy which aims to increase the uptake of EV's in the area, thereby helping to reduce transport emissions
Comprehensive Impact Assessment Implications		
Equality and Diversity		None as a direct implication of this report
Safeguarding		None as a direct implication of this report
Community Safety, Crime and Disorder		None as a direct implication of this report
Health, Safety and Wellbeing		None as a direct implication of this report
Other implications		

Supporting Information

Appendices:

Appendix A – Draft EV Strategy



West Devon Borough Council

Electric Vehicle Strategy 2023–2025

January 2023



West Devon
Borough Council



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Introduction

West Devon Borough Council declared a Climate and Biodiversity Emergency in May 2019. Following this a Climate Change and Biodiversity Strategy was adopted in December 2020.

The Council has committed to the following aims:

- ◆ That the Council aim to reduce its organisational carbon emissions to net-zero by 2030;
- ◆ That the Council commit to working with partners through the Devon Climate Emergency Response Group to aim to reduce the Borough of West Devon's carbon emissions to net-zero by 2050 at the latest;
- ◆ That the Council aim for a 10% Biodiversity Net Gain in the habitat value of its green and wooded public open space by 2025.



Growing
our natural environment

As a proportion of overall, **Transport emissions account for around 27% of all emissions** in West Devon and as opposed to other sectors, hasn't seen much of a reduction. The Council's Climate and Biodiversity Strategy recognises that **a reduction in total vehicle miles travelled and electrification of surface transport is needed** to meet both climate and air quality goals, and that Electric Vehicle (EV) charging infrastructure in West Devon needs to scale up significantly. However, for certain activities and particularly in rural areas of West Devon with limited public transport provision, cars and vans are the most suitable means of transport. Replacing petrol and diesel vehicles with electric vehicles, alongside facilitating a modal shift in the better populated areas is a key part of our decarbonisation goals.

This is supported nationally through the Department for Transport's (DfT) Decarbonising Transport document July 2021, which sees increasing cycling, zero emission vehicles and accelerating maritime decarbonisation as key issues¹. Furthermore, the Office for Zero Emission Vehicle's (OZEV) Taking the Charge EV strategy launched in March 2022, which outline the government's plans for meeting targets to decarbonise transport and reduce reliance on fossil fuels. The Local Authority Toolkit, launched in April 2022, also offers additional evidence to support this, and highlights the synergies with other low carbon transport modes.

¹ Department for Transport. 2020. Transport Decarbonisation Plan. www.gov.uk/government/publications/transport-decarbonisation-plan

The UK Government has also introduced a ban on the sale of new petrol and diesel cars and vans from 2030. The ban will speed up the transition to EVs. By 2030 it is estimated that EVs could account for up to 30 percent² of all cars and vans in the UK.

According to the Department for Transport, the current transport system places wider costs on society:

- **Air pollution Costs** to health and social care could reach £5.3 billion by 2035.
- The Stern review estimated the **overall costs of unmitigated climate change** to be equivalent to 5–20% of global GDP each year £10bn.
- It's estimated that the **annual social cost of urban road noise** in England is £7 to 10 billion.
- **Health and obesity** – The UK-wide NHS costs attributable to overweight and obesity are projected to reach £9.7 billion by 2050.
- **Overall the current cost of the transport system** to society is £49.9bn with wider costs to society estimated to reach £49.9 billion per year.

² Energy Savings Trust. April 2020. Incorporating EV charge points into local planning policies for new developments report. <https://energysavingtrust.org.uk/wp-content/uploads/2020/10/EST0013-Local-Authority-Guidance-Document-Incorporating-chargepoints-into-local-planning-policies-WEB.pdf>

The Government see a clear role for Local Authorities for the roll out of EV chargers in particular through its EV strategy 'Taking charge: the electric vehicle infrastructure strategy'³ stating that local authorities are fundamental to successful chargepoint rollout, particularly for the deployment of widespread on-street charging. We are therefore ideally placed to identify the local charging needs of residents, fleets and visitors.

In order to demonstrate our commitment to the uptake and deployment of electric vehicles, this document sets out our vision and planned approach to EV and travel support. A two-year time horizon has been set for this EV strategy, covering 2023–25. This short time horizon allows the strategy to focus on what is currently known, the current funding streams on offer, what can be practically delivered, and for the EV market in the UK to mature. The strategy will be reviewed regularly to provide opportunity to reflect upon rapid technological and socio-economic change, with a refresh published in 2025.

