

Notice of NON KEY Executive Decision containing exempt information

The Appendix to this Executive Decision Report is exempt and is not available for public inspection as it contains or relates to exempt information within the meaning of paragraph 3 of Schedule 12A to the Local Government Act 1972. It is exempt because it refers to the financial or business affairs of any particular person (including the authority holding that information), and the public interest in maintaining the exemption outweighs the public interest in disclosing the information

Subject Heading:	Passenger Travel Service – Expansion Pilot
Decision Maker:	Neil Stubbings –Strategic Director of Place
Cabinet Member:	Councillor Barry Mugglestone – Cabinet Member for Environment
SLT Lead:	Neil Stubbings – Strategic Director of Place
Report Author and contact details:	Mark Butler 01708 432947 mark.butler@havering.gov.uk
Policy context:	This proposal supports the objectives within the Havering Plan, in particular to enable a resident-focussed and resilient council
Financial summary:	The 12 month Pilot, is expected to generate an operating surplus of c. £30k.

Non-key Executive Decision

Relevant Overview & Scrutiny Sub Committee:	Place Overview & Scrutiny Sub-Committee
Is this decision exempt from being called-in?	Yes - the decision will be exempt from call in as it is a Non key Decision

Non-key Executive Decision

The subject matter of this report deals with the following Council Objectives

People - Things that matter for residents

Place - A great place to live, work and enjoy

Resources - A well run Council that delivers for People and Place X

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

- To approve the commencement of a 12-month pilot expansion of the PTS fleet involving the temporary hire of an additional 43-seat, wheelchair-accessible vehicle
- To enter into a contract with Supplier E, as identified within the Exempt Appendix for the hire of 43-seat, wheelchair-accessible vehicle for the 12-month period at a cost of £26,070.00 so as to allow Passenger Transport Service to expand its service capacity
- To authorise the use of revenue expenditure to support the 12 month pilot scheme, as detailed in the Financial Implications within the Exempt Appendix.

AUTHORITY UNDER WHICH DECISION IS MADE

Scheme 3.3.3

Powers common to all Strategic Directors

2. Expenditure

2.1 To incur expenditure for their allocated directorate within the revenue and capital budgets as approved by the Council, or as otherwise approved, subject to any variation permitted by the Council's contract and financial procedure rules.

4. Contracts

4.2 To award all contracts with a total contract value of below £1,000,000 other than contracts covered by Contract Procedure Rule 16.3.

OTHER OPTIONS CONSIDERED AND REJECTED

Do nothing

The business case above highlights that in excess of 100 potential bookings were declined within the first 5 months of this financial year, seemingly evidencing ongoing demand for the service. Failing to address the limited capacity currently constraining the service would fail to seize the commercial opportunity that appears to be present. Beyond the direct loss of income, there is also the risk of reputational damage to PTS if it is required to consistently decline work which is subsequently picked up by competitors.

Non-key Executive Decision

Purchase additional vehicles rather than hire

The nature of a 12 month pilot requires the Council to avoid committing any capital investment pending proof of the business case, which the pilot aims to demonstrate.

Seek greater expansion than the single vehicle proposed

Whilst there is appetite within the PTS service to exploit the market as widely as possible, there is acceptance that the ambition to expand activities needs to be tempered to avoid the risk of financial exposure, resulting in the proposal to trial a modest expansion at this stage.


PRE-DECISION CONSULTATION

No formal consultation

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Mark Butler

Designation: Assistant Director, Regeneration & Place Shaping

Signature:  Date: 28/10/2024

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

There are no specific legal implications arising from this report. However, the Council will be aware of the risk associated with leasing any asset (damage, etc) and should reassure itself as to the terms and conditions of hire.

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

There are no direct HR implications arising from this decision. Staffing arrangements are set out within the body of the report and any additional staffing costs will be recovered within hire charges.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have 'due regard' to:

- The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

The Council seeks to ensure equality, inclusion, and dignity for all in all situations. PTS transport is generally provided on behalf of vulnerable client groups due to age, physical or mental disability or a combination of all factors.

The additional vehicle proposed for the pilot will be fully accessible to wheelchair users with the appropriate comfort, cooling / heating, lighting, wheel chair securing, all age seat belts and other safety features for the welfare of service clients

There are no equalities and social inclusion implications and risks associated with this decision and an EqHIA (Equality and Health Impact Assessment) is not required on this occasion.

Non-key Executive Decision

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

The recommended hire vehicle is Euro 6 compliant with stop/start systems and Ad Blue, a treatment injected into the SCR (Selective Catalytic Reduction) systems which removes harmful nitrogen oxide converting it into nitrogen and water.

The vehicle is fully compliant to meet the strict ULEZ / LEZ standards for London and will be running on GTL. This is the current green alternative fuel to diesel which all of the Council's current fleet vehicles operate on.

GTL complies with EN15940 standards and reduces NOx by 37% and Particulate Matter by 50% reducing our carbon footprint.

Other advantages of GTL:

- It has a much higher cetane number (fuel burns better within the engine)
- It has a higher mass calorific value
- It has a lower sulphur levels
- It has lower levels aromatics
- It is almost free from other unsaturated molecules such as olefins (unsaturated hydrocarbon compounds)
- More efficient combustion at lower temperatures (improved cold starting)
- Fully Bio- Degradable and Non Toxic with a low hazard rating (evaporates if spilt)
- Reduced noise levels by 1-4Db (uniform combustion shortens ignition delay reducing diesel knock)
- Reduced fuel consumption due to a more efficient fuel burn rate
- No smell from the fuel or from the exhaust
- Reduction in the following harmful gases: Nitrogen oxides (NOx) Particulate Matter (PM) Carbon monoxide (CO) and Hydrocarbons (HC) all associated with respiratory illness.

Other measures to reduce fuel consumption:

All PTS drivers are subjected to periodic training which includes eco driver training and anti -idle training, which identify the health benefits and the impact on the environment from efficient driving techniques.

All bus routes are designed to be as fuel efficient as possible taking in the need of clients, distance, time and destination.

BACKGROUND PAPERS

None

APPENDICES

Appendix A - Exempt

Non-key Executive Decision

Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Details of decision maker

Signed



Neil Stubbings
Strategic Director of Place

Date: 5th November 2024

Lodging this notice

The signed decision notice must be delivered to Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____