ADUR & WORTHING
COUNCILS

Joint Strategic Committee
6 February 2025

Key Decision [Yes/No]

Ward(s) Affected:

Adur & Worthing Fleet Strategy

Report by the Director for Sustainability & Resources

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Executive Summary

Adur and Worthing councils operate a fleet of vehicles to deliver frontline services, including waste and cleansing, parks services and building services. The fleet is council owned and largely operated from the Commerce Way depot on Lancing Business Park. The fleet is a costly but essential aspect of service delivery and its reliability determines the quality and resilience of services and has a direct impact on the reputation of the Councils.

The fleet largely consists of diesel ICE (internal combustion engine) vehicles responsible for >45% of the council's carbon emissions, and the majority of that (75%) is emitted by the 31 HGV vehicles the council operates. These are mainly refuse and recycling vehicles. The councils have committed to being carbon neutral by 2030 and addressing the fleet emissions is a critical aspect to meeting that target.

In 2023 the councils commissioned the consultancy Ricardo to develop an options appraisal for our fleet strategy that delivers the decarbonisation required to meet the carbon neutral target whilst meeting the operational needs of the service. The main consideration is the replacement of the HGV fleet. 21 of the current refuse and recycling vehicles were purchased in 2016/17 and are due for replacement in 2026/27.

This report summarises the option appraisal that was carried out and sets out recommendations for the replacement of the HGV waste and cleansing fleet that have regard for the operational requirements of the services, value for money (taking into account vehicle life cycle costs) and the council's carbon neutral targets. It seeks authorisation to proceed with the fleet replacement program for the waste and cleansing service through delegated authority to the Director for Sustainability and Resources and the relevant Executive Members. The replacement program for the wider fleet is also being worked up in the background. These are smaller vehicles, being replaced more gradually through scheduled replacement.

1. Purpose

1.1. To summarise the findings of the Fleet Options Appraisal completed by Ricardo in 2023

1.2. To seek approval for the proposed replacement strategy for the Council's HGV fleet taking into account service resilience and reliability, capital and life cycle costs and the commitment of both councils to being carbon neutral by 2030.

1.3. To agree the principles for the replacement of the remainder of the smaller fleet

2. Recommendations

2.1 That the committee agrees to replacing the council HGV fleet along the following principles:

2.1.1 To transition away from diesel/ICE vehicles by 2030/31, with a formal review point in 2027 to reassess costs and technology.

2.1.2 To purchase and start to test one eRCV in the next financial year (2025/26)

2.1.3 To flatten the vehicle replacement curve for HGVs, moving away from bulk replacement of 21 vehicles in one year, instead purchasing a smaller number of vehicles on an annual basis.

2.1.4 In order to deliver the flattening of the curve to take a blended approach (as detailed in this report) consisting of refurbishing existing HGV vehicles, and purchasing a small number of second hand vehicles reducing the immediate demand for new diesel vehicles.

2.1.5 To minimise our carbon emissions to transition the remaining diesel vehicles which are suitable for HVO to this fuel source in 2025/26 at the latest subject to budget availability and availability of sustainably certified fuel.

2.2 That the committee agrees to replacing the council's fleet of smaller vehicles (up to 3.5t) with EVs when they are due for replacement subject to market availability and the technology meeting operational requirements and falling within the agreed capital program.

2.3 That the Committee give delegated authority to the Director for Sustainability and Resources, in consultation with the Adur Cabinet Member for Finance and Resources and the Worthing Member for Resources, to proceed with the implementation of the fleet replacement program, including initiating and concluding procurement processes and entering into contracts for the supply of containers and vehicles for the service.

2.4 That, in line with the recommendations agreed at the 17 July 2024 JSC report on SImpler Recycling and Food Waste Collections, the committee notes that officers will commence with the procurement of vehicles and containers for the food waste collection service, within the limitations of the capital funds allocated by DEFRA.

