

**Report To:** **STRATEGIC PLANNING AND CAPITAL MONITORING PANEL**

**Date:** 28 November 2016

**Reporting Officer:** Ian Saxon - Assistant Executive Director for Environmental Services

**Subject:** **STRATEGIC TRANSPORT REVIEW – COUNCIL FLEET VEHICLES – FLEET REPLACEMENT PROGRAMME 2017**

**Report Summary:**

The Council currently operates a varied fleet of 152 vehicles of varying types from vans to refuse vehicles to provide its numerous services to the residents of the Borough. It also operates a fleet of 134 items of plant equipment giving a total fleet size of 286 vehicle and plant.

A report for the essential replacement of 58 vehicle and plant was approved by the Strategic Capital Panel on 13 July 2015

This report identifies a further 129 vehicles and plant of various specifications that are now due replacement 2017/18

Following consultations with Service Unit managers it has been determined that 64 of these 129 items are capable of remaining in service for a further 12-24 months.

Subsequently the report concentrates on the replacement of the remaining 65 items as being identified as being in need of essential replacement in order to continue the effective operation and delivery of services. The average age of replacement will be 8 years at 2017

From these 65 items, 50 units will require funding via borrowing and 15 will be funded using Transport Services reserves set up for this purpose.

Of the 50 units requiring borrowing 9 are welfare buses 8 of which currently on contract hire and have already had the contract extended by a further 12 months which is due to expire in May 2017.

It is now essential to the continued operation of services that these remaining 65 vehicles and plant are replaced.

This report sets out the business case for the replacement of these vehicles and plant.

The options presented in this report represent the best value way of meeting the Council's needs and achieving a variety of options of savings available, whilst maintaining the operational efficiency of services.

**Recommendations:**

That the Strategic Planning and Capital Monitoring Panel recommends to Cabinet to approve;

- 1 The procurement the 65 vehicles and plant identified in the report via a competitive EU tendering process or approved frameworks and the necessary recommendation to Council to amend the Capital programme accordingly. All funding to be repaid by recharging service areas an annual rental to cover purchase, borrowing and maintenance costs covering

- the borrowing period of 8 years.
2. Based upon the results of the financial appraisal it is recommended that approval is granted for the purchase of the 65 vehicles and plant detailed in the main body of the report to be pursued by prudential borrowing and internal funding.
  3. That an ongoing exercise is undertaken for the remaining fleet items in conjunction with its on-going review of services to ensure that the Council can call upon a fleet of vehicles to support the delivery of those identified services in the most effective manner.
  4. That when all capital and borrowing is repaid, rentals remain fixed to allow continued contribution to the Council's transport reserves to assist in future fleet replacement programmes.

**Links to Community Strategy:**

The purchase of the vehicles will enable the Council to continue to provide its services to the citizens of the Borough

**Policy Implications:**

The purchase of the vehicles is an essential requirement for the Council to provide services to the community in a safe manner in line with its obligations as an operator of a large fleet of goods vehicles.

**Financial Implications:  
(Authorised By Section 151 Officer)**

A financial appraisal for the replacement of the 65 fleet items has been carried out. 15 of the vehicles/plant are to be financed using Transport Services reserves built up for this purpose over a period of 5 years with the remaining 50 vehicles/plant financed over 8 years via prudential borrowing.

Prudential Borrowing was considered with leasing options as a proposed funding option and following the appraisal is shown to represent the best value and is therefore the proposed funding option. The cost of this is identified in **Appendix 2**.

It should also be noted to further confirm prudential borrowing as the most appropriate method that estimated residual values for the Operating Lease option have been calculated at 18%, the Council in its figures used a value of 10%. In addition to this the return conditions placed on the Council are unrealistic for the age and use of the vehicles; previously we have incurred unbudgeted costs of £79,477.

Based in the above appraisal Prudential Borrowing has been included within the annual rental costs to service providers.

The 15 items to be funded from reserves will cost £97,352 and there is provision within the transport replacement reserve for this.

The estimated annual cost to Services for the replacement of the 65 items is £487,938; agreement has been received from service areas that this will be funded from existing revenue budgets.

Note all prices obtained are outside of any tender process and are likely to fluctuate both positively and negatively.

The estimated residual values at the end of the terms will be used to offset future replacement purchase costs.

