



Democratic Services

Location: Phase II
DDI: 01895 25 0692
CMD No: 2026/1740

**To: COUNCILLOR ADAM BENNETT
CABINET MEMBER FOR COMMUNITY,
ENVIRONMENT & ENFORCEMENT**

c.c. All Members of the Residents Services Select Committee
c.c. Dan Kennedy, Corporate Director of Residents Services
c.c. Joanne Howells, Residents Services

Date: 16 July 2026

Non-Key Decision request

Form D

JOINT PILOT SCHEME WITH THE LONDON BOROUGH OF EALING AND BRENT FOR THE REMOVAL OF ABANDONED AND NUISANCE VEHICLES

Dear Cabinet Members,

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such, the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Friday 24 July 2026** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Ryan Dell
Democratic Services

Title of Report: JOINT PILOT SCHEME WITH THE LONDON BOROUGH OF EALING AND BRENT FOR THE REMOVAL OF ABANDONED AND NUISANCE VEHICLES

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

Signed Date.....

Cabinet Member for Community, Environment & Enforcement

JOINT PILOT SCHEME WITH THE LONDON BOROUGH OF EALING AND BRENT FOR THE REMOVAL OF ABANDONED AND NUISANCE VEHICLES

Cabinet Member & Portfolio	Councillor Adam Bennett Cabinet Member for Community, Environment & Enforcement
Responsible Officer	Daniel Kennedy, Corporate Director, Residents Services
Report Author & Directorate	Joanne Howells, ASB Team, Community Safety & Enforcement, Residents Services
Papers with report	Appendix A – Ealing – Officer Decision Towing Pilot

HEADLINES

Summary	To approve participation in a joint pilot scheme with the London Boroughs of Ealing and Brent for the out-of-hours removal of abandoned and nuisance vehicles under a concession-style arrangement, delivered at nil cost to the Council.
Financial Cost	NIL
Select Committee	Residents Services Select Committee
Wards	All wards

RECOMMENDATIONS

That the Cabinet Member for Community, Environment and Enforcement:

- 1) Approves participation in a joint 6 to 12-month pilot scheme with the London Boroughs of Ealing and Brent for the out-of-hours removal of abandoned and nuisance vehicles;
- 2) Agrees that the scheme be delivered under a concession-style arrangement at nil cost to the Council;
- 3) Authorises officers to enter into the necessary legal agreements and operational protocols to implement the pilot; and
- 4) Notes that a further report may be brought forward to Cabinet at the end of the pilot period to determine next steps.

Reasons for recommendations

This report seeks approval to participate in a pilot scheme for up to 12 months with the London Boroughs of Ealing and Brent to improve the removal of abandoned and nuisance vehicles, particularly during out-of-hours periods, using an alternative enforcement model at no financial cost to the Council.

The pilot scheme which will be delivered through a concession agreement with an external vehicle recovery contractor. Under this arrangement, no payments are made by the Council; instead, the contractor's income is derived from statutory vehicle release fees and end-of-life vehicle scrappage value, where applicable.

The pilot responds to an increase in complaints relating to abandoned, untaxed, unroadworthy and nuisance vehicles left on public highways, footways and in controlled or restricted locations. These vehicles often have no traceable registered keeper, limiting the effectiveness of conventional enforcement approaches.

The proposal aligns with neighbouring borough practice, builds resilience through cross-borough collaboration, and offers a cost-neutral method of addressing a long-standing environmental and community safety issue.

Across London boroughs there has been an increase in nuisance and abandoned vehicles associated with illegal vehicle trading, "fly-parking" linked to garages and MOT centres, and vehicles with missing number plates, obscured VINs, expired tax or MOT, or no registered keeper.

These vehicles frequently:

- obstruct footways and dropped kerbs;
- block parking bays, loading bays and double yellow lines;
- present public safety risks; and
- generate significant resident and ward councillor complaints.

Existing daytime-only towing arrangements are often ineffective, as vehicles are rapidly moved by operators once enforcement activity is identified. Experience in Ealing has demonstrated that out-of-hours, sustained removal activity is significantly more effective in disrupting this behaviour.

