

FAREHAM

BOROUGH COUNCIL

AGENDA

STREETSCENE SCRUTINY PANEL

Date: Thursday, 18 November 2021

Time: 6.00 pm

Venue: Collingwood Room - Civic Offices

Members:

Councillor Miss T G Harper (Chairman)

Councillor Mrs L E Clubley (Vice-Chairman)

Councillors Mrs T L Ellis
Mrs P Hayre
L Keeble
Mrs K Mandry
R H Price, JP

Deputies: G Fazackarley
N R Gregory
Mrs J Kelly



1. Apologies for Absence

2. Minutes (Pages 5 - 8)

To confirm as a correct record the minutes of the meeting of the Streetscene Scrutiny Panel held on 15 July 2021.

3. Chairman's Announcements

4. Declarations of Interest and Disclosures of Advice or Directions

To receive any declarations of interest from members in accordance with Standing Orders and the Council's Code of Conduct and disclosures of advice or directions received from Group Leaders or Political Groups, in accordance with the Council's Constitution.

5. Deputations

To receive any deputations of which notice has been received.

6. Executive Business

To consider any item of business dealt with by the Executive since the last meeting of the Panel, that falls under the remit of the Streetscene Portfolio. This will include any decisions taken by individual members during the same time period.

(1) Sustainable In-Bloom and Floral Displays (Pages 9 - 10)

(2) Project Integra - Joint Municipal Waste Management Strategy (Pages 11 - 12)

7. Hydrotreated Vegetable Oil Fuel Pilot (Pages 13 - 22)

To consider a report which outlines the feasibility of low emission fuels for use by the Council's Refuse Collection Vehicle fleet and proposes a 12 month trial of Hydrotreated vegetable oil (HVO) as an alternative fuel source.

8. Inspection and Monitoring of Council owned Infrastructure (Pages 23 - 24)

To receive a presentation by the Head of Streetscene which provides information to Members in respect of the Council's arrangements for the inspection and monitoring of Council owned infrastructure.

9. Streetscene Scrutiny Panel Priorities

To provide an opportunity for Members to consider the scrutiny priorities for the Streetscene Panel.



P GRIMWOOD
Chief Executive Officer

Civic Offices
www.fareham.gov.uk
10 November 2021

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FAREHAM

BOROUGH COUNCIL

Minutes of the Streetscene Scrutiny Panel (to be confirmed at the next meeting)

Date: Thursday, 15 July 2021

Venue: Council Chamber - Civic Offices

PRESENT:

Councillor Miss T G Harper (Chairman)

Councillor Mrs L E Clubley (Vice-Chairman)

Councillors: Mrs T L Ellis, Mrs P Hayre, Mrs K Mandry and R H Price, JP

Also Present: Councillor I J Bastable, Executive Member for Streetscene, and Mrs C L A Hockley (for items 9 and 10)



1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor G Fazackarley.

2. MINUTES

RESOLVED that the minutes of the Streetscene Scrutiny Panel meeting held on 28 January 2021 be confirmed and signed as a correct record.

3. CHAIRMAN'S ANNOUNCEMENTS

The Chairman put forward thanks to Councillor M J Ford JP, the outgoing Executive Member for Streetscene, for his contribution over the last few meetings and welcomed the new Executive Member, Councillor I J Bastable to his first meeting of the Streetscene Scrutiny Panel.

The Chairman was also pleased to announce that last Wednesday, along with Executive Members, the Chairman of the Leisure and Community Scrutiny Panel and the Head of Streetscene, she attended the opening of Abbey Meadows. It was a pleasure to see so many people enjoying themselves and it is hoped that many more people will be able to enjoy this beautiful area and the facilities it has to offer.

4. DECLARATIONS OF INTEREST AND DISCLOSURES OF ADVICE OR DIRECTIONS

There were no declarations of interest made at this meeting.

5. DEPUTATIONS

There were no deputations made at this meeting.

