Project: Fleet replacement and decarbonisation **Date: 16th June 2026** **Your Name: Peter Birch**

1. IMPACT ON CARBON EMISSIONS (MITIGATION OF CLIMATE CHANGE)

	HOW WILL THIS PROJECT/PROPOSAL AFFECT THE FOLLOWING KEY AREAS:	WHAT IS THE IMPACT CONSIDERED TO BE? *See guidance in the purple box, below, to help you assess the degree of the negative and positive impacts e.g. High, Medium or Low*		CLIMATE CHANGE RATING: *Use drop down list*	WILL THE PROJECT MOVE CAMBRIDGE CITY COUNCIL CLOSER TO THE OBJECTIVE OF BEING NET ZERO CARBON BY 2030? *Use drop down list*	WILL THE PROJECT MOVE THE CITY CLOSER TO THE OBJECTIVE OF A NET ZERO CARBON CAMBRIDGE BY 2030? *Use drop down list*	PLEASE DETAIL HERE THE ACTION THAT WILL BE TAKEN TO AVOID, MITIGATE OR COMPENSATE FOR THE NEGATIVE IMPACTS AND MAXIMISE POSITIVE IMPACTS?		HAS A NET ZERO CARBON OPTION BEEN CONSIDERED? PLEASE PROVIDE DETAILS.
1	ENERGY USE	Positive Impact:	Energy use will be reduced or renewable energy will be used	High Positive	Yes	Yes	**Consider:** ◦ Reducing demand for energy ◦ Specifying energy efficiency measures (e.g. insulation, low energy lighting) ◦ Generating renewable energy (e.g. heat pumps, solar photovoltaic panels)	The programme adopts an electric vehicle first approach, replacing older fossil fuel-powered vehicles with battery electric alternatives where operationally suitable and economically viable. Whilst electricity consumption will increase through vehicle charging, overall reliance on fossil fuels will reduce significantly. Vehicle replacement decisions will continue to consider whole-life energy consumption, charging requirements and operational efficiency.	Yes. A full fleet electrification option was considered. Operational assessment identified that some specialist vehicle categories do not currently have suitable electric alternatives capable of meeting operational requirements. The recommended option therefore maximises electrification wherever feasible whilst using transitional lower-carbon solutions only where necessary.
		Nil Impact:	No extra energy use is involved						
		Negative Impact:	More energy (gas and/ or electricity) will be consumed (by CCC or others)						
2	WASTE GENERATION	Positive Impact:	Less waste will be generated OR amount of waste that is reused/ recycled will be increased	Medium Positive	Yes	Yes	**Consider**: ◦ Will resources be reduced or reused? ◦ Will you use recycled goods? ◦ Will recycling facilities be increased?	Fleet replacement will be undertaken through planned asset management processes. Vehicles removed from service will be disposed of through approved routes, extending asset life where possible through resale, reuse or recycling. Newer vehicles are expected to require fewer replacement components and major repairs, reducing maintenance-related waste over time.	Yes. Replacement decisions prioritise operational efficiency, vehicle longevity and lower-carbon technologies. Asset disposal and procurement arrangements will seek to maximise reuse and recycling opportunities wherever practical.
		Nil Impact:	No waste will be generated						
		Negative Impact:	More waste will be generated (by CCC or others)						
3	USE OF TRANSPORT	Positive Impact:	The use of transport and/or of fossil fuel-based transport will be reduced	High Positive	Yes	Yes	**Consider:** ◦ Will you purchase an electric vehicle? ◦ Will you specify the use of public transport? ◦ How will you reduce the need to travel or transport goods?	The programme will significantly reduce fleet-related carbon emissions through the adoption of an electric vehicle first replacement strategy. Older and less efficient vehicles will be replaced with lower-emission alternatives, reducing fossil fuel consumption, greenhouse gas emissions and local air pollutants. HVO will only be considered as a transitional fuel where electrification is not currently operationally viable.	Yes. A full fleet electrification option was assessed. Whilst not currently achievable across all vehicle categories due to operational and technological limitations, the recommended approach maximises the deployment of electric vehicles and provides a practical pathway towards the Council's Net Zero 2030 commitment.
		Nil Impact:	No extra transport will be necessary						
		Negative Impact:	CCC or others will need to travel more OR transport goods more often/ further						
4	SUSTAINABLE FOOD	Positive Impact:	Food will be locally grown and/ or meat-free	Nil	No	No	**Consider:** ◦ Use of locally grown/ produced food ◦ Reducing use of imported food ◦ Reducing use of meat	The Fleet Replacement and Decarbonisation Programme has no direct impact on food production, food sourcing or food consumption and therefore no material impact on sustainable food objectives.	Not applicable. The proposal relates to fleet replacement and vehicle decarbonisation and has no direct relationship to food provision or sustainable food supply chains.
		Nil Impact:	No change in supply of food						
		Negative Impact:	Food will travel long distances and include meat						

