

DECISION-MAKER:	CABINET		
SUBJECT:	CITY SERVICES CAPITAL PROGRAMME – APPROVAL TO SPEND		
DATE OF DECISION:	15 APRIL 2014		
REPORT OF:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<u>CONTACT DETAILS</u>			
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STATEMENT OF CONFIDENTIALITY
NOT APPLICABLE

BRIEF SUMMARY

The purpose of this report is to update Cabinet on the option to re-equip Southampton City Council's mechanised street sweeping fleet for 2014/15 through the City Services Division's capital programme, and seek approval for this expenditure. The capital purchase of a new and fit-for-purpose mechanical sweeping fleet will help ensure the continued provision of an effective and economic street cleansing service for the City that meets citizen, business and visitor expectations.

RECOMMENDATIONS:

- (i) To approve, in accordance with Financial Procedure Rules, capital expenditure of £350,000 in 2014/15 for the Purchase of Compact Sweepers scheme, contained within the Environment & Transport Portfolio (City Services) Capital Programme, in order to procure five mechanical sweepers to help secure the economy and effectiveness of the street cleansing service over next 5 – 7 years.

REASONS FOR REPORT RECOMMENDATIONS

1. The fleet of mechanical sweepers currently deployed by the street sweeping service is now fast approaching the end of its useful operational life. This means that under-performing equipment and downtime due to breakdowns are adversely affecting outcomes achievable by the front-line street cleansing teams.
2. An opportunity exists to reverse to a significant extent recent reductions in street cleansing service standards through capital investment in a new and up-to-date street cleansing fleet, selected and specifically configured to maximise the street cleansing outcomes achievable by the reduced front-line staffing resources now available to the service.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. Do nothing - units within the current fleet of street cleansing mechanised street sweeping are not replaced and the street cleansing function is carried out in the future entirely by front-line staff with brushes and litter pickers, with severe consequences for the level of street cleansing standards deliverable and frequency of operation achievable.

DETAIL (Including consultation carried out)

4. In 2001 a Best Value Review of the Street Cleansing Service was completed and approved. The Review contained an Action Plan aimed at transforming the service from its traditional 'brooms and barrows' orientation to delivery based around an innovative and empowered front-line team, deploying up-to-date and efficient technology and caring for the local streetscene in the most flexible and cost-effective way.
5. Implementation of the Best Value Review Action Plan resulted in net satisfaction levels with the street cleansing service rising from 19% in 1999 to 73% by 2009 (last measurement), with the Audit Commission judging the service to be 'high quality and low cost' in 2010. National Performance Indicators results relating to litter and detritus have over the past decade consistently put Southampton in the top quartile within Comparator Groups.
6. One of the most important components in the transformation of the street cleansing service over this period was the procurement in 2002 of a new fleet of Compact Sweepers to help clean the City centre, district centres, and the City's residential streets and pavements.
7. Procurement of the City's first fleet of Compact Sweepers was funded through the corporate capital programme as part of the 'Sparkling Southampton' campaign.
8. When it was time to replace the original fleet with a 'second generation' of cutting edge equipment in 2007, government reward money gained by the street cleansing service through hitting a range of challenging performance targets was specifically allocated to enable the direct purchase of five new compact sweepers, with a further three units obtained on lease.
9. Southampton's second generation of eight Compact Sweepers is now in its seventh year and fast approaching the end of its useful life. The initial life span of the fleet was anticipated as five years. At the end of 2012, three leased units were returned as part of the service's 2013/14 savings programme. Five units procured through capital purchase were retained and their maintenance contract extended, but the reliability and effectiveness of these units has reduced considerably over the course of the past year, and a further year's extension into 2014/15 is not considered viable.
10. On 10th December 2013 a Briefing Paper was taken to the Council's Capital Board setting out the above information. As a result, £350,000 was included within the Environment & Transport Portfolio (City Services) Capital Programme, approved by Council on 12th February 2014, to fund a new street sweeping fleet, and the service began scanning the market to identify the street sweeping equipment that would deliver the best results for the money available within Southampton's operating environment.

11. Operational trials of a wide range of mechanised street sweeping equipment have taken place since December to identify the optimum machinery configuration to deliver effective and economic street cleansing services within the specific Southampton environment.
12. These trials have conclusively demonstrated that the most efficient combination of new mechanical sweepers would be four Compact Sweepers and one larger 12 tonne chassis mounted sweeper. Taken together with two existing 15 tonne chassis mounted sweepers already in use within the existing fleet, this would allow the deployment of one larger mechanical sweeper and one compact sweeper into each of the East, West and Central Districts, with one further Compact Sweeper deployed exclusively to maintain standards in the City Centre and central estates.
13. Due to the extensive lead times on machinery of this type, the procurement process for this combination of equipment is already well advanced. However, award of contract can not be made until after formal approval by Cabinet of the required expenditure (anticipated at circa £350,000) from the City Services capital programme.

RESOURCE IMPLICATIONS

Capital/Revenue

14. A capital bid to help re-equip and modernise the mechanical street sweeping fleet and sustain an effective and economic street cleansing service into the future was submitted for consideration to the Council's Capital Board and £350,000 subsequently added to the Environment & Transport Portfolio (City Services) Capital Programme, as agreed by Council on 12th February 2014. Capital expenditure approval of £350,000 is hereby sought, in accordance with Financial Procedure Rules. The expenditure is to be phased wholly in 2014/15 and is funded by use of Council Resources.
15. The estimated revenue costs of the five new vehicles is £113,000 per annum which can be met from the existing approved revenue estimates contained with the City Services (Open Spaces) service within the Environment & Transport Portfolio.

Property/Other

16. The recommendations of this report have no property implications.

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

- 17.. The Council has a duty under section 89 of the Environmental Protection Act 1990 to ensure so far as is practicable, land that it is responsible for and public highways are kept clean and free from litter and refuse.

Other Legal Implications:

18. Pursuant to the Public Contracts Regulations 2006 the Council has a statutory obligation to undertake an open, transparent and fair procurement process awarding the contract based on objective evaluation criteria that is clearly set out in advance in the Invitation to Tender and supporting Tender documents.

POLICY FRAMEWORK IMPLICATIONS

20. The substantial impact a new and fit-for-purpose mechanised sweeping fleet will make towards the cleanliness of the City will contribute towards the aims and objectives of a number of core strategies, i.e.
- Encourage existing business to stay within Southampton, and new businesses to locate to the city (Economic Development Strategy).
 - Enhance the experience of people shopping within the city or district centres, and underpin the City’s cultural and tourist offer (Economic Development Strategy).
 - It has been evidenced that a clean and well-maintained environment reduces crime and the fear of crime, while dirty streets have the converse affect (‘broken windows’ theory) - Crime and Disorder Reduction Strategy.
 - Clean streets, pavements and cycleways encourage people to walk and cycle to their destination rather than travel by car, improving the health of the City’s population and reducing traffic congestion (Health and Well Being Strategy / Local Transport Plan)

KEY DECISION? N/A

WARDS/COMMUNITIES AFFECTED:	All
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SUPPORTING DOCUMENTATION

Appendices

1.	None
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Documents In Members’ Rooms

1.	None
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Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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Other Background Documents

Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	None	
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