6. EXECUTIVE BUSINESS

(1) Interim Arrangements for Floral Displays and In Bloom 2021

There were no questions or comments for clarification in respect of this item.

7. OVERVIEW OF THE STREETSCENE PORTFOLIO

The Panel received a presentation by Councillor I J Bastable, the Executive Member for Streetscene, which gave an overview of the main services provided by the Streetscene Team. The presentation also outlined the management structure and priorities for the departments within the portfolio. A copy of the presentation is attached to these minutes as Appendix A.

During discussion on this item, Members congratulated Officers on keeping the Borough such an attractive place to live and work.

The Executive Member was thanked for providing an interesting and informative presentation.

RESOLVED that the Streetscene Scrutiny Panel notes the content of the presentation.

8. RESOURCES AND WASTE STRATEGY - DEPOSIT RETURN SCHEME, EXTENDED PRODUCER RESPONSIBILITIES AND CONSISTENCY OF COLLECTIONS PHASE 2 CONSULTATIONS

The Panel considered a report by the Head of Streetscene which provided a summary of the phase two DEFRA consultations for the Deposit Return Scheme, Extended Producer Responsibilities and Consistency of Collections, and gave an overview of the Fareham Borough Council perspective.

Members discussed the challenges that the changes will bring, in particular, the significant cost to the Council in procuring new collection vehicles and communicating the Strategy to residents and helping them to understand what the changes will be.

The Head of Streetscene was thanked for providing a very interesting and informative report.

RESOLVED that the Streetscene Scrutiny Panel notes the content of the report.

9. FLORAL DISPLAYS AND IN BLOOM ARRANGEMENTS

At the invitation of the Chairman, Councillor Mrs C L A Hockley addressed the Panel on this item.

At the invitation of the Chairman, Councillor I J Bastable, the Executive Member for Streetscene, addressed the Panel on this item.

The Panel considered a report by the Head of Streetscene and a presentation by the Public Spaces Operations Manager which outlined the proposals for the future provision of the Council's floral displays and In Bloom Arrangements.

The Panel was very supportive of the development of more sustainable planting that has taken place across the Borough and complimented Officers on making the Borough look so attractive.

Members requested that floral towers be provided in Portchester and Stubbington district centres as well as in the Town Centre in order to increase the attractiveness of using district centres as shopping destinations. It was suggested that with help from community volunteers in maintaining the towers, only a capital cost would be needed.

Whilst the Panel was very supportive of the future provision of sustainable floral displays, there was considerable concern for the potential loss of valuable community involvement that may result from the proposed changes to Fareham in Bloom Arrangements. Reassurance was given by Officers that community volunteering and involvement will be retained and will continue to be part of any plans going forward.

The Head of Streetscene and the Public Spaces Operations Manager were thanked for providing an interesting report and presentation.

RESOLVED that the Streetscene Scrutiny Panel notes the content of the report.

10. STREETSCENE SCRUTINY PANEL PRIORITIES

At the invitation of the Chairman, Councillor Mrs C L A Hockley addressed the Panel on this item.

Members considered and discussed the Scrutiny Priorities for the Streetscene Panel.

In discussing this item, it was agreed that a report be brought to the next meeting of the Panel which will outline how the Council infrastructure is inspected and monitored.

It was also agreed that a further review of the Fareham In Bloom Activities be brought for consideration by the Panel in 18 months' time.

RESOLVED that the Streetscene Scrutiny Panel agrees that:

- (a) a report be brought to the next meeting of the Panel which will outline how the Council infrastructure is inspected and monitored; and
- (b) a further review of the Fareham In Bloom activities be brought for consideration by the Panel in 18 months' time.

(The meeting started at 6.00 pm
and ended at 8.25 pm).