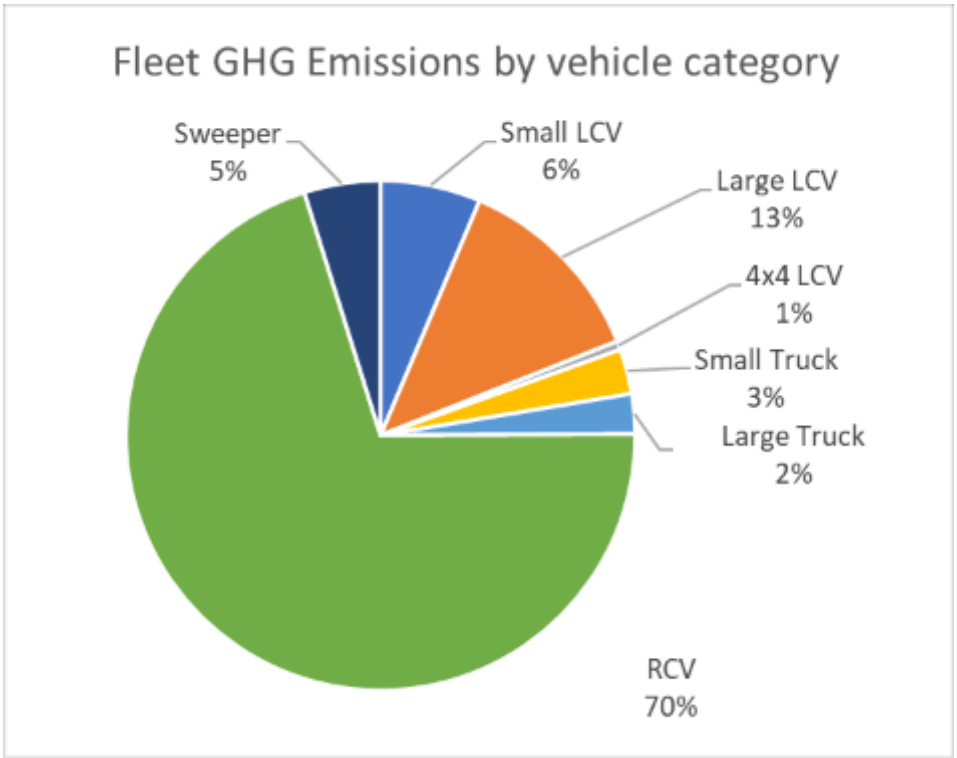
3. Context

3.1 The councils operate a fleet of 115 vehicles which mainly serve refuse and cleansing (approximately 70 vehicles), parks and building services. 31 of the vehicles are HGV refuse and recycling collection vehicles and one skip lorry. The anticipated rollout of food waste collections is expected to add a further ten 7.5t vehicles to the fleet. The composition of the existing fleet is summarised in the table below.

Category	Vehicle category description	No. in fleet	Life Years
Small LCV	Small-medium van (light commercial vehicle) up to around 3 tonnes*	36	8
Large LCV	Large light commercial vehicle of 3 to 3.5 tonnes*	34	8
4x4 LCV	Four wheel drive light commercial (e.g. pick-up)	2	10
Small Truck	Commercial vehicle 3.5-12 (typically 7.5) tonne*	6	8
Large Truck	Truck over 12 tonne (one 8-wheel rigid 32 tonne)*	1	9
RCV	Refuse collection vehicle 15 to 26 tonne*	31	9
Sweeper	Road sweeper, truck conversion or specialist	5	8
Food waste	Food waste collection 4 to 7.5 tonne GVW	8 expected	8

3.2 Light commercial vehicles make up the largest proportion of the fleet, which is dominated by diesel vehicles. Nine small electric vans are in use which are proving effective despite the limited range.

3.3 The fleet is responsible for 45% of the councils scope 1 greenhouse gas (GHG) emissions and is therefore an important area of focus for the 2030 carbon neutral target. The HGV vehicles make up less than ⅓ of the fleet but are responsible for ¾ of GHG emissions.



