

Decarbonising Cambridge City Council Vehicle Fleet



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Preamble

The ULEV¹ (Ultra² Low Emission Vehicles) environment is constantly changing, whether it's vehicle technology, the capability of charging infrastructure or grid capacity, there's never going to be a perfect moment to decarbonise the fleet.

The compact, urban environment of Cambridge and the comparatively low daily mileage required to deliver city-based operations make ULEVs ideally suited to the Council's need. The latest generation of ULEVs can operate at normal speeds with comparable payloads and ranges between recharges that you would expect from an ICE (Internal Combustion Engine) vehicle. The ever-improving capabilities of ULEVs mean that these vehicles will only become more attractive operationally as time progresses.

The ULEV whole life costs have yet to be fully understood however the extended life of a ULEV when compared to an ICE has a considerable positive effect on the replacement programme costs. Reduced maintenance and fuel costs and ULEVs becoming cheaper as sales increase and the vehicle becomes more mainstream make it likely that a ULEV fleet will be cost neutral or possibly cost positive meaning that decarbonisation of the fleet would be financially viable.

Case Study - Financial and Operational Benefits of an ULEV Fleet

Over a 2½ year trial (finishing at the end of December 2019) the London Mayor partnered Gnewt, a leading last mile delivery service that uses a 100% electric vehicle fleet of parcel carriers for retailers and businesses to test new ULEV vans. The trial is to test the performance of electric delivery vans in central London without adversely contributing to the air pollution problem³.

Key results from year 1 were:

- *"Although leasing costs are higher for ULEVs, overall total running costs for ULEVs are significantly lower than for diesel equivalent vehicles. A diesel Light Goods Vehicle (LGV) is 45 per cent or £0.43/km more expensive to operate than an electric LGV*
- *2017 'fuel' (energy) costs for ULEVs were about 4p/km, whereas fuel costs for diesel were about 11p/km driven*
- *Beyond operating benefits, the socio-environmental benefits associated with electric LGVs replacing diesel equivalents provide a 2p/km benefit to Greater London.*
- *Replacing all diesel vans with electric vans in London could provide up to a £60 million benefit to the local environment, and a total cost reduction of £1.7 billion to LGV operators in one year (based on June 2017 to June 2018)*
- *The larger trial ULEVs (avg. payload volume 10.5m³) outperformed the smaller original fleet vehicles (avg. payload volume of 3.8m³) in terms of energy efficiency and number of parcels delivered in one day*
- *An annual NOx saving 407.8 kg/year is projected as an impact from the trial where Euro 5 diesel vans are replaced by an electric vehicle"*

¹ ULEVs have a CO2 emission of below 75g/km

² There are four major choices of ULEV available: Electric Vehicles (EVs), Plug-In Hybrid, Range Extender vehicles and Hydrogen Fuel Cell vehicles. This paper deals predominately in decarbonisation via EVs

³ <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/electric-delivery-vehicle-trial#acc-i-54073>

Introduction

The Council has an established climate change policy in which it commits to reducing its own carbon emissions and is supported by several key policy documents⁴. This review supports those aims by providing recommendations, actions and aligning potential owners to those actions to firstly reduce the carbon footprint of the fleet and associated costs thereafter deliver a decarbonised⁵ fleet.

The council's vehicle fleet assets are critical in delivering statutory, discretionary and income generating services which include, the maintenance of public buildings and spaces, the maintenance of the council's housing stock and pest control services.

- a. The current fleet of comprises of 113 vehicles of which 101 are diesel and 2 are unleaded and 10 EV. 41 of the diesel/petrol fleet are ULEZ compliant and 10 have stop/start technology.
- b. During FY 18/19 the Council consumed 194,770 ltrs of fuel at a cost of £215k
- c. During FY 18/19 the Council's fleet produced in the region of 521 tonnes of carbon
- d. There are 45 items of plant, diggers, dumpers etc that are powered by internal combustion engines
- e. The fleet (including tractors and sweepers) had a capital purchase value when new of approx. £2.8m
- f. In addition, there are numerous strimmers', lawn mowers, chainsaws etc but no formal inventory kept

To manage workload the volume of data to be reviewed has in some case been reduced, with some timeframes being shortened and on occasions indicative figures are used. The data is still considered meaningful and robust enough to design the change programmes recommended.

Purpose of Review

- a. **To understand how the Council could make rapid progress in reducing the emissions caused by the fleet** – what measures could reduce the carbon footprint and the costs incurred by the fleet.
- b. **To support future capital and revenue planning in relation to fleet** – what are the cost implications of a decarbonised fleet, to include whole life cost comparisons. The provision of EV charging infrastructure is covered by a separate project.
- c. **Over what timeframe it may be possible to achieve a decarbonised fleet** – provide a timeframe and replacement programme to decarbonise the fleet
- d. **To provide information to support Heads of Service in delivering efficiencies, cost reductions and/ or carbon reductions** – HoS should be read the review in its entirety to help inform service reviews

In Scope of the Review

The following areas were in scope:

- a. All vehicles that are owned or leased by Cambridge City Council for use in service delivery
- b. All types of vehicle in the fleet (less lawn mowers and other small items of plant)
- c. Mileage travelled in work and as travel to work (to consider alternative approaches)
- d. Routes used (to review efficiency of operations)
- e. Types of vehicle available
- f. Costs of purchase, fuel, service, road tax and any other operating costs

⁴ http://live.drupal.intranet.ccc.local/sites/default/files/documents/carbon_management_plan_2016-21.pdf
http://live.drupal.intranet.ccc.local/sites/default/files/documents/climate_change_strategy_2016-21.pdf

⁵ The term decarbonised was considered best fit, this paper and its recommendations will reduce and not remove the carbon footprint. Decarbonised: To reduce the amount of gaseous carbon compounds released in or as a result of an environment or process. Carbon neutral is a term used to describe the action to remove as much carbon dioxide from the atmosphere as each put into it. The overall goal of carbon neutrality is to achieve a zero-carbon footprint

Out of scope of the review:

The following areas were out of scope:

- a. Vehicles owned by CCC but operated by SCDC as part of the shared waste service (excluded because route optimisation has been completed, and work on understanding when alternative refuse trucks will be viable is already well developed)
- b. Vehicles owned by Council staff that are used for occasional work trips

Desired Outcomes of the Review

a. Stage 1 or What We Can Do Now to Deliver Immediate Reduction in Carbon Footprint?

This means optimising carbon dioxide (CO₂e⁶) reduction across the fleet saving money and time while doing so. This will be enabled through more robust policies and practices supporting the better use of telematics to incentivise journey planning and support any reduction in the size of the fleet, improving green driving skills and developing a more robust, fit for purpose vehicle replacement programme.

The outcome will be a reduction the carbon footprint created by reducing the miles travelled the amount of fuel consumed and maintenance cost which will drive an overall decrease in costs.

b. Stage 2 or Can We Achieve a Decarbonised Fleet Over the Near Term (<6 years)?

This means delivering a measurable and quantifiable reduction in the carbon dioxide (CO₂e) emissions that contribute to poor air quality and climate change through adopting ULEVs that are appropriate for individual service needs. The review focuses on what is achievable over the near term of the next 6 years.

The outcome will be, a robust replacement programme that delivers a Cambridge City Council ULEV fleet that over the vehicle lifespan is cost neutral (or potentially cost positive) reducing the fuel consumed, the carbon footprint created and associated costs when delivering council services by vehicle.

c. Improved organisational reputation

This means role modelling organisational change reducing vehicle usage and carbon dioxide (CO₂e) emissions across Cambridge City Council's vehicle fleet, providing leadership for others to follow.

d. Updated policies and guidance for managers and colleagues

This means a new driver's handbook, clear guidance, within the scope of GDPR, of what can and can't be achieved with telematics when monitoring vehicle assets and an updated driving standards guidance note.

Methodology⁷

Data was captured via a variety of differing methods:

- a. Vehicle telematics – to measure vehicle usage, driving styles, routes, peak time usage, etc
- b. Fuel invoicing – to identify fuel costs and measure CO₂ output that against vehicle usage
- c. Vehicle service records – to inform true whole life cost
- d. The procurement process of fleet assets – to test the robust evidencing of vehicle replacements

The following data capture sets were provided via interrogation the telematics system⁸

⁶ Difference between CO₂ and CO₂e. Carbon dioxide, or CO₂, is a natural, colourless and odourless greenhouse gas that is emitted when fossil fuels (i.e. natural gas, oil, coal etc.) are burnt. CO₂e allows other greenhouse gas emissions to be expressed in terms of CO₂ based on their relative global warming potential

⁷ To manage workload the volume of data to be reviewed has in some case been reduced, with some timeframes being shortened and on occasions indicative figures are used. The data is still considered meaningful and robust enough to design the change programmes recommended.

Appendix

- a. Total mileage of the vehicle fleet
- b. Total mileage per service
- c. Mileage outside of Cambridge
- d. Avg per service monthly mileage
- e. Utilisation of vehicles (i.e. how many vehicles are unused/v low mileage)
- f. Early morning visits to Cowley Rd by E&F
- g. Idling time (i.e. time spent with the engine running but the vehicle is static)

The following were also outputs of the review:

- a. **A replacement programme** – with indicative cost to decarbonise the fleet over 6 years.
- b. **Recommendations** – Actions, Owners and where possible indicative savings

External sources of information by/from:

- a. Attendance at industry events - Everything EV
- b. Engagement with the industry – to gain an understanding of route to a decarbonised vehicle fleet
- c. Review of best practice – visit to Nottingham City Council

Last Mile Delivery model

Given that Cambridge is a small city using the 'Last Mile Delivery' approach as a framework for redesigning the use of vehicles could be helpful.

“Last mile delivery is defined as the movement of goods from a transportation hub to the final delivery destination. The final delivery destination is typically a personal residence. The focus of last mile logistics is to deliver the item/service to the end use as fast as possible.”

Last mile delivery operations face many challenges drive time is critical for making on-time deliveries/appointments, having optimised route plans and insights into driver locations is necessary. Fleet managers who use a route planning system also benefit from reducing their fuel consumption and chances of missing a delivery/appointment time window.

Other last mile technology tools like fleet tracking software, provides fleet managers with real-time data regarding their fleet's location and odometer metrics. This immediate access to an asset's real-time information allows them to make data-driven decisions if an obstacle presents itself.

Taking a proactive approach and getting in front of potential challenges is one of the best ways a fleet manager can boost its fleet's efficiency.

⁸ The tools available to complete the review were assessed to ensure that they were within the scope of GDPR. The review engaged with GMB/UNSION and union representatives to give confidence that the review was following due protocol.

Stage 1 or What We Can Do Now to Deliver Immediate Improvement?

There are a combination of measures that could be in place over a relatively short timeframe would enable a substantial improvement in the environmental impact of the vehicle fleet. These measures would have the added financial benefits of reducing fuel and servicing costs.

Assessing Current Performance and Providing Recommendations

The review examined current fleet operations and costs, existing policies and processes asking the following questions:

- a. What existing fleet policies are in place?
- b. What monitoring does the Council undertake?
- c. What measures does the Council have in place to minimise vehicle mileage?
- d. How does the Council encourage fuel efficient vehicle use?
- e. How does the Council ensure it use the cleanest and most efficient vehicles and fuels?

What Existing Fleet Policies Are in Place?

It became evident in the early stages of the review that the Council would benefit from several policy/guidance notes to support reducing the carbon footprint of the vehicle fleet.

Up-to-date driver's handbook: Following extensive engagement cross council with all main stakeholders the driver's handbook underwent a complete rewrite. The current document is robust and provides clarity to drivers and service managers of the responsibilities that have.

Guidance on the use of telematics: There is no clear guidance on the use of telematics that allows managers to operate, within the scope of GDPR, to measure and manage the council's fleet assets. There is a substantial knowledge gap in how telematics can and cannot be used meaning the Council fails to use telematics to its full potential making the system expensive.

Recommendations:

- a. **Publish a central policy** to cover the Council's use of telematics, within the scope of GDPR, that will provide consistent advice and clarity to both service managers and colleagues.

Owner: Information Governance Manager/Data Protection Officer

What Monitoring Does the Council Undertake?

Central to fleet management is the principle that "you can't manage what you don't measure, and you can't measure what you don't monitor".

The review found: The council has had a telematic system in place since 1997 however these costly assets have only been used sporadically, the system could and should add much greater value.

Recommendations:

- a. **Routinely use the telematic system**, in accordance with GDPR, to measure, monitor and manage vehicle usage and driving style.
- b. **Generate Service Specific Telematic Reports** can create many different data reports. Services should review what reports would add value to their operation and engage with Fleet Services

Owner: Individual Head of Service

What Measures Does the Council Have in Place to Minimise Vehicle Mileage?

Transport Demand Management: Understanding which trips are necessary, considering if they could be combined, optimising the routes being used and examining current practices can all deliver significant mileage reduction. This will reduce fuel and mileage costs, emissions and potentially the size of the fleet.