FAREHAM

BOROUGH COUNCIL

2021/22
Decision No.
2307

Record of Decision by Executive

Monday, 11 October 2021

Portfolio	Streetscene
Subject:	Sustainable In-Bloom and Floral Displays
Report of:	Head of Streetscene
Corporate Priority:	Dynamic, prudent and progressive Council

Purpose:

This report sets out proposals for the future provision of the Council's floral displays and In-Bloom activities, with a focus on the development of sustainable planting and activities which have the potential to make a significant contribution to the Council's Climate Change objectives.

Fareham is rightly proud of the high standard of presentation accomplished in its public spaces and the contribution made by community volunteers in maintaining this standard across the Borough. These displays help to reflect the Council's vision of the Borough as a prosperous and attractive place to live and work.

Due to the implications and imposed restrictions resulting from the coronavirus pandemic in the spring of 2021, the Executive approved alternative arrangements for floral displays and In-Bloom, at the Executive meeting in March 2021.

These new arrangements maintained the high horticultural standards that have become familiar to Fareham residents, but offered greater biodiversity and a more sustainable and less resource intensive maintenance regime, in line with the Council's approach to climate change. The sustainability theme followed through to the annual In-Bloom competition which was run as a virtual event.

The alternative arrangements were well received by residents and were supported by the members of the Streetscene Panel who endorsed the new sustainable approach on the proviso that there was continued community involvement.

This report is seeking Executive approval to continue with this approach and make sustainability and community participation the key focus for In-Bloom and floral displays in the Borough going forward. This would be a first step in delivering the Council's ambition to mitigate impact of climate change and increase biodiversity in the Borough.

Options Considered:

At the invitation of the Executive Leader, Councillors Mrs C L A Hockley and R H Price, JP addressed the Executive on this item.

The comments of the Streetscene Scrutiny Panel were taken into account in considering this item.

As recommendation.

Decision:

RESOLVED that the Executive agrees the proposals set out in paragraphs 45 to 53 in the report, to help deliver the Council's Climate Change objectives and increase biodiversity in the Borough, subject to an action plan being developed to provide further details on each proposal, to be reviewed by the relevant Scrutiny Panel.

Reason:

This report is seeking Executive approval to make sustainability and community participation the key focus for In-Bloom and floral displays in the Borough going forward. The focus will be on the development of sustainable planting and In-Bloom activities which will have the potential to make a significant contribution to the Council's Climate Change objectives and increase biodiversity in the Borough.

Confirmed as a true record:

Councillor SDT Woodward (Executive Leader)

Monday, 11 October 2021

FAREHAM

BOROUGH COUNCIL

2021/22
Decision No.
2314

Record of Decision by Executive

Monday, 1 November 2021

Portfolio	Streetscene
Subject:	Project Integra - Joint Municipal Waste Management Strategy
Report of:	Head of Streetscene
Corporate Priority:	Protect and enhance the environment

Purpose:

The purpose of this report is to seek Executive approval to adopt the Joint Municipal Waste Management Strategy (JMWMS), that sets out the strategic direction for the Project Integra Waste Management Partnership.

Project Integra (PI) is a partnership consisting of Hampshire County Council (HCC) as a waste disposal authority, 11 waste collection authorities, of which Fareham Borough Council (FBC) is one, and two unitary authorities. The two unitary authorities, Portsmouth City Council and Southampton City Council also act as Waste Disposal Authorities.

The PI Partnership refreshed its 2006 JMWMS in 2012. This new revised JMWMS sets out the strategic direction for the PI partnership and will be supported by a new operational partnership agreement and detailed action plan to take PI forward, including meeting the requirements of the Environment Bill.

This JMWMS does not commit PI partners to a particular funding arrangement, this element will be discussed and agreed through the work being undertaken on a revised partnership agreement.

Section 5, page 23 of the JMWMS document in Appendix A, includes a table which sets out the key strategic actions that all PI partners are signed up to by approval of this JMWMS. This includes a commitment to move to a twin stream collection system for dry recyclables.

However, local decision making will continue to be maintained across the partnership to ensure local factors, budgets and challenges are considered within any decision making to ensure the approach is best suited for all partners.

Options Considered:

As recommendation.

