



# Birmingham City Council Innovation in Procurement TRANSFORM Leader-Led Project

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TRANSFORM



# TRANSFORM Leader-Led Project

## **Adults & Communities focus- clarified mobility needs to be ;**

- appropriate to the client base, be a positive experience for clients and meet the individual needs of each client
- zero emission zero carbon
- safe and reliable
- cost effective, based on whole-life cost

## **A & C context;**

- With an ageing fleet of mini buses, need to replace/review 66 new vehicles (plus 3-4 taxi service contracts providing new ways to mobilise the service in more carbon efficient ways e.g. electric/hybrid vehicles, car pool scheme etc..
- The current fleet does average 15 miles a day, servicing around 800 clients( at least 5 who use wheelchairs) across the city fixed venues re day care centres, clinics, schools. The majority of vehicles are mini buses .
- Need to address current arrangements which include contracted taxi services, and the issue of vehicles being driven by 'Driver Carers'. The main use of the vehicles are between 8-10am and then 3-5pm.

## **BCC Political context**

- Economic recession, major BCC downsizing from 50,000 employees to 15,000. Services completely re-designed, some ceased.
- Although context of uncertainty with financial constraints & future of A & C transport subject to service re-design with some elements possibly sub-contracted out- the mobility debate is opened to what those options may be



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## Lessons learned in opening up options for Green 'mobility';

- **The need for technology mapping aligned with fleet requirements** - to clarify understanding of current market availability of low carbon options aligned with service specific vehicle mileage, payload & Duty cycle - provides a starting point for green procurement when prioritizing options, whether replacing, sub –contracting mobility , revenue leasing of vehicles or car-club models. For some vehicle classes, there are not zero/low carbon alternatives on the market yet, and where there are, they may not currently be affordable given TCO modelling, based on low duty-cycle mileage. Mobility & procurement strategies need to be longer term to account for this and benefit from future reduction in price and ongoing development of new fuel technologies.
- **Involve Service-specific Fleet Manager & staff in directorate level change strategies initially through their own vehicle base line data of fleet make up and mileage** – get greater understanding of service specific needs , fleet requirements and available low /zero carbon re-fuelling infrastructure ; ability to provide greater clarity on advising downsizing, disposals and replacement options, green vehicle procurement and costs efficiencies through TCO models.
- **Supporting organizational and behavior change through accelerating take up** - Vehicle trialing and Implementation of low/zero carbon vehicles eg Nissan A & C trial within Night Care Team. Given suitability of EVs for the specific nature of the 9pm-7am service requirements , this can be built into the standards of the procurement process or business case development.

# Scope for Joint Action

- Development around alternative purchasing models for service specific schemes such as shared ownership, city car club for mobility services for Adults & Communities /Housing.
- Best practice on fleet management systems to track fuel use and maintenance spend to inform and optimise purchase decisions.
- Going beyond demonstrator phases - Best practice case studies for larger heavy vehicles from mini-buses and Hackney Carriage taxis to Refuse Trucks , Buses, and HGV fleets around the wider infrastructure development requirements to support fleet take-up of low/zero carbon vehicles e.g. electric charging, gas, bio methane, hydrogen and other lower carbon fuels.