

**ASHFIELD DISTRICT COUNCIL**



Council Offices,  
Urban Road,  
Kirkby in Ashfield  
Nottingham  
NG17 8DA

## **Agenda**

# **Environment and Communities Select Committee**

Date: **Tuesday, 4th March, 2025**

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Time: **7.00 pm**

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Venue: **Committee Room, Council Offices, Urban Road,  
Kirkby-in-Ashfield**

For any further information please contact:

**Lynn Cain**

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01623 457317

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# Environment and Communities Select Committee

## Membership

**Chairman:** Councillor Dave Shaw

**Vice-Chairman:** Councillor Sarah Lewsey

**Councillors:**

Paul Grafton

Gordon Mann

Lee Waters

Trevor Locke

Phil Rostance

## FILMING/AUDIO RECORDING NOTICE

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## SUMMONS

You are hereby requested to attend a meeting of the Environment and Communities Select Committee to be held at the time/place and on the date mentioned above for the purpose of transacting the business set out below.



**Theresa Hodgkinson**  
Chief Executive

## **AGENDA**

**Page**

1. To receive apologies for absence, if any.
2. **Declarations of Disclosable Pecuniary or Personal Interests and/or Non-Registrable Interests.**
3. To receive and approve as a correct record the minutes of the meeting of the Committee held on 28 January 2025. 5 - 8
4. **Sustainable Fleet Management Strategy & Replacement Plan.** 9 - 36

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## ENVIRONMENT AND COMMUNITIES SELECT COMMITTEE

Meeting held in the Committee Room, Council Offices, Urban Road, Kirkby-in-Ashfield,

on Tuesday, 28th January, 2025 at 7.00 pm

**Present:** Councillor Dave Shaw in the Chair;  
Councillors Paul Grafton, Sarah Lewsey,  
Trevor Locke, Gordon Mann and Lee Waters.

**Apology for Absence:** Councillor Will Bostock.

**Officers Present:** Caitlin Allsopp, Sophie Bird, Mike Brown,  
Lynn Cain, Mike Joy, Phil Warrington,  
Stacy White and Shane Wright.

**In Attendance:** Councillor Helen-Ann Smith.

### **EC.8 Declarations of Disclosable Pecuniary or Personal Interests and/or Non-Registrable Interests**

No declarations of interest were made.

### **EC.9 Minutes**

RESOLVED

that the minutes of the meeting of the Committee held on 15 October 2024, be received and approved as a correct record.

### **EC.10 Trees Strategy and Maintenance**

The Chairman welcomed Caitlin Allsopp, the Council's Junior Improvement Analyst for Performance & Improvement and Mike Brown, the Interim Assistant Director for Neighbourhoods, who were in attendance to give Members an insight into the Council's current Trees Strategy and Maintenance Project.

The Council was currently in ownership of an estimated 27,000 trees located within parks, woodlands, and various municipal green spaces within the District. Following commencement of the project in June 2024, historical data and mapping of trees was currently continuing with a view to providing a single source of information in relation to tree assets once completed.

To date over 2,000 trees had been mapped onto the Council's graphical information system (GIS) and following an initial pilot exercise, taking selected areas to the north, south and centre of the District, 461 trees had been inspected. These areas were the Council offices (and car park) at Urban Road, Kirkby, Sutton in Ashfield Cemetery and Titchfield Park, Hucknall.

Following the pilot mapping exercise, remedial, removal and emergency works had been carried out to trees as required.

It was estimated that continuance of the project by the Neighbourhoods Team, with support from Policy and Performance, would result in:

- all Council owned trees being mapped on one system
- all Council owned trees to have been surveyed by 2027 and plotted into a risk matrix advising on timelines for inspections as required
- completion of a Trees Strategy and Maintenance Policy which would be fit for purpose and would cover all Council owned trees included TPOs and housing trees.

The Environmental Team were currently out mapping all the trees within Ashfield, using 'Whitespace' software to map the exact locations for transferring to 'Map That'. The work was 80% completed and would hopefully be finalised by March 2025. April 2025 would see a cycle of inspections being scheduled although it had not yet been determined whether the work would be undertaken in house or from an external service provider.

Following the presentation Members discussed the matter and sought further information in relation to the following:

- dealing with vandalised trees or trees blown over due to adverse weather conditions
- disposal methods for diseased trees
- bird nesting protection
- pollarding requirements
- replacement trees, potential funding streams, species selection and costs
- staffing requirements for maintenance of trees going forward
- engaging local community groups.

To conclude the Chairman thanked both officers for their attendance and the insightful overview of the Council's Trees Strategy and Maintenance Project and its progress.

RESOLVED that

- a) the content of the report, be received and noted;
- b) the condition and associated costs of trees maintenance, for the 461 trees inspected as part of the sampling exercise undertaken, be acknowledged;
- c) the proposed next steps in the project, to ensure that the Council has a robust tree management plan and a prioritised inspection and maintenance schedule in place, be also noted;
- d) the Junior Improvement Analyst for Performance & Improvement be invited back to a future meeting of the Committee to present the draft Council Trees Strategy (once developed) and to enable Members to assist with the selection of local tree species for inclusion in the policy as required.

## **EC.11 Selective Licensing Mid Term Review**

The Chairman welcomed Phil Warrington, the Council's Assistant Director for Strategic Housing, Stacy White, Team Manager Environmental Health (Residential) and Sophie Bird, Selective Licensing Officer who were in attendance at the meeting to present a mid-term review of the Council's Selective Licensing Scheme.

Much work had been completed in the first two years of the five-year Selective Licensing Scheme which enabled the Council to require private landlords to register and licence their properties within designated areas. An initial Scheme had run the five years' previously in the Stanton Hill and Sutton Central areas.

Triggers to enable a Selective Licensing Scheme to be designated included high levels of disrepair in an area, bad landlords, high turnover of tenants and high incidences of anti-social behaviour (ASB).

Following commencement of the Scheme, landlords were required to pay a fee of £350 for a licence to rent out properties within the designated area. This enabled the Council to manage and improve the following:

- housing standards
- management practices
- incidences of disrepair
- cases of damp and mould
- number of empty homes
- partnership working.

Lessons had been learnt from the initial five-year scheme including the need to focus more on the good landlords offering them an effective advice, help and support service for the £350 licence fee.