Decision:

RESOLVED that the Executive agrees to adopt the Project Integra Joint Municipal Waste Strategy, as attached to the report as Appendix A.

Reason:

The JMWMS sets out the strategic direction for the PI Partnership and will be supported by a new operational partnership agreement and detailed action plan to take PI forward including meeting the requirements of the Environment Bill.

Confirmed as a true record:

Councillor SDT Woodward (Executive Leader)

Monday, 1 November 2021

FAREHAM

BOROUGH COUNCIL

Report to Streetscene Scrutiny Panel

Date: 18 November 2021
Report of: Head of Streetscene
Subject: Hydrotreated Vegetable Oil (HVO) Fuel Pilot

SUMMARY

The Streetscene Scrutiny Panel is invited to scrutinise the results of a feasibility study into potential fuels for use in the Council's Refuse Collection Vehicles and to comment on the proposed 12-month trial of Hydrotreated vegetable oil (HVO) as an alternative fuel source for the fleet.

RECOMMENDATION

It is RECOMMENDED that the Streetscene Scrutiny Panel: -

- (a) note the contents of the Executive report attached as Appendix 1; and
- (b) passes any comments to the Executive for consideration at their meeting on the 07 December 2021.

FAREHAM

BOROUGH COUNCIL

Appendix 1

Report to the Executive for Decision 07 December 2021

Portfolio:	Streetscene
Subject:	Hydrotreated Vegetable Oil (HVO) Fuel Pilot
Report of:	Head of Streetscene
Corporate Priorities:	Protect and Enhance the Environment. Strong, Safe, Inclusive and Healthy Communities. Dynamic, Prudent and Progressive Council.

Purpose:

Outline the results of a feasibility study into potential fuels for the Council's Refuse Collection Vehicles and propose a 12-month trial of hydrotreated vegetable oil HVO.

Executive summary:

The Climate Change Action Plan was approved at the 7 June 2021 Executive meeting.

Understanding the Council's vehicle replacement options and trialling vehicles to move towards other fuel sources for the fleet were identified as priorities within the plan.

The feasibility of hydrogen, electricity and hydrotreated vegetable oil (HVO) as alternative fuels for the refuse collection vehicle (RCV) fleet are presented.

The report proposes a 12-month trial of HVO in the three RCVs to be used for garden waste collections, starting in time for the launch of the new wheeled bin collection service in February 2022.

Recommendation/Recommended Option:

That the Executive approves:

- a) A 12-month pilot using Hydrotreated Vegetable Oil to fuel the three Refuse Collection Vehicles collecting garden waste.

b) That the Head of Streetscene, following consultation with the Executive Member for Streetscene, would be able to broaden the use of HVO to the wider RCV fleet during the trial considering a reasonable balance of emissions savings against potential additional costs.

Reason:

To help significantly reduce the Council's carbon emissions from fuel and contribute to the Council's commitment to becoming carbon neutral in service provision by 2030.

Cost of proposals:

The additional HVO fuel premium would be approximately £1,650 pa based on current prices, with some small additional infrastructure costs e.g., hire of additional tank and electrical connection to it, costing around £500. The additional fuel costs could potentially be offset by potential improvements in mpg that HVO could bring.

Appendices A: Summary of Alternative Fuel Options

Background papers: None.

FAREHAM

BOROUGH COUNCIL

Executive Briefing Paper

Date:	07 December 2021
Subject:	Hydrotreated Vegetable Oil (HVO) Fuel Pilot
Briefing by:	Head of Streetscene
Portfolio:	Streetscene

INTRODUCTION

1. This paper provides the results of a recent feasibility assessment of low emission fuels for the Refuse Collection Vehicle (RCV) fleet. It then proposes a trial of Hydrotreated Vegetable Oil (HVO) to fuel the Garden Waste RCVs for 12 months.