Currently the Council does very little, if any journey management. It is understood that several strategic service reviews are ongoing, it is assumed that journey management will form a key part of those reviews.

a. The review found the following mileage data:

Chart 1: Total Fleet Mileage Per Service by Percentage

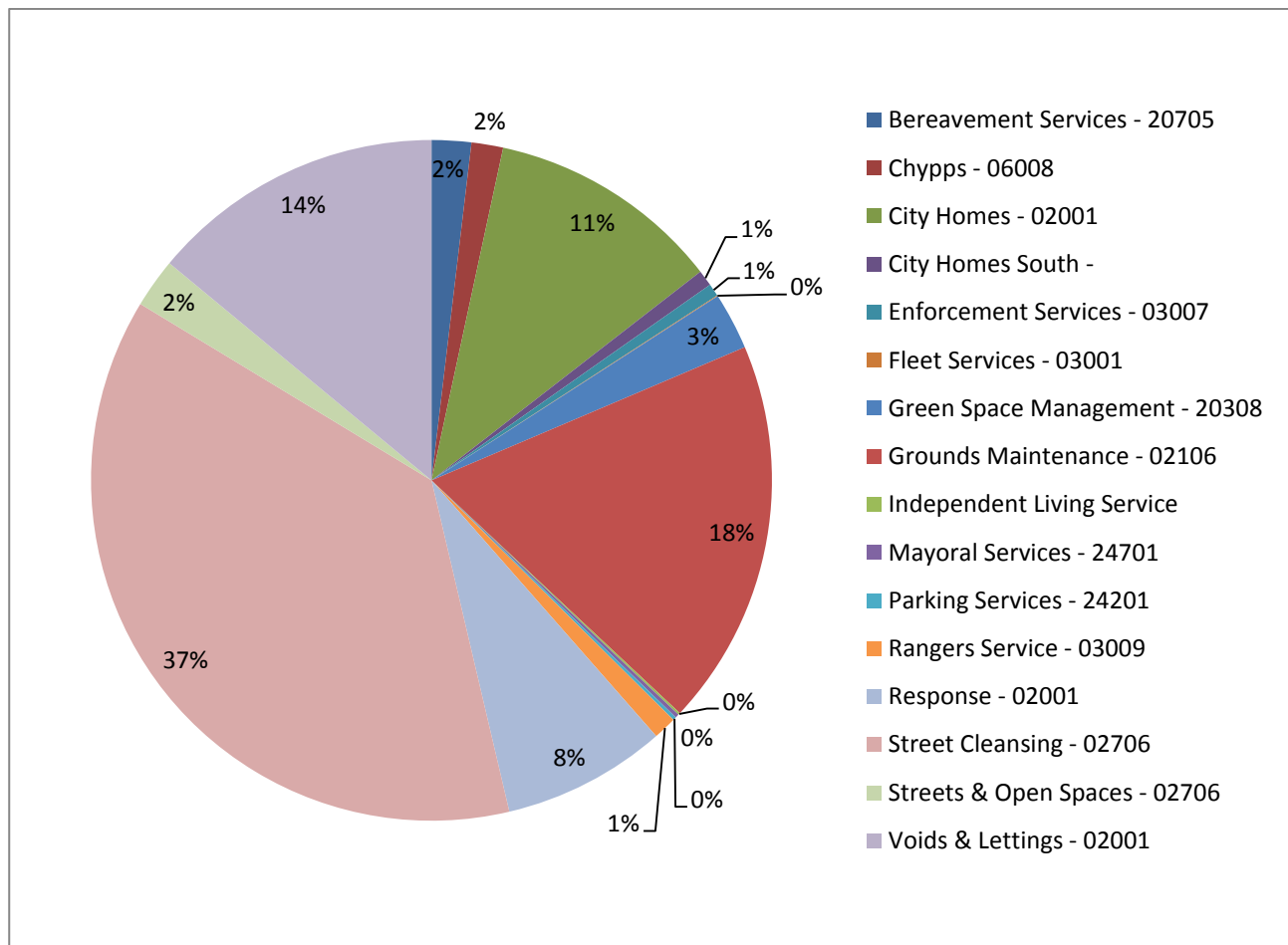


Table 1: Total Mileage Per Service.

Monthly mileage per Service								
Service	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	6 Month Total	12 Month Total ⁹
Bereavement Services	46.3	24.8	181.7	55.2	131.8	149.1	588.9	1,177.80
Fleet Service	429.6	341.9	267.7	220.3	306.6	178.6	1,744.70	3,489.40
Distribution	607.7	468.6	667.3	481.9	454.3	619.7	3,299.50	6,599.00
Open Space Management	410.7	785.7	970	959.7	303.6	508.8	3,938.50	7,877.00
Environmental Health	99.2	897.6	1,080.40	781.2	911.1	993.6	4,763.10	9,526.20
Enforcement	693.5	873.5	913.2	902.2	902	1,052.70	5,337.10	10,674.20
Rangers	2,332.00	1,869.10	2,545.80	2,623.10	2,520.20	2,799.10	14,689.30	29,378.60
Ground Maintenance	4,418.70	4,910.80	5,725.30	5,502.50	5,335.20	5,507.50	31,400.00	62,800.00
Street Cleansing	10,978.00	11,711.20	12,305.90	11,644.10	10,456.30	11,389.50	68,485.00	136,970.00
Estates & Facilities	31,218.30	32,410.70	36,565.60	31,808.80	29,419.20	32,043.10	193,465.70	386,931.40
Totals	51,234.00	54,293.90	61,222.90	54,979.00	50,740.30	55,241.70	327,711.80	655,423.60

Mileage Incurred Outside of Cambridge: Over a 25-day period from 7th Nov to 2nd Dec a geofence around the city limits was in place. Quatrix, the Council's telematic system, received an alert every time the geofence was broken by a vehicle crossing it.

Table 2: Mileage Incurred Outside of Cambridge by the Vehicle Fleet over the period 7th November 2019 to 2nd December 2019

Mileage Breakdown 07th November 2019 to 2nd December 2019	
Total Fleet Mileage	44,210.8
Non-Cambridge Mileage ¹⁰	19,547.9
Percentage of Total Mileage outside Cambridge	44.2%

⁹ This figure is a simple doubling of the six-month data to give an indicative view

¹⁰ The use for work related purposes of the A14/A11/M11 main arterial routes was taken into consideration when reviewing the data.

Appendix

Table 3: Route Map of Mileage Incurred

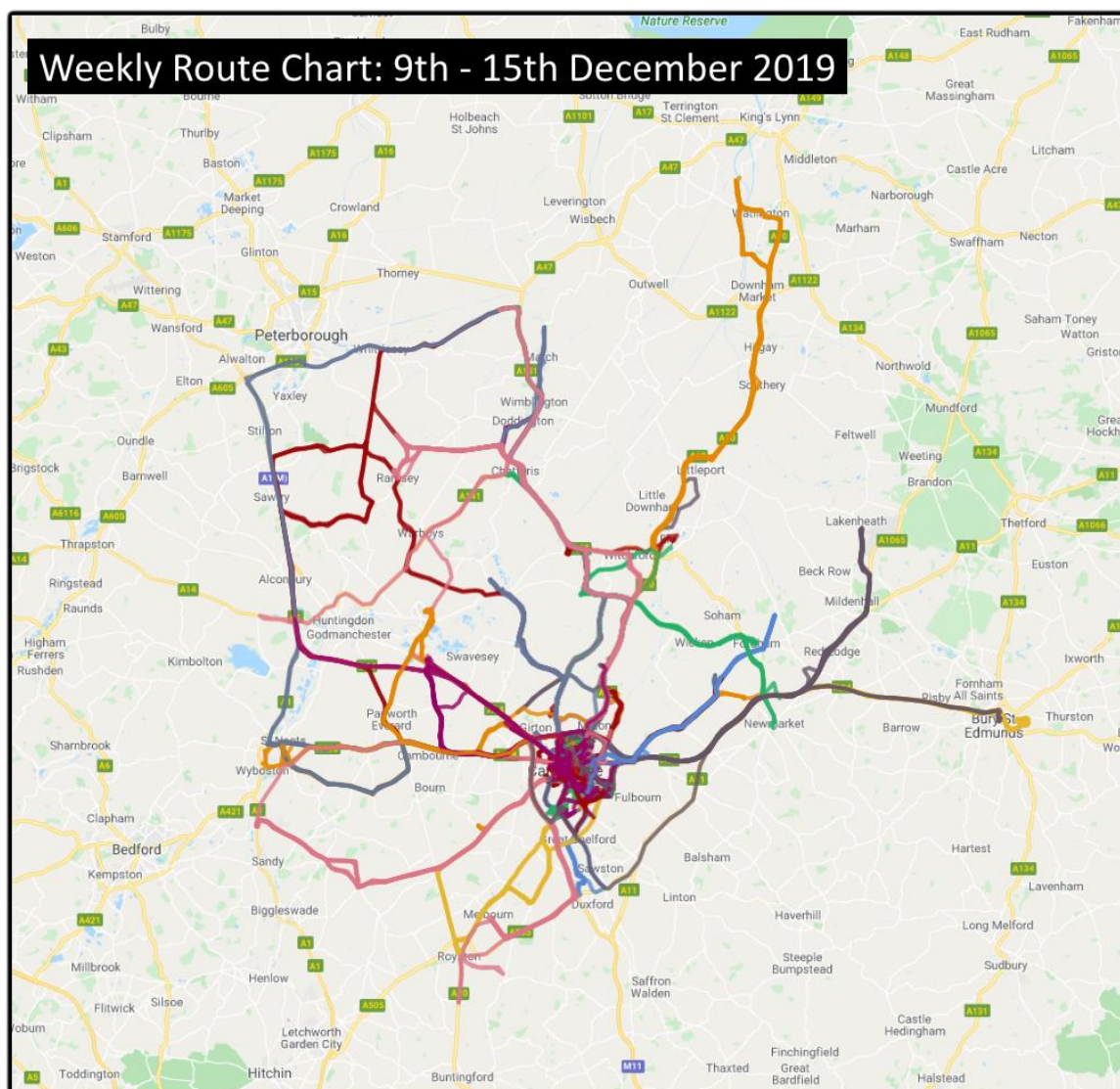


Table 4: Fuel Consumption and Carbon Emissions Created over the period 7th Nov 19 to 2nd Dec 19

Fuel Breakdown 7th November 2019 to 2nd December 2019					
Total Period Fuel Use (Litres)	Non- Cambridge Fuel Use (Litres)	Total Period CO2 emissions (Tons)	Non- Cambridge Travel CO2 emissions ¹¹ (Tons)	Total Fuel Cost	Non- Cambridge Fuel Cost
15,931.4	7,041.7	42.7	18.9	£17,171.45	£ 7,589.78

Utilisation Comparison: The utilisation of vehicles employed in comparatively the same role varies enormously. Some vehicles are incurring moderate mileage, in line with expectations of a city-based role whilst other vehicles amass substantial mileage. The table overleaf shows a snapshot of vehicles from the E&F fleet.

¹¹ This standard has been used throughout this paper to calculate CO₂ emissions
 nhttps://people.exeter.ac.uk/TWDavies/energy_conversion/Calculation%20of%20CO2%20emissions%20from%20fuel%20s.htm

Table 5: Utilisation Comparison: High Mileage vs Low Mileage Vans

Vehicle Reg	Fleet Number	Make & Model	Distance Travelled (May 19 - Oct 19)	Fuel Use (Litres) (May 2019 – Oct 19)	Fuel Cost (May 19 - Oct 19)	CO2 Emissions (tons) (May 19 – Oct 19)	Lifetime Maintenance Costs
High Mileage Vehicles							
AE18 SSK	96	Peugeot Boxer	12,283.5	1882.72	£2,075	5.0	£2,082
AE18 SUO	91	Peugeot Boxer	11,409.6	1839.81	£2,021	4.9	£3,574
AE18 SRX	30	Peugeot Boxer	8,559.8	1440.17	£1,519	3.9	£1,940
Low Mileage Vehicles							
AE18 STX	78	Peugeot Boxer	911.9	185.77	£215.	0.5	£1,437
AE18 SSX	69	Peugeot Boxer	2,216.9	402.32	£429	1.1	£1,821
AE18 SRO	84	Peugeot Boxer	2,227.4	414.57	£440	1.1	£1,779

Early morning visits to Cowley Rd by E&F:

Table 6: Visits to Cowley Rd before 10am by the E&F Fleet

Visits to Cowley Road Before 10 AM - October 2019		
Fleet Number	Registration No	Number of Visits
76	AE18 SRU	20
96	AE18 SSK	16
58	AE18 SRZ	14
212	AE13 SZK	13
50	AE18 SSZ	12
93	FM57 HKJ	10
9	AE18 SSV	8
75	AE18 SSU	7
270	AE18 SUF	6
40	AK63 LDL	6
210	AE14 OSX	5
30	AE18 SRX	5
68	AE18 SSJ	5
69	AE18 SSX	5
64	AF11 OSV	5
230	AE14 OSZ	4
99	AE18 SUA	4
258	AF62 HNA	4
253	AF63 OTJ	4
266	AE13 SXZ	3
29	AE18 SRV	3
87	AE63 DFJ	3

Appendix

1	AF63 OTA	3
59	YR16 OFA	3
27	AE13 SYO	2
98	AE18 STZ	2
24	AE18 SUH	2
91	AE18 SUO	2
25	AF13 NYG	2
268	AF63 OTL	2
4	EN67 OGB	2
82	FG08 TNN	2
227	AE18 SSO	1
78	AE18 STX	1
272	FG58 WKB	1
Total Visits - October 2019		187

If vehicles are taken home early morning visits to Cowley Rd should be minimised there are however there are several vehicles that do visit the depot regularly before 10am. One of the rationales for vehicles being taken home by operatives is that they go directly to the first call of the day and do not go directly to the depot.

Low Utilisation Vehicles There are several vehicles that incur very little mileage <50 miles a week. This is not efficient considering the costs incurred regardless of mileage such as depreciation, servicing and road tax.

Table 7: Low Utilisation Vehicles

Fleet Mileage: May - October 2019				
Fleet Number	Vehicle Type	Service	Actual Distance 6 Months	Est Distance 12 Months
272	LCV	Estates & Facilities	130.5	261
14	LCV	Bereavement Services	588.9	1177.8
274	LCV	Open Space Management	662.0	1324
7	LCV	Estates & Facilities	785.7	1571.4
210	LCV	Estates & Facilities	839.9	1679.8
78	LCV	Estates & Facilities	912.0	1824
82	LCV	Estates & Facilities	995.5	1991
59	LCV	Estates & Facilities	1112.8	2225.6
66	LCV	Streets & Open Spaces	1204.6	2409.2
41	LCV	Fleet Services	1333.2	2666.4

Journeys exclusive of the Cambridge City: There are numerous instances of vehicles incurring mileage on journeys that do not involve entering the city limits, much of this is during the weekend or evenings.

Home to Work Journeys Only: There are instance of the only journey routinely completed by a vehicle is home to place of work. This lies outside of policy and when the vehicle is not a van this may be construed by HMRC as a benefit in kind and have tax implications for the individual.

Storage of Council Assets: There is no evidence of vehicles being parked at the depot during periods of holiday and/or absence. Therefore, it is assumed that this policy is not enforced.