Since commencement of the Scheme, 670 applications for licence had been approved and it was pleasing to note the high levels of compliance that had been evidenced whilst the housing inspections had been undertaken. Any landlords failing to provide the necessary certificates for electrical safety or dealing with Category 1 or 2 hazards, were offered support and guidance by Council officers to rectify these matters promptly. Additional information had also been provided to both landlords and tenants on a range of issues (for both internal and external areas) including guttering, waste on land, location and provision of bins and general tidiness.

In respect of enforcement notices, only seven civil penalties had been issued and one prosecution carried out. Over one thousand surveys had been sent out to elicit feedback on the Scheme and overall data was indicating that the first two years of the Scheme had been a success. However, it was noted that incidences of ASB were still high in the designated areas.

To conclude, Members were advised that the next steps included a focus on high-risk landlords, building on effective partnership working, assisting with measures to reduce ASB and bringing empty properties back into use.

Following the presentation Members discussed the matter and sought further information in relation to the following:

- how long a valid licence lasts
- criteria and possibility for designating additional areas
- empty homes turnaround timelines
- impact of new legislation.

To conclude the Chairman thanked the officers for their attendance and the informative presentation regarding progress of the Council's Selective Licensing Scheme.

**RESOLVED**

that the presentation and update be received, noted and welcomed.

The meeting closed at 8.21 pm

Chairman.



<b>Report To:</b>	<b>ENVIRONMENT &amp; COMMUNITIES SELECT COMMITTEE</b>
<b>Date:</b>	<b>4 MARCH 2025</b>
<b>Heading:</b>	<b>SUSTAINABLE FLEET MANAGEMENT STRATEGY &amp; REPLACEMENT PLAN</b>
<b>Executive Lead Member:</b>	<b>CLLR HELEN SMITH, DEPUTY LEADER AND EXECUTIVE LEAD MEMBER FOR PARKS AND ENVIRONMENTAL SERVICES</b>
<b>Ward/s:</b>	<b>ALL</b>
<b>Key Decision:</b>	<b>YES</b>
<b>Subject to Call-In:</b>	<b>YES</b>

## **1.0 Purpose of Report**

- 1.1 To consultation with the committee of the Council's Sustainable Fleet Management Strategy & Replacement Plan 2025/2034 prior to adoption by the Council.

### **Recommendation(s)**

That the Committee:

- 1) Comment on the draft Ashfield Sustainable Fleet Management Strategy & Replacement Plan 2025 – 2034 prior to a 30-day external consultation.
- 2) Notes that the Fleet capital and revenue Vehicle Replacement Plan for 2025 – 2034, has already been approved as part of the Council's Capital Programme and is being implemented in line with the Strategy.

## **2.0 Reasons for Recommendation(s)**

- 2.1 Following formal consultation, the approval of the Sustainable Fleet Management Strategy and Replacement Plan will support the Council to evolve its operational and

grey fleet, in line with the Council's commitment in creating a greener, cleaner environment, as set out in the Council's Climate Change Delivery Plan.

### **3.0 Alternative Options Considered**

- 3.1 Not approving or adopting a clear Sustainable Fleet Management Strategy and replacement Plan, could result in the Council continuing to replace existing vehicles and equipment with assets that do not align with the Corporate Plan or the Council's net-zero aspirations. This would cause Ashfield District Council to not achieve Net Zero position within the Council's Corporate priorities, as set out in the Corporate Plan.

### **4.0 Detailed Information**

#### **Policy Drivers (National)**

- 4.1 In November 2020, The UK Government published its Ten Point Plan for a Green Industrial Revolution. Within the Plan at Point 4, Government emphasised; Accelerating the shift to Zero Emission Vehicles and committed to banning sales of new petrol and diesel cars and vans by 2030. Government also went on and confirmed that the sale of hybrid cars and vans, which could drive a significant distance with no carbon coming out of the tailpipe, would be allowed until 2035. The Government reemphasised these commitments in its Net Zero Strategy: Build Back Greener in 2021.
- 4.2 These targets were amended in 2023 with the Government pushing back the end date for the sale of new petrol and diesel cars and vans to 2035. The Zero Emission Vehicle mandate sets the regulatory framework for these amended targets and uses a phased approach, whereby 80% of new cars and 70% of new vans sold in the UK are to be zero emissions by 2030.
- 4.3 Beyond cars and vans, the Net Zero Strategy: Build Back Greener (2021) also committed to take forward the pledge to end the sale of all new, non-zero emission road vehicles by 2040, from motorcycles to buses and Heavy Goods Vehicles (HGVs), subject to consultation.
- 4.4 The UK Government subsequently ran a consultation on the phasing out of new diesel HGVs from July to September 2021. The Government set out in its formal response to

this consultation in May 2022 that HGV phase out dates will be applied according to vehicle weight. A 2035 phase out date will apply to rigid vehicles with a gross weight less than or equal to 26 tonnes, and any articulated HGVs with a gross combination weight less than or equal to 26 tonnes. A 2040 phase out date will apply to articulated HGVs with a gross combination weight greater than twenty-six tonnes.

## **Local**

4.5 The Ashfield District Council's Corporate Plan sets the vision for the Council to transition to Net Zero as part of the Council's role in creating a greener, cleaner environment and its effective response to climate change.

4.6 The Council provides a wide range of services to its residents and is one of the largest employers in the area. These services include Housing, Parks and Green Spaces, Waste and Environmental Services, Environmental Health, Planning and Economic Regeneration. Therefore, the Council is well placed to have a positive impact on climate change in the area through:

- Establishing and understanding current emissions (carbon baseline)
- Setting clear carbon reduction targets.
- Introducing key actions to reduce carbon emissions (Carbon Management Plan).
- Gathering and maintaining high quality emissions data and monitoring improvements.
- Supporting other organisations in decarbonisation of the district.

4.7 As part of the Council's Policy Framework, it is important to have a clear strategy for the management and replacement of its fleet of operational vehicles. The Council also needs to ensure that its existing grey fleet arrangements are effectively managed and can transition to new alternative greener and cleaner ways of operating.

## **5.0 Our Green Fleet Vision & Objectives**

5.1 The effective management of the Council's fleet related assets is critical to the delivery and performance of Council Services. The Council's vision is to provide an environmentally sustainable operational fleet which delivers safe, reliable services to our communities, and which is affordable to the Council.

