

**Report to:** Performance Scrutiny Committee

**Date of Meeting:** 21<sup>st</sup> March 2019

**Lead Member/Officer:** Lead Member for Highways, Planning and Sustainable Travel/  
Head of Highways & Environment

**Report Author(s):** Principal Manager: Service Improvement & Fleet/  
Fleet Manager

**Title:** Draft Fleet Strategy

**1. What is the report about?**

1.1 The report is about a revised Fleet Strategy for Denbighshire County Council.

**2. What is the reason for making this report?**

2.1 To enable Members to scrutinise the draft strategy as part of the consultation process prior to the strategy being finalised and adopted. Members had requested to see the draft strategy to enable a discussion about the carbon impact of the Council's fleet.

**3. What are the Recommendations?**

3.1 That Members support the adoption of the draft strategy, subject to any proposed amendments that emerge from the Scrutiny discussion.

**4. Report details**

4.1 This draft strategy (attached at Appendix I) is primarily concerned with how the Council finances; procures; maintains; and disposes of vehicles. It describes how we currently undertake these activities, and how we intend to continue undertaking these activities in future.

**5. How does the decision contribute to the Corporate Priorities?**

5.1 This strategy directly contributes to the Corporate Plan priority to reduce the carbon impact of DCC assets. Reducing the carbon impact of the council's fleet is therefore a specific workstream with the project to reduce carbon emissions from Council assets (buildings and fleet) by at least 15% by 2022 to help protect the environment. This project is receiving financial support from the Corporate Plan funding allocation. The funding is enabling the council to install electric charging points in our main office locations and depots. In turn this is enabling us to introduce electric vehicles into our fleet. We are starting with a relatively modest pilot of two electric vehicles for Business Improvement & Modernisation, but we have an ambition (subject to funding and the findings from the pilot) to introduce up to 20 small electric vehicles within the next two years.

## **6. What will it cost and how will it affect other services?**

- 6.1 The cost of installing the electric vehicle (EV) charging points is being covered by Corporate Plan funding. The costs associated with purchasing and maintaining fleet are charged back to the client department.

## **7. What are the main conclusions of the Well-being Impact Assessment?**

- 7.1 The Well-being Impact Assessment (WBIA, attached at Appendix II) is currently in draft form because the strategy itself is in draft form. The strategy and the WBIA will both be finalised once we have completed the internal consultation process. However, the draft WBIA has a positive impact overall due to our ambition to shift (over time) to vehicles powered by more sustainable fuels, where possible).

## **8. What consultations have been carried out with Scrutiny and others?**

- 8.1 This paper forms part of the consultation process and enable Scrutiny to be part of the consultation process. SLT have also been consulted on the draft strategy.

## **9. Chief Finance Officer Statement**

- 9.1 The strategy sets out the current position and refers to interesting developments in respect of electric and alternative fuel vehicles – the development of which will help support Corporate Plan objectives. The strategy should not prejudice any future review of the council's fleet as part of the budget process.

## **10. What risks are there and is there anything we can do to reduce them?**

- 10.1 There is a section on risk within the strategy itself (section 7). The most significant risks within this strategy are as follows:
- Fuel, oil, tyres and vehicle components are constantly subject to market prices which affect future budget forecasts for Fleet running costs. Most notable are volatile fuel prices linked to oil price and consequently this impacts upon tyre prices due to their high oil content.
  - Security of fuel supply represents a business continuity risk. Introducing electric vehicles in the fleet goes a small way to mitigating the risk from liquid fuel delivery shortage.
  - Loss of the Operator's Licence would be a serious risk to many of the council's activities and its ability to supply services.

## **11. Power to make the Decision**

- 11.1 Section 21 of the Local Government Act 2000
- 11.2 Section 7.4.1 of the Council's Constitution outlines Scrutiny's powers with respect of policy development and review.

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