

RIBBLE VALLEY BOROUGH COUNCIL

REPORT TO COMMUNITY SERVICES COMMITTEE

Agenda Item No

meeting date: 10 JANUARY 2012
 title: REVISED CAPITAL PROGRAMME 2011/12 AND PROPOSED PROGRAMME 2012/15
 submitted by: DIRECTOR OF RESOURCES
 principal author: NEIL SANDIFORD

1 PURPOSE

- 1.1 To approve the revised programme for the current year and also the future three-year capital programme for this Committee.

2 BACKGROUND

- 2.1 This report will review the following:

- i) The current year's programme.
- ii) Draft programme of schemes to be carried out in the following three years (2012/13 to 2014/15).

3 ORIGINAL PROGRAMME 2011/12 – CURRENT FINANCIAL YEAR

- 3.1 The original capital programme for the current year included schemes at a total estimated cost of £270,000.
- 3.2 At its meeting in July 2011 this committee approved the slippage of unspent budget from 2010/11 in to the 2011/12 financial year. This slippage related to 7 capital schemes and amounted to £38,290.
- 3.3 There has been additional approval to the programme of £118,580, which is shown in Annex 1. This relates to Longridge Adventure Play Facility and Whalley Moor Woodland Paths and Nature Trail. Both of these schemes are fully funded from external grant, with this Council acting as the accountable body.

4 REVISING THE CURRENT YEAR'S PROGRAMME

- 4.1 We have now discussed in some detail the schemes in the programme with the budget holders and revised the programme to reflect likely expenditure this year. This is shown in Annex 1, alongside the original estimate.
- 4.2 Updated capital evaluation forms completed by the responsible officers for these schemes have been reported to committee in previous cycles.
- 4.3 In summary, the revised programme together with the original programme and expenditure to date is shown below:

Budget Analysis						Expenditure Analysis
Original Estimate 2011/12 £	Slippage from 2010/11 £	Additional Approvals 2011/12 £	Total approved Budget 2011/12	Revised Estimate 2011/12 £	Budget Moved to 2012/13 £	Actual to date 2011/12 £
270,000	38,290	118,580	426,870	206,790	185,080	100,684

4.4 As can be seen in the table above, a sizeable amount of the current year's budget is recommended for transfer to the 2012/13 financial year. This relates to 2 schemes that are unlikely to be completed before the end of March 2012. The transferred 2012/13 budget shown above would then be in addition to the bid proposals listed further in this report.

4.5 As can be seen at Annex 1, the budget for the purchase of a replacement refuse collection vehicle has been reduced from £200,000 to £165,000. This reduction is due to savings achieved by utilising the lifting gear from the old vehicle that is being replaced. Also the vehicle specification has been reduced from a 26 tonne vehicle to a 23 tonne vehicle, which will be more suitable for purpose.

4.6 The above table shows that only approximately 49% of the revised programme for this committee has been expended to date, even after transferring £185,080 of the budget to the 2012/13 financial year.

5 DRAFT PROGRAMME 2012/13 TO 2014/15

5.1 In August 2011, the Budget Working Group agreed a focus for the future capital programme, based on three years and split into categories of capital spend. At this time Heads of service were invited to submit scheme bids for the 2012/13 to 2014/15 programme.

5.2 Five new bids have been submitted for this Committee. Details of the bids have been attached at Annex 2 and include how each scheme links to the Council's ambitions.

5.3 The table below provides a summary of the new proposals that have been put forward.

Scheme Title	2012/13 £	2013/14 £	2014/15 £	Total £
CCTV System Data Transmission Pack	14,000			14,000
Replacement vehicle PK06VWY- Vauxhall Vivaro 2900DTILWB Panel Van		13,000		13,000
Gang mower replacement - Major TDR16000 roller mower	22,000			22,000
Replacement of VD04 FXV - Dennis 23tRPHGV Refuse Collection Vehicle	170,000			170,000
Refurbishment of body on PN05 PWL -DAF 7t HGV Refuse Collection Vehicle	15,000			15,000
Replacement of VA57 BBF - Dennis (Geesink) 26t RPHGV Refuse Collection Vehicle			200,000	200,000
Total	221,000	13,000	200,000	434,000

5.4 It should be noted that this is a potential programme that will require further consideration by the Budget Working Group and by Policy and Finance Committee, who will want to ensure that it is affordable and achievable in both capital and revenue terms.

5.5 To this end, Corporate Management Team are due to meet to discuss the proposals within this report at the beginning of January 2012. Any feedback from this meeting will be provided to members verbally at the time of the Committee meeting.

