

Report to: Performance Scrutiny Committee

Date of Meeting: 21st February 2013

Lead Member / Officer: Lead Member for Public Realm

Report Author: Fleet Manager

Title: Speed and Rev Limiter Pilot

1. What is the report about?

The implementation of speed/rev limiters to Council vehicles below 3.5 tons.

2. What is the reason for making this report?

To outline the potential benefits of fitting speed limiting/rev counting devices on council owned vehicles.

3. What are the Recommendations?

That Members support the principle of implementing a pilot project to explore the feasibility of rolling out the fitting of these devices to all Council vehicles below 3.5 tonnes.

4. Report details.

4.1 Background

In 2011/12 the Council used 616,378 litres of diesel fuel from Council Depot bunkers and spent another £110k with local petrol stations via fuel cards.

The Fleet Management Service has always aimed to reduce fuel usage in order to reduce cost and carbon emissions but has never had reliable fuel usage information to understand the success, or otherwise, of any initiatives.

In 2010 work was started to look into a new fuel delivery system. Having identified funding and procured software the new system became fully operational in Lôn Parcwr Depot, Ruthin and Kinmel Park Depot, Bodelwyddan in April 2012. The new fuel management system is already producing valuable information relating to individual fuel usage.

The Council also procures diesel from local fuel stations where this is more efficient than using either of the depots. This system, based on fuel cards, has been extended to a much larger number of garages recently and the information is now also incorporated into the Council's management systems.

This additional information makes it possible to undertake a benefit analysis of any new initiative.

4.2 Limiters

One such initiative is to fit a device to each vehicle which could control the top speed of the vehicle and also how fast the engine can rev. Controlling both through one unit is new and innovative and should ensure significant financial savings and reduced carbon footprint.

Attached as appendix 1 are a number of examples of organisations in the private and public sector that have seen significant improvements in fuel efficiency from the use of each of these devices,

Whilst there are benefits to limiting speed and revs there are also some issues which will be dealt with through training and careful monitoring throughout a six month pilot.

5. How does the decision contribute to the Corporate Priorities?

This initiative will deliver efficiencies which will directly support the modernisation priority.

6. What will it cost and how will it affect other services?

The cost of the devices for the trial would be £300 each to include fitting, total cost for 10 units is £3,000.

The service has identified funding from last year's underspend which will be used to underwrite this potential 'spend to save' initiative. The pilot will be assessed after 6 months but it is anticipated that there will be sufficient savings realised during the first full financial year to offset the cost.

The equipment can be removed from a vehicle before disposal and re-fitted to any new vehicle.

7. What consultations have been carried out?

Initial consultation with specific users has taken place but should this Committee agree with the recommendations these discussions would be formalised.

8. Chief Finance Officer Statement

Not required at this stage.

9. What risks are there and is there anything we can do to reduce them?

This is a low risk project but there will need to be a programme of training to ensure the impact, on every day driving, of restricting speed and revs is understood.

10. Power to make the Decision

Section 2 Local government Act 2000.

Article 6.3.4(c) of the Council's Constitution

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