Background

2. The Climate Change Action Plan was approved at the 7 June 2021 Executive meeting. Understanding the vehicle replacement options and trialling vehicles to move towards other fuel sources for the fleet were identified as priorities within the plan.
3. Streetscene operate a fleet of 24 RCVs which collect domestic, clinical, business waste, recycling, and glass in the Borough. Additionally, they operate a single 7.5t tipper vehicle for bulky waste collections and two large street sweepers. All these vehicles are fuelled by diesel.
4. Diesel is a significant contributor to the Council's carbon emissions. The Council's Carbon Footprint Report for 2019/20, showed that fleet fuel (diesel and petrol) accounts for over 48% of the Council's Scope 1 and 2 emissions, contributing 928 tCO₂e annually.
5. RCVs account for two thirds of the fuel used by the Council's fleet, contributing 610 tCO₂e annually and costing approximately £226k.
6. The Government's recent Transport Decarbonisation Plan outlines a timetable to end the sale of all new vehicles with tailpipe emissions. All the Council's RCVs, tipper vehicle and large streetsweepers are classed as lighter HGVs (up to 26t) with a deadline to end sales by 2035.
7. The timescales are therefore relatively long for transitioning to zero emission RCVs. However, given the Council's commitment to becoming carbon neutral in the provision of its services by 2030 and, the significant contribution that RCVs make to the Council's emissions, a decision was made to conduct a Low Emissions Fuel Feasibility Study. This was conducted between September and October 2021, with the main findings outlined in

the remainder of the report.

Low Emission Fuel Feasibility Study

8. Three zero or low emission fuel options, Hydrogen, Electric and Hydrotreated Vegetable Oil (HVO) were identified as potentially being suitable for the Council's RCV fleet. Each fuel option is explored below with the main findings highlighted for each.

Hydrogen RCVs

9. Hydrogen fuel cell vehicles use electric motors for propulsion powered by a fuel cell, which works like a battery.
10. *Only one type of hydrogen is created in a low emission way:* There are several ways to produce hydrogen, all them are energy intensive and most result in carbon emissions. The only zero carbon approach is 'Green Hydrogen' created by extracting hydrogen atoms from water by a chemical reaction called electrolysis, using renewable power sources e.g., solar.
11. *The infrastructure to produce Green Hydrogen locally does not exist:* Green hydrogen can only be transported short distances i.e., under 30 miles. Beyond this distance, emissions related to transportation will adversely impact on the benefit of using Hydrogen. There are currently no known Green Hydrogen production facilities within the local area to allow efficient transportation of the fuel to the depot.
12. The Government's Hydrogen Strategy released in August 2021, suggests that 20-35% of the UK's energy use by 2050 could be Hydrogen based. The feasibility of the Port of Southampton to act as a hub for hydrogen production and distribution is also currently being explored. However, if deemed feasible and funding found, any potential infrastructure would take several years to be established.
13. *The infrastructure, vehicle and fuel costs are not yet clear:* Hydrogen RCVs are being trialled in a small number of sites across Europe and Glasgow City Council is working towards having a limited number of vehicles on the road in late 2022. The lack of financial data available means that it is too early to get an accurate understanding of the costs involved.
14. *Tailpipe emissions from RCVs would be zero:* The only emissions from the RCVs would be water vapour.
15. *Hydrogen RCVs are not a viable option:* Considering the findings outlined above it is not considered worthwhile exploring hydrogen fuel cell RCVs further at this time.

Electric RCVs

16. An electric vehicle (EV) uses electric motors for propulsion powered by a battery. The batteries are plugged in to chargers as they become depleted.
17. *The main benefit of EVs is the eradication of tail pipe emissions:* There are zero carbon emissions from the vehicle itself.
18. *The carbon footprint related to production of electric RCVs is higher than diesel RCVs:* It is estimated that almost 80 tCO_{2e} are emitted in producing an electric RCV, compared to 56 tCO_{2e} for diesel.