³ HM Government, 2022. Taking charge: the electric vehicle infrastructure strategy. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

Scope of this Strategy

The scope of this Strategy is limited to vehicle charging with an element of transport decarbonisation through alternative electrically powered modes such as bikes.

We agree with the Committee for Climate Change in their view that zero emission cars and lorries cannot on their own meet all our climate goals or solve all our problems. However, we do need to influence this transition as an electrified transport fleet is a piece of puzzle, alongside reducing the need for trips to reduce congestion and provide safe alternatives to improve air quality, reduce noise and increase health and wellbeing. In essence, a rural solution to transport decarbonisation will involve combining public transport with more tailored on-demand and shared mobility services, including peer-to-peer and volunteer-based solutions.

With all that in mind, this electric vehicle strategy covers the following areas:

- Destination Charging
- Residential Charging
- EV and Charge Sharing
- E-bikes
- Council Fleet transition
- Charging at Council sites



The following is not included within the scope of this strategy:

- **Motorbikes** – There is currently low demand for e-motorbikes. Almost all e-motorcycles currently use 3-pin chargers and therefore no dedicated charging infrastructure is required.
- **Rail transport** – rail infrastructure is the responsibility of Network Rail. The Council has limited powers to influence the rail sector and its adoption of zero emission rail technology.
- **Heavy goods vehicles** – The adoption of zero emission vehicle technology will occur later than the period covered by this strategy. It is unclear at this time if electric or hydrogen will emerge as the primary energy source for powering freight vehicles.
- **Hydrogen power solutions** – The technology and vehicle availability of hydrogen powered solutions is not at a mature enough stage to be considered as part of this strategy. In addition, there is still emerging research in this area which indicates that the carbon reduction benefits of most hydrogen solutions is no better, or in some cases worse than current fossil fuel technology.
- **Active Travel** – Whilst this strategy will cover E-bikes, it is not a supplement to a full active travel strategy which will emerge as part of our Placemaking commitments through the Shared Prosperity Fund and work with Devon County Council as highway authority for the area.

Local Picture

The main challenges involved with rural transport are symptoms of a car-oriented road infrastructure which makes it unsafe to walk and cycle. Coupled with insufficient provision of public transport and a lack of critical mass for shared mobility and market-driven solutions⁴, the challenges around decarbonising rural transport are vast and well documented.

In relation to the transition to electric vehicles, West Devon faces very specific challenges and there is a risk that more rural locations are left behind. For instance, many private charging businesses require high turnover of users, which is why cities and service areas off motorways have seen the largest increase in charging availability. Furthermore, many of the more remote areas in the borough has issues around grid capacity, with some new EV connections requiring substation upgrades which can run into the tens of thousands of pounds. Equally, there is greater dependence on car travel, with longer trip distances than urban areas, providing a significant opportunity to reduce carbon emissions.

The number of EVs in West Devon is growing each year, with nearly eight times as many EVs registered compared to just four years ago. There are high levels of interest in EVs in the district, combined with high levels of potential tourist demand for EV charging infrastructure. A range of EV charging infrastructure projects are already underway to support and enable this growth.

⁴ UTIP, 2022. The rural mobility challenge for public transport: How combined mobility can help https://cms.uitp.org/wp/wp-content/uploads/2022/02/Knowledge-Brief-Rural-Mobility_FEB2022-web.pdf

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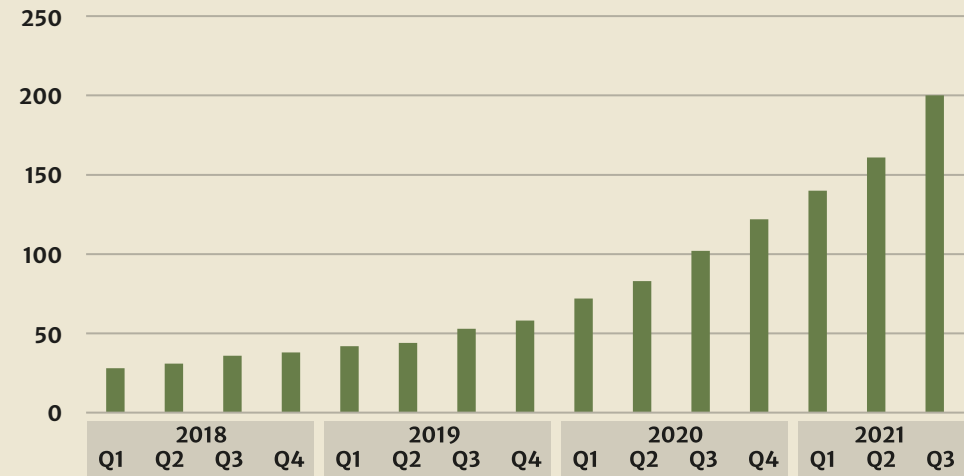
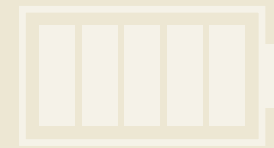


