

Key Decision Details

Decision Name	Fleet Renewal and Infrastructure Improvement Strategy
Date of Decision	10 February 2026
Decision maker	The Cabinet has
Describe the Decision taken	<p>(1) adopted the Fleet Decarbonisation Strategy as the strategic approach to transition the Councils fleet to net zero emissions in response to the Council's Climate Strategy commitments and the UK Government's confirmed phasing out of new petrol and diesel vehicle sales (2030) and non-zero-emission HGVs (2040), ensuring alignment with the Corporate Plan 2023–2028, Climate Strategy, and Building Energy Strategy;</p> <p>(2) approved the phased delivery model and implementation plan (2025–2035) as set out in the HDC Fleet Programme Report (Appendix 1), including:</p> <ul style="list-style-type: none"> • Phase 1 (2025–2028): Grid upgrade to 800–850kVA and modular charging infrastructure; • Phase 2 (2028–2031): Accelerated vehicle roll-out aligned with business case viability; and • Phase 3 (2031 onwards): Completion of full fleet transition to zero- emission vehicles to deliver a

modern, resilient, and cost-effective low-carbon fleet.

- (3) approved the enabling infrastructure capital investment of approximately £600,000 for depot grid upgrade, trunking and cable installation, and the incorporation of this figure for budget setting for the MTFS from 26/27, noting that this investment represents a long-term enhancement to Council assets regardless of future service arrangements including Local Government Reorganisation (LGR);
- (4) noted that vehicle capital expenditure over the programme period (2025–2035) will be managed through the Council's existing fleet replacement programme and standard budget-setting cycles, with individual business cases approved annually by the Corporate Director of Finance (Section 151) Officer and Corporate Director for Place in accordance with the established Medium-Term Financial Strategy (MTFS) financial governance process; and
- (5) delegated authority to the Corporate Director for Place, in consultation with the relevant portfolio holder(s), to explore and develop commercially viable opportunities linked to depot infrastructure, fleet operations, or renewable energy generation that support long-term financial sustainability.

What were the reasons for taking the Decision?

The recommendation of approving the Fleet Renewal and Infrastructure Improvement Strategy is essential for HDC to meet strict national legislation on petrol and diesel vehicle sales and ensure ongoing operational reliability and ensuring long-term service resilience. Critically, the fleet decarbonisation programme supports the Council's net zero target by 2040, cutting carbon and improving local air quality, with clear co-benefits for community health and environment. Early action minimises compliance risks and demonstrates strong local leadership in sustainability.

What alternative options were considered and rejected?

Do Nothing - With the UK's internal combustion engine (ICE) ban set to start in 2030, continuing solely with HVO risks escalating costs and threatens future fleet viability. From 2030, new HVO-compatible vehicles cannot be purchased, limiting HVO's use to existing assets. Delaying action also raises the risk that essential depot power upgrades may become unattainable if growing local demand secures grid capacity first. This approach exposes HDC to operational, financial, and regulatory risks as transition options narrow and compliance becomes more expensive.

Delay infrastructure upgrade -
 Delaying the infrastructure upgrade until after LGR is possible, but doing so makes it much more likely that local development or reallocation of resources will result in the depot losing access to the necessary grid capacity. If other developments secure available power first, the cost and feasibility of upgrading later could be significantly reduced, limiting the council's ability to transition the fleet when needed. The grid connection needs to be upgraded to around 800-850kVA as soon as possible to allow for the transition to take place in line with the programme.

Exploring external partnerships
 - Shared infrastructure for fleet charging or service delivery may offer economies of scale and flexibility, but it introduces long-term risks—especially as organisational priorities, boundaries, or funding arrangements shift during or after Local Government Reorganisation. Changes in governance or priorities can destabilise shared service agreements, disrupt access to depot infrastructure. Over time, evolving partner needs may reduce the control and strategic alignment, impacting costs, operational resilience, and service quality if arrangements no longer fit the either partners requirements.

**Conflict of interest
and dispensation**

Is the decision a Yes

Key Decision?

Was the decision included in the Forward Plan Yes

Was the decision subject to the urgency proceedings? No

List the background papers to any report considered by the Decision Taker

Person Making this report Andrew Rogan, Head of Operations

Decision will be effective the day after call-in expires. Call-in expires on 18 February 2026

Accompanying Documents 6. Fleet Renewal and Infrastructure Improvement Strategy Report