**Legal Implications:  
(Authorised By The  
Borough Solicitor)**

The value of the proposed procurement exceeds the OJEU threshold. Accordingly a competitive procurement will be required involving either a tender exercise or a mini-competition under an authorised framework in accordance with the Public Contracts Regulations 2015. This report is premised upon the fact that the service have in place the most cost efficient and effective working arrangements.

**Risk Management:**

Set out in the report - see Section 5

**Access to Information:**

The background papers can be obtained from the authors of the report,

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## 1. BACKGROUND

### Council Fleet

- 1.1 The Council operates a large and varied fleet of vehicles and equipment to enable it to provide core services to the citizens of the Borough. Over the last 5 years through the works of the Strategic and Operational Transport Group via service redesigns, the Council's fleet has reduced by 41% from 486 vehicles and plant to 286 vehicles and plant. The fleet is made up of vehicles of mixed ages.
- 1.2 The Council operates a fleet of 134 items of plant equipment ranging from excavators to lawn mowers. All plant is primarily contained and operated by two service areas, those being the Engineering Delivery Team for civil engineering works and highway maintenance, and Greenspace Operations for grounds maintenance, street cleansing and the upkeep of the Tame Valley via the Countryside Unit and the Aboricultural Unit.
- 1.3 On 13 July 2015 the SCP approved the replacement of 58 items of vehicles and plant part of the approval was the recommendation that a review of the whole fleet is undertaken to determine the Council's fleet needs over the next 3 to 5 years to support service delivery. Also recommended was a cost analysis of the remaining fleet to determine the most appropriate vehicle strategy going forwards for the next 3-5 years. The initial stage of this review was the replacement of 22 refuse collection vehicles, where approval was given by the SCP on 14 March 2016 to replace the vehicles, the second part of the review is this report. Item 3.2 lays out the procurement strategy for the fleet.
- 1.4 With regards to the approval to replace 22 refuse vehicles it was decided that only 20 would be replaced under the authorisation from SCP in March 2016 due to tendered prices exceeding the approved spending envelope. The two remaining vehicles are included in the number of replacements detailed in this report.
- 1.5 Of the 286 vehicles and plant currently on fleet and taking into account the previously authorised replacement of the 58 vehicles and plant (July 2015) and the 20 refuse collection vehicles (March 2016), a further 129 of them are due replacement 2017/18. An assessment of the vehicles and plant by Service Unit Managers and the Council's Transport Manager has been carried out. This assessment resulted in the identification of 64 vehicles and plant that are of sufficient condition to enable a continuation of use for an additional 12-24 months.
- 1.6 There is an immediate need to replace 65 vehicles and plant equipment. This is broken down into 40 vehicles and 25 items of plant (see **Appendix 1**)
- 1.7 These 65 items are further broken down into externally funded (borrowing) and internally funded (use of Transport Services reserves to fund) (see **Appendix 2**).
- 1.8 The 65 items are further broken down by service area and rental costs. It is the funding of these appendices that approval is requested (see **Appendix 3**).
- 1.9 Traditionally the fleet is sourced using Prudential Borrowing to facilitate outright purchasing and ownership.
- 1.10 The period of borrowing attached to each vehicle or piece of plant is designed to terminate at the age at which the vehicle reaches its optimal operation life of between 5-8 years and will then require replacement.
- 1.11 It is not practical or advisable to extend the period of ownership of these 65 vehicles and plant further due to increased maintenance cost, reliability issues (resulting in increased operational downtime and costs) and safety issues.