Figure 1: BEV's registered within West Devon between 2018 and 2021 (DVLA, 2021)



Figure 2: Distance Travelled to work in West Devon, working age population (Census, 2011)

The majority of emissions are generated by the most affluent citizens, both globally and at a local level. Across the UK, the highest income group has more than three times the household emissions of the lowest income group. **Figure 3** shows UK household emissions from different sources by income decile. It shows that the most affluent in society have by far the largest share of transport emissions, primarily because of increased travel distances both by car and aviation.

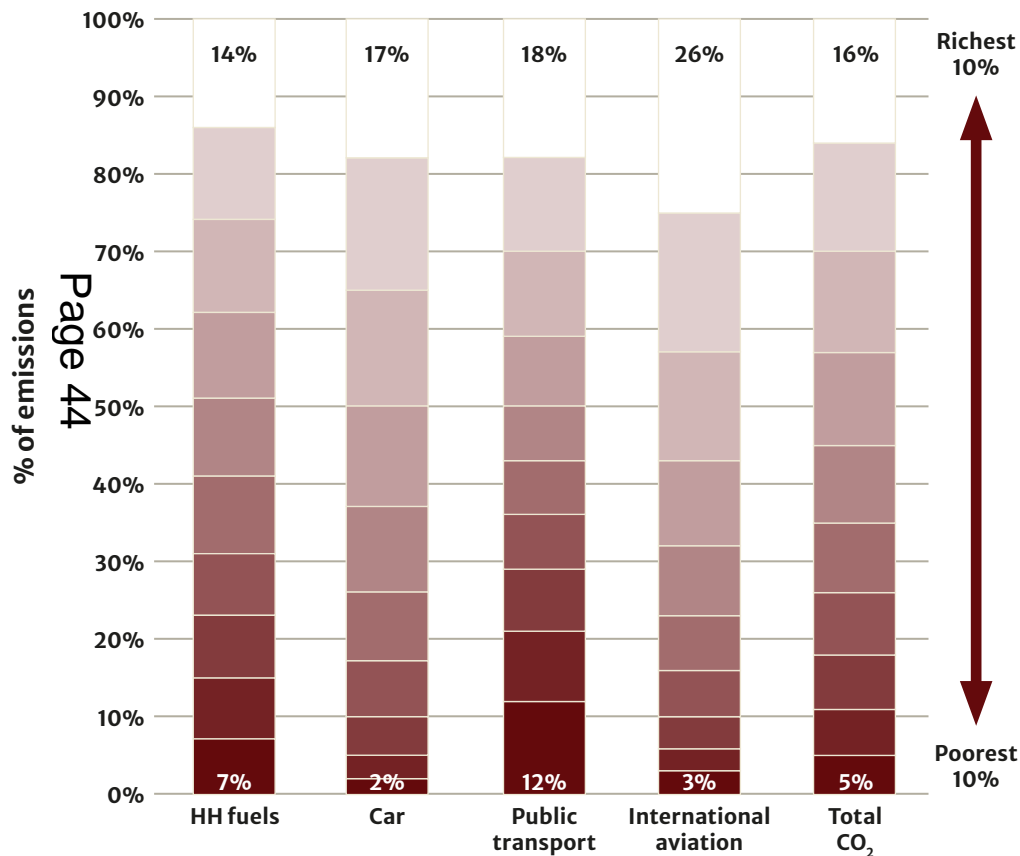


Figure 3: Percentage of UK household emissions from different travel sources by income decile – Source: CSE (2013)⁵

⁵ www.cse.org.uk/downloads/file/distribution_of_uk_carbon_emissions_implications_for_domestic_energy_policy.pdf

In order to effectively tackle transport emissions through electrification, the solutions need to be equitable, fair and seek to provide different options for different people according to their needs and circumstances. Part of this will be ensure the charging infrastructure is available for those either living in remote areas or unable to install charging points at their own home but also to facilitate the availability of different options such as e-bikes and car sharing.

