JAC update Fleet & Estate transformation

Delivery against our environmental ambitions



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Zero Vehicle Emissions Strategy

An outline of the Force's strategy in relation to transitioning our vehicle fleet to zero emissions, and the guiding principles for the work of the Zero Emissions Delivery Board:

We will...

- transition Essex Police vehicle fleet from ICE (internal combustion engine) vehicles to electric and/or alternative greener fuel options in line with Government requirements.
- provide supporting charging infrastructure within Essex Police estate to support transition and adaptation to future technological advancement.
- work with partners to organise collaborative infrastructure arrangements that meet organisational need.
- provide direction around driver behaviour, training and support that complements the transition and cultural change requirements.
- develop information technology that supports operational policing (fleet management)*.



Context and Approach



The UK Government have mandated the transition to zero emission vehicles with combustion engine sales ending in 2030 and Hybrids in 2035.



We replace 50-150 vehicles per year

- •anticipate manufacturers will stop or slow production of the vehicles we currently use by 2027.
- •likely a fully electrified fleet by 2032 latest.



Substantial endeavour with 775 fleet vehicles across 38 different locations.

- each of the 38 locations will need a bespoke charging infrastructure plan and delivery.
- rapid technology changes in the field mean we must constantly monitor and adapt our approach.



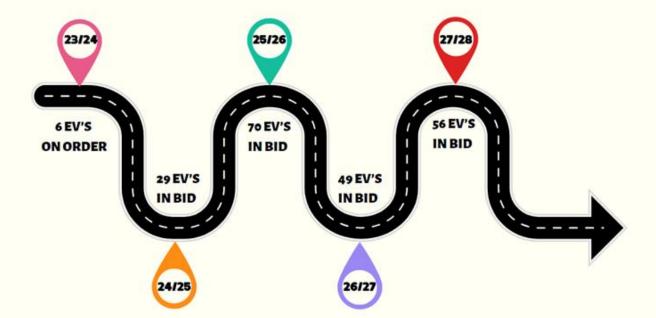
Zero Emissions Delivery (ZED) Board set up - ACC Baldwin, support from Strategic Change.



Current Fleet Status

- 777 vehicles in the fleet, of which 91 have already transitioned to hybrid, 10 are Fleet EV's, and 8 are Senior Officer EV's.
- Pending updates to the national framework next year, there may be a larger variety of vehicles available to us to order.
- One key consideration when the new framework is available is the charging capacity of each vehicle.

CURRENT EV ROADMAP





Planned Approach

To build an evidenced based decision on where and what to invest first in this fast-developing environment the following approach was taken to build a matrix

- Explore our current estates charging capacity (KWs)
- •Opportunities current builds or refurbishment (i.e. Dovercourt)
- Partner and public charging capacity / opportunity (ECFRS)

Charging Infrastructure

Vehicle availability/ deployment

- What vehicles are available straight away?
- Group or team basis (i.e. CSI Vans)
- •Identify all groups by location that they are currently at

- •Culture change the teams require
- Change in operating procedures to align to availability
- •Training requirements

Operational View



Delivery of the Approach

- Phase One Rayleigh, Chelmsford and Dunmow first three sites to install infrastructure based onsite suitability, capacity for charging
- Phase Two explores remaining estate
- Phase Three develops charging capacity internally/externally

Charging Infrastructure

Vehicle availability/ deployment

- Phase One based on fleet provision with sufficient unmarked vehicles to adopt EV within non response fleet
- Phase Two addresses remaining unmarked fleet
- Phase Three is long term and dependant on technology

- Phase One relates to @70 unmarked crime investigation vehicles that do not need response capability
- Phase Two will develop the remaining unmarked fleet
- Phase Three will tackle response vehicle capability as/when the technology becomes available.

Operational View



Our Estate Strategy 2023-28

The energy efficiency challenge

The 2018-2023 Estates Strategy recognised that the police estate was, in general, old, of poor quality by modern accommodation standards and inflexible due to the outdated design and building layout. It also highlighted the poor energy efficiency of much of the estate resulting in a high carbon footprint and inflated running costs.