2. IMPACT ON RESILIENCE (ADAPTATION) TO THE EFFECTS OF CLIMATE CHANGE

	HOW WILL THIS PROJECT/PROPOSAL AFFECT THE FOLLOWING KEY AREAS :	WHAT IS THE IMPACT CONSIDERED TO BE? *See guidance in the purple box, below, to help you assess the degree of the negative and positive impacts e.g. High, Medium or Low*		CLIMATE CHANGE RATING: *Use drop down list*	WILL THE PROJECT HELP CAMBRIDGE CITY COUNCIL TO BE MORE RESILIENT TO THE IMPACTS OF CLIMATE CHANGE?	WILL THE PROJECT HELP CAMBRIDGE TO BE MORE RESILIENT TO THE IMPACTS OF CLIMATE CHANGE? *Use drop down list*	PLEASE DETAIL HERE THE ACTION THAT WILL BE TAKEN TO AVOID, MITIGATE OR COMPENSATE FOR THE NEGATIVE IMPACTS AND MAXIMISE POSITIVE IMPACTS?		HAS A NET ZERO CARBON OPTION BEEN CONSIDERED? PLEASE PROVIDE DETAILS.
5	HEATWAVES	Positive Impact:	Increased/ improved shade & natural ventilation	Nil	No	No	Consider: Building orientation and installing measures such as Brise Soleil to reduce heat gain and plant hydration methods.	The Fleet Replacement and Decarbonisation Programme does not directly affect levels of shade, natural ventilation or heat mitigation measures. The proposal is therefore considered to have no material impact on resilience to heatwaves.	Yes. An electric vehicle first approach has been adopted where operationally suitable and economically viable. However, the proposal does not directly affect resilience to heatwaves.
		Nil Impact:	No impact on existing levels of shade & ventilation						
		Negative Impact:	Lack of or reduced shade (e.g. from trees or buildings) & natural ventilation						
6	WATER AVAILABILITY	Positive Impact:	Provision made for an enhancement of water efficiency measures to minimise the impact on water resource availability	Nil	No	No	Consider: Managing water use efficiently, installing measures to use less water such as low water use taps, planting drought resistant plants and using rainwater for irrigation.	The Fleet Replacement and Decarbonisation Programme does not directly affect water consumption, water efficiency measures or water resource management and is therefore considered to have no material impact on water availability.	Yes. An electric vehicle first approach has been adopted where operationally suitable and economically viable. However, the proposal does not directly affect water availability or water resource resilience.
		Nil Impact:	Levels of water use will not be changed						
		Negative Impact:	Water use will increase and/or no provision made for water management = Negative Impact						
7	FLOODING	Positive Impact:	Sustainable drainage measures incorporated, positive steps to reduce & manage flood risk	Nil	No	No	Consider: The installation of measures to reduce the speed and increase the absorption of rainwater e.g. green roofs, SuDS, permeable paving etc. and alternative arrangements (business continuity)	The programme does not involve building works, drainage alterations or changes to surface water management and is therefore not expected to affect flood risk or flood resilience.	N/A – criterion not directly affected by the proposal.
		Nil Impact:	Levels of surface water run-off & flood risk are not affected						
		Negative Impact:	Levels of surface water run-off will increase, no management of flood risk						
8	HIGH WINDS / STORMS	Positive Impact:	Exposure to higher wind speeds is being actively managed & reduced	Nil	No	No	Consider: the need to install stabilisation measures and ensure robust structures resilient to high winds	The proposal does not alter exposure to high winds or storm events and therefore has no material impact on resilience in this area.	N/A – criterion not directly affected by the proposal.
		Nil Impact:	No change to existing level of exposure to higher wind speeds						
		Negative Impact:	Exposure to higher wind speeds is increased or is not managed = Negative Impact						
9	FOOD SECURITY	Positive Impact:	Opportunities & resources for local food production are increased/ enhanced	Nil	No	No	Source food locally, and provide meat-free catering to reduce ◦ Will arability to food shortages and reduce emissions from transport and farming of food	The proposal does not affect food production, food supply chains or access to food and therefore has no material impact on food security.	N/A – criterion not directly affected by the proposal.
		Nil Impact:	No change to opportunities & resources for local food production						
		Negative Impact:	Opportunities & resources for local food production are reduced						
10	BIODIVERSITY	Positive Impact:	Biodiversity will be protected/ enhanced	Nil	No	No	Provide net gain mitigation if required and seek enhancement in projects of all types and scale	The proposal relates to fleet replacement and does not involve land use changes, habitat creation or works affecting biodiversity. No material impact on biodiversity is anticipated.	N/A – criterion not directly affected by the proposal.
		Nil Impact:	Level of biodiversity will not change						
		Negative Impact:	Biodiversity will decrease						

