INFORMATION

# RIBBLE VALLEY BOROUGH COUNCIL
# REPORT TO COMMUNITY SERVICES COMMITTEE

meeting date: JANUARY 5th 2021
title: TRANSITION TO ZERO EMISSION VEHICLES
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## 1 PURPOSE

1.1 To inform members about the ban on petrol and diesel vehicles in 2030 and the effect that it will have to the Council and its options when purchasing/leasing vehicles

1.2 Relevance to the Council's ambitions and priorities:

- Community Objectives
  - To sustain a strong and prosperous Ribble Valley
  - To help make people's live healthier and safer
  - To protect and enhance the existing environmental quality of our area
- Corporate Priorities
  - To ensure best use of council resources in the provision of vehicles
  - To aim to be a carbon neutral borough by 2030

## 2 BACKGROUND

2.1 The Government has recently set a target of 2030 for a ban on the sale of petrol/diesel (ICE – Internal Combustion Engine) vehicles to come into effect. This ban will affect the choices that the council can make when replacing its existing vehicle stock.

2.2 RVBC is a rural authority and the vehicles that it uses have to be reliable and capable of covering a large area. Current alternative technologies go some way towards meeting the Council's requirements but not fully.

2.3 The Council currently owns, or leases, a total of 30 Vehicles. This is made up of 12 Refuse Vehicles, 5 Works vehicles, 9 General Maintenance and Cleansing vehicles, 2 Dog Warden Vans, and 2 Car Park Enforcement vans. Alongside that we have a JCB load all, a JCB grave digger, gas powered fork lift, 3 tractors, and 12 mowers – some hand powered and some ride on.

All of the above vehicles have a limited working life and have to be replaced at varying intervals.

2.4 For some years now officers have been reviewing all current and emerging technologies but changes to vehicle technology will require changes to supporting infrastructure. For example, a change to EV's will require charging points for those vehicles, hydrogen fuelled vehicles require an available source of hydrogen, etc.

2.5 While EV's (Electric Vehicles) might be a suitable alternative for small vehicles such as vans, they are not currently seen as a reliable alternative for refuse vehicles that need to cover a large area such as the Ribble Valley. Hydrogen fuelled vehicles might be a better alternative to EV's for refuse vehicles but they come at a much higher cost and there is currently very limited supporting infrastructure for them.

2.6 Electric Refuse Vehicles are currently twice the price of ICE vehicles. Conversions are available to turn the body of an ICE vehicle into an EV but again the cost is virtually double. Electric lifts for ICE refuse vehicles can also be fitted which reduces the load on the engine and therefore creates lower emissions. Again, this is currently an expensive option for the minimal benefit it creates and they are not as effective. Having trialled two sets of electric lifts on our rounds for the full life of the vehicles we would not currently opt for them again.

2.7 The Council depot could be a suitable location for the installation EV charging points where vehicles could be charged as they are parked overnight. Several "slow" charge points could be installed to provide for several small vans. However, an increase in charge points or a requirement for faster chargers might mean upgrading the power supply (possibly at a substantial cost to the Council)

2.8 The current cost of EV's is higher than ICE vehicles, and there will be additional costs associated with making changes to accommodate them. However, there are grants available to local authorities to try and offset this initial outlay. Ongoing costs are also reduced with no road tax, low maintenance costs, cheaper fuel, lower servicing requirements, etc.

2.9 As technologies are continuing to advance your officers will stay up to speed with the latest vehicles available that will meet the needs of the Council. WE will continue to share knowledge with other local authorities to develop a strategy for working towards a greener fleet.

## 3 RISK ASSESSMENTS

3.1 The approval of this report may indirectly have the following implications:

- Resources – In due course it is likely that the Council will face high initial setup costs and initial outlays but lower costs moving forward, whichever fuel/s is/are chosen
- Political – None arising as a direct result of this report
- Reputation – Would demonstrate clearly the Council's "Green" declared commitment to protecting and enhancing the environmental quality of the area.
- Equality & Diversity – None arising directly as a result of this report

## 4 CONCLUSION

4.1 The Council's vehicles are currently sourced to suit the nature of their task and the challenging geographic characteristics of the Borough. Any alternative type of vehicle must meet the same criteria.

4.2 To meet significant legislative changes in the coming years the Council will have no choice but to adapt our transport strategy.

4.3 The Council should make use of available information, funding, and technologies to properly prepare for those changes

4.4 A phased transition using the best technology at the time is likely to be the most economical way to progress, although at some point a level of step change is inevitable.

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