4 Decarbonisation Options

4.1 The smaller fleet is being replaced with Battery Electric Vehicles where appropriate. The technology for these types of vehicles is tried and tested and the replacements are gradual. For some vehicles electric options are not well established and tested (particularly mechanical sweepers) and these are still being replaced with diesel vehicles.

4.2 The focus of the remainder of this report is therefore on the replacement options for the 31 HGV refuse and recycling vehicles.

4.3 Various technologies can be used to decarbonise commercial vehicles, depending on the application. Different technologies have different attributes as summarised in the table below. Three options were considered in the appraisal:

- Battery Electric Vehicles (BEV)
- Hydrogen in internal combustion engine
- Biodiesel from hydro-treated vegetable oil - HVO. HVO is a fuel that is used in conventional diesel engines.

4.4 Each of these options are summarised below.

4.5 Battery Electric Vehicles

4.6 There is an established market in electric refuse collection vehicles (eRCVs) and more local authorities are starting to add them to their fleet, most taking a gradual approach. Very few councils have adopted large scale eRCV replacement programmes. Adur and Worthing Councils have deliberately not been early adopters of electric RCV vehicles given the costs of the technology, which is developing and reducing quickly, and to minimise risks to service resilience.

4.7 Advantages of battery electric vehicles include:

- 4.7.1 High efficiency as electricity is used to drive the vehicle directly, with only small losses in electrical systems and when charging batteries
- 4.7.2 Zero-emission in use, supported by future UK policy
- 4.7.3 GHG emissions come only from electricity generation, and will fall as UK grid decarbonises. Using renewable electricity allows for zero GHG emissions well-to-wheel
- 4.7.4 Range depends on battery size, charging can take a long time and needs charging infrastructure. Our refuse and recycling rounds are quite compact (compared to more rural authorities) and modelling shows that range is not a significant concern. Our vehicles have sufficient downtime to allow for charging.
- 4.7.5 Technology is fast becoming established for road vehicles, with increasing variety of vans and trucks entering market, and smaller plant becoming available

4.8 These advantages are expected to become more significant as the technology matures, reducing risks, costs and improving service resilience.

4.9 Charging Infrastructure

4.10 A switch to a battery electric fleet requires significant investment in charging infrastructure at Commerce Way Depot in Lancing from where the fleet operates. Depending on the configuration up to 80 chargers could be required ranging from slow overnight chargers (similar to those used by households or that are seen on street) to high power chargers for eRCVs.

4.11 The site may also need an upgraded connection through UK Power Networks (UKPN) the local District Network Operator. The costs associated with high power connections can be mitigated by:

- 4.11.1 Phasing the introduction of chargers over time
- 4.11.2 Maximising charging outside of peak hours

4.12 Vehicle costs are very high currently, expected to fall as volumes increase and battery manufacturing costs fall. Electricity costs are volatile but cheaper per mile than diesel due to high efficiency. Lifecycle costs are considered in the finance section of this report.

Key attributes: Electricity through BEV	
Sourced from	Grid (national generation) or dedicated renewable electricity supply
Properties	Electricity needs to be delivered to/stored onboard vehicle batteries
Infrastructure	Overnight AC or rapid DC chargers. High power demands may need grid reinforcement
Powertrain	Electric motor, battery storage
Range for truck	150-250 miles, increasing with technology developments. 6x2 tractors especially limited
Recharging time	1 to 12 hours depending on charger power
GHG emissions	Depends on supply and decarbonisation of grid Up to 100% reduction using renewable power
Tailpipe emissions	Zero
Vehicle impacts	Weight and space impact of batteries
Retrofit possible	Possible but costly
Applicable to	Most vehicles where adequate energy/range is practical; increasing as technology developing

4.13 Hydrogen Fuel Cell Electric Vehicles

4.14 The market for hydrogen RCVs vehicles is much less established than it is for electric vehicles. The technology works producing electricity from hydrogen, with only water as a by-product.