Ealing Council approved a pilot in September 2025 to appoint an additional towing contractor operating outside normal working hours, at nil cost to the authority. Brent Council has subsequently requested that this arrangement be extended on a joint basis, enabling a shared, cross-boundary approach.

It is proposed that the Council joins Ealing and Brent in a joint 12-month pilot scheme for out-of-hours abandoned and nuisance vehicle removals.

The pilot will:

- operate primarily during evenings, nights and weekends;
- target agreed hotspot locations based on officer intelligence and complaint data;
- supplement, not replace, existing in-hours enforcement arrangements; and
- be delivered through a concession agreement with a suitably qualified vehicle recovery operator.

Vehicles meeting the abandonment criteria will be removed immediately under existing statutory powers, without prior notice where legally permissible.

The pilot will be reviewed at the end of the initial term, with options to:

- extend the pilot for a short period;

- undertake a formal procurement exercise; or
- discontinue the arrangement if enforcement outcomes no longer justify its continuation

Alternative options considered/ risk management

Option 1 – No action

Would result in the Council continuing to rely on the existing daytime vehicle removal service which is known to have limitations, leading to less effective enforcement than could otherwise be the case.

Option 2 – Fund additional towing capacity

Contracting for a further or additional service at a cost would create financial pressure with no approved budget provision.

Option 3 - Join the Ealing and Brent pilot

Provides a cost-neutral, legally robust and operationally effective solution. This option can be piloted, at no cost to the council, in order to determine whether there are sufficient benefits to adopt this approach in the long-term. This option is recommended.

Democratic compliance/ previous authority

This is a pilot scheme only and Cabinet Members can authorise enhancements or alterations to services in-line with the Council's policy and budget. However, should it be decided to formalise the arrangements on a more permanent basis with other local authorities, such joint arrangements will require formal Cabinet approval as per the Council's Constitution.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

Local authorities have powers to remove and dispose of abandoned vehicles under the Refuse Disposal (Amenity) Act 1978. Abandoning a vehicle is a criminal offence under this legislation.

For the purposes of the pilot, and within agreed hotspot locations, a vehicle may be deemed abandoned where it meets one or more of the following criteria:

- missing or mismatched number plates or obscured VIN;
- significant damage or unroadworthy condition;
- expired tax and MOT;
- no registered keeper recorded by the DVLA;
- evidence the vehicle is not fit to be driven.

Once removed:

- the vehicle will be reported to the police and a CAD reference obtained;
- registered keepers will be notified where details are available;

- vehicles will be stored for 14 days and may be reclaimed upon proof of ownership and payment of statutory fees;
- unclaimed vehicles will be destroyed in accordance with legal requirements.

The pilot will be delivered on a joint basis with Ealing and Brent Councils, allowing:

- shared learning and data;
- consistent enforcement standards; and
- economies of scale for the contractor.

Each authority retains sovereignty over:

- enforcement decision-making;
- hotspot identification; and
- complaint handling within its own borough.

Between January and December 2025, the Council received a significant volume of reports relating to abandoned and nuisance vehicles, demonstrating sustained demand for enforcement intervention and highlighting constraints within the current daytime-only removal arrangements.

Summary of activity (Jan–Dec 2025):

- Total reports received: 832
- Misdirected reports: 471
- Cases assigned for investigation: 561
- Site visits undertaken: 388
- Vehicles removed and stored: 79
- Vehicles not present at time of visit: 23
- No access available to remove vehicle: 9
- Vehicles claimed by owner prior to removal: 9
- Vehicles destroyed immediately: 8
- Vehicles authorised for removal: 128
 - Class B removals: 119
 - Class A removals (removal required within 24 hours): 9

This data demonstrates that while a high number of reports are received, a substantial proportion of investigations do not result in timely removal due to practical barriers rather than lack of enforcement options.

Operational Challenges with Daytime Removal

Daytime vehicle removal presents persistent operational difficulties which limit the effectiveness of existing arrangements:

- **Lack of access during working hours**
Vehicles are frequently parked in locations where access is restricted during the day, including narrow roads, areas with constant vehicle movements, or locations affected by parking pressures and traffic flow.
- **Vehicles moved before removal can take place**
In many cases, vehicles are removed or repositioned by owners or associated businesses once enforcement presence is identified, resulting in abortive visits and inefficient use of officer time.
- **Confrontation and hostility**

Enforcement activity during business hours is more likely to be met with direct challenge or hostility from individuals linked to the vehicles, particularly where removal disrupts unlawful commercial activity. This can delay or prevent removal and may require additional officer or partner support.