- 5.6 Members should therefore consider the forward programme as attached and put forward any amendments they may wish to make at this stage, whilst being mindful of the limited capital resources that the council has available.
- 6 RECOMMENDED THAT COMMITTEE
- 6.1 Approve the revised capital programme for 2011/12 as set out in Annex 1.
- 6.2 Consider the future three-year programme for 2012/13 to 2014/15 as shown at paragraph 5.3 and attached at Annex 2, with any suggested amendments.



TECHNICAL ACCOUNTANT
15 DECEMBER 2011

**Community Services Committee
Revised Capital Programme 2011/12**

Cost Centre	Scheme Description	BUDGET ANALYSIS						EXPENDITURE ANALYSIS
		Original Estimate 2011/12 £	Slippage £	Additional Approvals £	Total Approved Budget £	Revised Estimate £	Budget Moved to 2012/13 £	Expenditure to Date £
BADWC	Badger Well Water Culvert Collapse		8,070		8,070	8,070		2,597
CALOP	Calderstones Open Space		4,520		4,520	4,520		3,279
CARPK	Car Parks Rolling Programme	40,000			40,000	40,000		1,039
CPKMS	Replace Car Parking Machines and Software		6,860		6,860	6,860		61
EDFCR	Football Changing Rooms Refurbishment		5,590		5,590	5,590		0
GRFLG	Castle Grounds Green Flag Award Scheme		6,330		6,330	6,330		1,844
LADVE	Longridge Adventure Play Facility			78,500	78,500	78,500		75,459
PBRNG	Repairs to Riverside Path Brungerly		5,490		5,490	5,490		5,441
PITCH	Football Pitch Drainage and Improvement works	10,000			10,000	10,000		578
PLAYM	Improvements to Children's Play Areas	20,000			20,000	20,000		8,957
RVFXV	Replace Refuse Vehicle VX04FXV	200,000			200,000		165,000	0
SPARK	Salthill Play Area		1,430		1,430	1,430		1,429
WMOOR	Woodland Paths and Nature Trails			40,080	40,080	20,000	20,080	0
	Total Community Services Committee	270,000	38,290	118,580	426,870	206,790	185,080	100,684

**Community Services Committee
Proposed Three Year Capital Programme Bids**

RIBBLE VALLEY BOROUGH COUNCIL
Capital Programme Bids - 2012/13 to 2014/15

BID 1: *CCTV System Data Transmission Pack*

Service Area: CCTV

Head of Service: Terry Longden

Brief Description:

Installation of the current hardware of the Clitheroe CCTV system commenced in the year 2000 and it has, until recently, been largely reliable. Problems are now occurring however with the data transmission system that converts the signal from the cameras so that it can be transmitted via the fibre-optic cables to the CCTV station, and then converting the signal back for monitoring.

The result is that full control of 3 of the 28 cameras on the system is intermittently lost. The frequency of such events is increasing and it is reasonable to predict that the loss of control of other cameras will follow.

The limited supply or stock of replacement components that was retained in order to repair the system has been exhausted. Attempts to repair the faulty components have proved unsuccessful. Direct replacements of the components or assemblies are not obtainable (the original supplier was taken over by another company several years ago and this new company has now folded).

The proposal to ensure that the system remains operable is to replace the data transmission pack for all 28 cameras at a cost of £14,000.

The Council is engaged in an exercise with neighbouring authorities to develop a joint contract for the staffing of the CCTV monitoring operations at each of the authority's control rooms. It is anticipated that this contract will commence October / November this year. The monitoring hours of the RVBC system will be fixed for the first 12 months of the contract, with options for variations thereafter.

If the monitoring of the system is to continue, it follows that the system should be operational and the investment is hence required. Earlier extensive efforts to secure a contribution towards the funding of the system from the police and town centre partners proved unsuccessful.

It should be noted that the cameras themselves are approaching the end of their life and will fail. The replacement cost will be £1,900 per camera. Their replacement will be the subject of a further bid.

A full review of the continuation of the CCTV system should be undertaken over the course of the next year.

Overriding aim/ambition that the scheme meets:

To help make people's' lives safer and healthier

Government or other imperatives to the undertaking of this scheme:

None

Improving service performance, efficiency and value for money:

As it is the system is failing, but the Council still has to fund the monitoring of the system.

