

RIBBLE VALLEY BOROUGH COUNCIL

REPORT TO COMMUNITY SERVICES COMMITTEE

INFORMATION

Agenda Item No

meeting date: 13 MARCH 2012
 title: CAPITAL PROGRAMME 2012/13
 submitted by: DIRECTOR OF RESOURCES
 principal author: LAWSON ODDIE

1 PURPOSE

1.1 To inform members of the new schemes which have been approved for inclusion in the capital programme for this committee for the forthcoming financial year (2012/13).

2 BACKGROUND

2.1 The Budget Working Group/Capital Working Group were tasked with reviewing the Council's forward capital plans during 2011/12 in order to produce an achievable and affordable programme.

2.2 They asked Heads of Services to submit new bids based on thematic groupings with the remit that only essential schemes would be considered. They also agreed that the future programme should correspond with the life of the current Council.

2.3 The result of their deliberations is a capital programme for the years 2012/15 totalling £1,541,820 for all committees, which was approved at Full Council on 6 March 2012. The total for this committee is £619,080 over the three year life of the capital programme.

3 SCHEMES APPROVED FOR 2012/13

3.1 For this Committee there are 6 schemes that have been approved for the 2012/13 financial year, totalling £406,080. Shown below is a list of the schemes that make up this total. This includes £185,080 of budget, which has been moved from 2011/12 to 2012/13 as these schemes will not be completed until after the 31 March 2012.

	2012/13		
	Approved Budget £	Budget Moved from 2011/12 £	Total Approved Budget £
<u>CCTV</u>			
CCTV System Data Transmission Pack	14,000		14,000
<u>Grounds Maintenance</u>			
Gang Mower Replacement - Major TDR16000 Roller Mower	22,000		22,000
Whalley Moor - Woodland paths and nature trails		20,080	20,080
<u>Refuse Collection</u>			
Replacement of VX53 TZJ - Dennis 23t RP HGV Refuse Vehicle		165,000	165,000
Replacement of VX04 FXV - Dennis 23t RP HGV Refuse Vehicle	170,000		170,000
Refurbishment of body on PN05 PWL - DAF 7t HGV Refuse Vehicle	15,000		15,000
TOTAL COMMUNITY SERVICES COMMITTEE	221,000	185,080	406,080

- 3.2 Detailed information on the 4 new schemes shown above are provided at Annex 1. The 2 schemes that have been moved from the 2011/12 financial year are a continuation of those schemes which have previously been monitored by this committee over the past 12 months.
- 3.3 During the closure of our capital accounts there will inevitably be some slippage on schemes in the current year (2011/12). One of the tasks of the Budget Working Group/Capital Working Group will be to review all requests for slippage on capital schemes within the 2011/12 capital programme. A report will be brought to this committee at a future meeting giving details of any approved slippage.
- 3.4 Responsible officers will complete and update capital monitoring sheets for each scheme, which will be reported quarterly to members to give an indication of progress.

4 CONCLUSION

- 4.1 There is a smaller capital programme approved than in past years, particularly due to the request from the Budget Working Group/Capital Working Group to Heads of Service for only essential schemes to be put forward.
- 4.2 There are two schemes where it is known already that they will not be completed in the 2011/12 financial year and therefore they have been moved to the 2012/13 financial year. Further slippage on other schemes in the 2011/12 capital programme may be approved after the end of the 2011/12 financial year.

LAWSON ODDIE
HEAD OF FINANCIAL SERVICES

CM3-12/LO/AC
2 March 2012

**Community Services Committee
New Schemes Approved for the 2012/13 Capital Programme**

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).

This scheme 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 undertook 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. The monitoring hours of the RVBC system is 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 bid in future years.

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

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.

Start Date, duration and key milestones:

Summer 2012

Financial Implications – CAPITAL:

Breakdown		2012/13 £
Equipment and Materials		14,000

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.

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.

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.

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.

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 £
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.

Impact on the environment:

None

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.

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.

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.

Start Date, duration and key milestones:

April 2012

Financial Implications – CAPITAL:

Breakdown	2012/13 £
Equipment and Materials	170,000

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.

Impact on the environment:

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).

Refurbishment of body on PN05 PWL – DAF 7t HGV Refuse Collection Vehicle

Service Area: Refuse Collection

Head of Service: Terry Longden

Brief Description:

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 in 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.

Overriding aim/ambition that the scheme meets:

To protect and enhance the existing environmental quality of our area

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.

Start Date, duration and key milestones:

Summer 2012

Financial Implications – CAPITAL:

Breakdown		2012/13
		£
Equipment and Materials		15,000

Financial Implications – ANNUAL REVENUE:

Breakdown		£
Existing Service – no change		-

Useful economic life:

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

Impact on the environment:

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