4.15 The source of hydrogen is key to the GHG emissions. Most hydrogen is currently produced from methane (known as grey hydrogen) which will result in similar GHG to diesel. Renewable “green” hydrogen (generated using renewable energy such as solar or wind) must be used to achieve low GHG impact.

4.16 There is currently only a very limited supply of green hydrogen. Shoreham Port is working with H2Green to develop green hydrogen production at the site as well as a HGV hydrogen refuelling station. Over time this could provide an opportunity to transition to hydrogen if vehicle technology and vehicle servicing and refuelling technology keeps up with the pace of change.

4.17 Building hydrogen refuelling infrastructure is extremely complex and costly and operating a hydrogen fleet would require significant changes to, and investment in our vehicle workshops (which may even need a complete replacement to comply with safety requirements).

4.18 Overall the technology is not well enough developed and is too expensive to be adopted at this stage. It is expected to mature over the next 5 to 10 years and it may have a role to play in our medium to long term plans.

Key attributes: Hydrogen FCEV	
Sourced from	Various production pathways
Properties	Gas (may be stored as liquid)
Infrastructure	Hydrogen storage and dispensing – costly and needs space. Very few public sites as yet
Powertrain	Fuel cell, battery, electric motor
Range for truck	250-420 miles (30-70 kg at 350 bar). May increase with more/improved storage
Refuelling time	10-20 minutes
GHG emissions	Dependent on hydrogen production process. Future green hydrogen could achieve over 90% reduction of in-use emissions via FCEV
Tailpipe emissions	Zero
Vehicle impacts	Space for batteries and bulky hydrogen tanks
Retrofit possible	Possible but costly, demonstrated for buses
Applicable to	All medium and heavy duty applications from late 2020s, but limited availability now

4.19 Biodiesel from HVO

4.20 Hydrotreated Vegetable Oil (HVO) is a paraffinic diesel-like fuel produced from vegetable oils and fats. It is suitable for 100% use in diesel engines without

modification (a “drop-in” fuel), and in many cases is approved by the manufacturer within warranty. All but one of our HGV vehicles could run on HVO. A number of local authorities have adopted HVO to reduce their carbon emissions. It results in a net reduction in carbon because the plant based feedstock for the fuel has absorbed carbon.

4.21 The impact of HVO compared to diesel on tailpipe emissions from vehicles is dependent on a number of factors. HVO generally results in lower nitrous oxides (NOx) and particulates (PM10), however this benefit is more limited in newer vehicles which are based on much cleaner technologies. Our fleet is built to the EV6 standard so the impact can be expected to be positive, albeit marginal.

4.22 Using HVO in place of diesel has no significant impact on vehicle capability, range, or maintenance needs.

4.23 Whilst HVO can certainly contribute to the Council’s carbon neutral targets in the short to medium it is not considered a long term solution, or an alternative to moving away from ICE vehicles for the following reasons:

4.23.1 ICE vehicles are expected to be phased out by 2035, so HVO will not be an option

4.23.2 Supply of certified HVO is limited by the availability of a sustainable feedstock, so its future availability can not be guaranteed. The feedstock needs to be certified as sustainable to avoid any adverse impacts associated with land being used for feedstock in a way that is not sustainable, or taking land out of food production.Furthermore prices of HVO have fluctuated significantly over the last few years

4.23.3 The government is expected to prioritise HVO to help decarbonise aviation and shipping which may further restrict its availability in future and increase costs.

4.24 HVO prices have fluctuated significantly over the last 12 months and can be expected to continue to be volatile. Over the last year the additional cost of running a fleet on HVO has ranged between £6,000 and £160,000.