Consultation:

None

Start Date, duration and key milestones:

Summer 2012

Financial Implications – CAPITAL:

Breakdown		2012/13 £	2013/14 £	2014/15 £
Equipment	and	14,000	-	-
Materials				

Financial Implications – ANNUAL REVENUE:

Breakdown	£
Existing Service – no change	-

Useful economic life:

Life of the replaced assemble will at least match the original i.e. 10 years.

Additional supporting information:

None

Impact on the environment:

This proposal has a positive effect on the environment by maintaining the impression of safety and reducing the fear of crime.

Risk:

- **Political:** *The reputation of the Council is currently at risk through having a CCTV system that is not fully reliable. This proposal would improve the reliability of the system.*
- **Economic:** *The financial burden for the provision of the system falls on the Council. Further expenditure will be required for the eventual replacement of the cameras.*
- **Sociological:** *A fear of crime may increase pressure to maintain the CCTV system.*
- **Technological:** *Development in technology, the internet streaming of CCTV images in particular, may in the long term present affordable opportunities for the collective remote monitoring of CCTV systems. i.e steaming to the Blackburn with Darwen BC monitoring facility at Daisyfield Road.*
- **Legal:** *None*
- **Environmental:** *None*

RIBBLE VALLEY BOROUGH COUNCIL

Capital Programme Bids - 2012/13 to 2014/15

BID 2: Replacement Vehicle PK06 VWY – Vauxhall Vivaro 2900 DTI LWB Panel Van

Service Area: Grounds Maintenance

Head of Service: Chris Hughes

Brief Description:

The replacement of a panel van, registration PK06 VWY. Following the heavy level of usage of the vehicle, the normal replacement period is every 5 years (that having been said, with some refurbishment the life of the asset could be extended for a further 2 years).

This particular van fulfils two functions – as a grounds maintenance vehicle for small pedestrian mowers and a waste/dog bin collection vehicle. Previously two vehicles were used for these functions but, as part of an efficiency drive, the lease of a street cleaning vehicle was stopped.

Overriding aim/ambition that the scheme meets:

To protect and enhance the existing environmental quality of our area.

Government or other imperatives to the undertaking of this scheme:

It would restrict our ability to collect certain waste types and maintain small areas of open space.

Improving service performance, efficiency and value for money:

The scheme maintains current performance.

Consultation:

None

Start Date, duration and key milestones:

Beginning of the 2013/14 financial year

Financial Implications – CAPITAL:

Breakdown	2012/13 £	2013/14 £	2014/15 £
Equipment and Materials	-	13,000	-

Financial Implications – ANNUAL REVENUE:

Breakdown	£
Existing Service – no change	-

Useful economic life:

No comment made.

Additional supporting information:

The vehicle has already been subject to an efficiency drive and is now carrying duties previous done by 2 vehicles.

Impact on the environment:

Currently using 1 vehicle instead of the 2 previously used.

Risk:

- **Political:** *The vehicle is used to carry out functions that are deemed to be a corporate priority*
- **Economic:** *None*
- **Sociological:** *None*
- **Technological:** *None*
- **Legal:** *None*
- **Environmental:** *The provision of dog bin services is a high profile area*

RIBBLE VALLEY BOROUGH COUNCIL

Capital Programme Bids - 2012/13 to 2014/15

BID 3: *Gang Mower Replacement – Major TDR 16000 Roller Mower*

Service Area: Grounds Maintenance

Head of Service: Chris Hughes

Brief Description:

The Council only has one Gang Mower. This was due to be replaced last year as part of the capital programme but was deferred, due to financial pressures on the programme. The gang mower is used on a daily basis and is used to cut larger areas of grass owned by the council (playing fields, castle grounds, Edisford etc.) and other elements such as land owned by parishes and areas we cut as part of external contracts (schools).

Overriding aim/ambition that the scheme meets:

To protect and enhance the existing environmental quality of our area.

Government or other imperatives to the undertaking of this scheme:

If grass is not cut to a reasonable standard then playing pitches could not be used by local football teams. Public open space is an extremely high profile area for the council and a drop in standards would have a negative public reaction.

Improving service performance, efficiency and value for money:

The particular machinery in question is the most efficient on the market which means that we are able to cut the grass to a high standard and accommodate external work that brings important revenue into the council to reduce the overall cost of the grounds maintenance service.

Consultation:

Consultation takes place with external clients on the standards they expect for the fees they pay.

Start Date, duration and key milestones:

The gang mower would need to be available for the start of the grass cutting season in April next year.

