

# Chichester District Council

Cabinet

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## CCS Street Cleaning and Grounds Maintenance Vehicle Replacement Programme

### 1. Contacts

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### 2. Recommendations

- 2.1 Cabinet agrees the approach of replacing Chichester Contract Services Streets Cleansing and Parks teams vehicles as detailed in section 5 of this report.
- 2.2 Cabinet recommends to Council to release £531,500 from the fleet asset replacement programme to procure the vehicles and charging points detailed in section 5 of this report.
- 2.3 Subject to Council approving the budget, Cabinet delegates the authority to procure and award contracts in accordance with section 5 to the Director of Corporate Services following consultation with the Cabinet Member for Finance, Corporate Services and Chichester Contract Services.

### 3. Background

- 3.1 Chichester Contract Services (CCS) delivers a range of services for residents and visitors to the district. This includes street cleaning and grounds maintenance. With such a large district to cover it is important that CCS has the correct vehicles for the job.
- 3.2 The Asset Replacement Programme (ARP) provides the budget to replace vehicles that are becoming uneconomical to operate. Officers have reviewed requirements, explored options to move to electric and identified the vehicles they believe offer the best solution.
- 3.3 Framework agreements have been identified for the procurement route. These enable the council to purchase vehicles from suppliers that have been through a competitive tendering process for another authority. Use of frameworks is compliant with the council's Contract Standing Orders and means the latest market offers can be taken advantage of.
- 3.4 CDC requires that equivalent electric vehicles are considered prior to the replacement of diesel. Within the CCS Fleet Strategy Cabinet report (Oct 2021) it identified the electrical

charging capacity limitations currently present at the CCS Depot in Westhampnett and the limitations this places on the CCS Fleet Decarbonisation Plan. In consideration of this, two new charging points are required at the depot to support the proposals in this report.

- 3.5 Electrical equivalent vehicles are typically 30 – 100% more expensive depending on vehicle type and while the running costs will be less expensive (dependent on how much they are used), the initial purchase of these vehicles requires funds greater than those included within the ARP.
- 3.6 CCS have reviewed the operational requirements of each vehicle due to be replaced and compared these requirements to current range and payload of potential electric vehicles. When considering street cleaning vehicles the payload and range are the limiting factors, while for parks, the operations team must have at least one vehicle that can tow trailers.

## 4 Outcomes to be Achieved

- 4.1 Ensure CCS operates vehicles that are fit for purpose, offer value for money, provide reliability, longevity and support the council's Climate Change Action Plan objectives.

## 5 Proposal

- 5.1 Seven diesel vehicles, used within the Street Cleaning & Grounds Maintenance services, were due to be replaced in FY 2023/24 and included within this report. With the exception of the mechanical road sweeper, these are all 3.5 tonne chassis vehicles similar to the vehicles shown in Appendix A. Officers have considered which of these should be refurbished, replaced like for like or with electric.
- 5.2 Of the seven vehicles on the list, it is proposed that two of the better condition vehicles be refurbished at a cost of £36,000. This will provide an additional 4-5 year life to these vehicles when they can be replaced with new, potentially electric vehicles. The Fleet ARP is to be amended to reflect this.
- 5.3 Two 3.5 tonne vehicles to be replaced with diesel at a cost of £119,000. These vehicles complete more arduous duties and current battery technology would add unacceptable limitations to their operations. The ARP to reflect a 10 year replacement cycle.
- 5.4 In the case of the mechanical sweeper an electric alternative is not currently available. It is proposed this is replaced with a diesel equivalent at a cost of £252,000. The ARP to reflect a ten year replacement cycle.
- 5.5 Two vehicles to be replaced with electric alternatives at a cost of £117,000 The ARP to be adjusted to reflect a ten year replacement cycle.
- 5.6 Two 11kwh charging points to be installed at the Westhampnett depot at cost of £7,500.
- 5.7 Availability, performance, cost, and operational requirements are all factors that have been considered as part of the proposal. Keeping or refurbishing perfectly good vehicles that travel a limited distance makes sense while greener fuel alternatives continue to be developed and brought to market. In the case of two vehicles, diesel currently offers the only viable solution due the demands placed on them. The purchase of two electric vehicles will enable CCS to test the performance and longevity of them.
- 5.8 The above approach is £24,000 below the available Fleet ARP budget.