Key attributes: HVO in ICE	
Sourced from	Vegetable oils and fats. Waste feedstocks should be used for low environmental impact
Properties	Liquid paraffinic diesel fuel
Infrastructure	Repurposed diesel tanks

Powertrain	ICE – compression ignition (existing engines)
Range for truck	600-1000 miles (as diesel)
Refuelling time	Less than 10 minutes
GHG emissions (100% bio blend)	75% to 90% reduction (assuming waste feedstock), depends on feedstock and source
Tailpipe emissions	Yes, similar to diesel
Vehicle impacts	None compared to diesel: payload unchanged
Retrofit possible	Can be used in most existing diesel engines – if vehicle stated compatible with EN15940 the engine warranty will not be affected
Applicable to	Heavy duty applications from now, road use phase out from 2035 (new vehicles)

5 Fleet Technology Replacement Considerations

5.1 Flattening the HGV replacement curve

5.2 The council's HGV fleet is critical to the provision of residential and commercial refuse and recycling services. The vehicles need to be fit for purpose and reliable to ensure service resilience. Due to historic procurement time-scales, 21 HGV vehicles are due for replacement in 2026/27. Replacing this number of vehicles over a short time-scale presents a number of challenges:

- 5.2.1 Whilst the whole fleet is new, maintenance costs and resources are low. As the fleet ages this puts increasing pressure on the workshop capacity and costs and has an impact on service reliability
- 5.2.2 The capital outlay for 21 vehicles is significant, irrespective of technology choice (between £4 million for diesel and £9 million for EV), putting a significant burden on council finances
- 5.2.3 Purchasing a large number of vehicles in one year means that the councils are less able to take advantage of technologies evolving and costs coming down, compared to a more gradual replacement program.
- 5.2.4 It also results in higher risks, particularly with new and emerging technologies. In the event that there are teething problems or reliability issues a large proportion of the fleet is affected.

5.3 A fleet with a more balanced age profile will enable a more gradual, routine replacement cycle addressing the above issues. It is proposed to do this through adopting a blended approach consisting of:

5.3.1 Refurbishing a number of our existing vehicles. In this process they are completely stripped down and rebuilt, extending their useful life by up to a maximum of five years. A full refurbishment takes a number of months, limiting the number of vehicles that can be taken out of the service at any time, as well as requiring a spare vehicle to help manage the reduced capacity.

5.3.2 Replacing a number of end of life vehicles with second hand diesel RCVs. We have recently taken delivery of two second hand vehicles as part of our commercial fleet. A drawback of second hand vehicles is that it can increase the diversity of the fleet, requiring a wider range of parts to be held and sourced by workshop staff and the need for staff (drivers, operatives and mechanics) on different types of vehicles. These issues can be mitigated through being selective with vehicles purchased and ensuring robust warranties are in place.

5.4 Decarbonising the HGV Fleet

5.5 The Council's HGV fleet is responsible for approximately 34% of carbon emissions so decarbonisation is critical to meeting our 2030 carbon neutral targets. In determining the preferred option to decarbonise the fleet the following factors need to be considered:

5.5.1 Fleet technology needs to be reliable to ensure resilience in service delivery;

5.5.2 Infrastructure requirements need to be factored in (eg EV charging or hydrogen refuelling facilities) in terms of deliverability and affordability;

5.5.3 Vehicle life-cycle costs need to be assessed, with particular focus on total revenue costs including depreciation and borrowing costs;

5.5.4 Implications for vehicle maintenance need to be considered in terms of workshop technology, staff training and qualifications;

5.5.5 Wider environmental impacts, other than emissions, of different technologies need to be considered.

5.6 Based on the options appraisal, and as summarised in section 4 above, hydrogen technology is not considered to be a viable option for the councils HGV fleet at this time. Having ruled out hydrogen, the only option to fully decarbonise the fleet is to move to electric RCV vehicles. Capital and lifecycle costs are still higher, and there are mixed reports from users around vehicle reliability. The switch to electric vehicles will also require significant investment in depot infrastructure.

5.7 Whilst it is technically possible to deliver a large scale transition to eRCVs at this point in time, this is not recommended for the following reasons:

5.7.1 Technology is still evolving, reliability and range are improving and costs are coming down. Bulk replacement at this stage would result in the fleet having dated technology very quickly and depreciating more rapidly.

