

REPORT TO:	ENVIRONMENTAL AND DEVELOPMENT SERVICES COMMITTEE	AGENDA ITEM: 7
DATE OF MEETING:	25 JANUARY 2024	CATEGORY:
		DELEGATED or RECOMMENDED
REPORT FROM:	STRATEGIC DIRECTOR (SERVICE DELIVERY)	OPEN
MEMBERS' CONTACT POINT:	GARY CHARLTON, HEAD OF OPERATIONAL SERVICES 01283 595764, 07976 081896 Gary.charlton@southderbyshire.gov.uk	DOC:
SUBJECT:	FLEET MANAGEMENT REPLACEMENT STRATEGY	
WARD(S) AFFECTED:	ALL	TERMS OF REFERENCE:

1.0 Recommendations

- 1.1 That Committee approves the principles of the Fleet Management Replacement Strategy which are, vehicle replacement periods, sufficient spare vehicle capacity and a commitment to carbon reduction of the 3.5tonne fleet by 2027.
- 1.2 That the Committee approves the conversion of diesel fuel to Hydrotreated vegetable oil (HVO) to reduce CO2 emissions subject to approval by Finance and Management Committee.
- 1.3 That the Committee approves the financial commitment for 2024/25 and 2025/26 with the remaining years indicative, subject to approval at Finance and Management Committee as part of the final 2024/25 General Fund budget and Capital Programme.

2.0 Purpose of the Report

- 2.1 To determine a revised Fleet Management replacement strategy, which forms a framework for developing policies, plans and procedures for the management and use of vehicles, plant and associated equipment.

3.0 Detail

- 3.1 The purpose of the Strategy is to ensure that service needs have effective vehicle solutions that fully meet regulatory requirements, service and corporate objectives and provide clear decision making for their management and use. It is also important to raise service awareness of vehicles as a corporate asset; they have a capital value, cost money to use and maintain, require statutory safety inspections to comply with various regulations and are required to meet Health and Safety Regulations.

- 3.2 The Head of Operational Services is responsible for the purchase, maintenance, repair and disposal of all vehicles owned by South Derbyshire District Council; these being:
- Large Goods Vehicles
 - Vans and pick-ups
 - Cars and car derived vehicles
 - Heavy plant and lifting equipment
 - Grounds Maintenance equipment
 - Depot plant
 - Trailers.
- 3.3 The Strategy will direct the Council to maintain cost-effective and timely processes for repair and maintenance, commissioning, decommissioning and disposal of the vehicle fleet and ensure statutory requirements are adhered to. The principles for Replacement Strategy are,
- a. Revised replacement periods for each type of vehicle use,
 - b. Sufficient spare vehicles to ensure the delivery of mandatory services,
 - c. A commitment to fleet carbon reduction with the under 3.5tonne fleet fully converted to electric vehicles by 2027,
 - d. Convert HGV fuel from diesel to Hydrotreated vegetable oil (HVO) to reduce CO2 emissions.
- 3.4 The Strategy has revised fleet numbers within operational services to reflect recycling services returning as an in-house service, growth in the district. In addition, the completion of route optimisation has confirmed the optimal number of waste freighters required, the actual number of operational vehicles must be bolstered by sufficient spare vehicles to reduce hiring cover vehicles to a minimum. Known future considerations from the Governments Waste and Resources Strategy have been factored in and this includes the vehicles for the introduction of food waste collections in 2026.
- 3.5 The Council needed to determine the optimal funding option(s) for the replacement programme and engaged Arlingclose an Independent treasury management services to undertake an options appraisal to compare purchasing the assets using borrowing against lease financing. The options appraisal analysis identified borrowing as cheaper than leasing for all the assets. However, there are risks and sensitivities to both options and it looks to be a relatively close decision.
- 3.6 The Council is committed to reducing it's on carbon emissions and will be setting an ambitious target of zero carbon emissions to its fleet by 2030. The Strategy has considered the development and opportunities in alternative vehicle technologies including fuel types and provided estimated costs for inclusion. This will help minimise the Council's impact on the environment and enable it to take a proactive role in assisting the Council to maintain its ISO140001 accreditation.
- 3.7 Over the short-term the council will continue with the use of combustion engines for HGV's and plant whilst keeping alternative and more environmentally friendly technologies under review. For vehicles up to 3.5 tonnes the Strategy has identified that they are good options available in the vehicle market to switch the Councils light vehicle (LGV) Fleet to Electric Vehicles (EV). This change will see over 50% of the fleet, carbon neutral by the end of 2027. There will be a need for significant improvement and investment to the availability and infrastructure of EV charging facilities within the Councils assets.
- 3.8 The HGV low emission market is still very much at the early stages of its transition. The current technology is EV or Hydrogen. EV refuse vehicles are two times the cost