## 6 Alternatives Considered

- 6.1 Do nothing. Existing vehicles will cost more to maintain and eventually fail. CCS services cannot be delivered without suitable vehicles.
- 6.2 Replace all vehicles with new diesel replacement. With current market costs this would require a budget increase of around £81k (on top of the ARP). It would provide no climate change mitigation.
- 6.3 Replace all vehicles with electric. In the case of the mechanical sweeper, an electric alternative does not currently exist. For others the cost benefit will not be realised due to the limited mileage covered. To replace all 3.5T vehicles with electric would require a budget increase of £74k. The current electrical charging capacity at the depot is already nearly at capacity and can only support an additional two electric vehicles. The current payload and range of potential electric vehicles will not meet all of the operational requirements.

Officers believe it is operationally viable, cost effective and environmentally responsible to replace two diesel vehicles with electric at this time.

## 7 Resource and Legal Implications

- 7.1 There is £555k in the Asset Replacement Programme for the replacement of seven vehicles with like for like (diesel) in 2024/25. The proposal in this report results in spend of £531,500 (see table below). It is estimated the vehicles proposed for refurbishment and deferral will require replacement in 4 – 5 years. At this point budgets will need to be amended to reflect market changes.

Fleet number	Vehicle type	Usage	ARP Budget	Refurb costs	New diesel costs	New EV costs	Proposal	£
365	3.5T box tipper with bin lifter	Street Cleaning	£55	£22	£74	£85	Purchase second hand chasis, refurb body and defer replacement	£22,000
366	3.5T box tipper with bin lifter	Street Cleaning	£55	£14	£74	£85	Refurb chasis and body and defer replacement	£14,000
367	3.5T box tipper with bin lifter	Street Cleaning	£55	N/A	£74	£85	Replace with new diesel	£74,000
368	3.5T box tipper with bin lifter	Street Cleaning	£55	N/A	£74	£85	Replace with new EV	£85,000
370	18T mechanical sweeper	Street Cleaning	£225	N/A	£250	N/A	Replace with new Diesel (EV not available)	£252,000
371	3.5T standard tipper	Grounds Maintenance	£55	N/A	£45	£32	Replace with new EV tipper	£32,000
375	3.5T standard tipper	Grounds Maintenance	£55	N/A	£45	£32	Replace with new diesel tipper	£45,000
	2 x 11kw electric charge points	Street Cleaning and Grounds Maintenance	N/A	N/A	N/A	N/A	Install two electric charge points	£7,500
			<b>£555</b>	<b>£36</b>	<b>£636</b>	<b>£404</b>	<b>Total</b>	<b>£531,500</b>

NB;\_ Fleet number 375 (Diesel) has towing capacity 371 (electric) does not.

- 7.2 The intention is to use established framework agreements and work with the council's legal team and Hampshire's Procurement Service to ensure a compliant procurement route.

## 8 Consultation

- 8.1 Service area consultation has been completed to ensure operational practices are fully considered and the correct vehicles specified.

## 9 Community Impact and Corporate Risks

- 9.1 Clearing waste, keeping the district clean and our green spaces well maintained are critical areas of work. The provision of efficient and effective vehicles is a key ingredient to service delivery.

- 9.2 A reduction in the use of diesel vehicles and increased use of electric contributes to Climate Action Plan objectives.
- 9.3 A rapidly moving market can make procurement challenging. There is a risk that purchase prices may rise or drop unpredictably during the procurement process if it is delayed.
- 9.4 Performance of electric vehicles in some of our service areas is untested. Operational effectiveness and longevity will only be understood over time. There is a risk that electric vehicles fail to perform to the required level or last as long as diesel ones.
- 9.5 Depreciation is significantly quicker on electric vehicles.

## 10 Other Implications

Are there any implications for the following?		
	Yes	No
<b>Crime and Disorder</b>		X
<b>Biodiversity and Climate Change Mitigation</b> Contributing to the Climate Action Plan objectives through use of greener alternatives.	X	
<b>Human Rights and Equality Impact</b>		X
<b>Safeguarding and Early Help</b>		X
<b>General Data Protection Regulations (GDPR)</b>		X
<b>Health and Wellbeing</b> Contributing to the Climate Action Plan objectives through use of greener alternatives.	X	

## 11 Appendices

None.