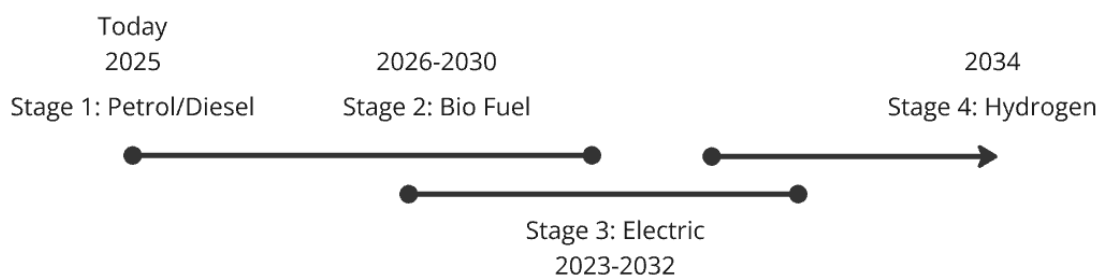
5.2 To deliver this vision, the objectives of the Council's Sustainable Fleet Management Strategy are to ensure that the fleet is:

- I. **Safe & Compliant** - All assets which make up our fleet will be maintained in a safe and legal condition prior to use, to minimise health and safety risks to our staff and members of the public, and to ensure that they are suitable for their intended use(s) to enable effective service delivery.
- II. **Fit for Purpose, Offering Value for Money** - Assets will be treated as a corporate resource, and the fleet requirements within service delivery will be regularly reviewed. The performance of assets will be monitored and reported with the aim of eliminating unnecessary expenditure.
- III. **Environmentally Friendly** – Over the period of the strategy, the Council will work towards transitioning its fleet assets to net zero by 2034, considering their life cycle and component parts (including fuel). Replacement assets or related initiatives will also be expected to contribute to improving local air quality by reducing other harmful emissions where possible.
- IV. **Future Proof (Fossil Fuels / Hydrogen)** - The Council will over the period of the Strategy, undertake a vehicle replacement programme that supports the transition from existing fossil fuels to hydrogen.

Hydrogen is a leading contender to replace fossil fuels in the heavy-duty transport sector, as it has higher energy density than fully electric batteries, making it suitable for vehicles carrying weighty loads and travels long distances. Hydrogen also creates no emissions when consumed and is efficient and quiet.

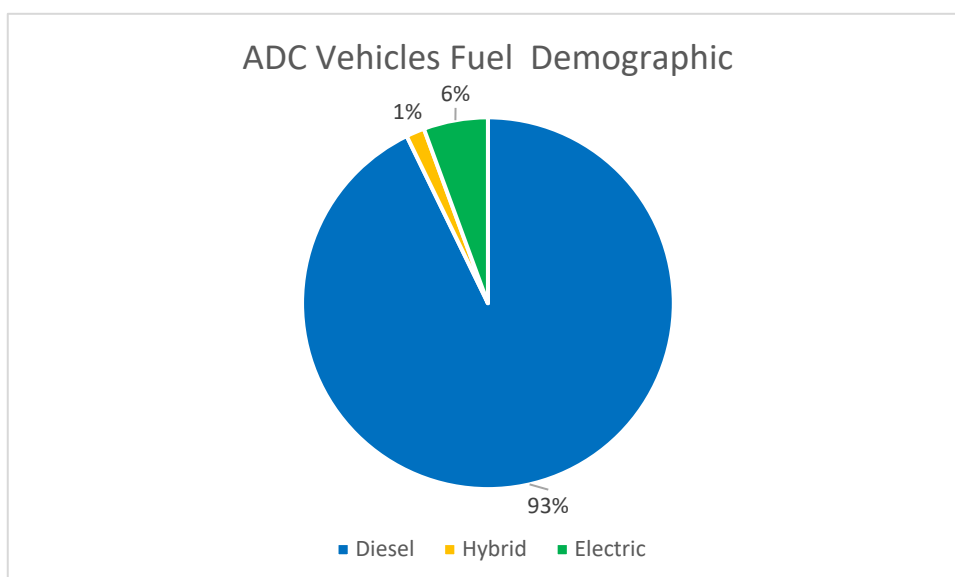
## 6.0 The Journey

- 6.1 The Council Journey to a sustainable green fleet is broken down into four stages as shown below. The staged approach allows for review bi-yearly to assess the infrastructure and availability of hydrogen fuel in the UK with current projections suggesting its implementation from HGV vehicles in 2030.



6.2 Today, the Council fleet is mainly petrol for plant and diesel for small vehicles and LGV's, with a small proportion being of electric vehicles due to the limitations of onsite power and charging stations. The journey over the next nine years is set out above, to ensure that the Council is able to meet its targets and aspirations of a clean green, low carbon operation.

6.3 **Diesel & Petrol Fuel** - currently is the most used fuel in the UK for HGV & Light Commercial Vehicles, Euro 6 Engines are the latest emission standards for HGV Vehicles. Approximately 90% of ADC fleet vehicles comply to these emissions standards. The majority of ADC existing fleet is either Petrol or Diesel and only a small proportion is hybrid or electric (see breakdown below).



6.4 **HVO Fuel** - Provides a viable transitional alternative until alternative RCV markets (such as electric and/or hydrogen RCVs) mature. It significantly reduces emissions by up to 90% (compared with conventional fossil fuels), is similar in cost to diesel and has been successfully trialled and adopted by other councils.

6.5 **Electric** – provides a transitional arrangement for the Council, enabling the replacement of end-of-life vehicles with electric, whilst we wait for the developing hydrogen market to catch-up. The transition from Diesel and Biofuel to Electric as a mid-way point to hydrogen for large goods vehicles (LGV), will take place from 2026, when the Depot receives a new Sub-Station that will allow increased charging capacity to the site.

- 6.6 **Hydrogen** – Is the fuel of the future however, there are several barriers to using Hydrogen at this present time, which are; it is highly flammable and explosive in nature, not easily transported from one place to another and it can be generated as a bi-product of energy from waste, plastic processing of through the hydrolysis of water. Hydrogen is widely available across most of Europe however, it is not yet manufactured in sufficient quantities in the UK, which means it need to be imported and therefore expensive.
- 6.7 There are currently several trails and developments taking place across the UK and over the next five years to generate clean hydrogen at an affordable cost. We are expecting existing energy from waste facilities to be upgraded and new plant and processes to be introduced, that will make hydrogen freely available at a competitive price across the UK by 2032.
- 6.8 By 2030 it is expected that the ADC fleet is 70% carbon neutral.