of combustion vehicles and do not have the range capability (60-80 miles) required for semi-urban Local Authorities. Within the existing fleet we are trialling the use of Hydrogen Hybrid technology, this fuel use is currently untested and further data analysis from the trial, which runs until April 2024, will establish if this is a suitable alternative fuel source. It should be noted that Hydrogen Hybrid is a 50/50 mix of diesel and Hydrogen and is designed to reduce diesel consumption, not replace it. The funds for this trial have been supplied by D2N2, this included the hydrogen conversion kit for the refuse freighter, the fuelling station and 5 month's hydrogen fuel costs. Options will continue to be explored in regard to the fuel alternatives, and decisions made on a case-by-case basis.

- 3.9 The Strategy has considered options of fuel use and its carbon emissions. The Council could reduce its vehicle emissions now by switching to Hydrotreated vegetable oil (HVO), which is a paraffinic diesel fuel that can be used as a direct replacement for diesel. Using our existing metrics for emission measurements a comparison of diesel against HVO showed an 87% decrease in carbon emissions when HVO is used instead of diesel. However, HVO fuel presently costs £0.63 more per litre and is subject to market volatility in pricing.
- 3.10 The Head of Operational Services will ensure the maintenance of assets to good standard and where it is operationally effective to do may vary the replacement programme to extend the life of vehicles beyond their specified replacement life expectancy. The risk of retaining vehicles beyond their life expectancy is that of reliability and the cost to maintain the vehicle as road worthy. The impact of vehicle reliability with mandatory waste collections is substantial, not only is there the inconvenience to residents but also the need for additional costs to be expended in overtime. It should be noted that vehicles will be off-road for up to 4 weeks per year to allow for mandatory inspections, MOT's, safety checks and allowance for ad-hoc breakdowns.
- 3.11 Fleet replacement requires disposal of vehicles at the end of their tenure, disposal is presently undertaken through auction houses. It is proposed that if resources are available, then the disposal of vehicles could be undertaken by the fleet services team with the potential of maximising resale values.
- 3.12 The Fleet Replacement Strategy in Appendix A has specified the replacement financial year, this is to allow the Operational Services fleet team to replace vehicles at staggered periods throughout the replacement year identified, this will support ongoing maintenance and MOT scheduling of the fleet.

4.0 Financial Implications

4.1 The profile of the vehicle replacements over the next 8 years for the General Fund and the Housing Revenue Account (HRA) is below as follows:

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	Total
	£	£	£	£	£	£	£	£	£
General Fund Vehicle Replacements	2,250,000	2,324,000	1,850,000	52,500	0	303,000	590,000	60,000	7,429,500
HRA Vehicle Replacements		0	780,000	0	0	0	0	0	780,000
Total	2,250,000	2,324,000	2,630,000	52,500	0	303,000	590,000	60,000	8,209,500

4.2 In order to assess the most economically advantageous position for the replacement of fleet, a lease or buy review has been undertaken by the council's treasury advisors Arlingclose Ltd.