## **2 COUNCIL SERVICE PROVISION**

- 2.1 In the identification of the Council's Fleet requirements, consideration must be given to many factors. Fleet vehicles support the provision of both direct operational services to the public (for example refuse collection vehicles) and also support services (vans for IT support to out-stations).
- 2.2 There are five important questions that must then be asked to determine what the Council's Fleet requirements are:
- Is this a service that the Council wishes to see provided?
  - Is this service provided by the Council directly?
  - What are the fleet requirements for the identified level of service?
  - What are the financial implications for the Council?
  - What are the risks to the Council – if any of the above change?
- 2.3 The Council is currently reviewing its options in terms of service delivery with consideration being given to bringing together all direct operational services into a single area.
- 2.4 Examination of fleet requirements to support these operations needs to address the questions above.
- 2.5 One of the Council's key objectives is to support economic growth in the Borough. Services which support this objective include those that provide for the free flow of traffic on the Borough's highways; gully emptying to prevent flooding, winter gritting operations and street cleansing vehicles to keep roads free of litter and provide an attractive place to live, visit and do business. Also the provision of statutory transport for children (pupils) with Special Educational Needs (SEN) and vulnerable adults with learning difficulties or age related conditions. (9 of the 65 items needing replacement are welfare buses operated by the Council via its Integrated Transport Unit).
- 2.6 All of these services, regardless of who provides the service or how frequently they are provided, require vehicles and equipment to support these operations.
- 2.7 Transport Services has discussed and continually challenges operational services managers to identify fleet savings. All of the vehicles listed for the replacement in this report have been identified by the managers of the service areas as essential for the operation of these services and equally as important, within funding envelopes to pay back (any borrowing or the Council reserves).
- 2.8 In the case of the Civil Engineering Operational Services, this service area recovers the cost of its transport vehicles and plant as part of its charges for delivering works.
- 2.9 Transport Services is currently in the process of exploring partnership and looking at alternate deliver methods for other operational services in addition to Transport. However, regardless of the supplier or how services are delivered, the Council will still need the identified fleet items to continue to provide services.
- 2.10 The section below details the business case for the replacement of the 65 fleet vehicles and plant to support the delivery of these services.

## **3 TAMESIDE COUNCIL FLEET**

- 3.1 The current fleet of 286 vehicle and plant equipment is made up of 152 vehicles and 134 items of plant equipment. 40 vehicles and 25 items of plant equipment have now exceeded their optimum life and are in need of replacement.

### 3.2 Fleet Position

#### Fleet Reductions 2012-2016

Year	Vehicles	Plant	Total	Reduction Vehicles	Reduction Plant	Total Reductions
2012	198	288	486			
2013	166	288	454	32	0	32
2014	156	186	342	10	102	112
2015	154	139	293	2	47	49
2016	152	134	286	2	5	7
Total				46	154	200

#### Procurement Activity 2012-2017

Replacement Action	Units replaced	Progress	Next Replacement due
Fleet reductions from 2012 to 2016 = 200 down to 286	200 items removed from fleet following service area reviews	Ongoing	Not applicable
2012 SCP report and authorisation to replace 9 x refuse vehicles	9 x 26 Ton Dennis refuse collection vehicles	Vehicles delivered December 2012	2020
2014 SCP report approved to replace 12 vehicles	8 x Road sweepers 3 x HGV Tipper/Gritters 1 x Gully Tanker	Units procured and on Fleet 2015	2020 sweepers 2023 HGV
2015 SCP report and approval for the replacement of 58 vehicle and plant	13 items of plant 22 HGV tippers/Road Sweepers/box vans/tower access vehicles/welfare bus 23 light commercial vehicles/tippers/4 x 4 vehicles	Units procured deliveries due October-December 2016	2024
2016 SCP report and approval for replacement of 22 refuse collection vehicles (actual 20)	18 x 26 Ton Dennis refuse collection vehicles for Domestic/recycling Collections 2 x 26 Ton Dennis refuse collection vehicles for trade waste 2 x 12 Ton DAF refuse collection vehicles for rural areas domestic/recycling	Numbers reduced to 20 to enable the authorised spend to be complied with the 2 outstanding added to this exercise	2025
2016/17 This report to replace 65 vehicles and plant	See <b>Appendix 1</b> for details	This report to be table for next SCP meeting November 2016	2020 small plant 2022 large plant 2025 Vehicles
2017/18 report to replace essential items	This and future reports for authorisation to replace will be determined by services areas needs at the time along with an assessment of condition of units	No detail available at present	No detail at present

### **The Future of the Council Fleet (Implications of Not Replacing Fleet Vehicles)**

3.3 Any extensions to the fleet age profile would require additional vehicle fitters to cover additional routine and reactive maintenance. Even this would still result in increased vehicle down time.

3.4 Additional financial provision for short term replacement would be required.

#### **Impact on Vehicle Availability**

3.5 As vehicles lives are extended and worked harder, there will be an increase in breakdowns and additional off-road time for maintenance.

3.6 Vehicle down-time results in loss of productivity and efficiency of the workforce resulting to reduced service delivery.

3.7 The increased vehicle downtime would inevitably lead to an increase in the use of short term rental vehicles to supplement the increase vehicle downtime this would come at a significant financial cost.