- **Resource-intensive and delayed outcomes**

Repeat site visits are often required before removal can be authorised and completed, prolonging the nuisance experienced by residents and increasing service demand.

Benefits of Out-of-Hours Removal

Out-of-hours removal has been shown to address many of the above challenges and offers a more effective enforcement response:

- **Improved access and faster removal**

Roads and locations are quieter outside normal operating hours, allowing tow vehicles to access sites more easily and complete removals promptly.

- **Reduced risk of interference or hostility**

Removal activity undertaken when associated businesses are closed is significantly less likely to be obstructed or contested, enabling enforcement action to proceed safely and efficiently.

- **More decisive outcomes**

Vehicles are less likely to be moved prior to attendance, reducing abortive visits and ensuring authorised removals are carried out as intended.

- **Better use of officer resources**

A higher likelihood of successful, first-time removal reduces repeat visits and allows officer time to be directed towards other priority enforcement and ASB work.

There is no direct financial cost to the Council for participation in this pilot scheme.

Under the concession model:

- the contractor bears all operating costs associated with towing, storage and disposal;
- income is generated through vehicle release fees and scrappage value;
- the Council pays no call-out fees, storage fees or retention costs.

Evidence from prior operations indicates that a high proportion of vehicles are reclaimed, making the model financially viable for the contractor without council subsidy.

An Equality Impact Assessment is not required as the proposal concerns environmental enforcement activity applied consistently across all communities.

Environmental benefits include:

- improved accessibility for pedestrians and vulnerable road users;
- reduction in environmental concerns
- de-pollution and recycling of end-of-life vehicles; and
- reuse of parts in line with circular economy principles.

Financial Implications

There are no direct financial implications associated with the recommendations within this report.

RESIDENT BENEFIT & CONSULTATION

The proposed pilot scheme will deliver clear and measurable benefits to residents across the borough, including:

- **Improved neighbourhood safety and accessibility**
The prompt removal of abandoned and nuisance vehicles will reduce obstructions to footways, dropped kerbs, parking bays and access routes, improving safety for pedestrians, wheelchair users, parents with pushchairs and emergency services.
- **Quicker response to longstanding resident concerns**
Vehicles associated with repeated complaints can be removed more rapidly, including outside normal working hours, addressing resident frustration where issues have previously persisted for extended periods.
- **Reduced antisocial behaviour and environmental blight**
Removing untaxed, unroadworthy and abandoned vehicles helps prevent associated antisocial behaviour, illegal vehicle trading and fly-parking, contributing to cleaner, more respected neighbourhoods.
- **Cost-neutral improvement to service delivery**
The pilot is delivered at nil cost to the Council, ensuring residents benefit from enhanced enforcement activity without any impact on council tax or diversion of resources from frontline services.
- **Consistency and fairness**
Clear criteria and a transparent legal framework ensure enforcement is applied consistently and proportionately across all areas, providing reassurance to residents that action is evidence-led and lawful.
- **Environmental benefits**
Vehicles removed under the scheme will be de-polluted and recycled where unclaimed, supporting the circular economy and reducing environmental harm caused by derelict vehicles.

Consultation & Engagement carried out (or required)

No formal consultation or public engagement has been undertaken or is required for this proposal. The report relates to an operational pilot delivered under existing statutory powers for the removal of abandoned and nuisance vehicles. The scheme does not introduce new policy, alter residents' rights, or require changes to service charges, and therefore does not trigger a requirement for consultation.

Operational engagement has taken place with partner boroughs (Ealing and Brent) and relevant internal services consulted to ensure the pilot is legally compliant, proportionate and deliverable.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance have reviewed this report and concur with the Financial Implications set out above, noting there are not direct financial implications to the General Fund, associated with the recommendations within this report.

