

South Ayrshire Council

Report by Depute Chief Executive and Director of Housing, Operations and Development to Service and Partnerships Performance Panel of 18 April 2023

Subject: Fleet Strategy 2021-2026 Progress Report

1. Purpose

- 1.1 The purpose of this report is to provide Elected Members with the annual review of progress in delivering the South Ayrshire Council Fleet Strategy 2021 - 2026.

2. Recommendation

2.1 It is recommended that Cabinet:

2.1.1 considers the annual review of the [South Ayrshire Council Fleet Strategy 2021-2026](#); and

2.1.2 agrees that an annual review of the strategy be submitted to the Service and Partnerships Performance Panel.

3. Background

- 3.1 In 2019, a Climate and Ecological Emergency was declared by the Scottish Government. To support this the Climate Change Plan Update, 'Securing a green recovery on a path to net zero: climate change plan 2018–2032 – update', was published in December 2020. It sets out the Scottish Government's pathway to the new and ambitious targets of ending Scotland's contribution to climate change by 2045 and a 75% reduction in emissions by 2030.

- 3.2 The National Transport Strategy (NTS2), published on 5 February 2020, sets the direction for Scotland's transport over the next two decades. It embeds taking climate action as a core priority and makes it clear that action must be taken, not just to modernise and decarbonise motorised transport modes, including the Council fleet, but also to reduce the use of our fleet, in particular single use car journeys by following the travel hierarchy.

- 3.3 On 25 May 2021, the Leadership Panel approved the Fleet Strategy 2021-2026 and associated Action Plan to:

- Set policies and actions to meet the requirements as set out in the Climate Change Plan Update, 'Securing a green recovery on a path to net zero: climate change plan 2018–2032 – update', the Council's Sustainable

Development and Climate Change Strategy 2019 and the Councils Climate Change Policy October 2020.

- Establish a programme to transfer to and Ultra Low Emission Vehicle (ULEV) fleet by 2025 for vehicles under 3500kg and ensure all large vehicles are ULEV by 2030. It will also ensure that individual vehicle sizes, as well as fleet size, is no larger than required whilst removing the need for grey mileage wherever possible.
- Work with partners to assist and improve opportunities, service delivery, driver behaviour and our overall fleet performance

4. Proposals

4.1 Although progress has been made since the approval of the strategy it has not been at the rate first envisaged as shown in the updated action plan at [Appendix 1](#).

4.2 Two of the key actions within the strategy are actions 1.2 and 1.3 where the service is required to:

- Develop a prioritised fleet replacement programme to meet the 2025 target of all small vehicles being Ultra Low Emission Vehicle (ULEV) and
- Utilise available external funding opportunities for fleet renewal and associated infrastructure.

4.3 Action 1.2 - Whilst a programme for the replacement of Fleet has been identified the Council will be unable to meet the Scottish Government target of all small vehicles being ULEV by 2025. This is due to a number of factors such as technology not being fully developed for vehicles nearer the 3.5 tonne range, such as pick-ups. There is also a financial consideration as a recent comparison shows the capital cost to purchase a small electric van is around 50% more expensive than traditional petrol or diesel vehicles.

4.4 Action 1.3 – Whilst the service has utilised external funding over the past few years this has reduced over the last year and is currently ring fenced to new charging points rather than the procurement of vehicles. This has reduced the possibilities in the short term to increase any external funding opportunities.

4.5 It is proposed that officers review the transition for small vehicles to an electric fleet by 2025 and submit a future paper to Cabinet.

4.6 It is also proposed that officers provide an annual update on progress of the Fleet Strategy to the Service and Partnerships Performance Panel.

5. Legal and Procurement Implications

5.1 There are no legal implications arising from this report.

5.2 There are no procurement implications arising from this report.

6. Financial Implications

6.1 Not applicable.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 There are no risks from adopting the recommendations.

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 There is a risk that in rejecting the recommendations the Council will be unable to meet its legislative requirements, climate change objectives or provide the Fleet Service required to deliver the approved operating model.

9. Equalities

9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping Process. There are no significant positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is shown in [Appendix 2](#).

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report links directly to the Sustainable Development and Climate Change strategy approved on 11 June 2019. An SEA will not be pursued as meeting the main outcomes for this strategy is part of a national plan which is aligned with relevant legislation.

11. Options Appraisal

11.1 An options appraisal has not been carried out in relation to the subject matter of this report.

12. Link to Council Plan

12.1 The matters referred to in this report contribute to Priority 1 of the Council Plan: Spaces and Places/ Moving around and the environment (Outcome 1).

13. Results of Consultation

13.1 Consultation has taken place with Councillor Martin Kilbride, Portfolio Holder for Buildings, Housing and Environment, and Councillor Bob Pollock, Portfolio Holder for Economic Development, and the contents of this report reflect any feedback provided.

Background Papers **Report to Leadership Panel of 25 May 2021 – [Fleet Strategy](#)**