#### **Impact on Maintenance and Servicing**

3.8 Any extensions to the fleet age profile would require additional vehicle fitters to cover additional routine and reactive maintenance.

3.9 Maintenance costs will increase due to increased wear on major components.

3.10 Even with additional fitters to cover any increased workload the use of additional hire vehicles to cover off road time will be required.

#### **Impact on Safety and the Council's Operator's Licence**

3.11 If additional resources were available to cover the increased maintenance then the impact on safety would be negated.

3.12 Although none of the vehicles due replacement are specified on the Council's Operators Licence there is an expectation by the Traffic Commissioner that all fleet vehicles and plant are operated and maintained to the same standards.

## **4. FINANCIAL CONSIDERATIONS**

### **Historical Perspective**

4.1 Consideration in the past for the makeup of the Council's fleet has been based on the requirements of service areas.

4.2 Increasingly over the last few years, due to uncertainty of what services will require, decisions to lease hire have been made which has often been a more expensive option.

4.3 The current rentals to services for the 65 vehicles and plant are contained in **Appendix 3**.

Current rental costs to services total £423,043

New rental costs to services total £487,938 this is an increase of £64,895

The reasons for the increase in costs are

- 1) Current rental are low due to services taking advantage of short term savings due to the vehicles capital costs being met and all borrowing repaid.
- 2) New vehicle/plant prices include recent legislation changes requiring all engines to be Euro 6 compliant. (see also comments 4.6 to 4.8)

4.4 Consideration should be given to maintaining Council reserves for fleet funding by not reducing rentals when capital and borrowing is paid back to allow any surplus to be retained in transport Services reserves for future fleet funding. This will be a recommendation of this report.

4.5 To replace the vehicles identified in appendix 1, it is expected to cost the authority as per the breakdown below

- Purchase costs 65 vehicles and Plant = £2,256,704
- Borrowing requirement  
(£2,256,704 less use of reserve £97,352) = £2,159,352
- Borrowing will incur interest based on 1.21% over 8 years = £112,718

**Total Cost to Authority = £2,369,422**

4.6 The purchase costs in this report are estimates based on previous purchases and published retail prices where available and are outside of a competitive tendering exercise.

4.7 It is anticipated that a reduction on these prices could be achieved through the tender process. However, the opposite must also be considered as manufacturing costs increase and the impact of decision to exit the EU on manufacturing and importing are understood. It is anticipated that article 50 will be activated March 2017.

4.8 It is anticipated based on the prices above (as best as can be determined outside of a formal tender) that the actual cost to the Council will be as per 4.5 above

**Note:**

All the vehicles will have an operational life of 8 years with the exception of the plant which have operation life of between 3 and 5 years, the borrowing periods are designed to match operational lives of the vehicles and equipment.

**Purchase Options**

4.9 An exercise has been completed with the Council's Treasury Management Team and financial advisors, Capita to identify the most advantageous financial options for the procurement of the 65 fleet items. Three different methods were explored as options available to the Council; the options were as follows:

- **Operating Lease** – Under an operating lease the Council would pay regular rental payments to the supplier, at the end of the lease agreement the Vehicles would return to the supplier. The Council would not have ownership of the vehicles at any point under an operating lease.
- **Finance Lease** – Under a Finance Lease the Council would make regular payments to the supplier, the payments would be made up of a Principal repayment element and an interest element. At the end of the lease term the ownership of the Vehicles would be with the Council.
- **Prudential Borrowing** – The Council would acquire outright ownership of the vehicles at the outset and would make a one off payment to the supplier. The Council would then be required to repay the Borrowing over the operational life of the vehicles. Estimates at the time of writing this report indicate that interest rates of 1.21% will be applicable (subject to market fluctuations) over 8 years.

4.10 The following table shows a worked example and comparison of the financial implications of the three options available to the Council on a **selection** of 50 of the 65 vehicles and plant to be replaced over the expected operational lives of the vehicles.



Year	Operating Lease	Finance Lease	Borrowing
8	£1,537,115	£1,643,535	£1,538,651

- 4.11 Although the operating lease option initially offers a saving of £1,536 a direct comparison cannot be made between the three options because with the Operating Lease option the vehicles are not owned by the Council after their 8 year term. The Council will own the vehicles with the Borrowing option and Finance Lease option; therefore the residual values need to be included in the assessment. This ensures that the true overall net capital costs are compared for all three options. It should also be noted that the Lessors will impose strict return conditions on the Council to offset their residual values. The last fleet operating lease attracted return condition costs of £79,447.
- 4.12 As a result of the above example Prudential borrowing offers the best value option for the funding of the vehicles and plant.