5.7.2 There is limited evidence on the long-term use of electric RCVs in terms of cost, battery life and reliability.

5.7.3 Lifecycle costs are still higher for electric RCVs compared to diesel. A diesel RCV costs approximately.£230,000 compared to £465,000 for an electric RCV. The annual revenue cost difference is approximately £10,000 higher for electric vehicles.

5.7.4 Lead times for vehicles are longer, and significant infrastructure works will be required to Commerce Way Depot. In practice, delivering a switch in technology in two years would be very challenging even if resilience and costs were not a consideration.

5.8 HVO is an option that could be adopted to reduce the HGV fleet carbon emissions. A number of authorities in West Sussex have adopted this approach. If switching to HVO, the following factors need to be considered:

5.8.1 The tailpipe emissions from vehicles running on HVO depends on a number of factors as detailed in section 4. Whilst there might be a marginal improvement in NOx and PM10 emissions there is a net reduction in carbon (due to absorption by the feedstock) .

5.8.2 HVO is more expensive than diesel, but the price differential fluctuates significantly. Over the last 12 months the annual cost of HVO compared to Diesel has fluctuated between £6,000 and £160,000.

5.8.3 Any HVO should be sourced with an independent verification of sustainability to guarantee the feedstock. Unless the feedstock is certified, it could come from land taken out of use for food production, either in the UK or abroad.

5.8.4 By 2030 the government is expected to prioritise HVO for aviation and shipping rather than road transport. It is anticipated that that this demand will

6. Recommendation: Blended Approach to HGV Fleet Replacement

6.1 In light of the options appraisal and the subsequent further work carried out by officers in the waste and finance teams it is proposed to create a medium term (9 year) HGV fleet replacement program which consists of a blended approach, as summarised in the table below:

6.1.1 Purchasing 1 electric RCV vehicle in 2025/26 to enable the service to properly test the technology and start to make the necessary investments in infrastructure and workshops. Further eRCVs will be added to the fleet every subsequent year subject to evaluation of the early testing

6.1.2 Purchasing 8 new ICE RCVs in 2025/2626 . These will be the last new ICE HGV vehicles purchased by the councils before transitioning away from ICE vehicles in order to meet 2030 carbon neutral targets. These vehicles will have an operational life of up to 10 years, but may be replaced earlier with alternative technologies.

6.1.3 Refurbishing 4 vehicles, in 2026/27 year.

6.2 The procurement decisions will be reviewed annually against cost and technology development to identify the fastest route to meet our carbon neutral target. For example, the second hand EV market is likely to evolve, reducing reliance on diesel at a quicker rate.

Vehicle Type	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**Total**
EV	1	4	4	3	1	4	2	4	23
Diesel	8	-	-	-	-	-	-	-	8
Used Diesel	0	3	2	-	-	-	-	-	5
Refurb Diesel	0	4	-	-	-	-	-	-	4
Total capital cost (£ million)	£2.383m	£2.946m	£2.289m	£1.439m	£0.307m	£2.096m	£1.065m	£2.125m	£14.650m

Revenue costs of financing the capital expenditure

	2025/26	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**
Interest on borrowing	£54,800	£172,208	£269,340	£320,212	£323,980	£335,235	£360,120	£377,825	£380,935
Minimum Revenue Provision	-	£219,664	£495,227	£712,372	£848,905	£878,062	£1,076,932	£1,177,942	£1,379,612
Cumulative total cost of borrowing	£54,800	£391,872	£764,567	£1,032,584	£1,172,885	£1,213,297	£1,437,052	£1,555,767	£1,760,546

6.3 This approach will result in:

6.3.1 Starting to flatten the HGV replacement curve

6.3.2 A path to moving away from diesel vehicles to a net zero fleet

6.3.3 Enabling the service to transition to new technology gradually

6.4 Procurement of Food Waste Collection Vehicles

6.5 Proposals for food waste collections were considered by this committee on 17 July 2024. For completeness, the number of proposed vehicles and their costs are summarised in the table below. These vehicles are separately funded through DEFRA capital funding and are therefore not included in the recommendations for this report. Previously, authority was delegated to the Director for Sustainability and Resources, in consultation with the relevant cabinet members to procure and enter into contracts for the supply of these vehicles.

