

TRANSPORT & MOBILITY– ACTION PLAN

Focus

WHAT (Current actions/projects)	WHO (Who's leading the work? Name and Governance)	WHEN (Target end date)	COST	PROJECTED C02 EMISSION SAVINGS	DIFFERENCE MADE	MEASURE	RAG
Dept Infrastructure							
Implement EV charging points at HGSS depots, (linked to PCC EV strategy) (Linked to buildings action plan and building asset review/sustainable Powys)	MP/NC/JPW	Very dependent on Funding Works been commissioned for both Abermule and Brecon hope to have substation in place by late Autumn.	Potential Feasibility required to look at Highway Depots.	As this is a corporate action plan, we need to identify the full use of existing premises and future modelling of services to determine the requirements for 2030 ie is home charging of council vehicles going to be permitted and sanctioned in terms of output costs.	Potentially both fleet and some staff vehicles can be charged at Council buildings. (Payment metres for staff vehicles)	Number of chargers need to be introduced.	
Identify the Investment in infrastructure required to support switch to green vehicles (linked to fleet asset review)	MP/NC/JPW	2025 for LGV/ 2029 for HGV	Vehicle Transition Plan has been produced. Costs to be worked up.		Most suitable pathway to a decarbonised fleet		
Develop green infrastructure dept capital programme. (Linked to action above and fleet review)	MP/NC/JPW	2025 for LGV/ 2029 for HGV			Most suitable pathway to a decarbonised fleet		

Consider solar panels and battery storage for depots (to feed into capital programme)	MP/NC/JPW	Very dependent on funding		Very little scope for EV Chargers may just run the office buildings	Reduced reliance on the grid and part of the pathway for a decarbonised fleet		
Conversion of lights to LED to reduce energy costs <ul style="list-style-type: none"> County wide part night and/or part night dimming Removing non-critical lighting 	SJ	ongoing renewal programme		A 10-year programme commencing from 2020 is well underway.	£66,350 projected savings for financial year 2023/24	<ul style="list-style-type: none"> No of streetlights converted to LED Reduction in energy use Financial savings 	
Internal Fleet							
Undertake fleet review to consider a range of low carbon options, upfront, operational/maintenance and lifecycle costs (in parallel to infrastructure review above?)	JF/JPW	Ongoing feasibility looking currently at the use of HVO in short term (Business Case been produced for consideration)	Approx additional £500K annual revenue expenditure	90% reduction in CO2	Most suitable pathway to a decarbonised fleet & Potential Hydrogen in larger vehicles by 2030?? & Worse Case Scenciro all Electric		
Develop fleet transition/replacement plan and business case (informed by fleet and infrastructure reviews) for EMT/Cabinet to consider options and costs of fleet and infrastructure reviews	JF/JPW	2024	Costs currently being worked up	Potentially at least 90% if HVO introduced.	Most suitable pathway to a decarbonised fleet		
Implement LPG into all LGV vehicles that cannot be replaced by an ULEV equivalent (does this match corporate ambition? LPG could feature in fleet review and business case as an option for EMT/Cabinet to	JF/MP/JPW	N/A	Business case being awaiting decision for capital funding.	Potentially 23% carbon reduction on our LGV Fleet plus a 9.5% fuel reduction.	Reduction in emissions for parts of the fleet that can't immediately be transitioned to ULEV		

consider alongside other options)							
<p>Review telematics data for council fleet stock to inform fleet review. Help identify:</p> <ul style="list-style-type: none"> • If we need like for like vehicle replacement • Identify opportunities to reduce vehicle size if they aren't using full capacity X% of time • Identify opportunities for route planning efficiencies (Reimaging link) • Opportunities to reduce fleet stock numbers through efficiencies (reimaging link) • Calculate collective and individual vehicle milage requirements to inform route planning and fleet replacement plan/business case 	JF	ONGOING (2024)			<p>Reduced mileage and therefore fuel use of fleet</p> <p>Potential savings through reduced vehicles/smaller vehicles where possible</p> <p>Reduced CO2 emissions from fleet</p>		
<p>Develop fleet portfolio commissioning plan outlining:</p> <ul style="list-style-type: none"> • Vehicle by type, size • Vehicle contract/lease end dates etc to inform review and 	JF/JPW	ONGOING (2024)	A computer software package has been purchased to help provide				