Procurement Comments

As the concession contract value is below £5.372 million, there is no requirement under the Procurement Act 2023 to follow a prescribed procurement procedure. (reference section 8 of the Act which defines a concession contract and Part 6 which confirms the exception).

However, it is recommended that a market review and options appraisal are undertaken to assess the value of the concession contract, ensure the Council is securing best value, maximise revenue generation opportunities, and confirm that the most suitable provider is delivering the service.

A clear timetable should be developed for the review process, including market engagement and contract negotiations, particularly if the Council is considering entering into a longer-term agreement.

Legal Comments

The Council has statutory powers under the Refuse Disposal (Amenity) Act 1978 to remove and dispose of abandoned vehicles. The use of these powers in the manner described in the report, including removal without prior notice where permitted, is lawful provided that the relevant statutory criteria and procedural requirements are complied with.

The Council is permitted to enter into joint working arrangements with other local authorities, including the London Boroughs of Ealing and Brent, pursuant to the Local Government Act 1972 and Local Government Act 2000. The report appropriately confirms that each authority will retain decision-making responsibility within its own borough.

The proposed delivery model is a concession-style arrangement with an external contractor. As the estimated value falls below the relevant threshold under the Procurement Act 2023, there is not a requirement to follow a prescribed procurement procedure. However, the Council must comply with public law principles, including transparency, proportionality and the duty to secure best value including market engagement as set out in the report. Whilst the report states that there is no direct cost to the Council, this does not remove the requirement to ensure that the arrangement represents value for money and that risks are appropriately managed.

A formal legal agreement will be required to give effect to the pilot. This should clearly set out the roles and responsibilities of the parties, operational arrangements, data sharing, liability and indemnity provisions, performance management, and termination rights.

The Council must ensure compliance with the Data Protection Act 2018 and UK GDPR, particularly in relation to the handling and sharing of vehicle keeper information. Appropriate data sharing arrangements must be in place.

In exercising its statutory powers, the Council must act reasonably and proportionately and in accordance with public law principles. The Council must also have due regard to its duties under section 149 of the Equality Act 2010.

Subject to the above, Legal Services confirms that there are no legal impediments to the Council participating in the proposed pilot scheme.

Legal Services should be consulted on the final form of the agreement prior to implementation.

Legal Services agrees that the report should be exempt from publication as it contains information relating to the business affairs of the authority and operational enforcement activity, disclosure of which could prejudice the effective conduct of those activities.

BACKGROUND PAPERS

Vehicle Collection Pilot Terms

APPENDIX

Appendix A – Ealing - Pilot to Trial Alternative Enforcement of Nuisance Vehicles



Decision maker: Nicky Fiedler, Strategic Director, Housing and Environment

Date: 17/09/2025

Subject: Pilot to Trial Alternative Enforcement of Nuisance Vehicles

Report author: Lisa Buckmaster, Enforcement Team Manager

SUMMARY

The purpose of this report is to approve a pilot scheme to appoint additional towing contractors on a trial basis for 12 months for the removal of abandoned or nuisance vehicles during antisocial hours when the current towing contractor cannot attend. This pilot is intended to supplement enforcement activities and will specifically target established hot spot locations identified by enforcement officers and from complaints received around commercial garages and MOT centres that are using the public highway for their commercial operations.

RECOMMENDATIONS

That the Strategic Director, Housing and Environment:

1. Agrees to enter into a new contract with Bud Rescue & Recovery Limited on a trial basis for 12 months for the removal of nuisance and abandoned vehicles, at nil cost to the council.
2. Agrees that this trial will supplement existing towing of abandoned vehicles.

Wards Affected: All

Strategic Objectives	Summary of how this report aligns to the Ealing Council Plan 2022 - 2026 and Ealing's strategic objectives.
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Tackling the Climate Crisis	Additional vehicles will be removed from the public highway and entered into the circular economy
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Proposals and analysis of options