	8 x 7.5t Diesel vehicle 2 x 7.5t electric vehicles	**EV chargers**
Vehicle Cost	£1,258,000	£6,000

6.6 Replacement of non-HGV Fleet

6.7 Whilst the focus of this report is on the HGV fleet, the non HGV fleet makes up the largest number of vehicles and contributes to approximately 10% of the councils total Scope 1 emissions. Replacement of these smaller vehicles with EV vehicles is already underway. The cleansing service operates nine EV vans with four new ones having come into service in the last two months..

6.8 The number of replacement vehicles, and the total cost is summarised in the table below.

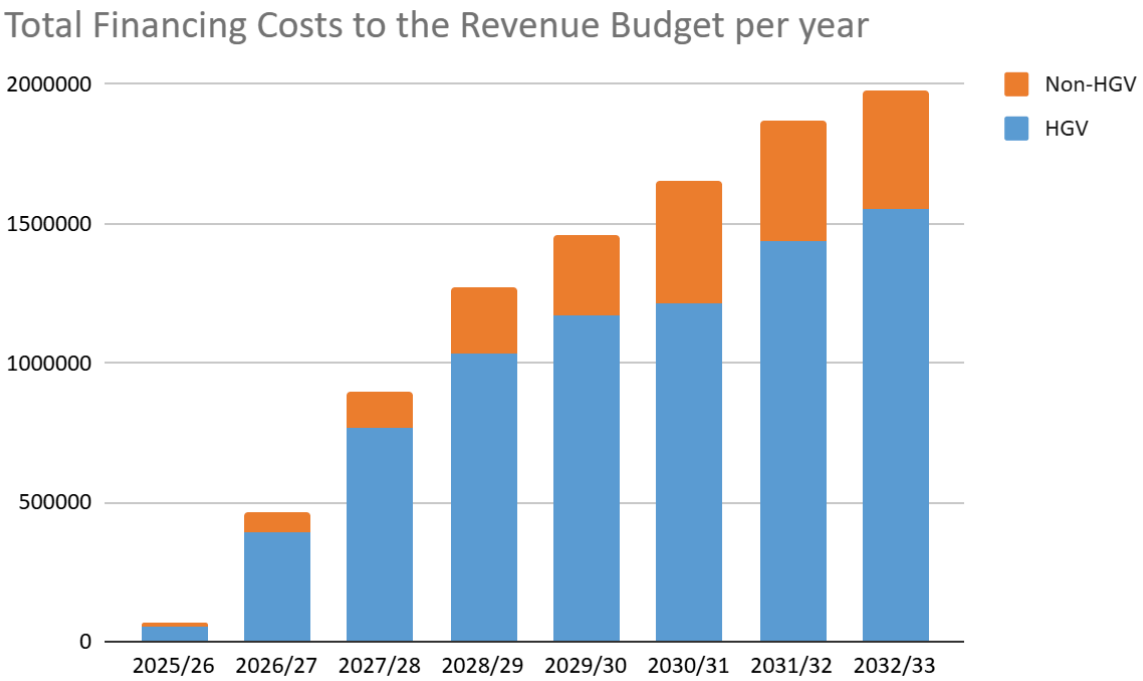
Vehicle Type	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**
Diesel	-	-	-	-	-	1	-
EV	1	4	4	5	12	-	1
Hybrid	3	-	-	-	-	-	-
Total capital cost	£491,700	£334,026	£940,163	£246,235	£1,339,901	£26,454	£36,161