## 7.0 The Grey Fleet

- 7.1 The Council's Grey Fleet, which comprises of existing staff members, using their own vehicle for use on Council business, either as an essential user or a casual user need to align with the Council's aspirations of cleaner, greener and a low carbon operation.
- 7.2 Moving forward the Grey Fleet Management will need to be redesigned to allow it to align and transition to an alternative greener approach as set out within the Ashfield Sustainable Fleet Management Strategy 2025 -2034.
- 7.3 The Council has two types of grey fleet users these being:
- **Essential User:** Monthly lump sum plus mileage expense on Council business.
  - **Casual User:** Mileage Expense on Council business.
- 7.4 The Council currently has 53 essential user and 80 casual users and the total cost of the grey fleet operation is £105,225.17 p.a as shown below (estimates from April 2024-March 2025):

	Number of people	Miles	Cost (p.a)
<b>Essential Users</b>	53	83,108	£37,398.78
<b>Casual Users</b>	70	51,085	£22,988.34
<b>Total</b>	123	134,193	£60,387.12

\*There is an additional cost of £44,838.80 (53 x £846) lump sum. This payment is solely made to essential users.

7.5 The Council's Grey Fleet Policy is currently undergoing a full review, to explore alternative opportunities for the management of the grey fleet and align with the Councils Net Zero aspiration. Set out below are a few examples of the areas that the Council will be exploring as part of the review:

Looking Ahead (Considerations)

- One rate of mileage compensation (removal of essential/casual criteria)
- Pool Cars
- Car Sharing
- Pool Vans (Front line Operational)
- Cycle to Work Scheme
- Car Clubs.
- Travel to work plans.

7.6 The outcome of the grey fleet review and consideration of the future options, will feed into the new Grey Fleet Policy and the Ashfield Sustainable Fleet Management Strategy.

## 8.0 The Fleet Replacement Plan

8.1 The below table outlines the vehicle replacement plan over the next nine years as approved in the Council's Capital Programme.

**Replacement Profile (based on life of vehicle 109 asset replacements to 2030)**

Vehicle Replacement 2024/2034	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034
Housing Vehicle	6	3	7	8	8	8	6	6	7
Waste Vehicles RCV	4	3	5	3	3	1	4	3	5
Environment Vehicles	4	6	4	4	3	3	3	4	4
Cleansing Sweepers	0	0	0	6	0	0	0	0	6
Markets, Pest, CPO	3	3	2	0	0	3	2	2	2
Grass Cutting Equipment	5	4	5	5	5	4	4	5	5
9	22	19	23	26	19	19	19	20	29

## **Implications**

Additional training will need to be provided to develop workshop staff's skills and knowledge of maintenance and repair work for electric/ hydrogen vehicles.

The existing depot will need to be upgraded in the short term to allow the storage and supply of Bio Diesel in 2025/26, Electric Sub-station in 2027/28 and finally Hydrogen in 2032. Alternative fuelling stations could be explored with partners of local industry as part of the regional transition to net zero fuels.

## **Corporate Plan:**

The Fleet Replacement Strategy aligns with the Corporate Plan 'District-wide reduction in carbon emissions, with reduced carbon footprint from Council operations'.

## **Legal:**

## **Finance:**

<b>Budget Area</b>	<b>Implication</b>
General Fund – Revenue Budget	Existing operational expenditure is within current budget allocations for 2025/26.
General Fund – Capital Programme	Capital asset replacement is as set out within the strategy and is adjusted each financial year as part of the Council's capital programme.
Housing Revenue Account – Revenue Budget	N/A
Housing Revenue Account – Capital Programme	N/A

## **Risk:**

<b>Risk</b>	<b>Mitigation</b>
Infrastructure of ADC depot site not being ready for HVO, electric, hydrogen vehicles.	<p>A site assessment for the storage on Biofuel is currently underway, with expectation that a new bunded storage tank will be required on site.</p> <p>A new substation and additional electrical charging points are incorporated into the Depot renovations with the infrastructure to scale this number in the future included in the designs.</p>



	Options for hydrogen fuel provision and storage will be explored over the next two years.
Capital required to finance the fleet replacement. Increased cost of electric/hydrogen vehicles.	Accounted for in the fleet capital and revenue vehicle Replacement Plan for 2025 – 2034, which has been approved as part of the Council's Capital Programme.
Lower range of electric vehicles.	Rounds designed to reflect the capacity of the vehicles.
Increased maintenance cost of electric and hydrogen vehicles.	Accounted for in the Council's annual budget setting mechanism.
Lack of mechanical expertise to diagnose and repair electric and hydrogen vehicles.	Training to be provided to develop workshop staff's skills and knowledge for electric and hydrogen vehicles as part of the vehicle procurement activity.
Carbon reduction targets not met by ADC.	Monitoring of the vehicle replacement programme in line with the strategy. Review of existing grey fleet operation to ensure alternative options are identified and implemented where agreed.

### **Human Resources:**

N/A

### **Environmental/Sustainability:**

The Fleet Replacement Strategy aligns with the corporate priority of 'Ensuring the green agenda is at the centre of our decision making, leading by example, and working together across the organisation to reduce carbon impacts from our own assets'.

### **Equalities:**

N/A

### **Other Implications:**

N/A

### **Reason(s) for Urgency**

N/A

### **Reason(s) for Exemption**

N/A

### **Background Papers**

*(if applicable)*

### **Report Author and Contact Officer**

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**Sponsoring Executive Director**  
**Charles Edwards**  
**Executive Director Operations**  
**[charles.edwards@ashfield.gov.uk](mailto:charles.edwards@ashfield.gov.uk)**

# The Ashfield Sustainable Fleet Management Strategy 2025 – 2034

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**Chapter 1: Introduction**

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**Chapter 2: The Policy Drivers**

2.1 This chapter summarises the key policy drivers at a national and local level which have underpinned the development of the Ashfield Sustainable Fleet Management Strategy 2025 – 2034.

**National**

2.2 Aligned to national net zero targets, several policies related to the decarbonisation of UK transport have been introduced by the UK Government.

2.3 In November 2020, The UK Government published its Ten Point Plan for a Green Industrial Revolution. Within the Plan at Point 4, Government emphasised; Accelerating the shift to Zero Emission Vehicles and committed to banning sales of new petrol and diesel cars and vans by 2030. Government also went on and confirmed that the sale of hybrid cars and vans, which could drive a significant distance with no carbon coming out of the tailpipe, would be allowed until 2035. The Government reemphasised these commitments in its Net Zero Strategy: Build Back Greener in 2021.

2.4 These targets were amended in 2023 with the Government pushing back the end date for the sale of new petrol and diesel cars and vans to 2035. The Zero Emission Vehicle mandate sets the regulatory framework for these amended targets and uses a phased approach, whereby 80% of new cars and 70% of new vans sold in the UK are to be zero emissions by 2030.