4.3 The Options Appraisal Report, attached at Appendix B, compares the net present value (NPV) analysis of future cash flows of both leasing and borrowing. It concludes that PWLB borrowing is cheaper than leasing on a net present value basis for the all the vehicle assets over the primary lease periods considered (4, 5 and 7 years, depending on the asset).

4.4 However, there are risks and sensitivities to both options. Essentially, if the Council receives sale proceeds for the vehicles in line with those assumed (the value placed on them by the lessor) then it remains optimal to borrow rather than lease. Alternatively, if residual sale proceeds are lower, then leasing could be the most economically advantageous route.

4.5 In the absence of reliable data, other than that used in the appraisal, on the prospective sale proceeds, it is difficult to confirm with certainty what this value may be and how this may impact the appraisal outcome.

4.6 It is therefore proposed that the decision to replace fleet in the 2024/25 year is undertaken via the borrowing route and residual values achieved on redundant asset sales monitored to inform the lease vs buy decision for 2025/26 and beyond.

Comparatively the revenue costs for leasing versus borrowing is set out below demonstrating that borrowing is the preferred option for financing the fleet replacement programme.

4.5 The Council currently holds earmarked reserves for fleet replacement that can be utilised against the purchase of the fleet, the current level of reserves is:

Reserves	
Vehicle Replacement Fund	-516,200
Recycling Service Provision	-675,000

Growth Provision	-
	1,016,628
HRA Asset Replacement Fund	-199,000

4.6 Utilising the earmarked reserves held will reduce the amount of internal borrowing reducing the impact in revenue for the recharge if MRP. Due to the need for the Section 151 Officer to conclude their review of the earmarked reserves, it is proposed that the current trajectory for funding the fleet replacement is taken forward but that it is acknowledged that this will likely be reviewed and additional reserves reallocated to fleet replacement upon completion of the S151 Officer's review.

	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	Total
	£	£	£	£	£	£	£	£	£
General Fund Vehicle Replacements	2,250,000	2,324,000	1,850,000	52,500	0	303,000	590,000	60,000	7,429,500
HRA Vehicle Replacements		0	780,000	0	0	0	0	0	780,000
Total	2,250,000	2,324,000	2,630,000	52,500	0	303,000	590,000	60,000	8,209,500
GF Residual Value	-402,900	355,800	395,600	10,625	0	49,500	115,600	10,800	1,340,825
Funded by EMR GF	1,847,100	360,728	0	0	0	0	0	0	2,207,828
HRA Residual Value			140,400						
Funded by HRA		0	199,000	0	0	0	0	0	-199,000
Borrowing GF	0	1,607,472	1,454,400	41,875	0	253,500	474,400	49,200	3,880,847
Borrowing HRA	0	0	440,600	0	0	0	0	0	440,600

4.7 The MRP calculation based on the borrowing required taking into account the residual value of fleet and the use of earmarked reserves is detailed in the following table:

	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
MRP General Fund	0	198,000	386,000	410,000	430,000	488,000	571,000	606,000	3,089,000
MRP HRA	0	0	54,000	57,000	60,000	63,000	66,000	69,000	369,000

4.8 Maintenance costs will need to be profiled to match the life expectancy of each vehicle. Appendix B details the maintenance costs for each vehicle, excluding tyre replacement

and accidental damage. An overview of the total spend is included within the table below and highlights the required budget spend over the next 5 years,

	Maintenance/Spares Estimated Budget Requirements					
	2023/24 forecast	24-25	25-26	26-27	27-28	28-29
Forecast	£481,000	£223,150	£261,200	£108,450	£189,100	£294,450
Budget	£133,000	£460,000	£368,000	£294,400	£235,520	£188,416
Budget saving to MTFP	£348,000	-£236,850	-£106,800	-£185,950	-£46,420	£106,034

4.9 If forecast outturn for 2023/24 is £348k over budget due to the expensive repairs on aging vehicles. The budget set for 2024/25 includes an increase of £327k to accommodate repairs to existing fleet.