Recommendations:

Manage and plan the need for travel:

- a. **Review usage outside of the city limits:** The Council creates too much carbon and spends too much money on mileage outside the city and is subject to ongoing service review. It is evident that a large percentage of the fleet's carbon footprint and fuel cost are generated by miles that could be reduced or removed completely. Services should review their mileage to understand why this happens, is it service essential, is there a better, less polluting, less costly method of delivering services without incurring these miles?
 - I. There is considerable mileage, cost and CO2 incurred in delivering a callout service. Services should review how these stand-by services are delivered with a focus on:
 - a. how many callouts by role have happened?
 - b. what was the urgency of these callouts, did the customer really need an out of hours callout or could the call out been completed during the working day?
 - c. Could stand-by vehicles could be based at Colwey Rd with the operative driving to there to collect their vehicle?
 - II. There are instances of vehicles making numerous trips from the city to distant postcodes and back to the city in a day. Callout mileage should be routinely monitored and audited.
- b. **Routine use of telematics to monitor vehicle usage:** Services should review in depth the use of fleet vehicles to ensure that use remains within policy guidelines to include:
 - I. journeys that do not enter the city
 - II. journeys out of hours, i.e. weekends and evenings.
 - III. When the only journey routinely completed is home to place of work.
- c. **Review vehicle usage:** Why is there a disparity between vehicles mileages and could this mileage be balance out to manage wear and tear and the associated costs.
- d. **Review early Morning Visits to Cowley Rd:** Visits to Cowley Rd before 10am should be reviewed to ensure there is an operational rationale for this.
- e. **Review Storage of Council Assets:** This policy should be reviewed, is it fit for purpose? Could these periods downtime be used to plan services?

These recommendations could deliver annual saving in the region of £60k-£150k annually

- f. **Reduce fleet size.**
 - I. Vehicles with consistently low mileage should be removed from the fleet. It is likely that these are retained for convenience purposes, the current corporate car club contract may be able to service this need. This measure would remove ongoing cost of vehicle replacement, fuel, maintenance and tax.
 - II. Services should discuss their need with the car club corporate contract manager who will liaise with Enterprise. The use of the car club should be robustly managed to ensure that costs kept to a minimum
 - III. The review identified a number of vehicles that incur under 50 miles a week, these vehicles should be reviewed using a BC to ensure the need is balanced with the costs incurred.

Removing the planned replacement of vehicles used under 50miles per week would remove:

- a. **£130k replacement costs from the budget**
- b. **£10k from maintenance budget**

Owner: Individual Head of Service

How Does the Council Encourage Fuel Efficient Vehicle Use?

Improve how our miles are driven making our vehicles more efficient creating less CO2: Focusing on driver performance will have a significant impact on fuel consumption and in turn reducing emissions and running costs, the aim is to use the least amount of fuel possible. Fuel contributes to a large part of a vehicle's whole life costs. This is not a fixed overhead and as such it is controllable and varies according to vehicle type, driving style, vehicle maintenance and mileage driven. Evidence supports that once an effective management system is in place and it been clearly communicated to all colleagues' fuel consumption, costs and carbon footprint will reduce. Fleets that have implemented fuel efficiency programmes often achieve savings of 10% or more in fuel costs.

Green Driving standards: Green Driving examines controllable driver behaviour such as, speeding, harsh braking, high RPM and other aspects of driver behaviour that can be the source of excessive fuel consumption. The use of telematics will allow services to identify where fuel costs are increased due to poor driving and act accordingly. Currently the Council does not have a programme to incentivise green driving standards, there is a need for education and training to enable colleagues to drive in a more efficient manner and gain an understanding of why it is important both financially and environmentally.

There are numerous case studies that support good driver training and demonstrate engagement delivers measurable savings.

Case Study: DeVilbiss Healthcare's fleet of 100 vehicles reduced fuel consumption from 3,960 litres/vehicle to 3,145 litres/vehicle. This equates to a CO2e per vehicle reduction from 10.66 tonnes in 2011 to 8.40 tonnes per vehicle in 2015 (note these are all HGV vehicles).

Cambridge City Council creates in the region of 4.24 tonnes per vehicle (there are only 2 HGVs on the fleet).

Table 8: The total carbon emissions, fuel usage & costs over the last 12-month period

12 Months Fuel Use ¹²				
Fuel Type	Litres Used	Cost	Kg of CO2	Tons of CO2
Diesel	197,162.27	£212,600.51	528,394.88	528.39
Unleaded	5,283.43	£6,407.02	12,204.72	12.20
Totals	202,445.70	£219,007.53	540,599.61	540.60

Table 9: Indicative fuel consumption by vehicle

Type	G.V Weight	Engine Size	Distance	Fuel Use (litres)	Miles Per Litre	MPG
Peugeot Expert	2880	1560	4,355.80	558.27	7.80	35.47
Peugeot Expert	2880	1560	8,845.50	1,292.89	6.84	31.10
Peugeot Boxer	3300	1997	12,283.50	1,882.72	6.52	29.66

¹² d. Annexe 5: Table 19 Anonymised Fuel card Usage for Oct 2019 refers in detail

Peugeot Boxer	3300	1997	2227.4	414.57	5.37	24.42
Ford Transit 350 LWB	3500	2198	4,105.70	887.26	4.63	21.04
Ford Transit 350 MWB	3300	2198	8067.7	1521.41	5.30	24.11

Table 10: How Speed Affects Fuel Consumption¹³

Speed restricted to	50 MPH	60 MPH
Average extra journey time (s)	233	121
Fuel saved (%)	15%	10%
MPG increase (UK)	6.3	4.0
litres/100km reduction	1.1	0.8

Idling¹⁴ time (i.e. time spent with the engine running but the vehicle is static): Over the period of October 2019 - 83 vehicles incurred static running time. These vehicles idled for an average of 20.8% of the working day with one vehicle idling for an average 87.5% of the working day over the course of the month.¹⁵

For October this equates to 870 Litres of fuel, CO₂ = 2.3 tons of CO₂ Cost @ £1.07 per litre £930.90

Recommendations:

- a. **Publish a guidance note** to support the drivers in moderating their driving style to reduce fuel consumption and wear and tear on the vehicle
Owner: Commercial Fleet Manager
- b. **Develop systems for reducing fuel costs, consumption and emissions.** The following suggested programme would improve fuel efficiency:
 - I. **Step 1: Engage colleagues to ensure they understand their role and responsibilities in improving fuel efficiency**
 - a. Any engagement should cover all the benefits of green driving
 - b. Services to conduct a training needs analysis identifying any knowledge gaps preventing the success of a programme to reduce fuel consumption**Owner:** Individual Head of Service
 - II. **Step 2: Managing and improving fuel efficiency**
 - a. Restrict vehicle speeds to 50mph**Owner:** Head of Commercial Services
 - b. Deliver training to include safe loading, driving standards and green driving
Owner: Individual Head of Service
 - III. **Step 3: Monitoring and setting targets**
 - a. Collect and monitor fuel data
 - b. Routinely monitor fuel economy for each vehicle and driver
 - c. Use measurable performance indicators to aid/support an improvement in fuel consumption.**Owner:** Individual Head of Service

¹³ <https://www.licencebureau.co.uk/reducing-maximum-speed-to-60mph-reduces-fuel-consumption-by-10/>

¹⁴ A record of idling incurred after the vehicle has been stopped with ignition on for more than 2 minutes.

¹⁵ Annexe 4: Table 18 – Vehicle idling incurred after the vehicle has been stopped with ignition on for more than 2 minutes Refers in detail

These measures could deliver the following savings:

- a. £15k-20k if a green driving culture is embedded with an additional
- b. £10k if static running being reduced by 80%
- c. £10k if vehicles are restricted to 50mph

How does the Council ensure it uses the cleanest and most efficient vehicles? Do we make the right choices for the right reasons?

The aim of the Council's vehicle procurement cycle should be 'To deliver a decarbonised fleet that reduces environmental impact and delivers value for money'. Where evidence supports that a diesel or petrol vehicle is the only viable model, the replacement must be the smallest, most efficient vehicle appropriate for the role.

The vehicle procurement cycle was reviewed to ensure it is fit for purpose; does it evidence rigour and thoroughly examine ULEV alternatives. The review asked the following questions of the vehicle procurement cycle:

- a. **R+R Fund:** Is it fit for purpose or does it generate a 'laissez faire' approach given funds are allocated without the requirement of formal bid and the rigour that would bring
- b. **Ownership and accountability of the procurement cycle:** Is the current ownership and accountability of the current cycle correct, does it work to reduce the size of the fleet and carbon footprint it creates?
- c. **Procurement process:** Does the current cycle provide evidence supporting each vehicle procurement? Is there evidence that the purchase is needed, that it balances the operational need with environmental impact and that a review of ULEV alternatives has taken place that includes a whole-life cost comparison. Would greater rigour incentivise greater procurement of ULEV?

The current procurement cycle process has no formal auditable process. It cannot evidence the review of, 'replace or remove' and 'EV or ICE' have taken place. There are very few BCs written and the roles and responsibilities are not formally articulated.

Recommendations:

- a. **Review:** The R+R fund, should replacements be bid for on a need basis through the budget setting process.
Owner: Head of Finance
- b. **Review the Procurement Cycle:** Provide a robust replacement cycle process that can evidence decisions.
Owner: Head of Commercial Services
- c. **Review vehicle capability:** Could the current vehicles sizes be reduced is there a different way of delivering the services with a smaller, more compact, less costly fleet.
Owner: Head of Service

Stage 2 or Can We Achieve a Decarbonised Fleet Over the Near Term (<6 years)

Affordability Whole-Life Costs – ICE vs ULEV

To inform decisions on capital expenditure there is the need to understand the full costs of running a ULEV fleet when compared to an ICE fleet.

- a. Whole or Total Life Costs are calculated using the following:
 - I. Final purchase price. This is the cost of the vehicle to the organisation and where possible after any OLEV grant funding and any dealer discounts
And
 - II. Running Costs. This is the forecasted cost of maintenance, fuel and any tax liabilities.
- b. Cost Per mile is simply the fuel costs incurred per mile i.e. cost in providing electric or diesel/petrol to power the vehicle

Vehicle Fleet Replacement Schedule

The goal to decarbonise the vehicle fleet over a 6yr timeframe was selected as it follows the current replacement schedule and when viewed exclusive of SWS vehicles costs falls within the R+R budget. This sees vehicles depreciated to zero and budgeted for replacement in year 6.

Currently a ULEV battery, the main risk to a ULVEs life expectancy, can be anticipated to remain in a workable condition for 10yr+ with most manufacturers giving a 5yr to 8yr warranty on their battery. Current predictions expect that an ULEV battery will last from 10 – 20 years before they need to be replaced.

The current 6 years vehicle life of an ICE should be extended to 12 years for an ULEV. This life extension would be a 100% saving in purchase costs over the lifetime of a vehicle.

Recommendation The viability of this doubling of a vehicle's life from 6 years to 12 years should be explored separating out the results by vehicle type.

Owner: Head of Commercial Services/Commercial Fleet Manager

Carbon Pricing

To better understand and account for the full benefit of a decarbonised fleet there is the need for a mechanism to capture the socio-environmental benefits associated with ULEVs replacing diesel equivalents, a market-based mechanism such as carbon pricing could be a good fit.

These benefits would have a value aligned to them allowing any carbon savings to be considered through a financial prism. A recent fleet conversion in London assigned 2p/km of benefit beyond any operating gains¹⁶.

Carbon pricing is a market correction tool that enables businesses to account for the climate change impacts of their decisions, this is achieved by changing the relative costs of low-emissions and high-

¹⁶ <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/electric-delivery-vehicle-trial#acc-i-54073>

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emissions products, services and production methods¹⁷. The adoption of a carbon price would support the Council's long-term objectives in the following ways:

- a. Supports climate change-conscious decision-making, supporting the Council in reducing its emissions and therefore providing significant support to realising its 2050 net zero Carbon aspiration, including through the recognition of the legacy impacts of procurement and investment decisions;
- b. Contributes to de-risking the Council's procurement and investment decisions from:
 - I. national policy changes in the future, such as an obligatory carbon reduction targets or a national carbon tax, which may be introduced to support the national Government's net zero 2050 target.
 - II. Market changes which may see high-emitting practices become more expensive as various pressures are placed on the market to decarbonise, these include fuel price changes, stranded assets and obsolete services.
- c. Fosters an internal decision-making culture and understanding of non-standard accountancy, supporting the council in responding to climate change, biodiversity pollution issues where pecuniary values may not be reflective of socio-environmental value.
- d. Demonstrates leadership to industry and local authorities and showing meaningful commitment to the net zero Carbon 2050 aspiration, therefore likely to be positively received politically.

Carbon pricing within a company or department is called internal carbon pricing. In this instance, it is standard practice for the 'tax' collected to be invested in carbon mitigation activities. However, this funding mechanism should not be considered an offset fund and emphasis must be placed on operating within the budgetary constraints inclusive of the carbon price for the objectives of the scheme to be realised.

Recommendation: Review Carbon Pricing; should the use of a market-based mechanisms such as carbon pricing form part of the cost calculations?

Owner: Head of Commercial Services/Climate Change Officer/Head of Finance

Affordability - ULEV Purchase Costs

Due to the manufacturing costs associated with the batteries and electric motor the cost of buying a new EV currently is considerably more than buying an ICE vehicle. While an electric engine isn't necessarily more complicated than a petrol or diesel engine, there's a lot of new technology that goes into each ULEV.

It is worth noting that an ULEV delivers its savings vs an ICE post purchase.

OLEV Funding

At the time of writing OLEV provide a discount on the price of brand new low-emission vehicles through a grant the government gives to vehicle dealerships and manufacturers. The grant will pay for 20% of the purchase price for a small van up to a maximum of £8,000¹⁸.

