

Agenda Item No:	6	
Committee:	Cabinet	
Date:	15 September 2025	
Report Title:	Refuse, Recycling and Cleansing HGV Fleet Replacement	

1 Purpose / Summary

- 1.1 To recommend to Council the approval of the procurement of the required HGV vehicles as part of the ongoing Fleet Replacement Plan.
- 1.2 To recommend to Council the delegation of the procurement of these vehicles to the relevant director, through existing procurement frameworks or mini tender as required, in consultation with the portfolio holder.

2 Key Issues

- 2.1 Fenland has an efficient approach to vehicle replacement that allows frontline vehicles to be in service for more than 10 years, where they remain viable.
- 2.2 To provide the key frontline services, such as domestic waste and recycling, garden waste, commercial waste and street sweeping services the Council requires a fleet of 20 HGV vehicles.
- 2.3 There is a Fleet Replacement Plan in place for these vehicles as they come to the end of their serviceable lives.
- 2.4 Lead times for this type of vehicle are increasing, and can be 12 months, and it is important to allow these services to keep running without issue to ensure that the Council has an approved vehicle and capital replacement plan. For the coming 3 financial years this includes the vehicles in the table below that will require ordering and replacement.
- 2.5 The vehicles being replaced will have been in service for between 9 and 15 years at the point they are replaced.

Table 1. Fleet HGV Replacement Schedule 2026-2029

Vehicle Type	Service Area	Age ¹	Delivery	Cost Est.
2026/27 Capital Commitment				
12 Tonne Refuse Freighter	Garden Waste	15 yrs	Apr 26	£155,000
26 Tonne Refuse Freighter	Garden Waste	10 yrs	Apr 26	£233,000
26 Tonne Refuse Freighter	Refuse/Recycling	10 yrs	Apr 26	£233,000
18 Tonne Street Sweeper	St. Cleansing	12 yrs	Apr 26	£190,000
Total				£811,000
2027/28 Capital Commitment				
7.5 Tonne Refuse Freighter	Refuse/Recycling	10 yrs	Apr 27	£135,000
26 Tonne Refuse Freighter	Refuse/Recycling	10 yrs	Apr 27	£240,000
26 Tonne Refuse Freighter	Refuse/Recycling	10 yrs	Apr 27	£240,000
26 Tonne Refuse Freighter	Garden Waste	10 yrs	Apr 27	£240,000
Total				£855,000
2028/29 Capital Commitment				
7.5 Tonne Refuse Freighter	Refuse/Recycling	10 yrs	Apr 28	£140,000
26 Tonne Refuse Freighter	Commercial Waste	9 yrs	Apr 28	£260,000
26 Tonne Refuse Freighter	Refuse/Recycling	10 yrs	Apr 28	£250,000
26 Tonne Refuse Freighter	Refuse/Recycling	10 yrs	Apr 28	£250,000
Total				£900,000

3 Recommendations

- 3.1 To recommend to Council to approve the procurement of the 4 HGV vehicles for delivery April 2026 as part of the ongoing Fleet Replacement Plan.
- 3.2 To recommend to Council this vehicle and capital requirement for 2027/28 and 2028/29 and for these requirements to be added to the Medium-Term Financial Strategy.
- 3.3 To recommend to Council the delegation of the procurement of these vehicles to the corporate director with responsibility for Environmental Services, through existing procurement frameworks or mini tender as required, in consultation with the Portfolio Holder responsible for street sweeping, recycling and refuse collection.
- 3.4 To note that the total value of required vehicles that will need to be ordered within the next 24 months is expected to be in the region of £2,560,000. The Chief Finance Officer will determine the best value means of financing these necessary vehicles.