Just by influencing domestic passenger transport and helping to facilitate a modal shift in transport, West Devon transport emissions have the potential to fall from near 200,000 tCO₂e down to 66,000 tCO₂e by 2050⁶ as demonstrated by **figure 4**.

To achieve this level of reduction, we would need to see 100% electric vehicles by 2050, a 25% reduction in trips per person per year by 2030 and the average modal use of cars, vans and motorbikes reduced from 74% to 38% by 2050.

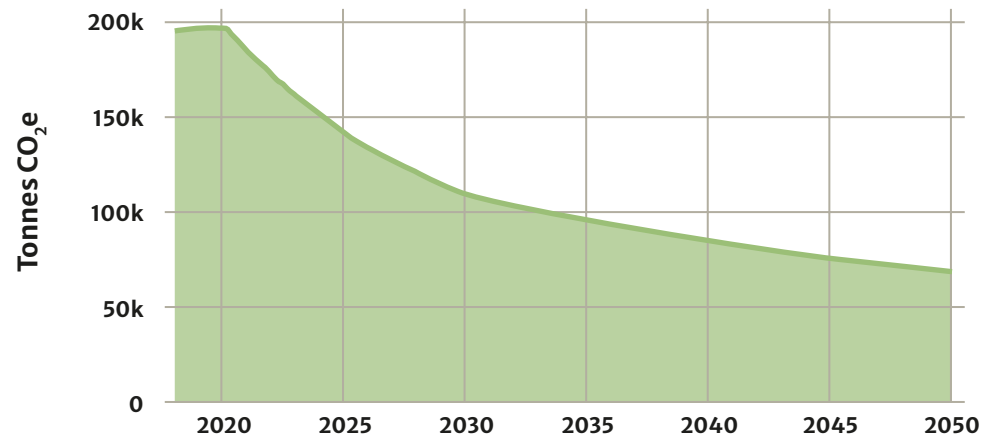


Figure 4: West Devon Transport emissions projections by influencing private transport (Anthesis Group, 2022)

⁶ Anthesis, SCATTER Tool, 2022. <https://scattercities.com>

Local Policy Context

This section presents a policy review, summarising relevant local policy. The West Devon Borough Council EV strategy should align with local policies and priorities.

Devon Carbon Plan

The Devon Carbon Plan describes Devon's net-zero vision, specific actions within the Devon Carbon are related to EV. It notes:

- T32.** Develop EV Charging Strategies to deploy the right chargers in the right place.
- T33.** Devon Climate Emergey (DCE) partners to use their assets to provide publicly-accessible EV charging and shared mobility infrastructure.
- T34.** DCE partners and organisations in the County to transition their fleets to Ultra Low Emission Vehicles.
- T35.** Accelerate the switch to Ultra Low Emission Vehicle taxis by placing requirements and incentives within the licensing process.



Devon County Council EV Strategy

The Devon County Council EV Strategy was out for public consultation in December 2022. The recommended actions involve co-ordination between authorities and DCC to increase the availability of charging in more challenging areas and to collaborate on funding bids through schemes such as LEVI (Local Electric Vehicle Infrastructure Fund). Some of the relevant actions read:

- 2c. Deliver off-street residential hubs** - DCC will identify where there are overlaps between areas of need and council or district owned assets to see if publicly-accessible charging could be installed.



3. **Plug gaps in private-sector destination and intermediate charging provisions** - DCC will actively identify sites where destination and/or en-route charging could be installed to meet market need. DCC will then work with landowner, community, public sector and private sector stakeholders to facilitate installation of rapid charging hubs.
46. **Leverage scale through Devon-wide funding applications and procurement** - DCC will seek to collaborate with local districts and other strategic partners when applying for grant funding, procuring services, and delivering the strategy. Specific emphasis on packaging up more and less commercially viable sites together.
8. **Lead on local district co-ordination** - clear benefits of ensuring local councils are co-ordinated, including strengthened funding bids. DCC will coordinate with district councils to ensure Local Plans and EV policies are consistent.