#### **Financial Summary - Costs to the Authority**

- 4.13 There is an expected residual value attached to the new vehicles/equipment at the end of their operational lives of 5 or 8 years this value is anticipated to be circa £286,608 at the end of the 3, 5 and 8 years operational life, receipts for the vehicles and equipment when sold will go to offset the purchase and borrowing costs of future fleet replacements.
- 4.14 The residual value of the fleet to be replaced is £114,339 these receipts will go into the transport Services reserve to offset borrowing for future replacement programs.
- 4.15 The current residual value of the 65 items being replaced is expected to be minimal due to the condition of the vehicle/plant. It therefore recommended that any residual value received for these items be added to the Transport reserves for future fleet replacement programs.

#### **Cost to Services**

- 4.16 All the 65 vehicles and equipment listed in this report support the operation of a number of services and have been identified by managers as essential for the operation of these services.
- 4.17 The estimated annual cost to the various services is as per **(Appendix 3)**

## **5. RISK MANAGEMENT**

The main risks associated with this decision are as follows:

- 5.1 Although it is anticipated that improved prices will be achieved through the tender process it is not guaranteed and market forces may result in an increase purchase costs against the original quotes e.g. it is anticipated that the introduction the requirement for Euro 6 engines may result in increased costs across the industry although manufacturers initially feel they have forecasted their costs accurately but will not be held to quotation prices.
- 5.2 The decision to exit the EU may also have a negative effect on manufacturing and import costs although this cannot be determined at present.
- 5.3 Further service reviews may identify a need to reduce overall their vehicle demand, and return one or more of the vehicles before the end of the borrowing period. In this event, the service area may be subject to early return costs. These costs will be met by that service and will be calculated using the following process: The item returned early will be sold with the receipts of the sale going to offset the outstanding borrowing, the short fall (if any) will be recharged to the service returning the vehicle.

- 5.4 Residual values may not be realised as expected due to market conditions at the time of sale.
- 5.5 It is essential that a decision on this report is progressed quickly to allow build slots to be obtained as soon as possible as lead times for specialist vehicles and equipment is currently 26-30 weeks and if we are to continue to provide services the existing fleet cannot be relied up to support services indefinitely.
- 5.6 If authorisation to replace the 65 vehicles and equipment contained within this report is not given then:
- If the Council decides to extend vehicle usage, again this would be against the advice of its Transport Service department as resources to maintain a fleet of this age is not available and its performance in delivering services would be significantly reduced;
  - As vehicles lives are extended and worked harder, there will be a significant increase in breakdowns and additional off-road time for maintenance;
  - Vehicle down-time results in loss of productivity and efficiency of the workforce;
  - Any extensions to the fleet age profile would require additional vehicle fitters to cover additional routine and reactive maintenance; and
  - Additional financial provision for short term replacement vehicles would be required.
- 5.7 The Council needs to consider its current plans for the delivery of operational services. To protect the Council, should any services be provided by an external supplier, provision should be made with the supplier to utilise any Council owned fleet to deliver services.
- 5.8 A summary of the risks, impact and mitigating factors are included in the table below, divided into two categories, replacing or not replacing the fleet

5.9 **Risk Summary**

<b>Risk</b>	<b>Impact</b>	<b>Mitigating Actions</b>	<b>Outcome</b>
<b>Replacing Fleet</b>			
Price increases	Additional Costs	Procurement processes	Subject to market forces
Reduction in Services	Possible fleet surplus	New Fleet – higher residual value	Risk minimised
Stopping of Services	Possible fleet surplus	New Fleet – higher residual value	Risk minimised
Service Provided by third party	Possible fleet surplus	Include in arrangements with provider to utilise Council Fleet	Risk minimised
Residual values	Cost shortfall	Subject to market forces	Still provides Council with most cost effective method for fleet options
Delivery Times	Service delivery / safety	Early decision	Urgent action required
<b>Not Replacing Fleet</b>			
Impact on Service Delivery	Downtime / inefficiencies	Replace fleet	New Fleet
All vehicles require replacement next year	Cost/ safety	Replace fleet	New Fleet
Increased costs Servicing Repairs Downtime Replacement hires Staff time	Increased costs Servicing Repairs Downtime Replacement hires Staff time	Replace fleet	New Fleet

Safety / 'O' Licence	Intervention by Traffic Commissioner	Replace fleet	New Fleet
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## **6. ADDITIONAL CONSIDERATIONS**

### **Environmental Issues**

- 6.1 The current fleet is ageing and operates on outdated euro emissions standards of Euro 3, 4 and 5 type engines.
- 6.2 A replacement fleet would operate on Euro 6 engines. These would provide both improved fuel efficiency and a reduction in CO<sub>2</sub> and harmful particulate matter, thus improving air quality.