- 2.5 Beyond cars and vans, the Net Zero Strategy: Build Back Greener (2021) also committed to take forward the pledge to end the sale of all new, non-zero emission road vehicles by 2040, from motorcycles to buses and Large Goods Vehicles (LGVs), subject to consultation.
- 2.6 The UK Government subsequently ran a consultation on the phasing out of new diesel LGVs from July to September 2021. The Government set out in its formal response to this consultation in May 2022 that LGV phase out dates will be applied according to vehicle weight. A 2035 phase out date will apply to rigid vehicles with a gross weight less than or equal to 26 tonnes, and any articulated LGVs with a gross combination weight less than or equal to 26 tonnes. A 2040 phase out date will apply to articulated LGVs with a gross combination weight greater than twenty-six tonnes.<sup>2</sup>

## **Local**

- 2.7 The Ashfield District Council Corporate Plan sets the vision for the Council to start the transition to be Net Zero within the Government timelines. The Council is playing a key role in creating a greener, cleaner environment and its effective response to climate change which is monitored through the Climate Change Delivery Plan and the progress, that the Council and partners are making towards reducing carbon emissions across Ashfield District
- 2.8 The Council provides a wide range of services to its residents across and is one of the largest employers in the area. These services include Housing, Parks and Green Spaces, Waste and Environmental Services, Environmental Health, Planning and Economic Regeneration. Therefore, the Council is well placed to have a positive impact on climate change in the area through:
- Establishing and understanding current emissions (carbon baseline)
  - Setting clear carbon reduction targets.
  - Introducing key actions to reduce carbon emissions (Carbon Management Plan).
  - Gathering and maintaining high quality emissions data and monitoring improvements.
  - Supporting other organisations in decarbonisation of the district.
- 2.9 As part of the Council's Policy Framework, it is important to have a clear strategy for the management and replacement of its fleet of operational vehicles. This includes

ensuring that its existing grey fleet arrangements are effectively managed and are able to transition to new alternative greener and cleaner ways of operating.

### Chapter 3: Our Green Fleet Vision & Objectives

3.1 Effective management of fleet related assets is critical to the delivery and performance of Council services. The Council's vision is to provide an environmentally sustainable operational fleet which delivers safe, reliable services to our communities, and which is affordable to the Council.

3.2 To deliver this vision, the objectives of the Ashfield Sustainable Fleet Management Strategy are to ensure that the fleet is:

I. **Safe & Compliant** - All assets which make up our fleet will be maintained in a safe and legal condition prior to use, to minimise health and safety risks to our staff and members of the public, and to ensure that they are suitable for their intended use(s) to enable effective service delivery.

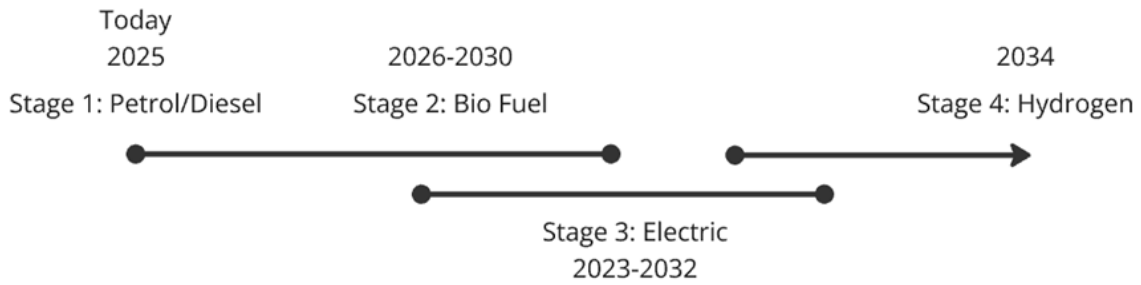
II. **Fit for Purpose, Offering Value for Money** - Assets will be treated as a corporate resource, and the fleet requirements within service delivery will be regularly reviewed. The performance of assets will be monitored and reported with the aim of eliminating unnecessary expenditure.

III. **Environmentally Friendly** – Over the period of the strategy, the Council will work towards transitioning its fleet assets to net zero by 2034, considering their life cycle and component parts (including fuel). Replacement assets or related initiatives will also be expected to contribute to improving local air quality by reducing other harmful emissions where possible.

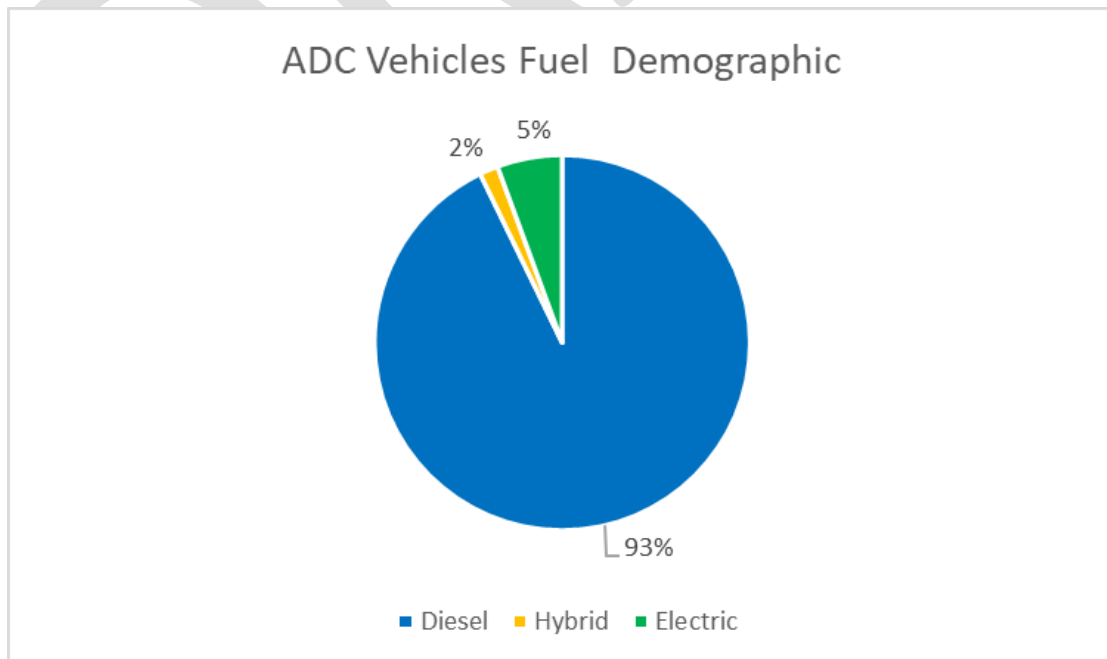
IV. **Future Proof (Fossil Fuels / Hydrogen)** - The Council will over the period of the Strategy, undertake a vehicle replacement programme that supports the transition from existing fossil fuels to hydrogen.