4.10 The introduction of Electric vehicles to the fleet will require several infrastructure improvements to the Boardman Road depot and other Council owned assets. The cost to improve the Network capacity to facilitate the new electric vehicles is estimated at £250k, this will be subject to a technical survey and options appraisal.

4.11 Due to a percentage of Electric vehicles being attributed to the Housing Maintenance team a recharge for the installation of EV points would be recharged to the Housing Revenue Account. It is predicted to be approximately 50% of the total costs.

4.12 The move to Hydrotreated vegetable oil (HVO) would reduce our emissions by 87% but would an additional budget requirement of circa £230k. The volatility in fuel prices allows for uncertainty to budget requirements the table below gives an example of the litres used per annum measured against the high and low fuel costs during 2023. The anticipated additional costs of HVO have been estimated based on the current fuel price with an additional 10% for fuel volatility.

Fuel usage Jan 2023-Dec 2023									
Department	Litres used	Current cost per ltr	Total cost	Peak cost per ltr	Total Cost	Average cost per ltr	Total cost	Estimated HVO cost per ltr	Estimated cost per annum
Housing	19434	£1.14	£22,155	£1.65	£32,067	£1.40	£27,111	£1.80	£39,879
Property Services	1887	£1.14	£2,151	£1.65	£3,113	£1.40	£2,632	£1.80	£3,871
Leisure	830	£1.14	£946	£1.65	£1,369	£1.40	£1,157	£1.80	£1,702
Environmental Health	1885	£1.14	£2,149	£1.65	£3,111	£1.40	£2,630	£1.80	£3,868
Community Safety Team	928	£1.14	£1,058	£1.65	£1,532	£1.40	£1,295	£1.80	£1,905
Grounds Maintenance	30387	£1.14	£34,641	£1.65	£50,139	£1.40	£42,390	£1.80	£62,354
Street Cleansing	35940	£1.14	£40,972	£1.65	£59,302	£1.40	£50,137	£1.80	£73,750
Transport	176	£1.14	£201	£1.65	£291	£1.40	£246	£1.80	£362
Refuse/Recycling	259213	£1.14	£295,503	£1.65	£427,701	£1.40	£361,602	£1.80	£531,905
Total =	350681		£399,776		£578,624		£489,200		£719,598

4.13 Taking into account the savings from the reduction in spare parts, the inclusion of MRP costs and the intended conversion to HVO the below table illustrates the impact to the MTFP over the next 5 years. This will impact the projected budget gap over the 5-year plan by £1.28m

	Impact to MTFP				
	24-25	25-26	26-27	27-28	28-29
Spare Parts	-£236,850	-£106,800	-£185,950	-£46,420	£106,034

MRP	£0	£0	£198,000	£386,000	£410,000
Fuel Premium (GF)		£190,000	£190,000	£190,000	£190,000
Total Impact to (GF) MTFP	-£236,850	£83,200	£202,050	£529,580	£706,034

- 4.14 The impact to the MTFP does not factor in further funding to be received as part of the Waste Reforms, the funding once the value and timing is confirmed will serve to further reduce the costs.

5.0 Corporate Implications

Employment Implications

- 5.1 None

Legal Implications

- 5.2 Failure to comply with the Operators' License obligations could lead to loss of ability to operate vehicles above 3.5 tonne and have a serious impact on service delivery. The Driver and Vehicle Standards Agency (DVSA) use the Operator Compliance Risk Score (OCRS) system to decide which vehicles should be inspected. OCRS is used to calculate the risk of an operator not following the rules on roadworthiness (the condition of its vehicles) and traffic, e.g. drivers' hours, weighing checks.