## **7. RECOMMENDATIONS**

- 7.1 As set out at the front of the report.

# APPENDIX 1

## Items of Fleet Reaching End of Operational Life 2017/18

Description	Numbers	Age 2017	Operational Life	Function/Duties
Mercedes Sprinter 16 Seat Welfare Bus	9	5 to 8	8	SEN/Adult Statutory Transport
Neuson Wacker dumper	4	9	5	Cemeteries Grave Digging
Johnston VT550 Road Sweeper	1	8	8	Street Cleaning
Ford Transit 3.5T Van lwb 350L 115ps	2	8	8	Street Cleansing/Engineers Call-out
Ford Transit 280 Van swb 115ps	2	8	8	Library books delivery/collections-Tame Valley Maintenance/Cemeteries
Ford Transit 350L 115ps Tipper	8	8	8	Highway Maintenance/Street Cleansing
Ford Transit C/Cab Caged Tipper 350	7	8	8	Adult Services grounds maintenance/Street Cleansing
Peugeot Partner SL1 1.6HDI	9	7	5	Supervisor vans/messenger deliveries/community alarms/IT engineers
Toro HD21 Rotary Mower S/P	8	5	5	Grounds Maintenance Mower
John Deere X748 4WD Ride-On Mower	2	5	5	Grounds Maintenance Mower
Kubota M9540	4	6	5	Grounds Maintenance
Tacheuchi TB816 Mini Digger + Trailer	2	8	8	Cemeteries Grave Digging
Timberwolf Chipper Model TW 350DHB.	1	5	5	Aboricultural services wood disposal
Toro Rotary Mower 16HP 36" S/D	4	5	5	Grounds Maintenance Mower
Dennis 6 x 2 Elite/Phoenix 2 26 Ton Refuse Collection Vehicle	2	8	8	Waste Services

**A total of 65 items to be replaced**

### Note

8 of the welfare buses will be 5 years old but are currently on an extended contract hire that expired in 2016 so require replacement to maintain compliance with PSO,s

## APPENDIX 2

### Cost Summary (internal funding and external funding/borrowing)

#### Items requiring replacement to be financed via Transport Services reserves

Description	Funding Method	Numbers Required	Replacement cycle/Years	Est Purchase prices for group
Toro HD21 Rotary Mower S/P 4	Reserves	8	3	£5,952
John Deere X748 4WD Ride-On Rotary Mower	Reserves	2	5	£28,400
Timberwolf Chipper Model TW 350DHB.	Reserves	1	5	£45,000
Toro Rotary Mower 16HP 36" S/D	Reserves	4	5	£18,000
			<b>Total</b>	<b>£97,352</b>

#### Items requiring replacement to be financed via borrowing

Description	Funding Method	Numbers Required	Replacement cycle/years	Est Purchase prices for group	Borrowing rate@ 1.21 over 8 years	Combined cost
Kubota M9540 Tractor	Borrowing	4	8	£207,000.00	£10,805.47	£217,805.47
Tacheuchi TB 816 Mini Digger + trailer	Borrowing	2	8	£48,000.00	£2,505.62	£50,505.62
Mercedes Sprinter 16 Seat Welfare Bus	Borrowing	9	8	£675,000.00	£35,235.23	£710,235.23
Neuson 1 Ton dumper	Borrowing	4	8	£64,000.00	£3,340.82	£67,340.82
Johnston VT550 Road Sweeper	Borrowing	1	8	£140,000.00	£7,308.05	£147,308.05
Ford Transit 3.5T Lwb Van	Borrowing	2	8	£65,000.00	£3,393.02	£68,393.02
Ford Transit 280 Swb Van	Borrowing	2	8	£46,150.00	£2,409.05	£48,559.05
Ford Transit C/Cab 350L 115ps Tipper	Borrowing	6	8	£180,000.00	£9,396.06	£189,396.06
Ford Transit 350L 115ps Tipper	Borrowing	2	8	£60,000.00	£3,132.02	£63,132.02
Ford Transit C/Cab Caged Tipper 350	Borrowing	7	8	£210,000.00	£10,962.07	£220,962.07
Peugeot Partner SL1 1.6HDI	Borrowing	9	8	£108,000.00	£5,637.64	£113,637.64
Dennis 6 x 2 Elite/Phoenix 2	Borrowing	2	8	£356,202.00	£18,593.87	£374,795.87
			<b>Total</b>	<b>£2,159,352.00</b>	<b>£112,718.92</b>	<b>£2,272,070.92</b>