Indicative¹⁹ Purchase Costs for Vehicles on the Council's Fleet

¹⁷ <http://www.lse.ac.uk/GranthamInstitute/faqs/what-is-a-carbon-price-and-why-do-we-need-one/>

¹⁸ <https://www.gov.uk/plug-in-car-van-grants>

Table 11: ULEV vs ICE

Type of vehicle	Replacement ULEV ²⁰	Replacement ICE	Difference ULEV over ICE
Chassis cab tipper	£57k	£28k	+£29k
Large panel van	£55k	£20k	+£35k
Luton van (chassis cab)	£56k	£28k	+£28k
Medium panel van	£43k	£15k	+£28k
Pick-up tipper	£43k	£15k	+£28k
Small Panel van	£16k	£12k	+£4k

The fleet consists of many differing types/styles makes and models of vehicles. A fleet of this type creates additional time and cost when procuring, servicing and parts supply are complex and the economy of scale using a single supplier is missed.

Recommendation:

The fleet should be reviewed to understand what, if any, benefits there would be in a simplified, standardised fleet (understanding that on occasions some requirements may fall outside of a standard list).

Owner: Fleet Commercial Manager

Affordability – Does the R+R Fund Have the budget to Purchase a ULEV Fleet?

The budget proposal in BSR FY20/21 reduced the current contribution to the R&R fund by £325,000 to an annual contribution of £675k. The R&R fund accumulates any underspends and carries those savings into the following years. The R&R fund also funds the purchase of waste vehicles, the replacement schedule of which is managed by SWS.

The forecasted commitment against the R&R fund for replacement vehicles for organic Council services only i.e. Streets and Open Spaces, Estate and Facilities etc and not the SWS vehicles sees a £2.1m underspend by FY2025/26. When the SWS vehicle replacement schedule is factored that underspend becomes a £7.1m overspend in FY2025/26.

ULEVs are reducing in price thanks to advancements in technology and they're predicted to cost the same as petrol cars by 2024, according to a study by Bloomberg New Energy Finance²¹ this will have a positive effect on the overall cost to convert to EV.

Table 12 (please click on the link): [Purchase Cost to Decarbonise the Fleet Over a Six Year Period - EV vs ICE Overall Purchase Cost Differential by Year and the Impact on the RR Fund](#)**Affordability - Maintenance Costs.**

¹⁹ All costs are indicative and provide an indication of the price differential. The costs of vehicles change almost monthly as incentives come and go.

²⁰ Replacement EV includes OLEV grant and manufactures incentives where available at present

²¹ <https://www.bloomberg.com/news/articles/2018-03-22/electric-cars-may-be-cheaper-than-gas-guzzlers-in-seven-years>

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ULEVs have only sold in significant numbers since around 2013, but evidence so far suggests they are very dependable. ULEVs still need regular servicing according to the manufacturer's schedule, although there are fewer parts to fix. They use no oil or filters, for example, and have no conventional clutch. ULEVs have fewer moving parts and therefore less scope for parts to wear out or be replaced. An ICE vehicle is powered by a lot of moving parts including parts that wear or need replacing on a regular basis such as belts, chains, spark plugs and filters, hence ULEVs will require less maintenance. Until the battery needs replacement, the biggest outlay is likely to be new tyres. While a motor and battery might be relatively new technology in a car, it's quite a simple set up.

Maintenance costs are still unclear but several studies of ULEVs compared with equivalent ICE vehicles have shown maintenance costs to be an estimated 23% lower²², a Nissan EV²³ minor service costs £159 vs petrol £209 and diesel at £249 and there are fewer parts to fix.

The ten EVs currently on the fleet have delivered a saving of 56% in maintenance costs compared to the ICE on the fleet.

Table 13: Maintenance Cost per Vehicle Type

During the last 12-month period costs incurred as a result of routine maintenance, parts failures and statutory inspections. Accident damage does not form part of these costings. A decarbonised fleet could present a saving between £31,000 and £60,000 per year when fully decarbonised

Derivative	Current Fleet size	Average annual maintenance costs ²⁴	Saving per vehicle assuming 23% reduction	Saving per vehicle assuming 56% ²⁵ Saving on	Whole Fleet Saving Assuming 23% reduction	Whole Fleet Saving Assuming 56% reduction
EV Small panel van	10	£1444	N/A	Actual saving £822.33	Actual saving £8220	Actual saving £8220
Medium panel van	13	£1257	£289	£703	£3757	£9139
Large panel van	34	£1479	£340	£828	£11560	£28152
Chassis cab	23	£1055	£242	£590	£5566	£13570
Utility crew cab	4	£2367	£544	£1325	£2176	£5300
Forecasted Saving Total across these vehicle types					£31,279	£64,381

Affordability - Cost Per Mile

²² <https://www.motoringresearch.com/car-news/cheaper-servicing-electric-car/>

²³ https://www.nissan.co.uk/ownership/nissan-services/service-care.html?&cid=psmf1FQFHXS_dc||pgrid|84717919825|ptaid|kwd-25594886698|pcrid|400040229796|slid||intent=&gclid=EAlaIQobChMIpp23pbPL5gIVxbTtCh0DOWFIEAAYASAAEgJ1dfD_BwE

²⁴ This is exclusive of sweepers, HGV and the Mayoral car and the fleet courtesy car

²⁵ Model on the savings delivered by the EV small panel vans

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One of the biggest costs incurred in running the fleet is fuel use and one of the biggest financial benefits to introducing ULEVs is the reduced refuelling costs, electricity being far cheaper than fuel at the pump.

Electricity price variations offer the potential for cost optimisation i.e. charging at night during when costs per kWh are cheaper. Controlling the level of charge to only that needed for the vehicle to complete its role will help manage costs further, for example a ULEV may only need a 40% charge to complete its role therefore there is no need to recharge to 100% every night.

The cost incurred providing electric and diesel/petrol to fuel the vehicle are referred to as 'Cost per Mile' e.g. simply the fuel costs incurred per mile

- a. A diesel van like those the Council operates achieves a cost per mile in the region of 17p
- b. Peugeot Partner Electric Van achieves a cost per mile in the region of 3.8p

Using electric over fossil fuel presents a saving in the region of 450%

It is very difficult to draw a clear comparison with fuel costs incurred by the Council given the level of static running and the mix of vehicles with some such as the sweepers and the city's waste vehicle return low single digit MPG figures. Additionally, fuel is purchased via fuel cards for security and audit purposes these are allocated to the individual and not the vehicle. It is also difficult to distinguish between fuel drawn for containers (for lawn mowers etc), sweepers and other vehicles.

Table 14: Affordability - Whole Life Cost + Cost Per Mile ULEV vs ICE

Type	Purchase Price		Annual Maintenance Costs		Cost Per Mile		Difference ²⁶		Cost benefit of ULEV ²⁷ over ICE
	EV	ICE	EV	ICE	EV	ICE	EV ²⁸	ICE ²⁹	
Small Panel van	£16k	£12k	£822	£1,444	3.8p	17p	£30,424	£61,728	£31,304
Large panel van	£55k	£20k	£651	£1,479	3.8p	17p	£67,372	£78,148	£10,776
Medium panel van	£43k	£15k	£554	£1,257	3.8p	17p	£54,208	£65,484	£11,276
Chassis cab tipper	£57k	£28k	£465	£1,055	3.8p	17p	£67,140	£89,060	£21,920

Potential Additional Savings

Vehicle Excise Duty (VED) VED for an EV is £0 and the ICE current fleet incurs VED at varying levels vehicle dependent.

The VED cost reduction would present an annualised saving of a fleet decarbonised in the region of £30k.

Congestion Charge The assumption is that if Cambridge were to introduce a congestion charging it would be modelled on the London ULEZ version; EVs qualifying for 100% discounts from the London congestion charge

²⁶ Assumes mileage of 10k per year for 12 years

²⁷ Assumes 12 year life cycle

²⁸ Assumes 12 year life cycle

²⁹ Assumes current 6 year life cycle therefore a replacement vehicle at the 6 year point

Capability

The capability of ULEV is comparable to that of an ICE and is improving all the time with range and payloads increasing as new models come to the market. Battery capacity will decline with age and use, potentially to around 60% of its original figure after a decade of typical use. That means an ULEV with a 100-mile range would only be capable of 60 miles on a full charge.

Table 15: ULEV Capability vs ICE Capability

Type	Pay Load - ULEV	Pay Load – ICE	Load Volume	Range (NEDC ³⁰)	Real Range World	Range @20mph
Small Panel Van Renault Kangoo ZE Maxi	650-800kg	650-800kg	4m3	168	124 Summer 72 Winter	U/K
Medium Panel Van Renault Master L1H1	1100kg	1100kg	9m3	124	75 summer 50 winter	98
Large Panel Van Renault Master L3H2	925kg	1359kg	13m3	124	75 summer 50 winter	89
Chassis Cab	1340kg	1330kg	N/A	120	U/K	U/K

The council has several vehicles that do not have a suitable EV equivalent however the market is rapidly changing and as such should be reviewed before a replacement is sought.

Currently the vehicle types below are not eligible for OLEV grant funding. These vehicles should be reviewed when due replacement as there are ULEVs providing comparable capability that could be replacements:

- Crew/Utility Cab** – Seats six drop sided van used by grounds maintenance for the collection of rubbish/bulky items/grass etc.
Recommendation: The specification of this vehicle should be reviewed; it is the requirement for an additional row of seats needed that precludes an ULEV equivalent.
The possible use of a van vault should be reviewed which could remove the need for a crew cab
- 4x4 Pick Up** – used by assets team with the requirement for off road driving
Recommendation: This vehicle type should be reviewed with a view to replace with 4 x4 transit vans giving additional utility
- Pick up tippers** – used by the street cleaning team replacement not due 2024 ULEV. To be reviewed when being replaced

Operational Benefits of an ULEV Fleet

The additional operational benefits of ULEVs are:

- Resilience Planning** The deployment of ULEVs can ensure essential services and operations are not adversely affected by any rapid rises in liquid fuel prices or any issues concerning fuel supply.
- Improved driver experience** Perfect for stop-start applications, no gear changes and clutch movements equals less stress and fatigue for drivers. There may be a benefit for operating in noise-restricted areas, especially for night-time operations.

³⁰ https://en.wikipedia.org/wiki/New_European_Driving_Cycle

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Providing the recharging infrastructure:

This is subject to another stand-alone project clarity on costs are due early in FY 20/21. The price for supply and install of the 4 x twin pedestals at Cowley Rd was £7,640, however it is very likely that these prices are could be greatly reduced.

Lease or Buy

Buying is generally cheaper over the long term however there are benefits to both approaches:

Pro Buying:

- a. Offers the best value,
- b. No mileage limits
- c. The vehicle remains an asset

Pro Leasing:

- a. Fixed monthly cost
- b. Most lease packages also include maintenance
- c. breakdown cover, if your van breaks down, the company fixes it and covers the cost.

Recommendation: Short paper on Buy vs Lease to be written

Owner: Head of Commercial Services/Fleet Commercial Manager

Impact on the Garage

ULEVs still need regular servicing according to the manufacturer's schedule although these are considerably cheaper. This means as the Council decarbonises there will be a negative financial impact on the revenue earning of the garage. However, given that any conversion to ULEV would be staged in line with vehicle replacement plan it is forecast that much of any incremental loss can be managed winning new clients and adapting to market needs as the general public and commercial clients move to EVs. The garage already carries out the servicing of the Council's current EVs, this income stream would grow as the EV fleet grows, offsetting some of the loss of a decarbonisation programme. The additional skill and experience of maintaining will become a marketed offer to the wider customer base, this is a market that will grow as the general public move to EVs.

Summary

Stage 1 or What We Can Do Now to Deliver Immediate Reduction in Carbon Footprint?

This means optimising carbon dioxide (CO₂e) reduction across the fleet saving money and time while doing so. This will be enabled through more robust policies and practices supporting the better use of telematics helping to incentivise journey planning and a reduction in the size of the fleet, improving green driving skills and developing a more robust, fit for purpose vehicle replacement programme.

The outcome will be a reduction the carbon footprint created by reducing the miles travelled and the amount of fuel consumed both of which will drive a decrease in costs.

The Council creates too much carbon and spends too much money delivering its services by vehicle, these can be greatly reduced over the near term i.e. <1 year or less. Changing how the council fleet is utilised, focusing on behaviours and working practices, embedding a new culture across our organisation will reduce the Council's carbon footprint and present an annualised saving working towards the 20250 commitment. Revising how the Council replaces its fleet, bringing rigour and challenge to the process will evidence the decisions the Council makes, ensuring that the balance between decarbonising and cost is struck.

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The recommendations in this review are forecast to save between £85k-£180k annually and somewhere in the region of 30%-50% of the fleet's CO2 emissions (156tonnes -260tonnes of carbon). That is a potential reduction of up to 9.6% of the Council's scope 1 carbon emissions.

Stage 2 or Can We Achieve a Decarbonised Fleet Over the Near Term (<6 years)?

This means delivering a measurable and quantifiable reduction in the carbon dioxide (CO2e) emissions that contribute to poor air quality and climate change through adopting new, ULEVs that are appropriate for individual service needs. The review focuses on what is achievable over the near term over the next 6 years.

The outcome will be, a robust replacement programme that delivers a ULEV fleet that is cost neutral (or potentially cost positive) reducing the fuel consumed, the carbon footprint created and associated costs when delivering council services by vehicle.

Decarbonising the fleet in an incremental, managed fashion will allow a reduction in CO2 emissions funded within current budgets. Recently purchased vehicles should not be replaced out of cycle simply in a race to decarbonise, this would incur unbalanced and unjustifiable cost, these newly purchased vehicles while they are CO2 emitters are as efficient as possible.

The decarbonised the fleet replacement cycle recommended in this review deliver an immediate saving to running costs and a reduction in the carbon footprint. Once fully implemented annual maintenance and VED (road tax) budget is forecast to reduce by in excess of £90k, annual fuel costs would reduce fourfold i.e. from £200k to £50k and the carbon output to nearly zero.