Revenue costs of financing the capital expenditure

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Interest on borrowing	£11,309	£29,716	£53,062	£72,784	£97,992	£118,002	£106,240	£93,864
Minimum Revenue Provision		£45,332	£76,573	£165,777	£189,140	£321,964	£324.474	£327,905
Cumulative total cost of borrowing	£11,309	£86,357	£215,992	£454,553	£741,685	£1,181,651	£1,612,365	£2,034,134

6.9 Summary of Capital Requirement

6.10 The total MRP requirement for the waste and cleansing fleet (HGV and non-HGV) is summarised in the chart below. Other services, with smaller fleets schedule replacements through the annual capital program. It is proposed to also bring the replacement cycle for these services into an 8 year rolling program to facilitate better medium to long term planning of the capital program.



6.11 Contribution to Carbon Neutral 2030 Target

6.12 In order for the councils to meet their carbon neutral target by 2030, Scope 1 carbon emissions, including those from our fleet, either need to be eliminated (the preferred option) or offset.

6.13 The blended approach to RCV replacement would result in a minimum of 16 eRCVs in the fleet by 2030. Depending on the pace of technology development and prices coming down the rate of implementation could be faster through replacement of the remaining diesel fleet with new, or as the market evolves, second hand eRCVs. A formal review point and reassessment of technology and costs is proposed in 2027. Using existing replacement cycles the majority of the small fleet will be converted to EV vehicles as this will be the default option.

6.14 It is anticipated that any remaining diesel vehicles are transferred to HVO in 2025/26 subject to the funding. This will provide an earlier step change in carbon reduction from the existing fleet. By 2030 at the latest, any emissions from remaining diesel vehicles will need to be offset either by the transition to HVO or other off-setting measures as per the commitment in our carbon neutral plan.

7. Financial Implications

7.1 The years 1 capital costs associated with the replacement of the HGV and non HGV fleet as set out in sections 6.2 and 6.8 are included within the capital programme for 2025/26, with further phasing within the indicative programmes for 2026/27 and 2027/28.

7.2 The capital cost of borrowing has been built into the 5 years medium term financial plan.

7.3 The 2025/26 budget includes an proposal for an investment in service of £100,000 across Adur and Worthing for the introduction of HVO. This is to be considered and recommended for approval at the Full Councils meetings in February.2025. Other revenue costs will need to be met from the service budget.

7.4 The costs associated with the introduction of food waste are excluded from the costs associated with the fleet replacement covered in this report.

8. Legal Implications

8.1 Under section 111 of the Local Government Act 1972 the Council has the power to do anything that is calculated to facilitate, or which is conducive or incidental to, the discharge of any of their functions.

8.2 Section 3(1) of the Local Government Act 1999 contains a general duty on a best value authority to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy , efficiency and effectiveness.

8.3 Section1 Local Government (Contracts) Act 1997 confers power on the local authority to enter into a contract for the provision of making available of assets or services for the purposes of, or in connection with, the discharge of the function by the local authority

8.4 Any procurement arising from the recommendations in this report must be in accordance with the Council's Contract Standing Orders and the Public Contract Regulations 2015.

Background Papers

- Adur & Worthing Councils Net Zero Fleet Options APpraisal
- Strategy / Policy Documents
- Guidance Documents

Sustainability & Risk Assessment

1. Economic

- Having a reliable fleet is essential to the the delivery of frontline council services, including commercial waste and recycling collections

2. Social

2.1 Social Value

- Matter considered and no issues identified.

2.2 Equality Issues

- Matter considered and no issues identified.

2.3 Community Safety Issues (Section 17)

- Matter considered and no issues identified.

2.4 Human Rights Issues

- Matter considered and no issues identified.

3. Environmental

- The strategy sets out a roadmap to decarbonise the fleet which is responsible for 45% of scope 1 emissions.
- The use of HVO needs to be based on sources certified as sustainable.

4. Governance

- The Fleet Strategy aligns to the council's priorities in terms of environment and economy.
- The fleet replacement program has been built into the Medium Term Financial Plan. The recommendations for vehicle replacement take into account life-cycle costs and service resilience.