1. The London Borough of Ealing has seen an increase in the number of vehicles being parked on the public highway including the footways with missing number plates, obscured Vehicle Identification Numbers (VINs), significant body damage, no registered keeper, or expired tax and MOT. Vehicles are then left on footways, on double yellow lines, in CPZ bays, or blocking loading bays and dropped kerbs. Standard enforcement activities are not effective in stopping this behaviour when the registered keeper cannot be identified. Without a registered keeper, there is no one to hold accountable for the offences. A vehicle can be deemed as abandoned if it is a vehicle that has been left in a public or private space without the owner's consent and with no intention of returning to it. It may be untaxed, uninsured, or in a state of disrepair. As a council we have the power to remove abandoned vehicles under the Refuse Disposal (Amenity) Act 1978. Abandoning a vehicle is considered a criminal offence under the Refuse Disposal (Amenity) Act 1978.
2. The challenge is that when the current towing contractor attends during regular business hours, someone comes to claim the vehicles on the road, the tow truck leaves, and the nuisance of vehicles left blocking loading bays, parking bays, and the footway remains.
3. In 2023 and 2024, Street Services and Parking Enforcement carried out four large-scale night-time operations targeting two known hotspot locations. Combined, nearly 100 vehicles that fit the criteria of abandonment were towed and stored. While these operations have made a noticeable difference in one of the hotspots, they are resource-intensive and not sustainable.
4. The council propose to appoint an additional contractor to pilot a lower level of sustained removal of these abandoned vehicles when the garages are closed to avoid garages circumventing efforts to remove such vehicles. The contractors will tow and store vehicles that meet the criteria of abandonment but that are unable to be towed during working hours.
5. Each vehicle removed will be reported to the police and receive a corresponding CAD reference number. Should an interested party report the vehicle stolen to the police, they will be given the contact information of the car pound where the car is stored. Where possible, letters will be sent to registered keepers informing them that the vehicle has been removed and why, as well as how to claim it back from the pound.

6. It is anticipated that by removing a small number of vehicles on a nightly, sustained basis, that the cost of operating businesses in this unlawful manner will become unsustainable and regulatory compliance will be achieved from the offending businesses.
7. At the end of the 12-month pilot, a decision will be made as to whether to conduct a formal procurement process to appoint permanent contractors to deliver the out of hours service. If there is no longer a need for out of hours towing, or if the daytime contractor can meet the service demand, the council will not proceed with a formal procurement process. However, data gathered during the pilot will determine the level of service required which will inform the future procurement options at that time.

Reasons for decision

8. The current enforcement and towing arrangements are unsuitable for the growing number of businesses operating in this unlawful manner. For this to be effective, towing services need to operate outside of regular business hours.
9. The current towing contractor is not paid by Ealing Council. Their income comes from release fees when someone comes to claim the vehicle or scrappage from any vehicle not claimed within 14 days.
10. Towing contractors that operate 24 hours a day can remove and store vehicles from the public highway and are willing to have their drivers carry out this work out of regular working hours. They are also willing to take on this work under a similar business model as our current towing contractor: they are not paid by Ealing Council, but they keep the release fees and any scrappage income.
11. There are not many towing contractors that service London and also run their own car pounds. Redcorn Limited previously held a contract shared by the 5 West London boroughs, but they were unable to store vehicles after losing the lease on their car pound. A1 Spares in Wokingham are Ealing's day time towing contractor and they do not operate after 4pm and are closed on Sundays. AVC Recovery and Park Direct UK Limited out of Iver work jointly. One company owns the tow trucks and the other owns the car pounds. Earlier in 2025, both companies were engaging with Ealing around local towing needs, but Companies House now lists both companies as dissolved. Bud Rescue and Recovery Limited in St Albans have a sufficient number of tow trucks, drivers, and car pounds. Bud Rescue have also demonstrated a willingness and ability to assist Ealing with vehicle removals from the Havelock Estate in Southall and from Elveden Road in Park Royal. For the purposes of this pilot, Ealing will be working with Bud Rescue and Recovery.

Options considered

Option One: Status quo.

12. In this scenario, the council is unable to effectively curtail the behaviour that leads to unmarked or unregistered vehicles being parked in an unlawful manner. Complaints from neighbour businesses and residents regarding parking and access issues will increase.

Option Two: Pay the current contractor.

13. The current contractor (A1 Spares) has quoted £75 each way to Ealing council plus £85 per hour for the Car Transporter, assuming 3 hours totalling £405 per day. Street Services do not have a budget for this. Additionally, the contractor currently retains the release fees when someone claims a vehicle, and they keep any scrappage income for any vehicle not claimed within 30 days.