Table 16: Recommendations – Actions, Owners and Possible Savings

Action Area	Recommendations	Owner	Potential Cashable Savings
What Existing Fleet Policies Are in Place?	<p>a. Publish a central policy to cover the Council's use of telematics within the scope of GDPR that will provide consistent advice and clarity to both service managers and colleagues.</p> <p>b. Organisational policies and processes: A review of the current organisational policies and processes should take place to ensure all are aligned to support the Council's commitment to reducing its own carbon emissions.</p> <p>c. Review how the Council reports on its vehicle emissions: Increasingly, businesses are measuring and reporting their carbon emissions, including those arising from their transport activity known as Scope 3 emissions. This should be reviewed to understand what if any added value this would bring.</p>	<p>Information Governance Manager/Data Protection Officer</p> <p>Heads of Service working with the Climate Change Officer</p> <p>Climate Change Officer</p>	Nil
What Monitoring Does the Council Undertake?	<p>a. Routinely use the telematic system, in accordance with GDPR, to measure, monitor and manage vehicle usage</p> <p>b. Generate Service Specific Telematic Reports – can create many different data reports. Services should review what reports would add value to their operation and engage with Fleet Services</p>	Individual Head of Service	Nil
What Measures Does the Council Have in Place to Minimise Vehicle Mileage?	<p>a. Review usage outside of the city limits. The Council creates too much carbon and spends too much money on mileage. This is subject to several ongoing service reviews; it is evident that a large percentage of the fleet's carbon footprint and fuel cost are generated by miles could be reduced or removed completely. Services should review their mileage to understand why this happens, is it service essential, is there a better, less polluting, less costly method of delivering services without incurring these miles?</p> <p>I. There is considerable mileage, cost and CO2 incurred in</p>	Individual Head of Service	Reducing mileage outside of the City could deliver annual saving of save in the region of £60k-£150k annually (wear and tear, maintenance, fuel costs)

	<p>delivering a callout service. Stand-by vehicles based at Colwey Rd for call out could be adequate and with a manageable increase in response times Services should review how these stand-by services delivered with a focus on:</p> <ul style="list-style-type: none"> a. how many callouts by role b. the urgency of that callout. <p>II. Many colleagues currently take their vehicles home. This should be reviewed and parking for all colleagues be made available at Cowley Rd</p> <p>III. There are instances of vehicles making numerous trips from the city to distant postcodes and back to the city in a day these should be reviewed</p> <p>b. Routine use of telematics to monitor vehicle usage. Services should review in depth the fleet to ensure that vehicle use remains within policy, this should focus on journeys that do not enter the city and are incurred out of hours, i.e. weekends and evenings.</p> <p>c. Review vehicle usage to understand the disparity between vehicles mileages and how to balance this mileage out.</p> <p>d. Reduce fleet size.</p> <ul style="list-style-type: none"> I. Vehicles with consistently low mileage should be removed from the fleet. It is highly likely that these are retained for convenience purposes, the current corporate car club contract may be able to service this need. II. Services should discuss their need with the corporate contract manager who will liaise with Enterprise to enable provision III. This measure would remove ongoing cost of vehicle replacement, fuel, maintenance and tax. IV. It would incur additional cost using the car club. If robustly managed these costs to be kept to a minimum especially given the need must be minimal very low mileages these vehicles have incurred. V. The review identified a number of vehicles that incur under 	<p>Individual Head of Service</p> <p>Individual Head of Service</p> <p>Individual Head of Service</p>	<p>Removing the planned replacement of all vehicles used under 50miles per week would remove:</p> <p>£130k replacement costs from the budget</p> <p>£10k from maintenance budget</p> <p>Zero tax liability for</p>
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	<p>50 miles a week, these vehicles should be reviewed to understand if these are needed.</p> <p>e. Review and monitor visits to Cowley Rd. There should be very few Cowley Rd visits first thing in the morning by the E&F fleet. These visits should be routinely monitored.</p>	<p>Individual Head of Service</p>	<p>ULEV would save £30k annually</p>
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<p>How Does the Council Encourage Fuel Efficient Vehicle Use?</p>	<p>a. Publish a guidance note to support the drivers in moderating their driving style to reduce fuel consumption.</p>	Commercial Fleet Manager	
	<p>Develop systems for reducing fuel costs, consumption and emissions. The following programme would improve fuel efficiency:</p> <p>Step 1 Engage colleagues to ensure they understand their role and responsibilities in improving fuel efficiency</p> <ul style="list-style-type: none"> Any engagement should cover both financial and environmental benefits of green driving Services to conduct a training needs analysis identifying any knowledge gaps preventing the success of a programme to reduce fuel consumption <p>Step 2 Managing and improving fuel efficiency</p> <ul style="list-style-type: none"> Restrict vehicle speeds to 50mph <ul style="list-style-type: none"> Deliver training to include safe loading, driving standards and green driving <p>Step 3 Monitoring and setting targets</p> <ul style="list-style-type: none"> Collect and monitor fuel data Routinely monitor fuel economy for each vehicle and driver Use measurable performance indicators to aid/support an improvement in fuel consumption. 	<p>Individual Head of Service</p>	<p>£15k-20k if a green driving culture is embedded with an additional £10k if static running being reduced by 80%</p>
		Head of Commercial Services	£10k if vehicles are restricted to 50mph
		Individual Head of Service	
	Individual Head of Service		

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How does the Council ensure it use the cleanest and most efficient vehicles?	<p>Review the use of the R+R fund, should replacements be bid for on a need basis through the budget setting process.</p> <p>Review the Procurement Cycle to provide a robust replacement cycle that can evidence decisions.</p> <p>Review vehicle capability Could the current vehicles sizes be reduced is there a different way of delivering the services with a smaller, more compact, less costly fleet.</p>	<p>Head of Finance</p> <p>Head of Commercial Services</p> <p>Head of Commercial Services</p>	
The current 6 years vehicle life of an ICE should be extended to 12 years for an ULEV.	<p>Test the viability of this doubling of a vehicle's life from 6 years to 12 years should be explored separating out the results by vehicle type. Currently a ULEV battery can be expected to remain in a workable condition for 10yr+ with most manufacturers giving a 5yr to 8yr warranty on their battery. Current predictions expect that an ULEV battery will last from 10 – 20 years before they need to be replaced.</p>	<p>Head of Commercial Services</p> <p>Commercial Fleet Manager</p>	This life extension would be a 100% saving in purchase costs over this lifetime of a vehicle.
Standardisation of the fleet	<p>The fleet should be reviewed to understand what, if any, benefits there would be in a simplified, standardised fleet understanding that on occasions some requirements may fall outside of a standard list.</p>	Fleet Commercial Manager	Potential reduction in time and cost when procuring Servicing and parts supply would be simpler Possible economy of scale if using a single supplier
Review Carbon Pricing	<p>Review Carbon Pricing; should the use of a market-based mechanisms such as carbon pricing form part of the cost calculations?</p>	<p>Head of Finance</p> <p>Head of Commercial Services</p> <p>Climate Change Officer</p>	N/A

Appendix

<p>Currently the vehicle types below are not eligible for and OLEV grant funding. These vehicles should be reviewed:</p>	<p>Crew/Utility Cab – Seats six drop sided van used by grounds maintenance for the collection of rubbish/bulky items/grass etc. The specification of this vehicle should be reviewed; it is the requirement for an additional row of seats needed that precludes an ULEV equivalent. The possible use of a van vault should be reviewed which could remove the need for a crew cab</p> <p>4x4 Pick Up – used by assets team with the requirement for off road driving This vehicle type should be reviewed with a view to replace with 4 x4 transit vans giving additional utility</p>	<p>Fleet Commercial Manager</p>	
<p>Lease or Buy Option</p>	<p>Short paper on Buy vs Lease to be written</p>	<p>Head of Commercial Services Fleet Commercial Manager</p>	<p>TBC</p>

Appendix

Review of the Procurement Cycle

The Current Procurement Cycle is informal and follows the following process:

- a. Fleet Manager runs a search via the TRACE system for vehicles due replacement (replacement date review is at the 6-year point)
- b. The Fleet Manager reviews the vehicle using the following criteria Age, Condition, mileage, maintenance costs
- c. The Fleet Manager contacts the end users to advise which vehicles that are deemed suitable for replacement
- d. Fleet Manager conducts an informal review with the end users
- e. The Fleet Manager engages with Finance to ensure the R+R fund has the monies to fund the vehicles for replacement
- f. The Fleet Manager writes the replacement programme paragraph for BSR report (This is the only formal document completed if there is no increase the fleet size)
- g. Replacement programme discussed as part of the BSR agenda at full council
- h. The Fleet Manager meets the end users Meet to discuss requirements – identify vehicle type and specification
- i. The Fleet Manager completes market research and procures to deliver a balance between best value and delivering a decarbonised fleet

Revised Procurement Cycle flow

- a. Fleet Commercial Manager conducts a search via the TRACE system for vehicles due replacement (replacement date review to move to 12yr point)
- b. The Fleet Commercial Manager reviews the vehicle using the following criteria Age, Condition, mileage, maintenance costs
- c. The Fleet Commercial Manager contacts the end users to advise which vehicles that are deemed suitable for replacement
- d. Service Management conducts a formal review with support from the Fleet Commercial Manager
- e. Service Management writes a formal BC for each vehicle purchase evidencing that the replace or remove, EV or ICE review has taken place completes market research and procures to deliver a balance between best value and delivering a decarbonised fleet
- f. Service Management write a formal bid to form part of the BSR process
- g. Fleet Commercial Manager writes the replacement programme paragraph for BSR report
- h. Replacement programme allocated funds from BSR at full council

Revised Business Case – The case to Replace or Remove, ULEV or ICE: The following should inform any business case, evidencing there is real need for a replacement vehicle:

- a. Why is the vehicle needed, what are the service impacts of removing and not replacing the vehicle?
- b. Role of the vehicle
- c. Carbon footprint of the vehicle
- d. Age of current vehicle
- e. Condition of vehicle
- f. Mileage of vehicle

Appendix

- g. Whole life costs incurred to date
- h. Utilisation
- i. Type of fuel of existing vehicle

Revised vehicle specification processes: The vehicle specification process should evidence that cleaner vehicles and technologies have been reviewed


- a. Requirement of the user department – what is the vehicle to be used for
- b. Vehicle fuel type, have viable ULEVs alternatives been considered
 - I. Required Avg daily mileage
 - II. Payload required
- c. Whole life cost comparison - ULEVs vs diesel/petrol
 - I. Projected maintenance regime and costs incurred
 - II. Annual mileage expected
 - III. Forecast of how long vehicle will be required

Revised Roles and Responsibilities in the Fleet Procurement Cycle

Table 17: Recommended Revised Roles and Responsibilities

Service Management	<ul style="list-style-type: none">• Are accountable for a robust procurement process• Delivering Carbon Reduction target on any new vehicle• Is responsible for identifying requirements i.e. is the vehicle fit for purpose• Writes the Business case• Owns the specification of the vehicle• Achieving best value for money
Fleet Commercial Manager	<ul style="list-style-type: none">• Is responsible for accessing the market informing any business case of the alternatives available• Informs and advises the Service of whole life costs, EV alternatives etc• Works in partnership with the Service Management to achieve best value for money
Procurement Service	<ul style="list-style-type: none">• Are responsible for advising the Service during the procurement process and complying with public procurement regulations.
Financial Service	<ul style="list-style-type: none">a. Will support the decision-making process to ensure that the replacement programme does not exceed allocated budgets.

Table 18 – Vehicle idling incurred after the vehicle has been stopped with ignition on for more than 2 minutes