19. Most of these additional emissions come from the mining and extraction of the metals needed for the manufacture of the lithium-ion batteries. These processes are water intensive and use toxic chemicals which can lead to water, soil, and air pollution.
20. *The use of more EVs would increase the Council's consumption of electricity:* To achieve the lowest Carbon Footprint, the Council would need to be on a renewable energy tariff. Options for this are currently being explored.
21. *Electric RCVs are cheaper to fuel than diesel:* It costs around £15,700 a year to fuel an RCV with diesel. To power an electric RCV would cost around £5,500 a year which is £10,200 a year cheaper based on current prices.
22. *The electric vehicle market is a rapidly evolving sector:* For smaller vehicles e.g., vans there have been significant developments on the distances they can travel and speed of charging. Electric RCVs have emerged on the market more recently and are only manufactured by a handful of suppliers, meaning the market is much less mature.
23. *Electric vehicles are expensive to purchase:* The cost of a new electric RCV is around £445,000 with a two-year-old version costing around £236,000. It is anticipated that as the electric RCV market matures costs should reduce. The Council currently purchases used diesel RCVs costing around £125,000, however, this may increase between now and 2040 as the vehicles are slowly phased out.
24. *There is a long lead time for new electric RCVs:* As an electric RCV has not been procured by the Council before the process would likely be prolonged. Demand for electric RCVs has increased and supply has been impacted by the semiconductor shortage, with some suppliers not accepting new orders, and others estimating 10-12 months lead time.
25. *Infrastructure requirements are likely to be significant:* Electric RCVs require powerful rapid chargers, which depending on the size of the fleet and number of chargers needed, may potentially require the creation on an additional substation and additional cabling in the depot vicinity.
26. Based on early analysis this would cost from £30,000 for a single rapid charger to £450,000 depending on the number of vehicles to be charged and the network upgrades needed. Further work will shortly take place to understand the infrastructure requirements of transitioning the Council's fleet to electric.

HVO Fuelled RCVs

27. Alternative fuels to diesel are available and the current best alternative is Hydrotreated Vegetable Oil (HVO). HVO takes feedstock such as vegetable oils and waste fats and processes them into a very clean burning fuel.
28. *Diesel vehicles can run on HVO:* HVO can run well on normal diesel engines without the need for modification and it can even be mixed with diesel in the event of significant supply or cost issues.
29. *Emissions are significantly lower than diesel:* HVO would reduce CO_{2e} emissions by approximately 88% (Eastleigh Borough Council used 90% in their calculations, Hampshire County Council used 88%). The actual figure will be based on the type of engine and operating temperature when compared to diesel. This includes a reduction in Nitrous Oxide emissions which would be up to 27% lower and 84% lower production of particulate matter (data from Wessex Petroleum), helping to improve air quality.

30. *Fuel costs are slightly higher than diesel:* HVO fuel currently costs around £550 a year more than diesel per Garden Waste RCV and the market is more volatile due to supply and demand issues. However, if diesel fuel prices continue to rise, as they have over recent times, HVO could ultimately become a cheaper option.
31. Other Councils have reported improved miles per gallon when using HVO which could help offset some of the cost.
32. The diesel RCVs tend to achieve between 3 to 4 mpg, which is typical. Small changes at very low mpg are significant. A vehicle achieving 4mpg will use 25% less fuel than one only achieving 3mpg.
33. *Infrastructure requirements are much lower than electric vehicle infrastructure:* The only infrastructure required would be a double lined storage tank to ensure no leakages on site, and a power supply to this tank.
34. *Other Councils are switching to HVO:* Following a pilot, Hampshire County Council are planning to replace all diesel with HVO across their fleet for a 12-month trial. Portsmouth City Council have switched all their RCVs over to HVO and Eastleigh Council are currently trialling HVO with the aim of expanding its use to all its diesel-fuelled fleet.

