

WILTSHIRE COUNCIL
Strategic Fleet Vehicle Capital Replacement Plan
2023 – 2030

Strategic Fleet Capital Investment and Revenue Plan

Background

The Strategic Fleet Capital Investment and Revenue Plan (the Plan) is designed to support delivery of the Fleet Strategy 2023-2030. The Plan acknowledges that there are many influencing factors and the emerging Depot Plan will deliver the supporting fleet infrastructure, with timelines dictated by the opportunities to update the current depot operations or build new facilities. Whatever the outcome, the Plan is designed to be flexible to meet the possible changes in infrastructure provision.

The Waste fleet is subject to a separate review and capital bid for replacements due to:

- Its operation is managed through a contract (currently with Hills Waste),
- Timings of vehicle replacements are typically linked to contract dates. A new contract commences 2026,
- Size of vehicles,
- Type of specialist equipment,
- Number of vehicles, and
- The supporting fuel infrastructure (the current contractor provides the major infrastructure)

The Strategy also requires the consideration of fuel types for fleet service growth within the term of the replacement plan. New additional vehicles will either be electric or diesel (allowing for sustainable electric or the use of sustainable alternative fuels). With their replacement being post 2030.

Plan Phase 1, 2023 - 2025

The capital requirement for vehicle replacements has been approved by the Council and is funded for 2023 – 25 and there is no additional electrification infrastructure required, as the plan delivers electric vehicles to the capacity available. Diesel fuelled vehicles will still be purchased in these years with a 5-year replacement to ensure alternative fuels can be considered pre-2030. Diesel fuelled vehicles also offer the opportunity to move to a Sustainable Alternative Fuel (Hydrogenated Vegetable Oil (HVO) etc.) to deliver carbon neutrality with some minor offsetting.

The revenue implications of continuing to purchase liquid fuels does not impact the annual forecast for inflation increases.

Plan Phase 2 & 3, 2026 - 2030

The Fleet Strategy accepts that to support net zero, the electrification of the fleet provision is required.

However, this brings financial challenges and the need for mitigation if electrification is not financially or operationally viable. The Plan, therefore, supports the use of alternative sustainable fuels or offsetting as a mitigation.

The Plan post 2026, is a framework that details how the Fleet Strategy will be delivered with the costs of electric vehicles, whilst noting the mitigations if required. The actual type of vehicle requirements can be confirmed when the council has agreed the depot supported infrastructure, and the vehicle types (EV or liquid fuel) can then be identified.

This approach will allow informed decisions on the impact on the Fleet Strategy, of the emerging Depot Plan. However, without the infrastructure detailed within the emerging Depot Plan, electrification of the council's and contractors' fleet is unlikely to be possible.

If the electrification infrastructure is not available, use of sustainable alternative fuels (HVO etc.) will mean an increase in revenue spending as they are more expensive than fossil fuels (by circa 20%). If HVO is used in the place of electrification this would impact on all the fleet revenue costs of contracted out and in house services.

HVO would also require some type of offsetting to deliver a carbon neutral outcome, increasing the revenue costs further.

As electrification is the fuel of choice, the Fleet Strategy recommends that the cost of the electrification infrastructure should be covered by the emerging Depot Plan and relevant capital bids. This will ensure electricity and alternative requirements of all the various services in the depots are considered and planned holistically, rather than competing for the same power supply.

Fleet Strategy Capital Investments and cost avoidance

	Phase 1			Phase 2			Phase 3	
Capital Investment	2023	2024	2025	2026	2027	2028	2029	Carbon Scope
Vehicle Replacement	£2,362,835	£1,879,403	£2,221,500	£1,599,360	£2,426,775	£3,119,820	£4,057,430	Scope 1
Cost Avoidance	2023	2024	2025	2026	2027	2028	2029	
EV Operating Costs	£15,000	£10,000	£54,000	£10,000	£17,500	£10,000		
Reduce Vehicle size	£24,000	£15,000	£60,000	£30,000	£30,000	£15,000		
Total	£39,000	£25,000	£114,000	£40,000	£47,500	£25,000	£0	

Capital Investment Vehicle Numbers	2023	2024	2025	2026	2027	2028	2029	Carbon Scope
Vehicle Replacement Numbers	49	32	37	28	42	45	38	Scope 1

Waste vehicle capital replacement

The type of replacement vehicles and associated revenue savings will be determined via the Waste Services 2023/ 24 review on provision and the tendering process for the contract.

Fleet Strategy Revenue Costs and cost avoidance

Revenue Costs built into existing budgets	2023	2024	2025	2026	2027	2028	2029	Carbon Scope
17 - Lease Vans	£114,861	£114,861	£114,861	£114,861	£126,347	£126,347	£126,347	Scope 1
24 - Hirer Gritters	£704,600	£774,477	£774,477	£774,477	£774,477	£774,477,	£952,723	Scope 1
Total	£819,461	£889,338	£889,338	£889,338	£900,824	£900,824	£1,079,070	
Cost Avoidance	2023	2024	2025	2026	2027	2028	2029	
Operating Costs					£11,486		£90,000	
Total	£0	£0	£0	£0	£11,486	£0	£90,000	

	Purchase Fossil Fuel
	Purchase Mixed Alternative Fuel and Fossil Fuel
	Purchase Alternative Fuel