<div>  <div>Vehicle utilisation for Cambridge - All</div> </div>						
Period: 01/10/2019 - 31/10/2019						
Vehicle	Month	Distance (miles)	Travel time	Idling time	Idling (%)	Max speed
AE59 FCM, Fleet 0205 - Kubota M9540	10/2019	2.0	0:49	5:46	87.5%	8.1
FG58 WKB, Fleet 0272 - Ford Transit	10/2019	20.5	1:29	2:22	61.4%	53.4
AF14 UXV, Fleet 0216 - 02706 Ford Transit	10/2019	419.4	50:27	50:21	49.9%	54.7
AD15 JUX, Fleet 0092 - Schmidt Swingo	10/2019	224.7	32:29	28:19	46.6%	32.9
AF10 VBO, Fleet 0243 - Ford Ranger	10/2019	787.9	84:30	71:59	46.0%	44.7
AK67 VGO, Fleet 0018 - 03001 Vauxhall Movano L3H3	10/2019	178.6	10:20	8:39	45.5%	62.2
AK60 LFE, Fleet x234 - 02706 Ford Transit	10/2019	471.5	32:01	25:08	44.0%	65.9
AF10 VBM, Fleet 0242 - Ford Ranger	10/2019	461.7	56:58	44:13	43.7%	48.5
AF63 OTD, Fleet 0095 - Peugeot Expert	10/2019	1298.0	51:10	36:16	41.5%	79.6
AK67 VGC, Fleet 0219 - Vauxhall Movano	10/2019	734.8	64:34	43:58	40.5%	57.2
AE63 DHP, Fleet 00269 - Ford Ranger	10/2019	399.4	26:24	17:15	39.5%	74.0
FG19 NKH, Fleet 0088 - DAF FALF230	10/2019	659.5	122:48	75:04	37.9%	50.3
AE16 APO, Fleet 0209 - Massey MF5712	10/2019	309.4	40:00	23:19	36.8%	49.7
AK60 LFJ, Fleet 0066 - 02106 Ford Transit	10/2019	135.7	14:39	8:10	35.8%	42.3
AE62 AWZ, Fleet 0203 - 02706 Ford Transit	10/2019	1065.4	93:27	51:27	35.5%	54.7
AE18 SUH, Fleet 0024 - Peugeot Boxer	10/2019	523.6	41:00	20:43	33.6%	66.5
AF10 UYZ, Fleet 0010 - Ford Ranger	10/2019	66.4	6:29	3:14	33.3%	32.3
AF10 VAY, Fleet 0241 - Ford Ranger	10/2019	1030.7	85:24	39:33	31.7%	62.2
AE14 UVZ, Fleet 0026 - Ford Transit	10/2019	1212.6	125:26	55:52	30.8%	66.5
AE18 SRZ, Fleet 0058 - Peugeot Boxer	10/2019	1438.7	73:24	29:45	28.8%	67.1
AE68 YPT, Fleet 0211 - Vauxhall Movano	10/2019	257.4	21:54	8:31	28.0%	60.9
EJ16 VAO, Fleet 0020 - Nissan NV200	10/2019	537.0	45:47	17:05	27.2%	63.4
AX68 XJP, Fleet 0041 - 03001 Toyota Hilux	10/2019	88.6	6:44	2:28	26.8%	60.9
AE18 TPV, Fleet 0215 - Vauxhall Movano	10/2019	337.2	32:27	11:33	26.3%	56.6
AF67 ZGZ - Fleet 233, Fleet 0233 - Vauxhall Movano	10/2019	241.6	23:17	8:06	25.8%	56.6
AE10 LDF, Fleet 0226 - John Deere 3720	10/2019	219.0	15:29	5:20	25.6%	54.1
AE13 SWZ, Fleet 0048 - 03009 Ford Ford	10/2019	472.5	40:48	13:04	24.3%	54.1
AF12 LYW, Fleet 0231 - Ford Transit	10/2019	410.7	28:29	9:02	24.1%	55.3
AF12 LXW, Fleet 0204 - 02106 Ford Transit	10/2019	392.5	33:18	10:22	23.7%	54.1
AE68 YPP, Fleet 0225 - Vauxhall Movano	10/2019	315.4	26:58	8:13	23.4%	51.0
AE18 SRU, Fleet 0076 - 02001 Peugeot Boxer	10/2019	1080.2	52:51	16:09	23.4%	55.9
AE63 DHA, Fleet 0206 - 2706 Ford Transit	10/2019	345.5	29:29	8:32	22.5%	54.7
GK65 DKN, Fleet 0252 - Scarab Minor	10/2019	548.8	72:05	20:55	22.5%	38.5
AK67 VGD, Fleet 0202 - Vauxhall Movano	10/2019	495.5	45:23	13:01	22.3%	51.0
AF11 OSV, Fleet 0064 - 02106 Ford Transit	10/2019	573.8	42:28	11:57	22.0%	54.1
AK66 SEY, Fleet 0214	10/2019	334.4	32:14	8:58	21.8%	52.8
AE13 SYO, Fleet 0027 - 02706 Ford Transit	10/2019	106.8	10:58	3:02	21.7%	43.5
AE13 SWW, Fleet 0213 - Ford Transit	10/2019	406.7	44:15	12:12	21.6%	33.6
VU68 MVY, Fleet 08 - 02706 Dennis Eagle Elite	10/2019	1300.7	165:38	43:52	20.9%	55.3
FD58 AEJ, Fleet 0217 - Ford Transit	10/2019	333.0	31:43	7:53	19.9%	57.2
FG08 TNN - Fleet 82, Ford Transit	10/2019	385.7	24:52	5:44	18.7%	54.7
AF63 OTK, Fleet 0256 - Peugeot Expert	10/2019	1553.9	63:15	14:24	18.5%	75.2
AF62 HNA, Fleet 0258 - Ford Transit	10/2019	724.4	29:34	6:29	18.0%	68.4
EU62 FPE, Fleet 0108 - Ransomes HR300	10/2019	2.5	1:19	0:17	17.8%	9.9
AE13 SZK, Fleet 0212 - 02706 Ford Transit	10/2019	615.7	48:03	8:57	15.7%	54.7
AK66 SHJ, Fleet 0011 - 03009 Vauxhall Movano	10/2019	387.4	33:54	6:06	15.3%	53.4
AE13 SXZ, Fleet 0266 - 02001 Ford Transit	10/2019	551.8	29:46	5:13	14.9%	69.0
AE17 EEG, Fleet 0110 - Kubota F3890 Rotary	10/2019	72.0	22:15	3:42	14.3%	11.2
AE18 SSK, Fleet 0096 - Peugeot Boxer	10/2019	1702.5	62:22	9:59	13.8%	65.3
ET16 ETU, Fleet 0055 - 02106 Nissan NV200	10/2019	347.3	28:24	4:30	13.7%	65.9

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AE18 SUF, Fleet 0270 - Peugeot Boxer	10/2019	1444.7	59:57	9:18	13.4%	65.9
AK12 JBX, Fleet 085 - Ford Transit Connect	10/2019	524.2	42:03	6:11	12.8%	58.4
AE18 SSV, Fleet 09 - 02001 Peugeot Boxer	10/2019	1029.0	45:41	5:52	11.4%	66.5
AE13 SWY, Fleet 02 - 03009 Ford Transit	10/2019	490.0	39:23	4:50	10.9%	54.1
AF13 NYG - Fleet 25, Ford Transit	10/2019	973.4	44:39	5:27	10.9%	70.9
AE14 OSX, Fleet 0210 - 02001 Peugeot Partner	10/2019	185.6	15:17	1:48	10.6%	47.2
AF63 OTB, Fleet 0090 - Peugeot Expert	10/2019	269.8	12:45	1:30	10.5%	69.6
AY60 DWN, Fleet 0223 - Kubota M9540	10/2019	452.0	86:41	9:49	10.2%	23.6
AE18 SSX, Fleet 0069 - Peugeot Boxer	10/2019	565.6	43:02	4:39	9.8%	66.5
AE18 SRV, Fleet 0029 - Peugeot Boxer	10/2019	703.6	44:55	4:37	9.3%	68.4
AK63 LDL, Fleet 0040 - Ford Transit	10/2019	357.0	23:53	2:21	9.0%	64.0
AE18 SSJ, Fleet 0068 - Peugeot Boxer	10/2019	1142.4	47:17	4:34	8.8%	65.9
AE18 SRX, Fleet 0030 - Peugeot Boxer	10/2019	1643.8	76:52	7:19	8.7%	67.1
YR16 OFA, Fleet 59 - 02001	10/2019	222.6	16:58	1:35	8.6%	62.2
AE18 SSZ, Fleet 0050 - Peugeot Boxer	10/2019	1328.0	54:38	5:06	8.6%	68.4
AD59 PLN, Fleet 0056 - Ford Transit	10/2019	118.2	9:37	0:52	8.4%	58.4
AE14 OSZ, Fleet 0230 - Peugeot Partner	10/2019	423.1	18:25	1:34	7.9%	72.7
AE18 SSO, Fleet 0227 - Peugeot Boxer	10/2019	580.9	21:52	1:44	7.4%	65.9
AE18 SUO, Fleet 0091 - Peugeot Boxer	10/2019	2261.2	91:17	7:09	7.3%	67.1
AF63 OTA, Fleet 01 - 02001 Peugeot Expert	10/2019	772.3	45:42	3:22	6.9%	75.8
AE63 DFJ, Fleet 0087 - Ford Transit	10/2019	565.1	39:45	2:45	6.5%	54.7
AK03 VPL, Fleet 0274 - Ford Ranger	10/2019	109.4	9:25	0:34	5.8%	41.0
AE18 STX, Fleet 0078 - Peugeot Boxer	10/2019	183.8	10:19	0:35	5.5%	66.5
FL08 HXW - Fleet 07, Ford Transit	10/2019	260.7	18:19	1:03	5.5%	69.0
AF63 OTJ, Fleet 0253 - Peugeot Expert	10/2019	739.3	33:20	1:43	4.9%	71.5
AD59 PJJ, Fleet 0044 - 03007 Ford Transit Connect	10/2019	515.7	44:47	2:06	4.5%	69.0
AE14 LHG - Fleet 131, John Deere Mower	10/2019	330.7	88:04	4:08	4.5%	12.4
AE18 SSU, Fleet 0075 - Peugeot Boxer	10/2019	1148.8	52:55	2:22	4.3%	66.5
PJ61 KLF, Fleet 0014 - Mercedes Vito	10/2019	149.1	6:02	0:14	3.8%	60.9
AE18 SUA, Fleet 0099 - Peugeot Boxer	10/2019	1256.9	54:05	1:17	2.3%	66.5
AE18 STZ, Fleet 0098 - Peugeot Boxer	10/2019	1338.4	37:04	0:40	1.8%	67.1
AF63 OTL, Fleet 0268 - Peugeot Expert	10/2019	795.8	35:21	0:26	1.2%	71.5
FM57 HKJ, Fleet 0093 - Ford Transit	10/2019	1328.9	49:18	0:27	0.9%	55.9

Table 19 Anonymised Fuel card Usage for Oct 2019

Card Group	Site Name	Product	Mileage	Reg.	Quantity	Currency	Net	VAT	Gross
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE63DHA	22.65	GBP	24.44	4.89	29.33
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE63DHA	62.29	GBP	66.54	13.31	79.85
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE63DHA	95.42	GBP	102.33	20.46	122.79
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL		E62AWZ	49.36	GBP	52.19	10.44	62.63
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL		VU68MVY	65.12	GBP	87.88	17.58	105.46
Street Cleansing - 02706	TEVERSHAM SFC, CAMBRIDGE	DIESEL		AE68YPZ	52.55	GBP	55.56	11.11	66.67
Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	12680	AE18SSO	46.46	GBP	49.82	9.97	59.79
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL		AE68YPZ	57.95	GBP	62.15	12.42	74.57
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	42334	AE14UVZ	36.87	GBP	39.39	7.88	47.27
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	42681	AE14UYZ	50.8	GBP	54.48	10.89	65.37
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	43021	AE14UVZ	39.44	GBP	41.7	8.34	50.04
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	5123	FD68NBM	55	GBP	59.35	11.87	71.22
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	5377	FD68NBM	55.02	GBP	58.78	11.75	70.53
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	5646	FD58NBW	55	GBP	58.15	11.63	69.78
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	5912	FD68NBM	55	GBP	57.94	11.59	69.53
City Homes - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	11107	AE18SRV	75.64	GBP	81.62	16.33	97.95
City Homes - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	11587	AE18SRV	74.35	GBP	78.61	15.72	94.33
City Homes - 02001	TEVERSHAM SFC, CAMBRIDGE	PREMIUM DIESEL	84870	AF13MYG	68.53	GBP	93.76	18.75	112.51
City Homes - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	85429	AF13MYG	70.42	GBP	75.52	15.1	90.62
City Homes - 02001	TEVERSHAM SFC, CAMBRIDGE	PREMIUM DIESEL	85899	AF13NYJ	59.85	GBP	81.33	16.26	97.59
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	129509	FM57HKJ	10.13	GBP	10.93	2.19	13.12
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	129576	FM17HKJ	9.7	GBP	10.47	2.09	12.56
Voids & Lettings - 02001	THOUSAND GUINEAS CONNECT NEWM	DIESEL	129650	FM57HKJ	7.67	GBP	8.16	1.63	9.79
Voids & Lettings - 02001	THOUSAND GUINEAS CONNECT NEWM	DIESEL	129736	FN57HKJ	12.47	GBP	13.27	2.65	15.92
Voids & Lettings - 02001	THOUSAND GUINEAS CONNECT NEWM	DIESEL	129819	FM57HKJ	11.05	GBP	11.64	2.33	13.97
Voids & Lettings - 02001	THOUSAND GUINEAS CONNECT NEWM	DIESEL	129872	FM57HKJ	6.39	GBP	6.73	1.35	8.08
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	129940	FM57HKJ	10.62	GBP	11.35	2.26	13.61
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	130001	FM57HGJ	7.92	GBP	8.46	1.69	10.15
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	130080	FM57HKJ	11.09	GBP	11.85	2.37	14.22
Voids & Lettings - 02001	RONTEC MILFORD BARTON MILLS	DIESEL	130112	FM57HKJ	5.42	GBP	5.71	1.14	6.85
Voids & Lettings - 02001	RONTEC MILFORD BARTON MILLS	DIESEL	130170	FM57HKJ	6.23	GBP	6.56	1.31	7.87
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	130216	FM57HKJ	6.17	GBP	6.59	1.32	7.91
Voids & Lettings - 02001	THOUSAND GUINEAS CONNECT NEWM	DIESEL	130310	FM57HKJ	11.11	GBP	11.75	2.35	14.1
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	130364	FM57HKJ	9.06	GBP	9.72	1.94	11.66
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	130421	FM57HKJ	7.62	GBP	8.17	1.64	9.81
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	130475	FM57HKJ	8.73	GBP	9.36	1.87	11.23
Voids & Lettings - 02001	THOUSAND GUINEAS CONNECT NEWM	PREMIUM DIESEL	130539	FL57HKJ	8.01	GBP	11.18	2.24	13.42
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	130597	FM57HKJ	9.05	GBP	9.57	1.91	11.48
Voids & Lettings - 02001	THOUSAND GUINEAS CONNECT NEWM	DIESEL	130668	FN57HKJ	8.87	GBP	9.25	1.84	11.09
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	130720	FM58HKJ	7.82	GBP	8.24	1.65	9.89
Voids & Lettings - 02001	THOUSAND GUINEAS CONNECT NEWM	DIESEL	130800	FM57HKJ	15.38	GBP	15.97	3.2	19.17
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	46640	AF63OTL	59.12	GBP	63.16	12.63	75.79
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	47140	AF63OTL	58.77	GBP	61.91	12.39	74.3
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		GK65DKN	36.47	GBP	39.35	7.88	47.23
Street Cleansing - 02706	GIRTON S/STN CAMBRIDGE	DIESEL		GK65DKN	29.7	GBP	32.05	6.41	38.46

