

7. IMPACT AND VALUE ASSESSMENT

Report Title: Fleet Decarbonisation Strategy

Where the Impact & Value Assessment has identified a likely impact in relation to the committee proposal, detailed evidence is provided below.

7.1 STRATEGIC IMPLICATIONS

7.1.1 Corporate Plan

Working in partnership with communities? - YES.

Tackling poverty? - NO.

Tackling climate change and supporting sustainable places? - YES.

Developing as resilient, stronger and greener local economy? - YES.

Enabling our children & young people to achieve their full potential? - NO.

Protecting and caring for our most vulnerable people? - NO.

Supporting and promoting physical and mental wellbeing? - NO.

7.1.2 Legal and Governance

Legal implications identified? - NO.

Governance implications identified? - NO.

7.2 RESOURCE IMPLICATIONS

7.2.1 Finance

Financial implications identified? - YES.

There is a need to use additional budget already allocated to Fleet Services for fuel to enable vehicles to operate. The existing budget will be used to expand the use of Hydrotreated Vegetable Oil (HVO) in is fleet < 3.5 tonnes. However, there should be no requirement for additional funds to offset this change. Existing budget already in place.

7.2.2 Workforce

Workforce implications identified? - NO.

4.2.3 Asset Management

Asset Management implications identified? - NO.

7.3 CONSULTATION AND COMMUNICATION

7.3.1 Consultation

Internal or external consultation? - NO.

7.3.2 Communications

Communications plan? - YES.

Internal communications to update all staff of charging hubs will be updated in due course.

7.4 POLICY CHECKLIST

This report represents a new policy or change to an existing policy document.

7.4.1 Corporate Risk Assessment

Corporate risk implications identified? - YES.

The risk of additional spend (capital) to increase Council based charging point infrastructure and these can or may become obsolete quickly, or are subject to legislative requirements. Additionally, there is a risk that the Council invests heavily in new electric vehicles / infrastructure then the UK Governments decides that reducing carbon emissions and impacts on climate change are no longer a priority.

7.4.2 Equality & Fairness Impact Assessment (EFIA)

Protected equality characteristics impact? - NO.

Human Rights impact? - NO IMPACT.

Inequalities of outcome caused by socio-economic disadvantage impact? - NO IMPACT.

Inequalities of outcome in relation to Communities of Place or Communities of Interest impact? - NO IMPACT.

7.4.3 Strategic Environmental Assessment (SEA)

A full SEA is required and will be undertaken in-line with Scottish Government guidance and timelines before this report is implemented.

7.4.4 Climate Change Impact Assessment

Business, Industry & Supply Chain impact? - YES.

Reducing overall CO₂ for the Council by using green fuels or using electric vehicles. Demonstrates the Council's commitment to reducing Co₂ and looking to introduce new technologies for the fleet utilisation.

Energy, Buildings & Infrastructure impact? - YES.

there may be a requirement to use existing power supplies in buildings and these may not be available and will require financial investment by PKC to increase power supply to manage demand. May require to use existing car parking spaces to make them specific to charging vehicles and use existing power supplies.

Land Use & Land-Use Change impact? - NO.

Transport & Connectivity impact? - NO.

Waste & the Circular Economy impact? - NO.

Climate Resilience & Engagement impact? - NO.

7.4.5 Child Rights & Wellbeing Impact Assessment

Impact based on the GIRFEC wellbeing indicators? - NO.

7.4.6 Sustainable Procurement & Supply Impact Assessment

Resource use and consumption impact? - NO.

Social wellbeing impact? - NO.

Environmental wellbeing impact? - NO.

Economic wellbeing impact? - NO.

7.4.7 Data Protection Impact Assessment (DPIA)

Impact related to personal data/information? - NO.