Hydrogen is a leading contender to replace fossil fuels in the heavy-duty transport sector, as it has higher energy density than fully electric batteries, making it suitable for vehicles carrying weighty loads and travels long distances. Hydrogen also creates no emissions when consumed and is efficient and quiet.

3.3 The Council Journey to a sustainable green fleet is broken down into four stages as shown below. The staged approach allows for review bi-yearly to assess the infrastructure and availability of hydrogen fuel in the UK with current projections suggesting its expanded implementation for LGV vehicles, vans and cars in 2032.



3.4 Today, the Council fleet is mainly petrol for small plant and machinery and diesel for small vans and LGV's, with a small proportion being of electric vehicles due to the limitations of onsite power and charging stations. The journey over the next nine years is set out above, to ensure that the Council can meet its targets and aspirations of being a clean green, low carbon operation. The diagram below shows the current makeup of the Council's fleet.



- 3.5 **Diesel & Petrol Fuel** - currently is the most used fuel in the UK for LGV & Light Commercial Vehicles, Euro 6 Engines are the latest emission standards for LGV Vehicles. Approximately 90% of ADC fleet vehicles comply to these emissions standards. The majority of ADC existing fleet is either Petrol or Diesel and only a small proportion is hybrid or electric (see breakdown below).
- 3.6 **HVO Fuel** - Provides a viable transitional alternative until alternative RCV markets (such as electric and/or hydrogen RCVs) mature. It significantly reduces emissions by up to 90% (compared with conventional fossil fuels), is similar in cost to diesel and has been successfully trialled and adopted by other councils.
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- 3.8 **Hydrogen** – Is the fuel of the future however, there are a number of barriers to using Hydrogen at this present time, which are; it is highly flammable and explosive in nature, not easily transported from one place to another and it can be generated as a bi-product of energy from waste, plastic processing of through the hydrolysis of water. Hydrogen is widely available across most of Europe however, it is not yet manufactured in sufficient quantities in the UK, which means it need to be imported and therefore expensive.
- 3.9 There are currently several trials and developments taking place across the UK and over the next five years to generate clean hydrogen at an affordable cost. We are expecting existing energy from waste facilities to be upgraded and new plant and processes to be introduced, that will make hydrogen freely available at a competitive price across the UK by 2032.
- 3.10 By 2030 it is expected that the ADC fleet is 70% carbon neutral.

#### **Chapter 4: Existing Fleet Profile & Operating Costs**



- 4.1 The Council's fleet assets are critical for the delivering statutory and non-statutory frontline services. Many of our fleet assets are used in the delivery of day-to-day services across the district.
- 4.2 As of 1 January 2025, the Council's fleet comprises of 125 vehicles of assorted sizes and fuel types. Set out below is the current Council fleet profile, including costs of maintenance and is broken down as follows:

<b>Service</b>	<b>Vehicle Type</b>	<b>Manufacturer</b>	<b>Weight</b>	<b>Fuel</b>
Housing	Vans	Ford	2,200-3,500 Kgs	Hybrid-Diesel-EV
Housing	Tippers	Ford	3,500 Kgs	Diesel
Housing	Tippers	Iveco	7,500 Kgs	Diesel
Environment	Vans	Ford	3,500 Kgs	Diesel
Environment	Tippers	Ford	3,500 Kgs	Diesel
Environment	4x4	Ford	3,200 Kgs	Diesel
Waste	RCV	Dennis Eagle	26,000 Kgs	Diesel
Waste	RCV	Dennis Eagle	32,000 Kgs	Diesel
Waste	Box Body	DAF/Canter	7,500 Kgs	Diesel
Cleansing /Environment	Road Sweeper	DAF / Boucher	16,000 Kgs	Electric
Cleansing/Environment	Road Sweeper	Boschung	2,300 Kgs	Electric
Others -Pest -CPO	Vans	Ford	2,900 Kgs	Diesel

- 4.3 Service & Maintenance of the Councils Plant & Vehicles are conducted at the Northern Depot by the councils in house garage mechanics.

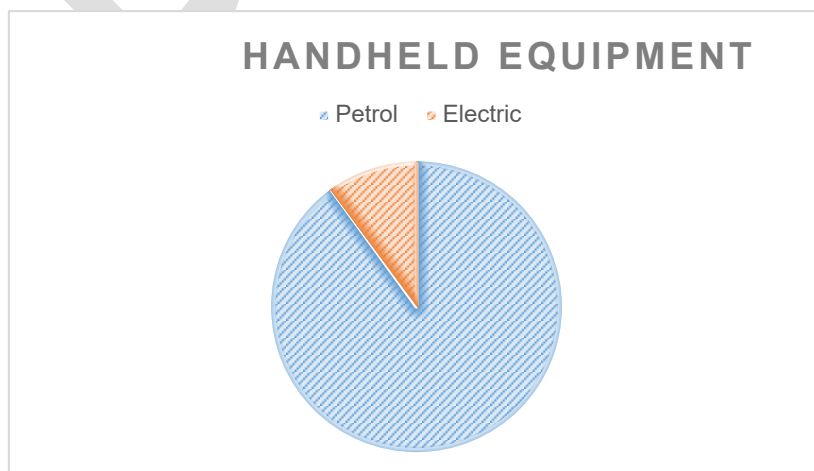
<b>Service</b>	<b>Vehicles</b>	<b>Type</b>	<b>Weight</b>	<b>Annual Maintenance Costs</b>
Housing	Vans	Ford Custom	2200/3,500 kgs	£25,000
Housing	Tippers	Ford Chassis	3500 kgs	£25,000

Housing	Tippers	Iveco	7,500 Kgs	£3,400
Environment	Vans	Ford Transit	3,500 Kgs	£25,000
Environment	Tippers	Ford Chassis	3,500 Kgs	£15,000
Environment	4x4	Ford Ranger	3,200 Kgs	£3,500
Waste	RCV	Dennis Eagle	26,000 / 32,000 Kgs	£93,000
Waste	RCV	Dennis Eagle	18,000 Kgs	£3,400
Waste	Box Body	Daf/Canter	7,500 Kgs	£6,800
Cleansing /Environment	Sweepers	Daf/Bucher	16,000 Kgs	£5,100
Cleansing /Environment	Sweepers	Boschung	2,300 Kgs	£3,400
Others	Vans	Ford Custom	2,900 Kgs	£10,200
<b>Total Cost</b>				<b>£218,200</b>

**Chapter 5: Fleet Assets (Equipment & Machinery)**

5.1 The Council’s vehicle fleet set out above, is maintained through servicing scheduling, Heavy Goods Vehicles (vehicles above 3,500 Kgs) are inspected on an eight-weekly cycle, this conforms to the DVSA maintenance guidelines, all other vehicles are inspected and maintained on a annual schedule, subject to mileage.