Corporate Plan Implications

- 5.3 The Corporate Plan commits the Council to tackle climate change and strive to make South Derbyshire District Council carbon neutral by 2030. The Fleet Management Strategy will help to ensure that the Council has a fit for purpose, safe, reliable and cost-effective vehicle fleet in the right place at the right time and at the right cost to support this corporate objective.

Risk Impact

- 5.4 Loss of vehicles and loss of fuel are both covered in the corporate Risk Register and both have contingency plans within the Corporate Business continuity Plan.
- 5.5 Compliance with this strategy and associated policies and procedures should ensure that the Council maintains a good OCRS rating and therefore manages the risk of losing the Council's operator's license.

6.0 Community Impact

Consultation

- 6.1 Not applicable

Equality and Diversity Impact

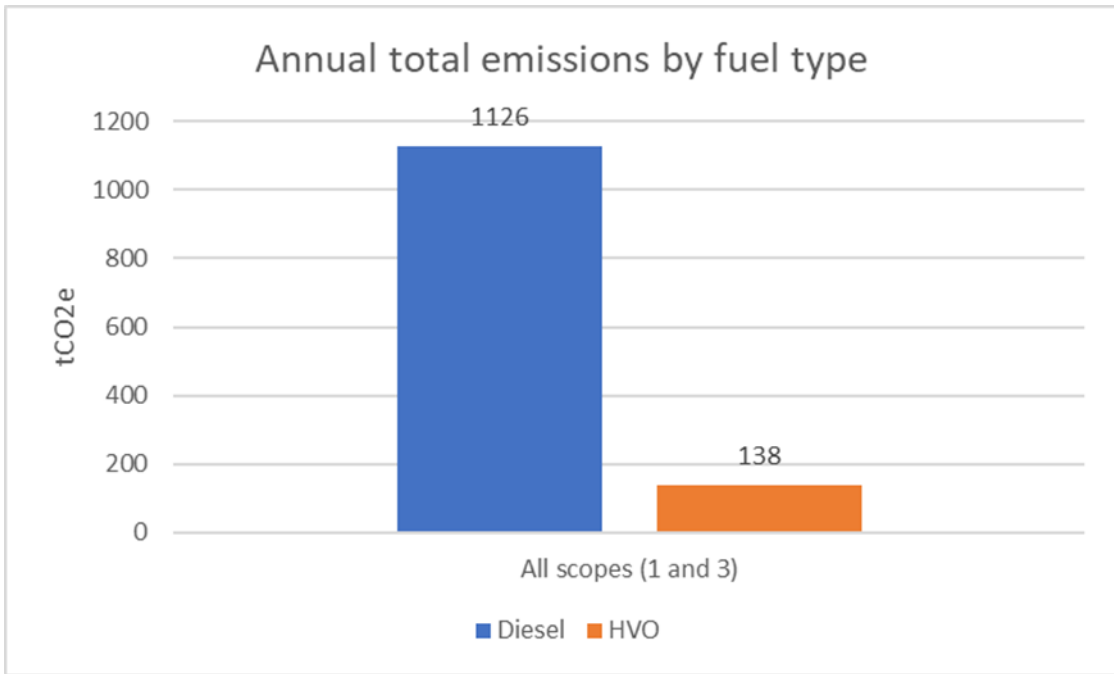
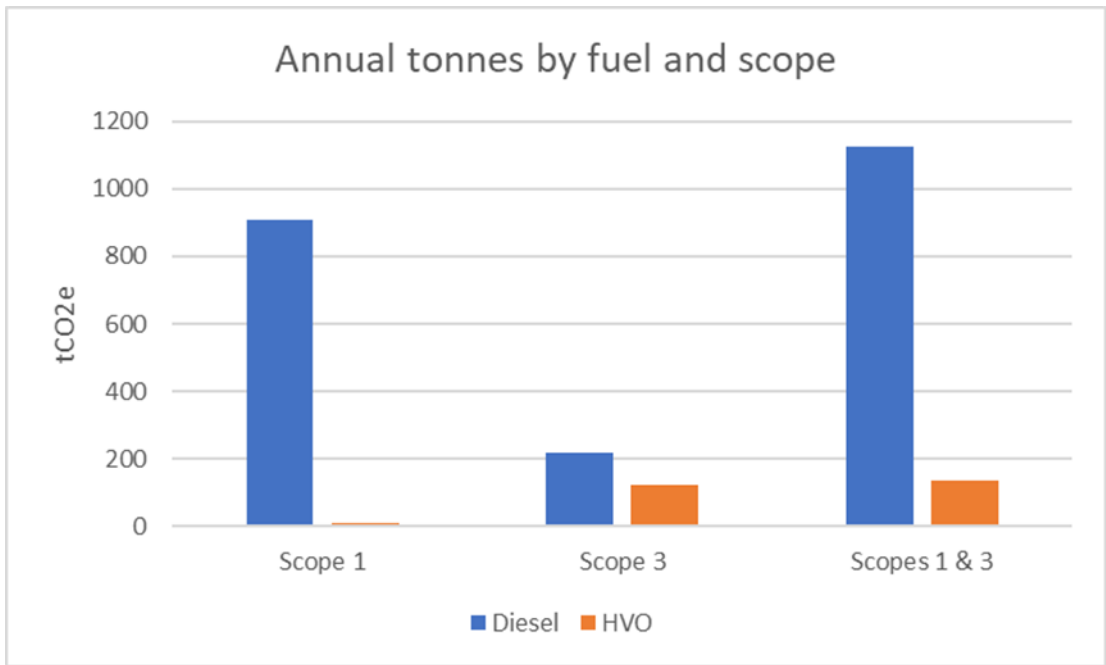
- 6.2 Not applicable