¹ Age at replacement

Wards Affected	All
Forward Plan Reference	KEY/10JUN25/01
Portfolio Holder(s)	Cllr Chris Boden, Leader and Finance Portfolio Holder Cllr Steve Tierney, Portfolio Holder for Communications, Decarbonisation, ICT, Street Sweeping, Street Bins & Dog Bins, Recycling & Refuse Collection.
Report Originator(s)	Mark Mathews Head of Environmental Services
Contact Officer(s)	Carol Pilson Director and Monitoring Officer Peter Catchpole Director and S151 Officer
Background Papers	

1 BACKGROUND AND INTENDED OUTCOMES

- 1.1 The Council has in place a Fleet Replacement Plan (appendix 1 for HGVs) to ensure that vehicles remain serviceable, safe and offer efficient running costs. The larger refuse vehicles are run for between 9 and 11 years, and some of the smaller HGV vehicles can last 15 years before they require replacement.
- 1.2 Non-HGV fleet vehicles, such as vans and cleansing vehicles, are already included within the Medium-Term Financial Strategy capital plan, with £200,000 set aside for this year and next.
- 1.3 Newer vehicles offer improved environmental credentials, and the larger HGV refuse, garden waste and recycling collection vehicles all have hybrid electric bin lifts to reduce fuel usage and noise.

2 REASONS FOR RECOMMENDATIONS

- 2.1 Fenland provides statutory and chargeable waste services to domestic, municipal and commercial premises. To achieve this in a reliable, efficient and effective fashion there is a need to maintain the HGV vehicle fleet appropriately, including replacement at end of life.
- 2.2 The lead-in and build times on these types of vehicles is currently around 12 months, the sooner that approval and orders are in place the more likely definite delivery dates will match to service requirements and the fleet replacement plan.
- 2.3 The refuse freighters are purchased through a RECAP shared framework to provide best value for the Cambridgeshire authorities, including Peterborough.

3 CONSULTATION

N/A

4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 Continue to maintain existing fleet without replacement. This option was discounted as a result of the risk of significant expensive failures such as engine, chassis or transmission creating large costs and service disruption in these high mileage vehicles.
- 4.2 The transformation team identified that contract hire was significantly more expensive than outright purchase within their review of the Environmental Services Workshop and thus contract hire has been dismissed as an option.

5 IMPLICATIONS

5.1 Legal Implications

- 5.2 The Council has a statutory duty under the Environmental Protection Act 1990, as amended, to collect household waste and specified recyclable household waste. The council must also arrange for the collection of commercial waste and recyclable commercial waste when requested by the occupier of the premises. From 2026 these duties will also include the weekly collection of domestic food waste.

5.3 Financial Implications

- 5.4 The General Fund Budget Estimates and Medium-Term Financial Strategy (MTFS) Report, agreed by Cabinet and Council in February, projects a financial shortfall for 2025/26 of £1.4m increasing year on year amounting to around £3.4m by 2027/28.

Although there are currently many uncertainties regarding the budget for 2025/26 and the MTFS, there remains a significant structural deficit which the Council will need to address.

Any additional costs for items not already included in the budget will incur additional revenue costs of circa. £81k p.a. for every additional £1m required based on an assumed 30 year borrowing profile.

For the purpose of vehicle purchases, if the money is borrowed, £1m will cost £146,000 in revenue each year over a 10-year period.

- 5.5 The garden waste service is self-funding through subscriptions, including the provision of required fleet vehicles.

The commercial waste service is income generating and fees charged to local businesses include the provision of required fleet vehicles.

The Council, from 2025/26, receives funding through Extended Producer Payments for packaging waste (£1.5m in 2025/26) and also continues to claim recycling credits.

This recycling-based income is expected to total between £1.5 and £1.9 million in 2026/27. These payments are set in statute and intended to fund the collection of the materials in question, including the provision of fleet vehicles.

- 5.6 It is noted that whilst any order for vehicle(s) due to be replaced in 2026/27 is made within the current financial year, the capital funds are not released until delivery within the 2026/27 year. If approved, these capital commitments will be added to Medium-term Financial Strategy.
- 5.7 At present this Fleet Replacement Plan does not include any additional fleet vehicles to accommodate property growth. This is expected to be required within this 3-year window but not included within this report because of the anticipated changes to local government that will likely change borders, collection routes and similar. Should LGR not take place or be delayed then additional capital spend is a likely requirement.

5.8 Equality Implications

N/A

[illegible]