The Council owns and maintains approximately 250 items of handheld equipment and machinery that have several types of fuel. A percentage of these are battery operated



- 5.2 The Council’s handheld equipment is maintained through a comprehensive winter servicing schedule, with the workshop undertaking day to day repairs when necessary.
- 5.3 The costs of maintaining and servicing different sized equipment and handheld items varies considerably. However, the average cost for servicing this type of equipment is £150.00 per year per machine. The replacement programme of these items is based on service need and annual condition assessment.
- 5.4 The transition for handheld tools and equipment from fossil fuels to electric is underway, however it is dependent upon the availability of types of machinery. Electric and battery operated is the Council’s first choice, subject to availability.

**Chapter 6: Our Fleet Management Arrangements**

- 6.1 **Transport Manager** - The role of the Local Authority Transport Manager is critical to the safe and efficient delivery of many Council services and to the reputation of the Council. The Traffic Commissioner requires that the transport manager must be of good repute and professionally competent. They must exercise continuous and effective management of their transport activities. Their responsibilities and skills required to carry out their role are extremely varied and wide-ranging.
- 6.2 Ashfield District Council has three qualified persons who hold the correct certification.
- 6.3 Responsibilities of a transport manager include:

Drivers have a valid licence and CPC where appropriate	Drivers do not speed or break the drivers’ hours rules
Vehicles are taxed and insured	The vehicle operator does not break safety rules
Vehicles have a valid MOT and are properly maintained through safety inspections	Records for vehicle maintenance, drivers’ hours and working time are kept for the appropriate length of time.

Vehicles are loaded safely and not overloaded	Holding a Transport Manager Certificate of Professional Competence (CPC)
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6.4 Ashfield District Council holds a Vehicle Operator’s Licence, that ensures the safe and proper use of goods vehicles and protects the environment around operating centres. This is statutory requirement and is referenced in the following acts:

- The Goods Vehicles (Licensing of Operators) Act 1995
- The Goods Vehicles (Licensing of Operators) Regulations 1995
- The Road Transport Operator Regulations 2011, and
- The Goods Vehicles (Licensing of Operators) (Fees) Regulations 1995

6.5 A licence is required when operating goods vehicles that have a maximum laden weight over 3.5 tonnes to transport goods and is an essential requirement for the Council in the delivery of services such as refuse collection, street cleansing and housing.

6.6 To be a large goods vehicle (LGV) driver, our staff need a professional driving qualification called the Driver Certificate of Professional Competence (Driver CPC). This certificate of competence must be refreshed every five years. In addition, or LGV drivers need to undergo regular health and medical checks to maintain the LGV licence.

6.7 The Council uses a fleet management software to assist in maintaining its records. The system use by the Council is Fleetwave and maintains the following records as part of our fleet management system.

Service Planning for all Vehicles & Plant	Taxi Testing (Compliance, Independent Engineers Reports)
MOT Testing (bookings)	Vehicle Records, V5.MOT, DVSA Compliance.
Driving Licence Checks	Procurement Data

Depreciation Records	Plant Equipment Service & Repair Data.
Vehicle & Plant Equipment Insurance Data.	Incident Investigation Records

## **Chapter 7: Grey Fleet Management**

7.1 The Council's Grey Fleet, which comprises of existing staff members, using their own vehicle for use on Council business, either as an essential user or a casual user need to align with the Council's aspirations of cleaner, greener and a low carbon operation.

7.2 Moving forward the Grey Fleet Management will need to be redesigned to allow it to align and transition to an alternative greener approach as set out within the Ashfield Sustainable Fleet Management Strategy 2025 -2034.

7.3 The Council has two types of grey fleet users these being:

- **Essential User:** Monthly lump sum plus mileage expense on Council business.
- **Casual User:** Mileage Expense on Council business.

7.4 The Council currently has 53 essential user and 80 casual users, and the estimated annual cost of the grey fleet operation was £105,225 as shown below (estimates from April 2024-March 2025):

	Number of people	Miles	Cost (p.a)
<b>Essential Users</b>	53	83,108	£37,398.78
<b>Casual Users</b>	70	51,085	£22,988.34
<b>Total</b>	123	134,193	£60,387.12

7.5 There is an additional cost of £44,839 (53 x £846) lump sum. This payment is solely made to essential car users.

7.6 The Council's Grey Fleet Policy is currently undergoing a full review, to explore alternative opportunities for the management of the grey fleet and align with the Councils Net Zero aspiration and alternative ways of working. Set out below are a few examples of the areas that the Council will be exploring as part of the review:

### Looking Ahead (Considerations)

- One rate of mileage compensation (removal of essential or casual criteria)
- Pool Cars
- Car Sharing
- Pool Vans (Front line Operational)
- Cycle to Work Scheme
- Car Clubs.
- Travel to work plans.

7.7 The outcome of the grey fleet review and consideration of the future options, will feed into the new Grey Fleet Policy and the Ashfield Sustainable Fleet Management Strategy.

## **Chapter 8: Managing Occupational Road Risk**

- 8.1 Ashfield District Council recognises that many of their employees are engaged in occupational driving as part of their daily duties. It is therefore important to manage the risks associated to this activity appropriately.
- 8.2 Ashfield District Council Occupational Road Risk (ORR) is the joint responsibility of employer and employees. It is our policy to provide and maintain safe and healthy working conditions for all employees and to provide the information, instruction, training, and supervision required for this purpose. All employees should be aware of the organisation's ORR policy.
- 8.3 Overall responsibility for Occupational Road Risk (ORR) in the organisation is held by the Chief Executive. The daily responsibility is delegated to the relevant Service Managers and the Council's Transport Managers of which ADC has appointed three.
- 8.4 There are a number of key statements within the Council's ORR Policy which cover off key risks and provides guidance for all employees who drive for work

## **Chapter 9: The Fleet Replacement**

- 9.1 The Council has reviewed the optimum time to replace vehicles based upon usage, age and life expectancy of the vehicle. For example, a small electric sweeper has an operational life expectancy of five years, and a large LGV vehicle has an average operational life expectancy of 8-9yrs.