## APPENDIX 3

### Cost to Services

#### Adult Services

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
MV10WUR	Ford Transit C/Cab Caged Tipper 350	Adult Services	£5,843.63	£2,282.76	£3,560.87
MV10RVK	Peugeot Partner SL1 1.6HDI	Adult Services	£2,996.53	£1,271.66	£1,724.87
MV10RVL	Peugeot Partner SL1 1.6HDI	Adult Services	£2,996.53	£1,271.66	£1,724.87
<b>Total</b>			<b>£11,836.68</b>	<b>£4,826.08</b>	<b>£7,010.60</b>

#### Engineering Operations

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
MK59VTN	TRANSIT LWB 350L 115PS	Engineering Operations	£6,363.40	£1,794.09	£4,569.31
MV10WKO	Ford Transit 350L 115ps Tipper	Engineering Operations	£5,843.63	£2,282.76	£3,560.87
MV10WKD	Ford Transit 350L 115ps Tipper	Engineering Operations	£5,843.63	£2,282.76	£3,560.87
MV10RUO	Peugeot Partner SL1 1.6HDI	Engineering Operations	£3,283.26	£1,558.39	£1,724.87
MV10RUR	Peugeot Partner SL1 1.6HDI	Engineering Operations	£3,283.26	£1,558.39	£1,724.87
<b>Total</b>			<b>£24,617.16</b>	<b>£9,476.39</b>	<b>£15,140.77</b>

#### Environmental Health (Cemeteries)

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
MA59XST	Ford Transit 280 Swb Van	E/H Cemeteries	£4,366.40	£1,544.54	£2,821.86
TRG0241	Tachuchi TB 816 Mini Digger + trailer	E/H Cemeteries	£5,200.00	£7,209.69	-£2,009.69
TRG0242	Tachuchi TB816 Mini Digger + Trailer	E/H Cemeteries	£5,447.66	£7,557.35	-£2,109.69
SN58JXZ	Neuson Wacker dumper	E/H Cemeteries	£3,114.09	£2,740.82	£373.27
SN58JYA	Neuson Wacker dumper	E/H Cemeteries	£3,114.09	£2,740.82	£373.27
LK58MXX	Neuson Wacker dumper	E/H Cemeteries	£3,114.09	£2,740.82	£373.27
LK58MXC	Neuson Wacker dumper	E/H Cemeteries	£3,114.09	£2,740.82	£373.27
<b>Total</b>			<b>£27,470.42</b>	<b>£27,274.86</b>	<b>£195.56</b>

#### Highways and Transport Service (Integrated Transport Unit)

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
KX15PUE	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,848.40	£23,166.32	-£5,317.92
DK12BYR	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BYT	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BYU	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BYV	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BXX	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BXY	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
DK12BYW	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£17,781.73	£22,538.41	-£4,756.68
KY09EYG	Mercedes Sprinter 16 Seat Welfare Bus	Integrated Transport Unit	£16,247.41	£11,312.23	£4,935.18
<b>Total</b>			<b>£158,567.96</b>	<b>£192,247.42</b>	<b>-£33,679.46</b>

### Waste Services

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
MV10PZY	Peugeot Partner SL1 1.6HDI	Waste Services	£2,996.53	£1,271.66	£1,724.87
VK09AHD	Dennis 6 x 2 Elite/Phoenix 2	Waste Services	£44,944.83	£43,131.01	£1,813.82
VK09AHF	Dennis 6 x 2 Elite/Phoenix 2	Waste Services	£44,944.83	£43,131.01	£1,813.82
<b>Total</b>			<b>£92,886.18</b>	<b>£87,533.67</b>	<b>£5,352.50</b>