A Plan for West Devon

The West Devon corporate strategy, 'A Plan for West Devon' also contains actions related to EV's, specifically:

- NE1.1.** Phased conversion of our environmental management fleet to a greener fleet.
- NE1.2.** Increasing availability of electric charging points across the borough (which includes adopting an EV Strategy).

Producing this EV strategy is delivery milestone for our corporate strategy.



What have we done so far?

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- ◆ Requiring EV chargers for new major development (Plymouth & South West Devon Climate Emergency Planning Policy Guidance).
- ◆ 6 Chargers planned DELLETI and ORCS.
- ◆ Introduced a salary sacrifice scheme for staff to lease EV's, currently 16 members of staff have taken up the offer.
- ◆ Undertook a survey with the Energy Saving Trust to help understand our fleet requirements.



Our Vision

How will we achieve this?



Aim 1

Work with partners such as Devon County Council, chargepoint operators, OLEV to provide high quality, and well distributed chargepoint provision

- Focus on chargepoints in less viable and remote locations to help grow demand in those areas.
- Enable residents without off-street parking to access public chargepoints.
- Ensure chargepoints and designated parking spaces are accessible and maintained.



Aim 2

Increase visibility of EV uptake and lead by example

- Conversion of Council light fleet vehicles (Vans, cars and grounds maintenance equipment).
- Support the implementation and promotion of alternative and more affordable transport modes including EV car clubs and electric micro mobility options such as e-bikes.

Help to increase the number of charge points in the authority area by 50% (currently 28 publically accessible), provide infrastructure to support uptake of 3138 EVs by 2025 and reduce organisational light transport emissions by 50% by 2025.



Why do we want to achieve this?

- ◆ Achieve air quality improvements.
- ◆ Carbon emission reductions to support the councils climate emergency declaration aims.
- ◆ Resident and business engagement:
 - a. To understand likely demand for EV charging and their locations;
 - b. To gain support for infrastructure delivery;
 - c. Increase the uptake of fossil fuel transport alternatives through knowledge share (for example try before you buy schemes) and providing alternative options to car ownership.

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Aims and Actions



Aim 1: Increase EV Chargepoints across the Borough

Availability of public charging points is an important issue, as range anxiety is the single most quoted reason why individuals will not yet buy an electric vehicle. Different speeds of charge points are available and chargers are divided into types, based on capacity:

- Page 50
- 'Slow' chargers are 3 kW (AC);
 - 'Fast' chargers are 7kW to 22 kW (AC);
 - 'Rapid' chargers are 50 kW but DC in nature;
 - 'Ultra rapid' chargers are 150 – 350 kW and again DC in nature.

At home, many people will either make use of a 3pin plug (3 kW) or have a chargepoint installed outside, usually at a rate of 7kW. Fast chargers (7kW to 22kw) are often installed in car parks, council owned ones and business car parks with some even installing rapid chargers. The type of charger installed is also dependent on grid capacity, many of the more remote areas of the district are grid constrained, meaning there is little capacity to install banks of fast and rapid chargers without an upgrade to a nearby substation.

To make the best use of resource, the council will seek to unlock opportunities to provide charging points for those who are not catered for elsewhere or lack sufficient off street home charging. This would mean ignoring the motorway / trunk road network and workplaces. We will also focus on the Councils' own needs (for our own vehicles), which will need adequate charging availability around the most remote areas of the Borough. Innovative solutions are emerging for those areas with little off street parking. For instance, retractable charge stations are now available to reduce street clutter and provide places to charge vehicles on street.

In a different vein, broadband providers are exploring ways to utilise their network infrastructure for on street vehicle charging either through cabinets or adjacent to make use of spare energy capacity.



Emerging and continually evolving technology, are why this strategy has a two-year time horizon, covering 2023–25. We will ensure we keep our attention directed towards emerging technology and solutions to EV charging to provide the best possible strategic direction for EV charging over the next few years.

The council only has so much land available and often has to balance the need to secure parking

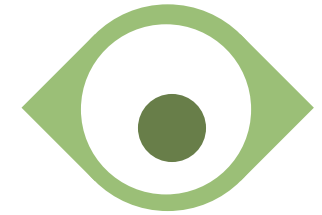
income whilst providing charging infrastructure to visitors. To maximise opportunity, West Devon communities and parish councils play a key role in identifying local EV charging needs and could help expand the community charging network by installing chargepoints on community spaces such as village halls and parking areas. We already have a baseline of sites following a short survey carried out in December 2021, which ran until February 2022.

