

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan

REPORT OF THE EXECUTIVE DIRECTOR PLACE TO CABINET ON 20 FEBRUARY 2019

DRAFT FLEET VEHICLE REPLACEMENT STRATEGY

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to request support for the vehicle replacement strategy for the replacement of vehicles up to 2025. As a result of the cabinet report submitted on 13th June 2018 (Cab.13.6.2018/14) this strategy has been drafted.

2. RECOMMENDATIONS

- 2.1 To support the draft Vehicle Replacement Strategy; and
- 2.2 To accept that a future capital plan for future vehicle replacement programme will be submitted in accordance with the proposed strategy.

3. INTRODUCTION

- 3.1 The council's fleet is made up of 430 vehicles and pieces of equipment; it has a total capital value of approximately £14.3M.
- 3.2 The fleet is utilised by front line services to deliver both statutory and income generating services and the fleet is an essential tool to carry out these tasks safely, legally and effectively.
- 3.3 Every vehicle has a lifespan depending on the type of vehicle and its use. Once a vehicle reaches the end of its lifespan there is an increase in maintenance costs and downtime. This increases the council expenditure on vehicle maintenance and hire vehicles as well as adding pressure to services.
- 3.4 Therefore, it is imperative that vehicles are replaced at the end of their usable life. Previously the council has replaced vehicles when they have reached this point; however over recent years due to various influencing factors the process has become convoluted with the lack of a suitable supporting strategy.
- 3.5 An interim request for capital funding was supported on 13th June 2018 (Cab.13.6.2018/15) to replace 77 vehicles with a value of £2.953M while a strategy was created to resolve the issue going forwards. This strategy will be adopted in the procurement of these assets.

- 3.6 The strategy sets out five strategic priorities (SPs):
1. To enable services by making sure they have the correct vehicles and/or equipment they require to deliver their service safely.
 2. To ensure that all vehicles and equipment are maintained and kept in a safe and legal condition prior to use.
 3. To reduce the emissions of the councils fleet.
 4. To put the needs of our customers at the forefront of our work.
 5. To demonstrate best value in every activity we undertake.
- 3.7 With the aging fleet, services are experiencing additional vehicle downtime and having to utilise hire vehicles that are not always equipped with the specialist equipment they require. SP1 will ensure that services will have their vehicle requirements met and ensure that all safety requirements are met.
- 3.8 SP1 will also ensure that the council are fully benefiting from new vehicle safety and technology to make people more efficient technology.
- 3.9 By maintaining vehicles correctly we will optimise their lifespan and reduce unnecessary expenditure on maintenance. As well as prolonging vehicle life SP2 will also ensure that vehicles are kept in prime condition and safety isn't compromised.
- 3.10 Keeping vehicles for their optimum lifespan will also mean we do not have old vehicles which will reduce the amount of unexpected or expected age related maintenance.
- 3.11 SP2 will help to keep our employees and the people who encounter our vehicles safe. It is easier to keep newer vehicles well maintained as the frequency of major repairs and major maintenance issues is generally less. .
- 3.12 SP3 will promote the use of newer vehicles that meet lower emissions standards and alternative fuel vehicles, lowering the carbon footprint of our fleet.
- 3.13 To achieve SP3 we will work in line with the Government's Clean Air Strategy 2019.
- 3.14 The Vehicle Replacement Strategy will ensure that vehicles are replaced before they reach the point they begin to incur additional expenditure and cause problems for the service. To achieve SP5 we will look at the full lifecycle costs of vehicles, selecting the best option at all times.
- 3.15 The strategy will reduce maintenance costs, reduce the emissions of the council's fleet, reduce vehicle downtime, increase vehicle safety and increase the council's usage of alternative fuelled vehicles.
- 3.16 The strategy will streamline the council's fleet, ensuring that services have the correct vehicles to efficiently provide their service and that vehicles are fully utilised.
- 3.17 The Strategy will ensure that the fleet remains operationally effective until 2025, when it will be reviewed again.
- 3.18 If supported the Vehicle Replacement Strategy will be followed by a request for capital for the vehicles requiring replacement for the 2019/20 financial year.

4. PROPOSAL AND JUSTIFICATION

- 4.1 To replace vehicles in line with the Vehicle Replacement Strategy up to 2025.
- 4.2 The strategy will ensure that vehicles are only replaced where necessary. Each vehicle will be scrutinised and replacements justified.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 **Option 1** – To retain the existing vehicle fleet and extend it beyond its useful life. This option is not recommended as it would lead to further increases in maintenance costs, downtime and hire vehicles due to more complex repairs becoming necessary. This would adversely affect user's ability to provide front-line services and also prevent us from utilizing newer technology and lower/zero emission vehicles.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 The proposals are not considered to have any direct impact on local residents; however improved fuel economy and lower emissions will reduce emission levels from council vehicles operating in the borough.

7. FINANCIAL IMPLICATIONS

- 7.1 There are no financial implications directly from the strategy.
- 7.2 If approved it will be followed by an annual report requesting approval for capital to replace the vehicles that will be coming to the end of their life or require replacement for commercial or strategic reasons in the next financial year. To allow a full assessment to be made, the paper should include the annual capital requirement for the next five years. The capital requirement will be considered alongside other financial demands. The Service may be required to phase the procurement over two or more years if the required funding is not available in the next financial year due to other demands on Council resources.
- 7.3 The impact of the new vehicles on the annual recurring revenue cost profile of spend will also be assessed to ensure adequacy of revenue budgets. The revenue implications of the capital spend for the next five years (to include changes to the annual leasing cost and the repairs and maintenance budgets) must also be included in the report requesting the capital approval.

8. EMPLOYEE IMPLICATIONS

- 8.1 Input of drivers into correct type and specification of vehicles. Demonstration vehicles are provided where possible.

9. LEGAL IMPLICATIONS

- 9.1 There are no legal implications directly from this strategy. Strategic procurement will be involved in the procurement of all vehicles and equipment to ensure that it is done within legislation.

- 9.2 The Transport Managers named on the councils goods vehicle operator's licence will be involved in the specification of vehicles to ensure that they are legally compliant.

10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 An upgraded fleet management system will embrace the digital first and increase usage digital applications, reducing paper usage and paper files.
10.2 It is not foreseen that customers will be impacted by this strategy.

11. COMMUNICATIONS IMPLICATIONS

- 11.1 A newer, safer more environmentally friendly fleet will provide positive publicity for the council.

12. CONSULTATIONS

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13. REDUCTION OF CRIME AND DISORDER

- 13.1 Various security measures would be specified in new vehicles where appropriate. These include alarms / immobilisers, special locks, grilles, and sealed bulkheads. All new vehicles will have telematics trackers fitted which will assist in tracking any stolen vehicles.

14. RISK MANAGEMENT ISSUES

- 14.1 The types of vehicle/operation have been jointly assessed with service users to determine the optimum life of the vehicles to reduce the risk of excessive downtime that would affect their ability to deliver the service.

15. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

- 15.1 A variety of safety features will be built into vehicle specifications where appropriate, for example: - Reversing Aids - sensors, rear view cameras, wide-angle mirrors. Manual handling aids - cranes, grabs, swing-lifts bin-lifts, tail-lifts. Load Safety/Security - cages, bulkheads, on-board weighing, vehicle tracking. Disabled Access - ramps, tail-lifts, low floors & steps, wheelchair restraint systems. We will also benefit from latest safety technology.

16. CONSERVATION OF BIODIVERSITY

- 16.1 The strategy will result in cleaner/zero emissions from new vehicles.

17. LIST OF APPENDICES

Appendix 1: Draft Vehicle Replacement Strategy

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