Option Three: Bring in a different contractor.

14. An additional towing contractors, operating on a similar business model but operating at night, will not require upfront payment. Their income will come from release fees and scrappage income. A towing contractor that already operates on a 24-hour basis will not need to fundamentally change their rotas and driver schedules and will be able to remove vehicles in the London Borough of Ealing throughout the night on a regular basis.

Financial impact

15. Ealing council will not pay the contractors for this work. The contractors' income will come from vehicles being claimed or from the scrappage value of the vehicles. During previous trials, nearly 90% of vehicles were claimed back from the pound within a week, paying an average of £350 per vehicle. The scrappage value of a vehicle fluctuates with the market and size of the vehicle, but £250 is a reliable figure.
16. Street Services expect that the contractor will remove 20 vehicles per week or 1040 vehicles over the pilot year. If the previous trend holds of vehicles being claimed to vehicles being scrapped, the financial implications for the contractor are as follows:

Total Number of Vehicles towed: 1,040	
Value of scrapped vehicle: £250	at 10% of total: £26,000
Value of claimed vehicle: £350	at 90% of total: <u>£327,600</u>
	Total value: <u>£353,600</u>

Finance officer name: Chris Neale, Principal Accountant Environment

Verified by Kevin Kilburn, Assistant Director - Strategic Finance, 11/09/2025

Legal Implications

17. The Refuse Disposal (Amenity) Act 1978 gives local authorities the power to remove and to dispose of abandoned vehicles. For the purposes of this pilot, officers will take a literal interpretation of this legislation.
18. Under section 3(2A) of the RDA 1978, a local authority does not need to give notice to the owner of a vehicle if it considers that the vehicle has been abandoned on a road as defined in the Road Traffic Regulation Act 1984.
19. For the purposes of this pilot, and only in the identified hot spot locations, a vehicle will be deemed as abandoned if any of the following conditions are met:
 - Number plate is removed and Vehicle Identification Number (VIN) is obscured
 - Number plate and VIN do not match each other
 - Vehicle is not fit to drive for reasons including:
 - run down or unroadworthy condition such as multiple flat tyres, missing wheels, or broken windows
 - burnt out
 - Significant missing parts
 - Significant body damage
 - Expired tax and MOT
 - Vehicle has no registered keeper on file with the DVLA
20. If the vehicle is deemed to be abandoned, it will be towed immediately.
21. Once the vehicle has been towed, its removal will be reported to the police and a CAD reference number will be recorded. If the vehicle is reported stolen after it has been towed, the police will be able to inform the reporter that it was removed by the Council and where it can be retrieved.
22. If the DVLA holds registered keeper details of the vehicle, a letter will be posted to that person explaining why it was towed and how to claim it back. The letter will also explain that if the vehicle is not claimed from the pound within 14 days, the vehicle will be destroyed.
23. Vehicles removed during this pilot will be stored for 14 days. During this time, the vehicle can be claimed by the owner if they provide proof of ownership, valid ID, proof of address and pay the pound's fees. Regular vehicles will be charged £300 for towing, larger vans will be charged £350 for towing. All vehicles will also be charged £20 per day for storage.
24. Before any vehicle is destroyed, another police check will be carried out on the vehicle. If the vehicle has been reported stolen after it has been towed, the police will be updated of the vehicle's location and the reporter will have an additional 7 days to claim it from the pound.
25. Any vehicle not claimed after 14 days will be destroyed.
26. Any procurement process carried out following the trial period will be in accordance with the Procurement Act 2023 and the council's Contract Procedure

Rules. It will be determined whether any contracts procured will fall within the meaning of 'concession contracts' under the Procurement Act 2023.

Drafted by Shabana Khan, Principal Litigation Lawyer

Verified by Sajal O'Shaughnessy, Principal Contracts Lawyer, 09/09/2025

Equality implications

IT implications (required for any changes to IT systems)

27. There are no IT implications.

Climate and sustainability Implications

28. Vehicles destroyed under this pilot scheme will be de-polluted and recycled. Spare parts will be resold where possible and any leftover material will be recycled as part of the council's commitment to circular economy.