Proposed approach

35. Whilst electricity or hydrogen will be the most likely options for the Council's RCV fleet in the long term, the availability, infrastructure costs, vehicle costs and lead times are currently prohibitive to be a realistic option at this time. As the market develops it is anticipated that the costs and production timescales for the vehicles should reduce.
36. HVO provides a viable transitional alternative until the other RCV markets mature. It significantly reduces emissions, requires limited additional infrastructure, is similar in cost to diesel and is being adopted by other Councils.
37. It is therefore proposed that a 12-month HVO RCV trial take place to further assess its feasibility. The three vehicles used for garden waste collections would be used in the trial and would be HVO fuelled for the start of the new paid collection service in early February. This would reduce the Council's annual carbon footprint by approximately 99 tCO₂e. This saving is calculated based on the actual fuel used historically by the Garden Waste vehicles.
38. If the trial proves to be successful, there is potential to expand the use of HVO in the wider Council RCV fleet and diesel-powered vehicles.
39. The Head of Streetscene, following consultation with the Executive Member for Streetscene, would be able to broaden the use of HVO to the wider RCV fleet during the trial considering a reasonable balance of emissions savings against potential additional costs.
40. If HVO was used in the entire fleet of diesel fuelled vehicles, it would lead to an annual reduction in emissions of over 700 tCO₂e, based on historic diesel fuel usage.

Financial considerations

41. The additional fuel premium for the three-vehicle trial would be approximately £1,650 pa based on current prices, with some small additional infrastructure costs e.g., electrical connection to the tank, costing around £500. The additional fuel costs could potentially

be offset by potential improvements in mpg that HVO could bring.

Next Steps

42. If approved, the trial would be organised in conjunction with the Council's fuel suppliers, with installation of the additional tank to store the HVO to be installed in the new year. The three Garden Waste RCVs would be fuelled by HVO for the start of the chargeable collection service launching in early February.

Conclusion

43. Green Hydrogen, Electricity and Hydrotreated Vegetable Oil (HVO) were assessed as fuel options for the Council's RCV fleet, with HVO seen as the most viable in the short term. Therefore, a 12-month trial of the fuel is proposed which can be expanded to the use of HVO in the wider Council RCV fleet and diesel-powered vehicles if the initial trial proves successful.

Enquiries:

For further information on this report please contact Mark Bowler (Ext 4420).

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Appendix A: Summary of Alternative Fuel Options

	Diesel		HVO		Electric	
	New	Used	New	Used	New	Used
Capital costs	£190,000	£125,000	£190,000	£125,000	£445,000	£236,000
Annual fuel/electricity costs	£15,732		£16,284		£5,536	
Costs per annum*	£36,843	£33,589	£37,395	£34,141	£54,980	£39,250
Infrastructure costs	£0		£500		£40,000 - £230,000	
Emissions per annum** (tCO ₂ e)	43.54	37.34	10.68	4.48	16.50	7.62

*Whole of Life modelling was used. New vehicles were modelled over 9 years. Used vehicles data are based on those that are 2-years old and modelled over 7 years.

**The (tCO₂e) emissions for new vehicles include embedded carbon that relates to the raw materials, manufacturing processes, logistics, etc. for production of a new vehicle. This report uses 'cradle to gate' measurements which represents the footprint up to the point when the vehicle is delivered to the first user. This means that the embedded carbon footprint for a new vehicle is allocated to the first user and is not passed on when a used vehicle is sold. This is reflected in the whole of life modelling above. Cradle to gate modelling is used by many organisations, including the Energy Saving Trust, as the decommissioning footprint cannot be known ahead of time for example if batteries are re-purposed for use in buildings or disposed of.

FAREHAM

BOROUGH COUNCIL

Presentation to The Streetscene Scrutiny Panel

Date: 18 November 2021

Subject: Inspection and Monitoring of Council owned Infrastructure

SUMMARY

The presentation provides Members of the Panel with an overview of the Council owned open space assets inspected and monitored by the Public Spaces Team in Streetscene, the developing asset management data base system used to manage these assets and the progress made to date in developing the inspection and monitoring schedule.

RECOMMENDATION

Members of the Panel are invited to scrutinise and note the information set out in the presentation.