engagement timetable with commercial services/corporate decision making			required evidence.				
Fleet manager to work closely with commercial services to enact the portfolio commissioning plan and when tendering new vehicles to ensure sustainable procurement.	JF/RS	CONTINUALLY ONGOING					
Implement electric carpool (informed by fleet review – actions could then be split by vehicle type, how many and when so we can measure progress)	JF	2026			Reduced CO2 emissions from pool cars		
INFORMED BY FLEET REVIEW Vehicles purchased to be lowest carbon emitting within available budget.	JF/JPW	ONGOING		Aspirations of WG is that any new LGV's purchases from 2025 to be EV/Ultra Low and 2029 for HGV's	Reduction in CO2 emissions from new vehicles as they will either be ULEVs or lower emission fossil fuel vehicles		
INFORMED BY FLEET REVIEW Electric as first choice, providing they are suitable for the task.	JF	2025	It needs to be noted that current costs for LGV Electric equivalent is plus 50% and 100% for HGV's		Reduction in CO2 emissions from new vehicles as they will either be ULEVs		
Green scheduling of work/jobs to reduce carbon emissions through travel, winter maintenance.	MP	Winter Maintenance Review awaiting members.			Reduced number of journeys and therefore reduced emissions from fleet		

(Linked to telematics review)		Decision. 2024/25			Potential cost savings		
Transition PCC equipment / plant and tools to electric.	MP/JPW	CONTINUALLY ONGOING			% Reduced carbon emissions from tools	Amount/percentage of tools that have been exchanged for an electric equivalent	
Active Travel							
Implement E bikes in conjunction with Sustrans (E-Move) cv within Communities (Pathfinder in Newtown being Pilot scheme).	VG	Ongoing				Work underway. 15 E Bikes used for Domiciliary Care. Project outputs with Vincent Goodwin.	
Potential School Behavioural change. (cycling and repair training) What are the tasks or activities which will fall out of this action?	VG	FUNDING REQUIRED			National Stats but no local stats available. Limited surveys undertaken. COST NEEDS TO BE ACCOUNTED FOR	Discussed and developed the importance of changing behaviour when implementing Active Travel. Need to do this with Welsh Gov as well.	
Integrated rural active travel (Tier 3) (can we elaborate or identify additional actions/targets aligned to this action?) Comms & engagement etc	VG/JF	FUNDING REQUIRED		Powys in conjunction with stakeholders have identified over 500 future routes within designated localities (Towns with pop over 2k of which there are 11 in Powys) Current funding covers approx. 3 schemes per year. LONG WAY TO GO!	No resources currently available to plot any rural active routes. Additionally, no funding is currently available.	Need to raise awareness of different travel culture in rural communities such as tourism and leisure for wellbeing agenda.	

Public Transport

Implement demand responsive Transport-Community hubs, voluntary sector etc. to include infrastructure investment	JF	Ongoing		Already have services within the towns of Rhayader, Llandod and Llanidloes. Minimum booking time of 2hrs		Crucial to look at timetables, bus stops and marketing of public transport. Integrated transport and Active Travel. Extent concessionary offer to young people.	
Provision of transport hub for 20 Minute Communities Are we planning to replicate PACE work beyond 3 communities?	JF	Ongoing				Work has been undertaken on 20 minute communities in three communities in Powys. This work was undertaken by PACE. Would link with Community Transport.	
Boost EV car clubs (How will we boost EV Car clubs? What tasks/activity will we undertake? Will we develop a project or have targets for no of clubs by what date?)	WG					Work undertaken by Welsh Government	
Develop public transport corridor schemes to connect growing communities to employment hubs.	JF	Ongoing			<i>Needs to link into Sustainable Powys Model</i>	Input into Local Development Plan	
Support development of a regional Transport plan?	SJ/JF	Ongoing			<i>CJC – Awaiting clarification from WG in relation to the National Transport Plan</i>		

Powys will develop an EV charging strategy and action plan	SJ/TC	Spring 2024					
Continue to bid for grant funding to build EV infrastructure that supports communities, businesses in Powys	SJ/TC	Ongoing	Dependent on funding received.				
Staff business and commuting travel							
Work with public transport operators to see if PCC staff discounts can be arranged to encourage staff to use public transport on morning/afternoon commutes. (Scheme already exists for PCC staff going to meetings?)	JF	ONGOING		<i>Loss of income and tax implications for the staff needs to be considered.</i>	Reduction in emissions from staff commuting		
Increase the uptake of the use of pool cars when travelling outside of Powys Sharing of vehicles when staff are travelling to the same destination.	TBC	ONGOING					
Encouraging of virtual meetings and remote working as a default.	TBC	ONGOING			Reduction in emissions from staff commuting		
Actively encourage the use of cycling, public transport and car sharing for any commutes and support remote working	VG	ONGOING		<i>No Resources currently allow publicity/promotion for sustainable modes</i>	Reduction in emissions from staff commuting		