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Date: 31 March 2023

Key Theme	Action	Measurable Action	Progress	% Complete
<p>RENEWAL Our Future Fleet</p>	1.1	Undertake CPD to ensure we are able to horizon scan and take forward the most up to date policy and technical solutions.	Attended professional and technical seminars e.g. APSE, UK Logistics, over the past year. CPD though PDR's has been identified and will be an annual process.	Ongoing annually
	1.2	Developing a prioritised fleet replacement programme to meet the 2025 target of all small vehicles being ULEV.	Programme for Fleet replacement has been identified and is an ongoing progress. We currently have 23% of the Fleet ULEV, however we will not be able to meet the 2025 target to have all small vehicles ULEV. Given the timescales involved with regards to lead in times for vehicles and the infrastructure (charge points) requirements together with the additional costs in procuring ULEV vehicles and infrastructure a future report will need to be taken to the Sustainable Development and Climate Change Member Officer Working Group and a future Cabinet.	70%
	1.3	Utilise available external funding opportunities for fleet renewal and associated infrastructure.	Over the past 2 years funding for fleet renewal has been removed. We are still accessing funding for infrastructure however this the budgets available have also reduced.	Ongoing annually
	1.4	Working with Ayrshire Roads Alliance, wherever possible we will maximise our use of natural resources to deliver sustainable, locally generated energy solutions, including maximising use of locally generated renewable energy and technologies to allow energy storage and peak shaving.	This element will now be picked up corporately through the energy team.	Not started.
	1.5	Ensure the Council's new Future Operating Model incorporates our fleet ambitions as part of the green recovery.	The service is feeding into the FOM with regards to fleet usage and is working with the Strategic Change Team with regards to Hire on the Wire/Car Club.	50%

Key Theme	Action	Measurable Action	Progress	% Complete
RELATIONSHIPS Working with People	2.1	Work with services to develop data to ensure we are managing our carbon and financial budgets effectively.	Carbon usage information is provided by the sustainable Development team. Fleet Management are sending monthly usage reports on fuel through the Tranman system and will be developing fleet utilisation reports through the telematics system Questar.	60%
	2.2	Ensure services are aware of their fleet replacement dates and when their vehicles will become ULEV	All services have been made aware of their Fleet replacement dates however as per 1.2 it is not possible at this time to identify when their small vehicles will transition to ULEV	60%
	2.3	Provide training, communications and ongoing engagement to ensure services are aware of the hierarchy of travel (below) and following this in their everyday business.	We have been working with the communication team who have been issued employee bulletins on road hierarchy, safety on the roads and training for the use of electric vehicles.	30%
	2.4	Provide policies, procedures and training opportunities to ensure drivers understand their responsibilities in relation to their vehicles and driving behaviour.	This will be ongoing over the 5 years of the strategy. The service is currently updating the Fleet Policy and Drivers handbook which will be distributed to all users once approved by cabinet.	60%
RESULTS Delivering for the people of South Ayrshire	3.1	Support the delivery of the council's carbon budget across all services through fleet input.	This is an ongoing process with officers continually looking to deliver the most carbon efficient vehicles and utilise them in the most efficient manner	30%
	3.2	Develop and implement a new approach to ensure vehicles are procured to meet council transportation needs and vehicle specification are developed based on these.	The process to procure vehicles is designed to meet the needs of the service requiring vehicles.	100%
	3.3	Building partnerships that deliver to help accelerate the wider Ayrshire climate change agenda, i.e. ARA with regard to ULEV infrastructure, other partners with regard to	ARA are taking a paper cabinet on a Pan Ayrshire EV strategy. ARA will be the lead working in partnership with Scottish Futures Trust and Transport Scotland.	50%

Key Theme	Action	Measurable Action	Progress	% Complete
		shared infrastructure etc.		
	3.4	Develop internal arrangements around use of the charging infrastructure.	Process for the use of charging infrastructure is provided with all electric vehicles for use by departments and drivers	100%
	3.5	Review the use of car clubs and other vehicle sharing opportunities.	Currently under review by the Strategic change team	10%

South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: <https://www.south-ayrshire.gov.uk/equalities/impact-assessment.aspx>

Further guidance is available here: <https://www.equalityhumanrights.com/en/publication-download/assessing-impact-and-public-sector-equality-duty-guide-public-authorities/>

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. FSD Guidance for Public Bodies in respect of the Duty, was published by the Scottish Government in March 2018 and revised in October 2021. See information here: <https://www.gov.scot/publications/fairer-scotland-duty-guidance-public-bodies/>

1. Policy details

Policy Title	Fleet Strategy 2021-2026
Lead Officer (Name/Position/Email)	Kenneth Dalrymple, Assistant Director – Housing and Operations – kenneth.dalrymple@south-ayrshire.gov.uk

2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts

Community or Groups of People	Negative Impacts	Positive impacts
Age – men and women, girls & boys	n/a	n/a
Disability	n/a	n/a
Gender Reassignment (Trans/Transgender Identity)	n/a	n/a
Marriage or Civil Partnership	n/a	n/a
Pregnancy and Maternity	n/a	n/a
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	n/a	n/a
Religion or Belief (including lack of belief)	n/a	n/a
Sex – (issues specific to women & men or girls & boys)	n/a	n/a

Community or Groups of People	Negative Impacts	Positive impacts
Sexual Orientation – person’s sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	n/a	n/a
Thematic Groups: Health, Human Rights & Children’s Rights	n/a	n/a

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage i.e. The Fairer Scotland Duty (This section to be completed for any Strategic Decisions). Consideration must be given particularly to children and families.

Socio-Economic Disadvantage	Negative Impacts	Positive impacts
Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing	n/a	n/a
Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future	n/a	n/a
Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	n/a	n/a
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	n/a	n/a
Socio-economic Background – social class i.e. parent’s education, employment and income	n/a	n/a

4. Do you have evidence or reason to believe that the policy will support the Council to:

General Duty and other Equality Themes Consider the ‘Three Key Needs’ of the Equality Duty	Level of Negative and/or Positive Impact (High, Medium or Low)
Eliminate unlawful discrimination, harassment and victimisation	Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	Low
Foster good relations between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?)	Low
Increase participation of particular communities or groups in public life	Low
Improve the health and wellbeing of particular communities or groups	Low
Promote the human rights of particular communities or groups	Low
Tackle deprivation faced by particular communities or groups	Low

5. Summary Assessment

Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)	YES NO
Rationale for decision: There are no equality issues relating to the Fleet Strategy	
Signed : Kenny Dalrymple	Assistant Director
Date: 6 February 2023	