Weighing up the negative and positive impacts of your project, what is the overall rating you are assigning to your project?: **High Positive**

This overall rating is what you need to include in your report/ budget proposal, together with your explanation to be included in the red box below

Guidance on Assessing the Degree of Negative and Positive Impacts:

Note: Not all of the considerations/ criteria listed below will necessarily be relevant to your project

Low Impact (L)	* No publicity
	* Relevant risks to the Council or community are Low or none
	* No impact on service or corporate performance
	* No capital assets; or capital assets with lifetime of less than 3 years
Medium Impact (M)	* Local publicity (good or bad)
	* Relevant risks to the Council or community are Medium
	* Affects delivery of corporate commitments
	* Affects service performance (e.g.: energy use; amount of waste; distance travelled) by more than 10%
	* Capital assets with a lifetime of more than 3 years
High Impact (H)	* National publicity (good or bad)
	* Relevant risks to the Council or community are Significant or High
	* Affects delivery of regulatory commitments
	* Affects corporate performance by more than 10%
	* Capital assets with a lifetime of more than 6 years

In the box below please summarise the projects impacts (the reasons for the ratings given in column E above) to explain how the overall rating for the project/ proposal has been derived (Cell E37). Please also highlight any negative impacts your project may have and how you plan to avoid, mitigate or compensate for these (as you will have detailed in column I above).

The Fleet Replacement and Decarbonisation Programme is assessed as having a high positive impact on climate change mitigation. The programme directly supports the Council's commitment to achieve net zero carbon emissions from its own operations by 2030 through the adoption of an electric vehicle first replacement strategy and the phased replacement of older, higher-emission vehicles. Fleet vehicles represent one of the Council's most significant sources of direct carbon emissions and the programme is expected to deliver substantial reductions in fossil fuel consumption, greenhouse gas emissions and local air pollutants. Whilst some specialist vehicle categories cannot currently be fully electrified, the programme maximises the deployment of electric vehicles where operationally suitable and economically viable, with alternative lower-carbon solutions only being considered where necessary. No significant negative climate change or environmental impacts have been identified.