

London Borough of Havering
Record of Decisions taken at CABINET on 24 June 2020 at 7.30pm

1. **TITLE:** **April 2020 Financial Monitoring Position**

2. **DECISION MADE BY:** Information report

3. **DECISION:**

Cabinet:

- **Noted** the Council's draft summary financial outturn for 2019/20
- **Noted** the financial projections for 2020/21 set out in this report
- **Noted** that officers will be reviewing actual expenditure, shortfalls in income and the impact on savings both for 2020/21 and the medium term in order to update the forecasts at regular intervals during the year.
- **Noted** that services are working to identify mitigating actions to help address the challenging financial position, including scenario planning in the event of the Government failing to fully fund the Council's Covid-19 costs.

DOCUMENT CONSIDERED: Final April Monitoring Report v4
Final Appendix A

1. **TITLE:** **Plan for bringing existing services back on stream post Covid-19 lockdown**

2. **DECISION MADE BY:** Information report

3. **DECISION:**

Cabinet:

Noted the report and the Council's plans for recovery post Covid-19 lockdown.

DOCUMENT CONSIDERED: Covid-19 Recovery Cabinet Final Report
App A Covid-19 Recovery Cabinet Report - plan for bringing services back

1. **TITLE: Review of Amendments to Service Offer within Planning in light of Covid-19**

2. **DECISION MADE BY:** Cabinet

3. **DECISION:**

Cabinet:

Amended the recommendation in the published report and:

- **Delegated** authority to the Assistant Director of Planning, to continue to effect the changes outlined in report and to take the necessary steps to reinstate provision, either partly or fully, when it is judged appropriate to do so, in consultation with the Cabinet Member for Housing and Planning.

4. **REASON FOR DECISION**

The decision is required to ensure that members of staff and agency workers engaged by the service are kept safe in the course of their work and that similarly, residents and others are kept safe through the prevention of non-essential visits to their homes and businesses or through interactions with staff at Mercury House or the PASC, as a direct result of the Covid-19 pandemic.

5. **ALTERNATIVE OPTIONS CONSIDERED**

The option of not making any of the recommended changes was considered and rejected as it is not possible to continue to operate the service in the same manner due to current Government guidance regarding essential journeys and social distancing measures.

6. **DOCUMENT CONSIDERED:** Review of Amendments to Service Offer within Planning in light of Covid-19 June 2020

1. **TITLE: EXCLUSION OF THE PRESS AND PUBLIC**

2. **DECISION MADE BY:** Cabinet

3. **DECISION:**

The press and public were excluded from the meeting through the ending of the live stream.

4. **REASON FOR DECISION:** In order to discuss exempt content

5. **ALTERNATIVE OPTIONS CONSIDERED**

6. **DOCUMENT CONSIDERED:**

1. **TITLE: Procurement of ULEZ compliant buses for PTS to transport clients on behalf of Children and Adult Services**

2. **DECISION MADE BY:** Cabinet

3. **DECISION:**

Cabinet:

AGREED the award of contracts to:

- Alexander Dennis Limited for the purchase of 3 x 12.8m Single Deck Coaches
- Treka Bus Limited for the purchase of 6 x 18 Seater Front Entry XLWB Vans
- Mellor Coachcraft for the purchase of 2 x 30 Seater buses and 3 x 24 seater buses,

as set out within the **exempt** Appendix A to this report, for the provision of replacement vehicles.

4. **REASON FOR DECISION**

The 14 vehicles require replacement with Euro 6 standard models in order to achieve compliance with the forthcoming LEZ/ULEZ regulations. A full procurement exercise has been undertaken via a national framework comprising multiple suppliers to achieve the most competitive prices.

5. **ALTERNATIVE OPTIONS CONSIDERED**

Do nothing

In light of the increasing demand upon the Passenger Travel Service in recent years it is considered essential to replace the old and non-compliant existing fleet with new vehicles.

Operating non-compliant vehicles will generate a fine of £100 on each occasion that a vehicle enters the ULEZ/LEZ area. It would not be operationally feasible to undertake core LBH routes using only the remaining 34 compliant vehicles

Use an alternative framework Options:

ESPO - this framework has 7 specialist coach and bus manufacturers limiting scope of competition based on our vehicle specification requirements.

YPO – this framework has 11 specialist coach and bus manufacturers, which have more suppliers fulfilling our specification requirements, but this was ruled out, due to the TPPL framework having a greater number of specialist coach and bus manufacturers which would create greater competition whilst meeting our specification requirements under specified lots. Carry out a fully EU compliant open procurement process

This option will take longer and will use more procurement and service resources than a mini competition. The high number of suppliers available to the Council via the TPPL Bus and Coach Framework is considered to offer sufficient competition to allow the Council to meet its requirements and achieve best value. Accordingly, this option is not recommended.

Contract hire rather than purchase

These vehicles require a large capital investment which specialist hire companies would have little interest in. Maximum contract hire term is 7 years and the annual lease charges

would be higher than purchasing them outright. Having the vehicles being purchased for a longer operating period reduces PTS running costs and charges to its internal clients.

Consideration of electric fleet options

An extensive evaluation was undertaken of the potential to transition fleet assets to electric vehicles including purchase costs, operating costs, range restrictions, warranties and infrastructure requirements.

Equivalent electric vehicles, where available are generally between 2-3 times the price of a conventional Euro 6 alternative and whilst operational savings are generated, the financial modelling undertaken indicates that the level of savings would require a 53 year payback period in order to recover the additional capital investment.

PTS vehicles ordinarily have a 10-year operating life and most manufacturers of electric vehicles will not guarantee the batteries beyond 5 years, presenting operational and financial risks. Furthermore, the stated operational range of these vehicles is a maximum of 100 miles on a single charge, presenting further operational risks as the average daily mileage for the PTS fleet is 80 miles.

6. **DOCUMENT CONSIDERED:** Cabinet Report PTS Fleet Replacement - Theme Board 15th June 2020
Appendix A PTS Fleet Replacement - EXEMPT