Social Value Impact

- 6.3 Not applicable

Environmental Sustainability

- 6.4 The fleet is currently standardised as far as possible on diesel fuel. Modern diesel-engine vehicles are efficient, generally clean (with lower emissions than petrol engines) and can run on more eco-friendly biofuels. In 2021 the Government's current carbon reduction strategy had identified a ban to the sale of diesel and petrol combustion cars/LGV vehicles. Step 1 would see the phase-out date for the sale of new petrol and diesel cars and vans in 2030. Step 2 would have seen all new cars and vans being fully zero emission at the tailpipe from 2035. A consultation on the phase-out of new diesel heavy goods vehicles (HGVs) was also launched. In September 2023 the Government changed its stance on a fixed date for a ban and have now introduced annual targets for the percentage of new zero emission cars manufacturers will be required to produce each year.
- 6.5 Fleet vehicles are an important part of the Council's operation and a significant cost to purchase, run and maintain. Given the market availability of low carbon vehicles for our use, it will not be practical or cost effective to move the entire fleet immediately to a lower emissions fleet. The Council already ensures that vehicles are serviced regularly and that tyres are inflated to the correct pressures to make the best of fuel consumption. A further option to consider would be the use of Hydrotreated vegetable oil (HVO) which is a paraffinic diesel fuel that can be used as a direct replacement for diesel. It offers superior operational and environmental performance over fossil diesel whilst support existing logistical infrastructure HVO is synthesised from 100% renewable raw materials such as vegetable oils, animal oils and fats, which reduces net CO2 greenhouse gas emissions by as much as 90%..
- 6.6 South Derbyshire District Council tracks its carbon emissions on a monthly and annual basis. To do so, we use the government carbon conversion factors. To compare the potential carbon emission savings between diesel and HVO, the emissions were calculated for the litres of fuel consumed 2022 – 2023. The fuel used in 2022 – 2023 was diesel, for the HVO calculation the same volume of fuel has also be used, but it is likely that if HVO was used there would be benefits of lower fuel consumption. Fuel use carbon emissions are split into scope 1 and scope 3 emissions. Using the government conversion factors it is possible to see the difference in scope 1 and scope 3.
- 6.7 The results in the tables below show an 87% decrease in carbon emission when HVO is used instead of diesel.