Financial Implications – CAPITAL:

Breakdown	2012/13 £	2013/14 £	2014/15 £
Equipment and Materials	22,000	-	-

Financial Implications – ANNUAL REVENUE:

Breakdown	£
Existing Service – no change	-

Useful economic life:

This is replacing an existing item of equipment. Given the level of use its lifespan is estimated at 5 years.

Additional supporting information:

Without a reliable gang mower the grounds maintenance section cannot fulfill its duties, both internally and to external clients. The current machine was due to be replaced within this financial year but was deferred due to pressure on the capital programme. The older the machine, the greater the servicing/repair costs are. This year it has cost around £3,000 to keep it functioning and this is likely to rise each year if not replaced. The other problem is that, because it is used daily, any time spent being repaired adversely affects the cutting programme which, in the peak growing season, is difficult to make up.

Impact on the environment:

None

Risk:

- **Political:** *If standards are reduced by having unreliable equipment then the level of complaints to the Council will increase. Because parks and open spaces are a very visible element of the Council's assets then reduced standards are noticed very quickly.*
- **Economic:** *The proposed equipment is the most economic and efficient way of maintaining the Council's larger areas of public open space.*
- **Sociological:** *The public expect high standards when it come to local parks*
- **Technological:** *As economic assessment (see above)*
- **Legal:** *The council has a range of contractual obligations that expect a reliable, quality service.*
- **Environmental:** *The national media have criticised a number of Council's for lowering the maintenance standards of their parks and open spaces. If there was a suggestion that this was happening locally then other media could show an interest.*

BID 4: *Replacement of VX04 FXV – Dennis 23t RP HGV Refuse Collection Vehicle*

Service Area: Refuse Collection

Head of Service: Terry Longden

Brief Description:

The Council uses a fleet of eight 23 or 26 tonne, Dennis Eagle or Geesink split bodies refuse collections vehicles (RCVs) for the weekly emptying and collection of the contents of up to 47,800 wheeled bins and a further 865 refuse sacks. The economic life of an RCV as a front-line vehicle is between 6 and 8 years dependant upon the vehicle type and the local conditions and usage. The Council has 7 main collection rounds. The 8th vehicle, which will always be the oldest in the fleet, is used as the cover vehicle for breakdowns, the essential periodic servicing and the required legal safety inspections, loler inspections and of course MOTs of the front-line vehicles. This avoids the need to hire in specialist split bodied vehicles.

As more authorities adopt similar operational practices to the Council the availability of such hire vehicles will eventually improve. As it is however, such specialist vehicles are not readily available for hire. If the Council must resort to hiring in the front line RCVs the option is to hire in two conventional vehicles, one for the residual waste and one for the recycle. This would therefore also need an additional driver.

This appraisal form follows a revised vehicle and plant replacement programme that supports the 7 front line RCVs and the 1 cover RCV.

The project is for the replacement of a front-line RCV to allow its relegation to the position of cover vehicle, and for the existing cover vehicle, a 9 year old (2003) 23 tonne RCV to be disposed of. Past experience shows that once any potential spare parts and wheeled bin lifters have been removed the residual value of the disposal vehicle is limited to the scrap metal value only.

The new vehicle is to be of equivalent specification i.e. Dennis Eagle Twin Pack. The project is to include the removal of the Terberg bin lifter from the old vehicle, the refurbishment of this lifter and the fitting of it to the new vehicle. The re-use of this lifter, which is in good condition, is £30,000 less than the cost of a new provision. Note that this lifter was a retro fit to the existing vehicle as part of the first phase of the introduction of the wheeled bins and hence has not seen the same use as the vehicle chassis and body. This vehicle is one of the last of the fleet that was used on the Henthorn and Whinney Hill waste disposal sites.

Overriding aim/ambition that the scheme meets:

To protect and enhance the existing environmental quality of our area.

Government or other imperatives to the undertaking of this scheme:

The Council as a "Waste Collection Authority" is required to collect the residual waste and recycle from all domestic properties. Failure to replace the front line vehicle will lead to an increase in maintenance costs and delays in the delivery of the service, which has consistently generated high satisfaction levels amongst residents. Defined LPI's cover this service.

Improving service performance, efficiency and value for money:

The use of such a specialised fleet to provide the service enables the costs per household to be the lowest of any district in Lancashire, this is despite the relatively high mileage travelled in operating the service. The project supports and continues this approach.

Consultation:

The Cleansing Manager who delivers the service and the Workshop Manager, who maintains the vehicles and holds the Council's "Operators" Licence, have been involved in the compilation of this project.