### Greenspace and Operations

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
TRG0153	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0154	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0156	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0158	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35

REG NO.	Description	Service Area	New Annual Rental	Current Annual Rental	Variation
TRG0160	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0161	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0163	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
TRG0165	Toro HD21 Rotary Mower	Operations Greenspace	£516.72	£343.37	£173.35
DK12DUV	John Deere X748 4WD Ride-On Mower	Operations Greenspace	£4,560.15	£4,689.81	-£129.66
DK12DUY	John Deere X748 4WD Ride-On Mower	Operations Greenspace	£4,560.15	£4,689.81	-£129.66
TRG0244	Timberwolf Chipper Model TW 350DHB.	Operations Greenspace	£9,897.17	£11,776.37	-£1,879.20
TRG0246	Toro Rotary Mower 16HP 36" S/D Cutting Deck,	Operations Greenspace	£1,458.40	£1,641.37	-£182.97
TRG0250	Toro Rotary Mower 16HP 36" S/D Cutting Deck,	Operations Greenspace	£1,458.40	£1,641.37	-£182.97
TRG0252	Toro Rotary Mower 16HP 36" S/D Cutting Deck,	Operations Greenspace	£1,458.40	£1,641.37	-£182.97
TRG0253	Toro Rotary Mower 16HP 36" S/D Cutting Deck,	Operations Greenspace	£1,458.40	£1,641.37	-£182.97
PO12FVB	Kubota M9540 3 x Buckets 6 x weights	Operations Greenspace	£10,319.35	£12,551.58	-£2,232.23
PO12FVD	Kubota M9540 3 x Buckets 6 x weights	Operations Greenspace	£10,319.35	£12,551.58	-£2,232.23
PO12FVC	Kubota M9540 3 x Buckets 6 x weights	Operations Greenspace	£10,319.35	£12,551.58	-£2,232.23
PO12FVE	Kubota M9540 3 x Buckets 6 x weights	Operations Greenspace	£11,240.02	£12,551.58	-£1,311.56
MX59CXE	Johnston VT550 Road Sweeper	Operations Greenspace	£34,521.03	£14,657.13	£19,863.90
MK59VUX	Ford Transit 3.5T I-w-b 350L 115ps	Operations Greenspace	£6,319.81	£2,408.12	£3,911.69
MA59LKX	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,773.90	£2,213.05	£3,560.85
MA59LGZ	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,783.38	£2,222.53	£3,560.85
MJ59JHY	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,843.63	£2,282.76	£3,560.87
MV10WJA	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,843.63	£2,282.76	£3,560.87
MJ59JGX	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,843.63	£2,282.76	£3,560.87
MJ59JNX	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,888.05	£2,327.20	£3,560.85
MV10WJX	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,883.90	£2,323.05	£3,560.85
MJ59JJO	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,910.84	£2,349.99	£3,560.85
MA59XSD	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,910.84	£2,349.99	£3,560.85
MJ59JFK	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,883.90	£2,323.05	£3,560.85
MK59VRM	Ford Transit C/Cab Caged Tipper 350	Operations Greenspace	£5,883.90	£2,323.05	£3,560.85
MJ59JKN	Ford Transit C/Cab 350L 115ps Tipper	Operations Greenspace	£5,883.90	£2,323.05	£3,560.85
MV10RUY	Peugeot Partner SL1 1.6HDI	Operations	£3,283.26	£1,558.38	£1,724.88



<b>REG NO.</b>	<b>Description</b>	<b>Service Area</b>	<b>New Annual Rental</b>	<b>Current Annual Rental</b>	<b>Variation</b>
		Greenspace			
MV10RUH	Peugeot Partner SL1 1.6HDI	Operations Greenspace	£3,283.26	£1,558.38	£1,724.88
MV10RUW	Peugeot Partner SL1 1.6HDI	Operations Greenspace	£3,306.18	£1,589.31	£1,716.87
MV10RFF	Peugeot Partner SL1 1.6HDI	Operations Greenspace	£2,996.53	£1,271.65	£1,724.88
MA59XTD	Ford Transit 280 s-w-b 115ps	Operations Greenspace	£6,318.69	£832.73	£5,485.96
		<b>Total</b>	<b>£201,545.04</b>	<b>£132,153.69</b>	<b>£69,391.35</b>