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Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		GK65DKN	32.66	GBP	34.89	6.98	41.87
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		GK65DKN	38.95	GBP	41.61	8.32	49.93
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		GK65DKN	31.91	GBP	34.22	6.84	41.06
Street Cleansing - 02706	GIRTON S/STN CAMBRIDGE	DIESEL		GK65DKN	32.68	GBP	35.05	7.01	42.06
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		GK65DKN	37.24	GBP	39.94	7.98	47.92
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		GK65DKN	36.18	GBP	38.25	7.65	45.9
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		GK65DKN	36.9	GBP	39.01	7.81	46.82
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		GK65DKN	33.09	GBP	34.86	6.97	41.83
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		GK65DKN	34.07	GBP	35.89	7.18	43.07
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AK67VGC	37.63	GBP	40.2	8.04	48.24
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	13960	AK67VGC	59	GBP	63.27	12.66	75.93
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		15LVU	35.98	GBP	38.59	7.71	46.3
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE15LVU	30.16	GBP	32.34	6.47	38.81
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	88	FG19NKH	138.96	GBP	146.92	29.39	176.31
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE18SUA	73.68	GBP	78.71	15.74	94.45
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE18SUA	62.05	GBP	66.54	13.31	79.85
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		ID15JUX	33.4	GBP	36.04	7.21	43.25
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AD15JUX	21.64	GBP	23.35	4.67	28.02
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AD15JUX	42.99	GBP	46.39	9.28	55.67
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE14UVZ	69.61	GBP	73.33	14.67	88
Chypps - 06008	THOUSAND GUINEAS CONNECT NEWM	DIESEL	764	KX19BCN	63	GBP	67.04	13.41	80.45
Chypps - 06008	BARRETT LEE S/STN,SUDBURY	DIESEL	1043	KX19VCN	61.24	GBP	66.08	13.22	79.3
Chypps - 06008	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	1940	KX19BCN	61.13	GBP	65.56	13.11	78.67
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL		AE14UVZ	74.1	GBP	79.96	15.99	95.95
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	45554	AF63OTJ	61.43	GBP	65.88	13.17	79.05
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	45973	AF63OTJ	60.65	GBP	63.89	12.78	76.67
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	20919	AE18STZ	55.41	GBP	59.19	11.84	71.03
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	21388	AE18STZ	59.57	GBP	63.88	12.78	76.66
Response - 02001	MRH WATERBEACH SST. CAMBRIDGE	DIESEL	19289	AE18SSU	53.13	GBP	55.96	11.19	67.15
Response - 02001	MRH WATERBEACH SST. CAMBRIDGE	DIESEL	43424	FE57EZR	38.49	GBP	40.54	8.11	48.65
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	19387	AE18SSU	62.4	GBP	66.92	13.38	80.3
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	30835	VU68MVY	41.8	GBP	45.11	9.02	54.13
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	30938	VU68NVY	65.77	GBP	70.97	14.2	85.17
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	30993	VU68MVY	37.31	GBP	40.26	8.05	48.31
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	31161	VU68MVY	94.57	GBP	101.03	20.2	121.23
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	32170	VU68MVY	59.9	GBP	63.99	12.8	76.79
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	31458	VU68MVY	28.25	GBP	30.18	6.04	36.22
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	31900	VU68MVY	57.68	GBP	61.86	12.37	74.23
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	32015	VU68MVY	67.7	GBP	72.6	14.52	87.12
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	32113	VU68MVY	46.9	GBP	50.3	10.05	60.35
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	32493	VU68MVY	54.16	GBP	57.26	11.46	68.72
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	32601	VU68MVY	49.82	GBP	52.67	10.54	63.21
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	32680	VU68MVY	45.23	GBP	47.82	9.57	57.39
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	32793	VU67MVY	55.25	GBP	58.21	11.64	69.85
Enforcement Services - 03007	MALTHURST ORCHARD	DIESEL	41995	AK12JBX	38.69	GBP	41.75	8.35	50.1
Enforcement Services - 03007	MALTHURST ORCHARD	DIESEL	42281	AK12JBX	40.75	GBP	43.09	8.61	51.7
Response - 02001	MALTHURST ORCHARD	DIESEL	68339	AF62HNO	72.91	GBP	77.89	15.58	93.47
Response - 02001	MRH ARRINGTON SST. ROYSTON	DIESEL	68778	AF62HNA	72.76	GBP	76.93	15.38	92.31

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Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	18678	AE18SUF	73.32	GBP	79.12	15.82	94.94
Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	19131	AE18SUF	72.7	GBP	77.67	15.53	93.2
Voids & Lettings - 02001	GIRTON S/STN CAMBRIDGE	DIESEL	19846	AE18SUF	61.15	GBP	65.58	13.11	78.69
Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	19882	AE18SUF	70.62	GBP	74.4	14.88	89.28
City Homes - 02001	MALTHURST ORCHARD	DIESEL	20558	AE18SRZ	58.75	GBP	63.4	12.68	76.08
City Homes - 02001	MALTHURST ORCHARD	DIESEL	20946	AE18SRZ	55.88	GBP	59.7	11.94	71.64
City Homes - 02001	MALTHURST ORCHARD	DIESEL	21347	AE18SRZ	58.03	GBP	61.36	12.27	73.63
City Homes - 02001	MALTHURST ORCHARD	DIESEL	21778	AE18SRZ	62.45	GBP	65.79	13.16	78.95
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	55778	AK63LDL	72.63	GBP	77.59	15.52	93.11
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL	23716	AE18SSJ	76.92	GBP	103.81	20.77	124.58
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	37586	AE14OSZ	37.56	GBP	40.28	8.06	48.34
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	56207	AK63LDL	52.41	GBP	55.21	11.05	66.26
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	37925	AE14OSZ	28.72	GBP	30.26	6.05	36.31
City Homes - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	8672	AE18SSX	70.29	GBP	75.38	15.07	90.45
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		AE14LHJ	28.58	GBP	30.84	6.17	37.01
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		AE14LHG	32.47	GBP	34.69	6.94	41.63
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		AE14LHG	29.45	GBP	31.46	6.29	37.75
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		IAF14LHG	31.61	GBP	33.77	6.75	40.52
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		FD68MBJ	63.66	GBP	68.27	13.65	81.92
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		IE14LHG	10.59	GBP	11.36	2.27	13.63
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		AE14LHJ	29.21	GBP	31.32	6.27	37.59
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		AE14LHG	38.07	GBP	40.25	8.05	48.3
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		AE14LHG	32.37	GBP	34.22	6.85	41.07
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		AE14LHG	33.58	GBP	35.38	7.07	42.45
Streets & Open Spaces - 02706	TEVERSHAM SFC, CAMBRIDGE	DIESEL		AE14LHG	36.56	GBP	38.52	7.7	46.22
Enforcement Services - 03007	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	4813	AK66SHJ	55.12	GBP	58.28	11.65	69.93
Response - 02001	MALTHURST ORCHARD	DIESEL	39507	AE58AWO	40.89	GBP	44.12	8.83	52.95
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	39912	AE58AWO	46.92	GBP	50.12	10.03	60.15
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL	40322	AE58AWO	47.62	GBP	64.27	12.85	77.12
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	40645	AE58AWO	37.58	GBP	39.73	7.95	47.68
City Homes - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL	16750	AE18SRU	83.99	GBP	113.35	22.67	136.02
City Homes - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	17200	AE18SRU	82.27	GBP	88.23	17.64	105.87
City Homes - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	17660	SA18RU	75.45	GBP	79.49	15.89	95.38
Response - 02001	CHILDERLEY GATE SSTN CAMBRIDGE	DIESEL	13822	AE18SSZ	76.48	GBP	80.56	16.11	96.67
Response - 02001	CHILDERLEY GATE SSTN CAMBRIDGE	DIESEL	14290	AE18SSZ	78.04	GBP	81.34	16.27	97.61
Response - 02001	CHILDERLEY GATE SSTN CAMBRIDGE	DIESEL	14721	AE18SSZ	72.96	GBP	75.77	15.15	90.92
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		OU19BHL	34.91	GBP	37.67	7.54	45.21
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AU19BJL	34.97	GBP	37.36	7.47	44.83
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AU19BHL	29.32	GBP	31.32	6.27	37.59
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE19BHL	22.12	GBP	23.72	4.75	28.47
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		EAE19PI2	33	GBP	35.39	7.08	42.47
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	56422	AF63OTA	63.18	GBP	67.5	13.49	80.99
Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	56943	AF63OTA	23.03	GBP	24.35	4.87	29.22
Parking Services - 24201	MALTHURST ORCHARD	DIESEL	69724	AD06FRN	24.98	GBP	26.79	5.36	32.15
Enforcement Services - 03007	MRH DOWNFIELDS SST. SOHAM	DIESEL	25000	AD59PJJ	34.6	GBP	36.44	7.29	43.73
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL		AE13SZK	58.61	GBP	63.25	12.65	75.9
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL		AE13SZK	62.08	GBP	65.4	13.08	78.48
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL		AD15JUX	44.8	GBP	60.46	12.09	72.55

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Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AD15JUX	43.82	GBP	46.81	9.37	56.18
Street Cleansing - 02706	TEVERSHAM SFC, CAMBRIDGE	DIESEL		AE13SWZ	69.87	GBP	73.87	14.78	88.65
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE13SWZ	18.52	GBP	19.58	3.92	23.5
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		KX64CSY	23.69	GBP	24.96	4.99	29.95
Voids & Lettings - 02001	CHILDERLEY GATE SSTN CAMBRIDGE	DIESEL	14025	AE18SSV	71.39	GBP	75.97	15.19	91.16
Voids & Lettings - 02001	CHILDERLEY GATE SSTN CAMBRIDGE	DIESEL	14435	AE18SSV	36.29	GBP	38.37	7.68	46.05
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	14645	AE18SSV	70.71	GBP	74.76	14.95	89.71
Voids & Lettings - 02001	CHILDERLEY GATE SSTN CAMBRIDGE	DIESEL	15056	AE18SSV	70.72	GBP	73.44	14.69	88.13
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE62AWZ	44.53	GBP	48.05	9.61	57.66
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	30440	AE18SUO	64.19	GBP	69.27	13.85	83.12
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	30840	AE18SUD	60.89	GBP	65.71	13.14	78.85
Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	31325	AE18SUO	72.17	GBP	77.1	15.42	92.52
Voids & Lettings - 02001	MRH WATERBEACH SST. CAMBRIDGE	DIESEL	31608	AE18SUO	42	GBP	44.41	8.88	53.29
Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL	31960	AE18SUO	55.56	GBP	74.98	15	89.98
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	32218	AE18SUO	41.77	GBP	44.16	8.84	53
Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	32632	AE18SUO	65.54	GBP	69.05	13.81	82.86
Enforcement Services - 03007	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL	50	AD59PJJ	37.41	GBP	50.49	10.09	60.58
Street Cleansing - 02706	GIRTON S/STN CAMBRIDGE	DIESEL	6439	FD68NDE	57.37	GBP	61.29	12.26	73.55
Street Cleansing - 02706	GIRTON S/STN CAMBRIDGE	DIESEL	6861	FD68NDE	60.06	GBP	63.5	12.7	76.2
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	42722	AF63OTG	67.22	GBP	72.09	14.41	86.5
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	53.29	GBP	56.93	11.39	68.32
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	38.08	GBP	40.68	8.14	48.82
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	37.14	GBP	39.68	7.93	47.61
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	50.39	GBP	53.83	10.77	64.6
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	38.57	GBP	41.2	8.25	49.45
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	34.04	GBP	36.5	7.31	43.81
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	42.96	GBP	46.07	9.21	55.28
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	35.4	GBP	37.96	7.6	45.56
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	40.91	GBP	43.87	8.78	52.65
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	32.43	GBP	34.29	6.86	41.15
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL		AY60DWN	44.15	GBP	59.58	11.92	71.5
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL		AY60DWN	48.86	GBP	65.94	13.19	79.13
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	15.16	GBP	16.03	3.2	19.23
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL		AF14UXV	93.6	GBP	126.32	25.26	151.58
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	61.91	GBP	65.22	13.05	78.27
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	46.43	GBP	48.91	9.79	58.7
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AY60DWN	41.96	GBP	44.2	8.85	53.05
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	PREMIUM DIESEL	3641	AE18STX	57.45	GBP	78.6	15.72	94.32
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL	102082	FM08KZP	71.96	GBP	97.12	19.42	116.54
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	103994	FL08HXW	70.76	GBP	75.88	15.18	91.06
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	23303	AE18SSJ	64.11	GBP	68.49	13.7	82.19
Response - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	AD BLUE PACK	23303	AE18SSJ	1	GBP	20.99	4.2	25.19
Response - 02001	MRH MARCH SERVICE ST. MARCH	DIESEL	24236	AE18SSJ	76.93	GBP	81.05	16.21	97.26
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		DX113K	80	GBP	86.33	17.26	103.59
Street Cleansing - 02706	TEVERSHAM SFC, CAMBRIDGE	DIESEL		VU68MVY	124.91	GBP	133.95	26.79	160.74
Street Cleansing - 02706	TEVERSHAM SFC, CAMBRIDGE	DIESEL		VU68MVY	82.37	GBP	87.09	17.42	104.51
Street Cleansing - 02706	TEVERSHAM SFC, CAMBRIDGE	DIESEL		VU68MVY	42.73	GBP	45.02	9	54.02
Street Cleansing - 02706	TEVERSHAM SFC, CAMBRIDGE	DIESEL		VU68MVY	94.1	GBP	99.13	19.83	118.96