Start Date, duration and key milestones:

April 2012

Financial Implications – CAPITAL:

Breakdown		2012/13 £	2013/14 £	2014/15 £
Equipment	and	170,000	-	-
Materials				

Financial Implications – ANNUAL REVENUE:

Breakdown	£
Existing Service – no change	-

Useful economic life:

This is replacing an existing item. The life of the new vehicle is anticipated to be 7 years as a front line vehicle with a further year as a cover vehicle.

Additional supporting information:

The new vehicle will be more fuel efficient and have lower carbon emissions than the existing vehicle that it replaces (monitored through Carbon emissions PI).

Impact on the environment:

Project has positive environmental benefits – see the additional supporting information as above.

Risk:

- **Political:** *The refuse and recycle collection service is a high profile service that touches every domestic property within the borough every week. Standards of performance are regularly and routinely monitored. Any variation in such standards are rapidly identified (Service monitored through LPIs)*
- **Economic:** *The twin pack specialist vehicles are the most efficient vehicle for the delivery of the service. Their use contributes to the Council continuing to have the lowest average collection costs per property of any district in Lancashire.*
- **Sociological:** *The residents of Ribble Valley have become accustomed to having the high standard of service delivered by using these twin pack vehicles. The vehicles support the increased recycling that the community expects. The collection rounds using these vehicles can be adjusted to accommodate new properties.*
- **Technological:** *The new vehicle will be more fuel efficient. Fuel usage is regularly monitored.*
- **Legal:** *The chosen method for the waste and recycle collection ensures that the Council is better positioned than others to adapt to local and national changes in legislation or imposed conditions.*
- **Environmental:** *Targets for reduced residual waste and an increase in recycling are expected. Having a reliable fleet contributes towards the achievement of such targets.*

RIBBLE VALLEY BOROUGH COUNCIL
Capital Programme Bids - 2012/13 to 2014/15

**BID 5: Refurbishment of body on PN05 PWL – DAF 7t
HGV Refuse Collection Vehicle**

Service Area: Refuse Collection

Head of Service: Terry Longden

Brief Description:

This Appraisal form follows a revised vehicle and plant replacement programme.

In addition to the fleet of front-line refuse collection vehicles the Council also operates one 7 tonne single bodied compaction vehicle. The vehicle is used for the trade or commercial collections in locations where the 23 or 26 tonne vehicles cannot gain access and also for providing trade collections that are additional to weekly collection by the main fleet. For example the trade & commercial waste collection service currently operates 4 days per week in Clitheroe town centre. It is also used for some of the special or bulky collections.

The body is need of an extensive refurbishment but the chassis is still in reasonable condition. It is reasonable to refurbish the body, which will extend it's life to a maximum of 10 years.

The intention is to subsequently undertake a detailed review of the service to evaluate alternative methods of delivery. This will be undertaken with better knowledge of the conditions imposed by the Waste Disposal Authority (LCC) on how the service may be integrated (or otherwise) with the domestic collection rounds.

Overriding aim/ambition that the scheme meets:

To protect and enhance the existing environmental quality of our area

Government or other imperatives to the undertaking of this scheme:

Without this scheme, trade waste collections in restricted areas of the town centre would need to cease. Flexibility in the provision of the trade waste service would also be lost. Note that the Waste Disposal Authority (LCC) may in the future force the Council to undertake a separate trade waste round, in which case the role of this vehicle, (or a larger vehicle) would be of key importance.

Improving service performance, efficiency and value for money:

Maintain reliability and help control maintenance costs. Confirmation in the refurbishment of the vehicle (i.e. that it will run for another 3 years) would aid business development in that period

Consultation:

The Cleansing Manager who delivers the service and the Workshop Manager who maintains the vehicles and holds the Council's "Operators" Licence have been involved in the compilation of this project. Council staff involved in the trade waste service are aware of the capabilities of the Council's trade waste service.

Start Date, duration and key milestones:

Summer 2012

Financial Implications – CAPITAL:

Breakdown		2012/13 £	2013/14 £	2014/15 £
Equipment and Materials		15,000	-	-

Financial Implications – ANNUAL REVENUE:

Breakdown		£
Existing Service – no change		-

Useful economic life:

This investment in the vehicle will extend its life from the current 6 years (2011) to 10 years (2015). At which time the need for it will be reassessed (See 3 above)

Additional supporting information:

An estimated 45% of the gross income (£132,320) and direct costs (£50,660) of the trade waste collection service can be attributed to operations of this vehicle. Based on these figures this vehicle makes a contribution of £36,740 towards the indirect costs of the trade waste collection service

Impact on the environment:

The small Garwood vehicle has less effect on the surrounding than the larger 23 or 26 tonne RCVs.