The purpose of this survey was to find out which town and parish councils were interested in hosting chargepoints and whether they had any suitable land or buildings.

To achieve a suitable number of chargepoints, it's crucial that we engage with neighbouring local authorities, Town and Parish Councils, landowners, local chargepoint stakeholders, and commercial network operators.

Action Plan

Action Ref	Action	Resources	Partners	By when
EV.1	Identify opportunities to support research and innovation in EV charging and contribute to a bid under the new LEVI scheme. This will involve a public consultation and a call for sites to identify areas for off street rural charging hubs.	Internal Resource	OLEV, DCC	Call for sites to take place in 2023
EV.2	Promote and support community charge sharing scheme such as Zap-Home and CoCharge.	Internal Resource	Zap-home, CoCharge, Parish and Town Councils	2023–2025
EV.3	For existing workplaces, promote the OLEV Workplace Charging Scheme.	Internal Resource	LEP, DCE,	2023–2025
EV.4	Aim to install 6 chargepoints at council owned public car parks (through DELETTI and ORCS) and then identify further opportunities.	Internal Resource and budget through existing grants in place	DCC, OLEV, Western Power	December 2024
EV.5	Encourage stakeholders to deliver EV chargepoints at other key destinations including supermarkets and rail stations.	Internal Resource		2025



Aim 2: Increase the visibility of EV uptake and lead by example

The council currently operate a fleet of 11 vehicles which are primarily used by mobile locality officers and grounds maintenance personnel. Use of these vehicles account for 32 tCO₂e of the Council's overall operational carbon emissions. Our vehicles include cars and vans, the waste fleet is managed by FCC. This fleet transition will be dependent on the availability of public chargers for fleet staff, however we will explore alternative options for fleet chargers through solutions such as [Paua](#) and [CoCharge](#).

Alongside the availability of public charging points many people simply are unaware of how EVs operate or cannot afford to finance the cost of vehicle when the used combustion engine vehicle market remains buoyant and affordable, which will only increase as more people begin to sell petrol and diesel cars to buy EV's. Even as the EV market increases and costs decrease, these vehicles will still be costly for those on lower incomes. It's here where an available and affordable EV sharing scheme can help, to increase mobility, bring costs down and clean up our transport emissions across the borough.

Action Plan

Action Ref	Action	Resources	Partners	By when
EV.7	Complete Fleet Review to identify internal combustion engine to battery electric vehicle replacement schedule and costs	Internal Resource initially, cost identification an outcome	Energy Saving Trust	March 2023
EV.8	Aim to install 9 chargepoints at Council depots/HQs, with associated driver training	Business Case being prepared for capital (£170k). Internal resource seconded for 6 months for feasibility and electrical	National Grid	2025
EV.9	Explore additional local incentives to increase EV uptake beyond additional chargepoint infrastructure, such as car sharing clubs (explore car share as part of pool car provision)	Internal Resource	Devon County Council	2022-2024
EV.10	Roll out e-bike trials subject to details through Shared Prosperity Fund and Rural England Prosperity Fund	Funding earmarked through Shared Prosperity Fund and Rural England Prosperity Fund	Devon County Council, GWR	2023 - 2024

Delivery

Although it's likely the Council will jointly procure EV charging with partner authorities such as Devon County Council, in the event the Council decides to seek opportunities to deliver its own charging infrastructure, it's important to highlight the different delivery model.