Core Principles

In delivering the Estate Strategy we will be guided by the following core principles:



Respond to the demands of policing in the 21st century



Make greater use of open plan, flexible and multi-purpose working spaces



Improve space utilisation thereby enabling a reduction in the overall estate footprint



Fully consider use of other public sector estate across Essex



Deliver energy efficient design solutions in line with our Carbon Management Plan



le financially affordable, representing ong-term value for the Essex taxpayers

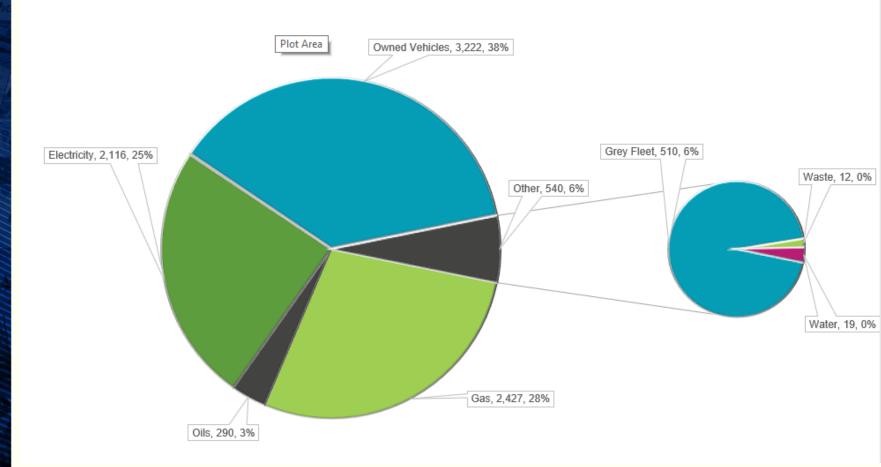


Have buildings and spaces our officers, staff, volunteers as well as local communities can be proud of



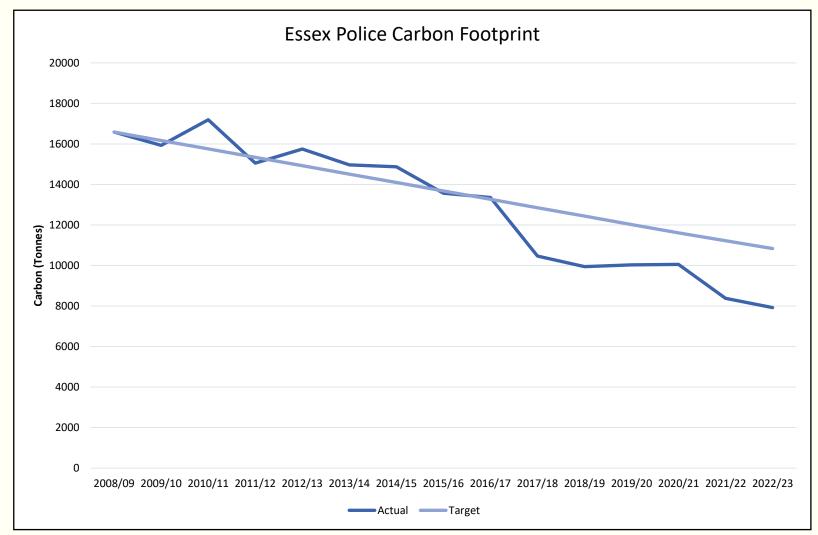
Essex Police Emissions







Carbon Reduction Progress





What We're Doing: Dovercourt New Police Station

- Designed to meet RIBA 2030 Climate Challenge
- Insulation beyond building regulation requirements
- Lower embodied carbon during construction
- Heat recovery ventilation
- Low water use fittings
- Air source heat pumps
- Photovoltaic cells covering roof





Our Future Plans