Risk:

- **Political:** *The Council's trade waste service is seen by the users as a reliable and trustworthy service. Companies pay directly for the services received and any failure of the services is promptly reported so that remedial action can be taken, protecting the image and reputation of the Council.*
- **Economic:** *The flexibility and capabilities of the service make the Council the preferred contractor. Non economic factors such as flexibility and reliability are important.*
- **Sociological:** *The demand for recycling the differing fractions of waste are increasing. The Council cannot at this stage accommodate these demands.*
- **Technological:** *The vehicle cannot be reconfigured to support weighing equipment should a collection charge based on the weight of refuse collected be introduced.*
- **Legal:** *Legislation will require businesses to recycle a proportion of their waste. Because of the restrictions of the Waste Disposal Authority (LCC) the Council has difficulty in accommodating this.*
- **Environmental:** *None*

**BID 6: Replacement of VA57 BBF – Dennis (Geesink)
26t RP HGV Refuse Collection Vehicle**

Service Area: Refuse Collection

Head of Service: Terry Longden

Brief Description:

This Appraisal form follows a revised RCV replacement programme.

This project is for the replacement of a front-line Geesink RCV to allow its relegation to the position of cover vehicle and the existing cover vehicle is to be disposed of.

The Geesink bodies on 4 of the existing fleet have been found to have a shorter service life than the Dennis Twin Pack vehicles. The Geesink bodies are requiring new panels after 3 years of use (£4,000 per vehicle)). It is most unlikely that the vehicles will last more than 6 years as a front line vehicle. The specification for the new vehicle is therefore to be based on the Dennis Eagle Twin Pack, rather than the Geesink that is to be disposed of. The cost of the new vehicle at £200,000 is to include the provision of a new Terberg Wheeled bin lifter.

Overriding aim/ambition that the scheme meets:

To protect and enhance the existing environmental quality of our area

Government or other imperatives to the undertaking of this scheme:

The Council as a "Waste Collection Authority" is required to collect the residual waste and recycle from all domestic properties. Failure to replace the front line vehicle will lead to an increase in maintenance costs and delays in the delivery of the service, which has consistently generated high satisfaction levels amongst residents. Defined Local Performance Indicators cover this service.

Improving service performance, efficiency and value for money:

The use of such a specialised fleet to provide the service enables the costs per household to be the lowest of any district in Lancashire, this is despite the relatively high mileage travelled in operating the service. The project supports and continues this approach.

Consultation:

The Cleansing Manager who delivers the service and the Workshop Manager who maintains the vehicles and holds the Council's "Operators" Licence have been involved in the compilation of this project.

Start Date, duration and key milestones:

April 2014

Financial Implications – CAPITAL:

Breakdown	2012/13 £	2013/14 £	2014/15 £
Equipment and Materials	-	-	200,000

Financial Implications – ANNUAL REVENUE:

Breakdown		£
Existing Service – no change		-

Useful economic life:

This is replacing an existing item . The life of the new vehicle is anticipated to be 7 years as a front line vehicle with a further year as a cover vehicle. This is an improvement on the Geesink vehicle that is to be disposed of.

Additional supporting information:

The new vehicle will be more fuel efficient and have lower carbon emissions than the existing vehicle that it replaces.

Impact on the environment:

This project has positive environmental benefits – see additional supporting information above.

Risk:

- **Political:** *The refuse and recycle collection service is a high profile service that touches every domestic property within the borough every week. Standards of performance are regularly and routinely monitored. Any variation in such standards are rapidly identified (monitored by LPIs).*
- **Economic:** *The twin pack specialist vehicles are the most efficient vehicle for the delivery of the service. Their use contributes to the Council continuing to have the lowest average collection costs per property of any district in Lancashire.*
- **Sociological:** *The residents of Ribble Valley have become accustomed to having the high standard of service delivered by using these twin pack vehicles. The vehicles support the increased recycling that the community expects. The collection rounds using these vehicles can be adjusted to accommodate new properties.*
- **Technological:** *The new vehicle will be more fuel efficient. Fuel usage is regularly monitored.*
- **Legal:** *The Council's chosen method for the waste and recycle collection ensures that the Council is better positioned than others to adapt to local and national changes in legislation or imposed conditions.*
- **Environmental:** *Targets for reduced residual waste and an increase in recycling are expected. Having a relievable fleet contributes towards the achievement of such targets.*