Delivery Model	Advantages	Disadvantages
<p>Local authority network ownership This 'own and operate' model is an approach in which a local authority appoints a supplier to install and manage chargepoints on council-owned land for the contract period and fully funds the installations, typically using grant funding and local authority capital.</p>	<ul style="list-style-type: none"> Retains full ownership of the charging infrastructure Retains full ownership of revenue Able to select sites regardless of viability Full flexibility of back office function such as tariffs and rates 	<ul style="list-style-type: none"> Full responsibility for the local authority to cover costs for ongoing operation, maintenance and upgrade Risk of equipment becoming outdated and left with obsolete charging Reputational risk associated with unreliability
<p>Public / private concessionary model This is a model where the charging is part funded by the public sector but a private sector operators runs and maintains the charge points.</p>	<ul style="list-style-type: none"> Potential for income share or land leasing revenue Reduced reputational risk associated with unreliability Local authority has no responsibility or costs associated with maintenance and repair Potential for charging type upgrades in the future as part of an agreement 	<ul style="list-style-type: none"> Reduced income vs full ownership Not all chargepoint operators are amenable to the terms, reducing the choice of suppliers Lengthy tender exercise Private operator will likely require large number of sites to make installation viable Burden of contractual disputes
<p>Private Ownership Full ownership and responsibility from a private operator.</p>	<ul style="list-style-type: none"> Lowest risk across all issues highlighted above If on public sector land, potential for long term rental income 	<ul style="list-style-type: none"> Many of our rural sites will likely be not viable for a private operator Least control, difficult to achieve ambition and vision for far reaching and equitable charging infrastructure



Based on the advantages and disadvantages of the different models, and from existing experience, the concessionary model, with a private sector delivery partner provides a good balance of risk and control. However there is a need to ensure that the network operator fulfils their service level obligations to maintain a reliable network and provide a customer focussed support function as set out in any framework.

How success will be monitored and any lessons learned implemented?

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Over the course of the strategies life, we will measure the following;

- Monitor charge point use and other market trends to inform future provision of fast and rapid charge points.
- Monitor EV take up.
- No of Charge points delivered each year.

Glossary

Term	Explanation
Battery electric vehicle (BEV)	A vehicle powered by a battery, which can be plugged into an electricity source to recharge. Also known as 'pure' or '100 per cent' EVs, they have zero tailpipe emissions.
Chargepoint	A charging socket which is connected to an electric vehicle via a charging cable to allow the battery to be recharged with electricity.
Chargepoint Network	The way that users access a chargepoint via RFID card or web or app.
DELETTI	Devon Low carbon Energy and Transport Technology Innovator.
eBike	An electrically assisted pedal cycle. The maximum power output of 250 watts should not be able to propel the bike when it is travelling more than 15.5mph. In the UK you must be over 14 years old to ride an e bike.
eCargo bike	An electrically assisted pedal cycle featuring a minimum 125 litre cargo volume capacity and minimum 130 kg weight capacity.
EV	Electric Vehicle; the vehicle is powered by electricity so requires plugging in to recharge the battery.
ICE	Internal combustion Engine.
kWh	Kilowatt Hour; unit of electricity. Car batteries are sized in kWh i.e. a 50 kWh battery stores 50 kWh of electricity.

Term	Explanation
LEVI	Local Electric Vehicle Infrastructure.
p/kWh	Pence per Kilowatt Hour. Users are charged for each kWh they consume. Charging tariffs are in pence per kilowatt Hour.
Payment by bank card	In line with national regulations, all new Rapid and Ultra Rapid chargers will accept payment via a contactless bank card (credit or debit card). This allows users to access these chargers without joining a Network.
PHEV	Plugin Hybrid Electric vehicle; combines a smaller battery with a conventional internal combustion engine and an electric motor. This allows an electric range of between 20 – 50 miles and the ability to drive with an empty battery for hundreds of miles using petrol or diesel.
Pool car	A vehicle that is made available to staff to book for business travel.
ORCS	On-street Residential Chargepoint Scheme.
Overstay fee	To encourage appropriate use of charging bays and assure they are available for people who need them an overstay fee will apply after a vehicle has finished charging and grace period has been exceeded.
OZEV	Office for Zero Emission Vehicles.
WSP	Williams Sale Partnership, lead consultants for the Devon County Council EV Strategy



West Devon
Borough Council

www.westdevon.gov.uk

WEST DEVON OVERVIEW AND SCRUTINY COMMITTEE

INITIAL DRAFT ANNUAL WORK PROGRAMME PROPOSALS – 2022/23

Date of Meeting	Report	Lead Officer
21 March 2023	Task and Finish Group Updates <i>(if any)</i>	
	Fusion Annual Report	Jon Parkinson
	Council Delivery against Corporate Theme: Homes	Issy Blake
	O&S Annual Report: 2021/22	Amelia Boulter
	Customer Access Strategy and Contact Centre Review	Steve Mullineaux and Jim Davis
	O+S Annual Work Programme <i>(to include preparation for next meeting)</i>	
To be considered for scheduling:		

To be considered for scheduling:

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