9.2 A review of the existing fleet assets, based upon the above criteria identified that the transition of the existing fleet to a zero carbon position would take until 2034 to complete, with 109 vehicles being replaced by 2030. The below chart sets out the planned vehicle replacement across each service area. (see chart below)

**Replacement Profile (based on life of vehicle 109 asset replacements to 2030)**

Vehicle Replacement	2024/2034	2025/2026	2026/2027	2027/2028	2028/2029	2029/2030	2030/2031	2031/2032	2032/2033	2033/2034
Housing Vehicle		6	3	7	8	8	8	6	6	7
Waste Vehicles RCV		4	3	5	3	3	1	4	3	5
Environment Vehicles		4	6	4	4	3	3	3	4	4
Cleansing Sweepers		0	0	0	6	0	0	0	0	6
Markets, Pest, CPO		3	3	2	0	0	3	2	2	2
Grass Cutting Equipment		5	4	5	5	5	4	4	5	5
<b>9</b>		<b>22</b>	<b>19</b>	<b>23</b>	<b>26</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>20</b>	<b>29</b>

9.3 The full replacement plan and capital costs is set out at appendix 2 below.

## Chapter 10: The Action Plan

*Note: this section is currently under development and includes appendix 1 (the action plan)*

**Appendix 1****Action Plan (Detail)***To be developed as part of the consultation process*

ID	Description	Action	Timescale
Ts1	Decarbonising the fleet	<ol style="list-style-type: none"> <li>1. To implement the fleet replacement programme in line with the strategy to transition to hydrogen by 2032</li> <li>2. Install HVO Fuel Tank to reduce the use of Diesel Fuels in Council Vehicles &amp; Plant Equipment</li> <li>3. Install Electric Sub Station- Increase E.V Charging Capacity.</li> <li>4. Review Vehicle Types (use smaller vehicles)</li> <li>5. Rationalise the Councils Fleet and use sustainable transport.</li> </ol>	<p>March 2032</p> <p>August 2025</p> <p>March 2026</p>
Ts2	Vehicle telematics	<ol style="list-style-type: none"> <li>1. Carryout audit of existing vehicle telematics systems and equipment used</li> <li>2. Reconfigure existing systems to central operational system (examples CRM, whitespace, Bartec, Confirm Connect or similar system) Where not possible develop a telematic equipment replacement plan to ensure alignment by 2027</li> <li>3. Audit all vehicles to ID which has In-cab technology installed and which requires a mobile/installation system</li> </ol>	<p>September 2025</p> <p>March 2027</p> <p>September 2025</p>



		4. Upgrade vehicles to operate with in cab technology (mobile or installed, utilising Whitespace)	
Ts3	Driver training	<ol style="list-style-type: none"> <li>1. Upskilling existing employees</li> <li>2. Apprenticeships for HGV Drivers</li> <li>3. In House Driver Training Driver CPC Modules.</li> <li>4. H&amp;S Accredited Training (IOSH)</li> </ol>	On Going
Ts4	Route optimisation	<ol style="list-style-type: none"> <li>1. Carryout a route/round optimisation for Refuse and recycling vehicles</li> <li>2. Develop street cleansing routes for Road Sweepers and install on Whitespace</li> <li>3. Develop grass cutting routes and install on whitespace</li> <li>4. Monitor route efficiencies to enable less wasted journeys.</li> </ol>	<p>April 2025</p> <p>May 2025</p> <p>May 2025</p> <p>On-Going</p>
	Skills training Workshops	<ol style="list-style-type: none"> <li>1. Review Options for Train the Trainer</li> <li>2. Identify Opportunities for Electric, Hydrogen Systems Training</li> <li>3. Supplier In House Training Workshops.</li> </ol>	<p>Jan 2026</p> <p>On Going</p> <p>On Going</p>
Ts5			
	Grey Fleet Review	<ol style="list-style-type: none"> <li>1. Identify Essential Car Users &amp; Casual Car users</li> <li>2. Assess Costs &amp; mileages</li> </ol>	On-going

		<p>3. Identify options for Travel during Council Working times.</p> <p>4. Align Vehicles to the Councils Net Zero Targets.</p> <p>5. Other Options include</p> <p>Car Share</p> <p>Pool Vehicles -Cars or Vans</p> <p>Cycle to work schemes.</p> <p>Public Transport.</p>	December 2025

## Appendix 2

### Fleet Replacement Plan & Capital Spend Profile 2025 - 2034

Vehicle Replacement 2024/2034	2025/202	2026/202	2027/202	2028/2029	2029/203
Housing Vehicles	6	3	7	8	8
Waste Vehicles RCV	4	3	5	3	3
Environment Vehicles	4	6	4	4	3
Cleansing Sweepers	0	0	0	6	0
Markets, Pest, CPO	3	3	2	0	0
Grass Cutting Equipment	5	4	5	5	5

Vehicle Replacement 2024/2034	2030/203	2031/203	2032/203	2033/2034
Housing Vehicles	1	2	3	7
Waste Vehicles RCV	8	6	6	5
Environment Vehicles	1	4	3	4
Cleansing Sweepers	3	3	4	4
Markets, Pest, CPO	0	0	0	6
Grass Cutting Equipment	3	2	2	2
	4	4	5	5

### Capital Costs Profile

Vehicle Replacement 2024/2034	2025/202	2026/202	2027/202	2028/2029	2029/203
Housing Vehicles EV	6	3	7	8	8
Waste Vehicles RCV EV	4	3	5	3	3
Environment Vehicles EV	4	6	4	4	3

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Cleansing Sweepers EV	0	0	0	6	0
Markets, Pest, CPO EV	3	3	2	0	0
Grass Cutting Equipment EV	5	4	5	5	5
Capital Costs	2,481,000	2,059,000	1,846,000	4,179,000	2,405,960
Vehicle Replacement 2024/2034	2030/203 1	2031/203 2	2032/203 3	2033/2034	
Housing Vehicles EV	8	6	6	7	
Waste Vehicles RCV EV	1	4	3	5	
Environment Vehicles EV	3	3	4	4	
Cleansing Sweepers EV	0	0	0	6	
Markets, Pest, CPO EV	3	2	2	2	
Grass Cutting Equipment EV	4	4	5	5	
Capital Costs	1,240,360	2,777,080	2,241,760	5,608,160	

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