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Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	9	OU19BHJ	20.29	GBP	21.68	4.33	26.01
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	9	OU19BHJ	21.83	GBP	23.32	4.67	27.99
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	8	OU19BHJ	26.15	GBP	27.94	5.58	33.52
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	8	OU19BHJ	23.67	GBP	25.38	5.08	30.46
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	8	OU19BHJ	14.86	GBP	15.94	3.18	19.12
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	8	OU19BHJ	19.47	GBP	20.88	4.18	25.06
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	206481	DX11ATK	68.7	GBP	74.13	14.83	88.96
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	19494	AD15JUX	48.33	GBP	51.63	10.33	61.96
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL	31401	VU68MVY	63.89	GBP	86.23	17.24	103.47
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	19534	AD15JUX	53.89	GBP	57.57	11.51	69.08
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	3513	FG19NKH	156.45	GBP	167.78	33.55	201.33
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	21028	GK6DKN	26.8	GBP	28.74	5.75	34.49
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	203	AE62AWZ	41.7	GBP	43.93	8.79	52.72
Street Cleansing - 02706	GIRTON S/STN CAMBRIDGE	DIESEL		FG19NKH	128.53	GBP	137.31	27.46	164.77
Street Cleansing - 02706	MRH WATERBEACH SST. CAMBRIDGE	DIESEL		LK18JMV	137.72	GBP	145.06	29.01	174.07
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	95.34	GBP	101.85	20.37	122.22
Street Cleansing - 02706	MRH WATERBEACH SST. CAMBRIDGE	DIESEL		LK18JNV	149.76	GBP	158.36	31.67	190.03
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG14WTR	110.56	GBP	118.56	23.72	142.28
Street Cleansing - 02706	MRH WATERBEACH SST. CAMBRIDGE	DIESEL		LK18JMV	95.22	GBP	100.69	20.13	120.82
Street Cleansing - 02706	MRH WATERBEACH SST. CAMBRIDGE	DIESEL		LK18JNV	135.41	GBP	141.14	28.23	169.37
Street Cleansing - 02706	MRH WATERBEACH SST. CAMBRIDGE	DIESEL		LK18JMV	189.2	GBP	196.48	39.3	235.78
Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		YR16OFA	51.62	GBP	54.58	10.91	65.49
City Homes - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	38368	AE18SSK	79.58	GBP	85.87	17.18	103.05
City Homes - 02001	MALTHURST ORCHARD	DIESEL	38884	AE18SSK	77.77	GBP	83.92	16.79	100.71
City Homes - 02001	MALTHURST ORCHARD	DIESEL	39391	AE1SSK8	75.08	GBP	80.52	16.1	96.62
City Homes - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	PREMIUM DIESEL	39894	AE18SDK	74.45	GBP	100.47	20.1	120.57
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	14108	AK67VGC	31.62	GBP	33.43	6.69	40.12
City Homes - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	8755	AE18SUH	77.82	GBP	83.45	16.7	100.15
Chypps - 06008	MALTHURST ORCHARD	DIESEL	26875	NX67YWH	15.22	GBP	16.09	3.22	19.31
Street Cleansing - 02706	MRH WATERBEACH SST. CAMBRIDGE	DIESEL	12645	LK18ZMV	190.39	GBP	202.59	40.52	243.11
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	7369	AE68YPZ	67.74	GBP	73.1	14.62	87.72
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	53472	AF12NYW	69.22	GBP	74.23	14.85	89.08
City Homes - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	9149	AE18SUH	74.13	GBP	78.1	15.62	93.72
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	75905	FG08TNN	60.66	GBP	64.8	12.96	77.76
Voids & Lettings - 02001	MALTHURST ORCHARD	DIESEL	76101	FG08TNN	34.25	GBP	36.21	7.25	43.46
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	42131	AE14UBZ	15.17	GBP	16.37	3.27	19.64
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	42499	AE14UVZ	48.26	GBP	51.56	10.31	61.87
Street Cleansing - 02706	MALTHURST ORCHARD	DIESEL	42870	AE14UVZ	49.38	GBP	52.96	10.59	63.55
Voids & Lettings - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL		AE18SRX	72.16	GBP	77.09	15.42	92.51
Voids & Lettings - 02001	ELY SERVICE STATION ELY	DIESEL		AE18SRX	74.79	GBP	78.78	15.75	94.53
Voids & Lettings - 02001	MRH WATERBEACH SST. CAMBRIDGE	DIESEL		IA18SRX	73.57	GBP	76.68	15.34	92.02
Voids & Lettings - 02001	MRH WATERBEACH SST. CAMBRIDGE	DIESEL		IAI4SRX	72.51	GBP	75.3	15.06	90.36
City Homes - 02001	MALTHURST ORCHARD	DIESEL	97220	AF63OTK	64.96	GBP	70.1	14.02	84.12
City Homes - 02001	MALTHURST ORCHARD	DIESEL	97688	AX63OTK	61.92	GBP	66.4	13.28	79.68
City Homes - 02001	MALTHURST ORCHARD	DIESEL	98156	AF63OTK	64.18	GBP	68.83	13.76	82.59
City Homes - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL	47524	FL08CZZ	40.77	GBP	42.95	8.59	51.54
Rangers Service - 03009	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	9543	AK66SHJ	55.68	GBP	60.08	12.02	72.1
Rangers Service - 03009	MALTHURST ORCHARD	DIESEL	32783	AE13SWY	70.01	GBP	75.08	15.01	90.09

Appendix

Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AF63OTD	71.16	GBP	76.79	15.36	92.15
Voids & Lettings - 02001	EATON SOCON,ST NEOTS	DIESEL		AF63OTB	72.23	GBP	77.16	15.44	92.6
Voids & Lettings - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AF63OTD	68.73	GBP	72.67	14.53	87.2
City Homes - 02001	MALTHURST ORCHARD	DIESEL	21997	AE63DFJ	52.59	GBP	56.18	11.24	67.42
City Homes - 02001	MALTHURST ORCHARD	DIESEL	22297	AE63DFJ	57.4	GBP	60.69	12.14	72.83
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AF11OSV	61.59	GBP	66.46	13.29	79.75
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE19EPA	60.8	GBP	65.61	13.12	78.73
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL		AE65SWZ	144.89	GBP	152.64	30.53	183.17
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED	8041	AE68YPP	11.42	GBP	14.17	2.84	17.01
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL		AF12LXW	65.32	GBP	69.06	13.82	82.88
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	8021	AE68YPP	74.6	GBP	78.59	15.72	94.31
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	123	AE13SWW	68.34	GBP	73.01	14.6	87.61
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	123	AE13SWW	76.23	GBP	80.6	16.12	96.72
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED	1391	AF12LXW	10	GBP	12.4	2.48	14.88
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	1391	AF12LXW	60.23	GBP	64.99	13	77.99
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED		VK67VGC	22.83	GBP	28.33	5.67	34
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	1238	AK60LFJ	58.27	GBP	61.61	12.32	73.93
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED	1238	AK60LFJ	11.63	GBP	14.31	2.87	17.18
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	4592	SE68YPT	69.24	GBP	73.97	14.79	88.76
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED		AE68YPT	10.42	GBP	12.82	2.57	15.39
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	12	AE14LRA	29.45	GBP	31.46	6.29	37.75
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	12	AE14LRA	32.94	GBP	35.19	7.04	42.23
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	12	AE14LRA	38.76	GBP	41.57	8.31	49.88
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	12	AE17EEG	36.37	GBP	39	7.8	46.8
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	12	AE17EEG	38.82	GBP	41.04	8.21	49.25
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	9568	AK67DGD	54.88	GBP	59.22	11.85	71.07
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	7601	AF67ZGZ	67.27	GBP	71.86	14.38	86.24
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED		AF67ZGZ	26.92	GBP	33.35	6.67	40.02
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	99	AE16APO	85.78	GBP	92.57	18.51	111.08
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	21670	AE65SWZ	71.01	GBP	75.86	15.17	91.03
Grounds Maintenance - 02106	MALTHURST ORCHARD	UNLEADED	21670	AE65SWZ	13.49	GBP	16.74	3.35	20.09
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	99	AE16APO	95.76	GBP	102.3	20.46	122.76
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	66	AE16APO	87.24	GBP	93.56	18.71	112.27
Grounds Maintenance - 02106	TEVERSHAM SFC, CAMBRIDGE	DIESEL	21875	AE65SWZ	72.85	GBP	78.12	15.63	93.75
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	66	AE16APO	87.19	GBP	92.19	18.43	110.62
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	99	AE19DDY	28.05	GBP	29.66	5.93	35.59
Grounds Maintenance - 02106	TEVERSHAM SFC, CAMBRIDGE	DIESEL	22118	AE65SWZ	72.59	GBP	76.75	15.35	92.1
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	1	AE65SWZ	94.39	GBP	99.44	19.89	119.33
Grounds Maintenance - 02106	TEVERSHAM SFC, CAMBRIDGE	DIESEL	99	AE16APA	47.44	GBP	49.98	9.99	59.97
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED	66	AE65SWZ	19.34	GBP	23.78	4.75	28.53
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	66	AE65SWZ	34.8	GBP	36.66	7.33	43.99
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AJ19XPP	37.63	GBP	40.61	8.12	48.73
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AG19CYH	37.65	GBP	40.63	8.12	48.75
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AE13SZX	60.67	GBP	65.06	13.02	78.08
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED		AE13SZX	5.12	GBP	6.34	1.27	7.61
City Homes - 02001	MALTHURST ORCHARD	DIESEL	12205	FL08CZZ	62.46	GBP	67.4	13.48	80.88
City Homes - 02001	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED		AK63LDL	5.35	GBP	6.63	1.32	7.95
Grounds Maintenance - 02106	GIRTON S/STN CAMBRIDGE	DIESEL		AK66SEY	60.02	GBP	64.12	12.82	76.94

Appendix

Grounds Maintenance - 02106	MALTHURST ORCHARD	UNLEADED		AK67VGD	5.76	GBP	7.09	1.42	8.51
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL		AK67VGD	59.78	GBP	63.21	12.64	75.85
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	8689	AF67TPZ	72.13	GBP	77.84	15.56	93.4
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	8998	AF67TPZ	69.12	GBP	73.08	14.62	87.7
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED	9026	AF67TPZ	15.4	GBP	18.95	3.8	22.75
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	4236	FD68MZX	42.48	GBP	45.56	9.11	54.67
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	4861	AE18TPV	55.82	GBP	59.02	11.8	70.82
Green Space Management - 20308	SOHAM SFC	DIESEL	95827	AD59PKA	22.1	GBP	23.52	4.7	28.22
Green Space Management - 20308	MALTHURST ORCHARD	DIESEL		AD59PKA	30.71	GBP	33.14	6.63	39.77
Green Space Management - 20308	MRH DOWNFIELDS SST. SOHAM	DIESEL	96024	AD59PKA	33.66	GBP	35.45	7.09	42.54
Green Space Management - 20308	MRH DOWNFIELDS SST. SOHAM	DIESEL	96319	AD59BKA	37.39	GBP	39.38	7.88	47.26
Green Space Management - 20308	MALTHURST ORCHARD	DIESEL	96628	AD59PKA	42.45	GBP	45.52	9.11	54.63
Green Space Management - 20308	MALTHURST ORCHARD	DIESEL	55003	AE63DHP	73	GBP	77.18	15.44	92.62
City Homes South -	MRH WATERBEACH SST. CAMBRIDGE	DIESEL	52830	FD58ABN	49.59	GBP	52.23	10.45	62.68
City Homes South -	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	2344	AX68XJT	59.5	GBP	63.81	12.76	76.57
Bereavement Services - 20705	GIRTON S/STN CAMBRIDGE	UNLEADED	43867	AF59HMH	29.8	GBP	36.96	7.39	44.35
Bereavement Services - 20705	GIRTON S/STN CAMBRIDGE	DIESEL	43867	AF59HMH	121.92	GBP	131.56	26.32	157.88
Grounds Maintenance - 02106	MALTHURST ORCHARD	UNLEADED	26840	FD58AEJ	10.45	GBP	12.96	2.59	15.55
Grounds Maintenance - 02106	MALTHURST ORCHARD	DIESEL	26933	FD58AEJ	62.72	GBP	67	13.4	80.4
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	28838	AF14UXV	69.98	GBP	75.05	15.01	90.06
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		AF11OSV	52.67	GBP	56.48	11.3	67.78
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED		ET16ETU	20.34	GBP	25.03	5.01	30.04
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED		AE63DHA	8.55	GBP	10.51	2.1	12.61
Street Cleansing - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED		AK66SEY	11.73	GBP	14.44	2.88	17.32
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	UNLEADED		AE13SWZ	5.55	GBP	6.88	1.38	8.26
Grounds Maintenance - 02106	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		E13SWZ	63.97	GBP	67.39	13.48	80.87
Bereavement Services - 20705	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL	56325	AF11OTD	103.73	GBP	109.28	21.86	131.14
City Homes - 02001	MALTHURST ORCHARD	DIESEL	84913	AE13SXZ	37.93	GBP	40.1	8.02	48.12
City Homes - 02001	MALTHURST ORCHARD	DIESEL	85094	AE13SXZ	72.34	GBP	76.21	15.24	91.45
Rangers Service - 03009	MALTHURST ORCHARD	DIESEL	93733	AK03VPL	46.37	GBP	49.03	9.8	58.83
Streets & Open Spaces - 02706	TEVERSHAM SFC, CAMBRIDGE	DIESEL		VU68MVY	90	GBP	95.16	19.03	114.19
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	77.54	GBP	83.67	16.74	100.41
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	85.15	GBP	91.89	18.37	110.26
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	78.59	GBP	84.81	16.96	101.77
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NHK	83.66	GBP	90.28	18.05	108.33
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL		FG19NKH	84.95	GBP	90.75	18.15	108.9
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	75.19	GBP	80.33	16.06	96.39
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	69.42	GBP	74.16	14.83	88.99
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	95.37	GBP	102.27	20.46	122.73
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	64.53	GBP	69.2	13.84	83.04
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	78.55	GBP	84.24	16.84	101.08
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	57.34	GBP	61.49	12.3	73.79
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	67.14	GBP	72	14.4	86.4
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	52.28	GBP	55.28	11.05	66.33
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	95.2	GBP	100.66	20.13	120.79
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	56.15	GBP	59.37	11.87	71.24
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	74.5	GBP	78.77	15.75	94.52
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	50.73	GBP	53.64	10.72	64.36

Appendix

Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	65.23	GBP	68.72	13.74	82.46
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	51.88	GBP	54.66	10.93	65.59
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG1NKH	79.61	GBP	83.87	16.77	100.64
Streets & Open Spaces - 02706	MRH CAMBRIDGE SST. CAMBRIDGE	DIESEL		FG19NKH	80.57	GBP	84.88	16.98	101.86
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL	106612	AE62AWZ	43.18	GBP	46.6	9.31	55.91
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL	106840	AE62AWZ	55.15	GBP	58.92	11.78	70.7
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL	107070	AE62AWZ	59.54	GBP	63.61	12.72	76.33
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL	107249	AE62AWZ	39.85	GBP	42.74	8.54	51.28
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL	107446	AE62AWZ	51.93	GBP	54.91	10.98	65.89
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL	107641	AE62AWZ	50.77	GBP	53.68	10.73	64.41
Streets & Open Spaces - 02706	MALTHURST ORCHARD	DIESEL	108099	AE62AWZ	58.16	GBP	61.27	12.26	73.53
City Homes - 02001	TEVERSHAM SFC, CAMBRIDGE	DIESEL		AD59PGX	68.78	GBP	72.46	14.49	86.95
						TOTAL	19867.86	3973.59	23841.45