7.0 Background Papers

Environmental and Development Services Committee 23 January 2020, agenda item 5.

Appendix A – Fleet Management Replacement & Maintenance Strategy

Fleet Replacement & Maintenance Strategy - 2024											
Number of Vehicles	Current Make	Current Model	Service Use	Service Area	Original Purchase Cost	Estimated Replacment Cost Diesel	Estimated Replacment Cost E/V	Total Estimated Replacment Cost	Current Vehicle Age (Years)	Replacement Depreciation Period (Years)	Revised Financial Year Replacement Date
1	FORD	CONNECT	Supervisor Van	Street Cleaning	n/a	£30,000	£35,000	£35,000	N/A - Hire	7	01/01/2024
2	CITROEN	C3	Pool Car	Operational Services	£9,297	N/A	£30,000	£60,000	10	7	01/04/2024
8	DENNIS EAGLE	ELITE	RECYCLING	Refuse Collection	£33,500.00	£220,000	£420,000	£1,760,000	9	5	01/04/2024
1	FORD	7.5tonne	Bulky's	Refuse Collection	n/a	£65,000	£70,000	£65,000	N/A - Hire	7	01/04/2024
1	FORD	TRANSIT	Bin Delivery	Refuse Collection	n/a	£48,000	£60,000	£60,000	N/A - Hire	7	01/04/2024
1	FORD	TRANSIT	HTA/Rural	Refuse Collection	£27,296	£48,000	£60,000	£60,000	6	5	01/04/2024
4	FORD	CONNECT	Supervisor Van	Refuse Collection	£15,430	£30,000	£35,000	£140,000	10	7	01/04/2024
1	CITROEN	NEMO	Supervisor Van	Grounds Maintenance	£12,277	£30,000	£35,000	£35,000	10	7	01/04/2024
1	CITROEN	NEMO	Cleaning Team	Property Services	£12,277	£30,000	£35,000	£35,000	10	7	01/04/2024
7	DENNIS EAGLE	ELITE	REFUSE	Refuse Collection	£180,183	£200,000	£400,000	£1,400,000	6	7	01/04/2025
4	N/A	7.5tonne	Food Waste	Refuse Collection	n/a	£80,000	£110,000	£320,000	N/A	7	01/04/2025
3	SCHMIDT	SWINGO	SWEEPER	Street Cleaning	£72,317	£90,000	£120,000	£270,000	5	6	01/04/2025
4	FORD	TRANSIT	VAN	Street Cleaning	£27,987	£50,000	£60,000	£240,000	5	7	01/04/2025
7	RANSOME	HR300	MOWER	Grounds Maintenance	£20,041	£22,000	Not Available	£154,000	6	6	01/04/2025
7	DENNIS EAGLE	ELITE	REFUSE	Refuse Collection	£180,183	£200,000	£400,000	£1,400,000	6	7	01/04/2026
1	MAJOR SWIFT		GANG UNIT	Grounds Maintenance	£17,443	£20,000	Not Available	£20,000	11	12	01/04/2026
4	FORD	TRANSIT	Beavertail	Grounds Maintenance	£31,419	£50,000	£60,000	£240,000	5	7	01/04/2026
1	FORD	TRANSIT	Van	Grounds Maintenance	£27,296	£50,000	£60,000	£60,000	5	7	01/04/2026
4	FORD	TRANSIT	Tipper	Grounds Maintenance	£29,517	£50,000	£60,000	£240,000	5	7	01/04/2026
1	FORD	TRANSIT	Tipper & Tailift	Grounds Maintenance	£31,683	£55,000	£65,000	£65,000	5	7	01/04/2026
3	FORD	CONNECT	Enforcement	Environmental	£16,029	£30,000	£35,000	£105,000	5	7	01/04/2026
2	FORD	TRANSIT	Rosliston	Recreation Leisure	£22,937	£48,000	£60,000	£120,000	5	7	01/04/2026
13	FORD	TRANSIT	Repairs Team	Housing	£24,593	£48,000	£60,000	£780,000	5	7	01/04/2026
1	LANDROVER	DEFENDER	CAR	Fleet Team	£22,479	N/A	£40,000	£40,000	16	10	01/04/2027
1	YAHAMA	QUAD	WEED SPRAYER	Grounds Maintenance	£9,850.00	£12,500	£12,500	£12,500	2	5	01/04/2027
1	IVECO	MG150	SWEEPER	Street Cleaning	£110,274	£168,000	£618,000	£168,000	0	5	01/04/2029
3		TRACTOR	TRACTOR	Grounds Maintenance	£34,500.00	£45,000	Not Available	£135,000	3	9	01/04/2029
1	DAF Whale	MVC Tanker	HGV	Street Cleaning	£160,350	£170,000	Not Available	£170,000	1	7	01/04/2030
							Total =	£8,189,500			

Appendix B – Fleet Management – Spare Parts and Maintenance Estimates (Per Vehicle)

Number of Vehicles	Vehicle Type	Estimated Spares & Maintenance Cost Year 1	Estimated Spares & Maintenance Cost Year 2	Estimated Spares & Maintenance Cost Year 3	Estimated Spares & Maintenance Cost Year 4	Estimated Spares & Maintenance Cost Year 5	Estimated Spares & Maintenance Cost Year 6	Estimated Spares & Maintenance Cost Year 7
15	Narrow Body/Open Back Refuse Freighter	£1,750	£2,000	£2,500	£10,000	£15,000	£15,000	£17,500
8	Narrow Body 70/30 split back Refuse Freighter	£1,750	£2,000	£3,500	£12,500	£15,000	n/a	n/a
1	Medium Volume Whale Tanker HGV	£1,750	£2,000	£2,500	£10,000	£15,000	£15,000	£17,500
1	Truck Mounted Sweeper mid/high volume Vehicle	£3,500	£4,500	£5,000	£7,500	£10,000	n/a	n/a
3	Compact Sweeper (4800kgs GW)	£3,000	£3,000	£4,000	£5,000	£5,000	£7,500	n/a
4	7500kgs ECOpac mini	£1,000	£1,100	£1,400	£1,750	£3,500	£4,000	£5,000
1	7500kgs Box - pillar tailift	£1,000	£1,100	£1,400	£1,750	£3,500	£4,000	£5,000
3	Tractor mid range up to 350HP	£500	£550	£800	£1,250	£2,000	£2,250	£2,500
1	Winged Swift Roller Gang Unit (any brand)	£500	£550	£600	£1,000	£1,500	£4,000	n/a
7	Ride on Rotary Mower, lifting cutters, 3000rpm minimum	£500	£550	£600	£1,000	£1,500	£4,000	n/a
10	3500kgs Short Wheel Base (caged tipper) Van	£200	£250	£300	£350	£1,000	£500	£550
5	3500kgs Short Wheel Base (beaver tail) Van	£200	£250	£300	£350	£1,000	£500	£550
4	3500kgs Long Wheel Base	£200	£250	£300	£350	£1,000	£500	£550
15	3500kgs Short Wheel Base Van	£200	£250	£300	£350	£1,000	£500	£550
7	3500kgs Short Wheel Base Small Van	£200	£250	£300	£350	£1,000	£500	£550
1	Quad Bike Large municipal	£150	£150	£150	£150	£150	n/a	n/a
2	Generic Estate Car/Small Van	£200	£250	£300	£350	£800	£500	£550
1	4X4 Generic Pick up/Off road vehicle	£200	£250	£300	£350	£800	£500	£550