



PUBLICATION OF DECISION LIST NUMBER 13/21-22

MUNICIPAL YEAR 2021/22

Date Published: 30 July 2021

This document lists the Decisions that have been taken by the Council, which require publication in accordance with the Local Government Act 2000. The list covers Key, Non-Key, Council and Urgent Decisions. The list specifies those decisions, which are eligible for call-in and the date by which they must be called-in.

A valid request for call-in is one which is submitted (on the form provided) to the Governance and Scrutiny Team in writing within 5 working days of the date of publication of the decision by at least 7 Members of the Council.

Additional copies of the call-in request form are available from the Governance and Scrutiny Team.

If you have any queries or wish to obtain further report information or information on a decision, please refer to:

– Claire Johnson (ext.1154)

Phone 020 8132 then extension number indicated

INDEX OF PUBLISHED DECISIONS – 30 July 2021

[illegible]

LIST REFERENCE: 1/13/21-22

SUBJECT TITLE OF THE REPORT:							
CLIMATE ACTION PLAN PROGRESS REPORT 2020/21 – ENGAGEMENT AND PUBLICATION							
Part 1 or 2 (relevant exempt Paragraph)	Wards affected by decision	Decision taken by	Date Decision comes into effect	Interest declared in respect of the Decision	Category of decision (i.e. Key, Non-Key, Council, Urgent)	Contact Details	Eligible for Call-in & Date to be called in by
Part 1	All	Deputy Leader	Monday 9 August 2021	None	Non-Key	Dominic Millen - Head of Climate Action and Sustainability Dominic.millen@enfield.gov.uk 020 8132 0987	Friday 6 August 2021
DECISION							
<p>AGREED subject to not being called in:</p> <p>1. That the Deputy Leader agrees to external engagement being undertaken in respect of the draft 2020/21 Climate Action Plan Progress Report and then, following this and any related revisions, to publish the final 2020/21 Climate Action Plan Progress Report.</p>							
ALTERNATIVE OPTIONS CONSIDERED							
<p>1. Do nothing – This was not pursued because the Council has made a commitment to provide regular updates on progress against the actions and measures in the Climate Action Plan.</p>							
REASONS FOR RECOMMENDATIONS							
<p>1. The Council has committed to reporting on progress in respect of the Climate Action Plan and the proposed approach set out in this report will meet that requirement. This approach does not raise any negative implications and is positive in respect of public health and climate change.</p>							
BACKGROUND							
Please note that a copy of the Part 1 report is available on the Council's democracy pages.							

LIST REFERENCE: 2/13/21-22

SUBJECT TITLE OF THE REPORT:							
FLEET CAPITAL EXPENDITURE 2020/21							
Part 1 or 2 (relevant exempt Paragraph)	Wards affected by decision	Decision taken by	Date Decision comes into effect	Interest declared in respect of the Decision	Category of decision (i.e. Key, Non-Key, Council, Urgent)	Contact Details	Eligible for Call-in & Date to be called in by
Part 1 & 2 (Para 3)	All	Cabinet Member for Environment	Monday 9 August 2021	None	Non-Key	Julian Minta - Head of Fleet & Transport Operations Julian.minta@enfield.gov.uk 07790 585086	Friday 6 August 2021
DECISION							
<p>AGREED subject to not being called in:</p> <ol style="list-style-type: none"> It is recommended that approval be given for the scheduled replacement and procurement of vehicles and plant as set out in Appendix 1 – Vehicle and Plant Procurement 2021-22. The budget for Fleet Capital was approved by cabinet in February 2021 under key Decision KD5210 as referenced in this report and identifies £2.705m allocated for the Vehicle Replacement Programme for 2021-22. £2.3m allocated as new capital for F/Y 21/22 (under KD5057) and £405k rolled over from F/Y 20/21. The total budget available for 2021/22 is £2.705m All relevant services have been consulted and where possible it is proposed that electric vehicles are purchased. This will include the move of the entire small van fleet (34 vehicles to electric) and the introduction of electric vehicles for Highways Verges and Housing Maintenance. Where diesel is being purchased, electric options have been explored but discounted due to lack of model availability and/ or affordability at present. It is recommended that authority be delegated to the Director of Environment and Operational Services to approve allocations within the approved fleet capital budgets as necessary for operational reasons. That the decision for the procure and award of the relevant contracts/ purchase vehicles within the approved budgets as detailed in Appendix 1, be delegated to the Director of Environment and Operational Services. 							
ALTERNATIVE OPTIONS CONSIDERED							
<ol style="list-style-type: none"> The Council could extend current lease and contract hire arrangements. However, this would be dependent on the cooperation of the various suppliers. They have been approached and have confirmed they would be willing to do this, but this would not be a long-term option and may be more costly due to increasing maintenance. This is due to the contract hire companies being unwilling to extend beyond a specified date due to the depreciating value and resale value of the vehicle. The Council could enter into new contract hire arrangements. However, this would not be the most cost-effective route and will involve a re-tendering exercise that would mean we are tied into three-year agreements at minimum. The Council could do nothing. This has been dismissed as we will need to do something with the existing lease and contract hire agreements and would not be cost effective to keep and maintain the existing fleet. 							
REASONS FOR RECOMMENDATIONS							
<ol style="list-style-type: none"> As part of this year's replacement program the introduction of new electric vehicles will demonstrate the Council's commitment to the targets in the Climate Action Plan. Approval of this report will allow the Fleet Services to continue with its programme of replacing the Council's fleet of vehicles, ensuring it delivers where possible, electric vehicles and where not ensures an efficient and low emission fleet to all council services. 							
BACKGROUND							
Please note that a copy of the Part 1 report is available on the Council's democracy pages. As the part 2 appendix contains exempt information it will not be available to press and public.							

LIST REFERENCE: 3/13/21-22

SUBJECT TITLE OF THE REPORT:

IN-SOURCING OF HIGHWAY WINTER MAINTENANCE

Part 1 or 2 (relevant exempt Paragraph)	Wards affected by decision	Decision taken by	Date Decision comes into effect	Interest declared in respect of the Decision	Category of decision (i.e. Key, Non-Key, Council, Urgent)	Contact Details	Eligible for Call-in & Date to be called in by
Part 1	All	Deputy Leader	Monday 9 August 2021	None	KD: 5295	Stephen Skinner Head of Highway Services Stephen.skinner@enfield.gov.uk 0208 132 0752	Friday 6 August 2021

DECISION

AGREED subject to not being called in:

1. To approve the in-sourcing of the winter maintenance service with effect from 1st November 2021.
2. To procure the necessary vehicles, salt and salt storage arrangements required to deliver the service, as outlined in this report. To submit future bids for capital funding for these items as appropriate.
3. To delegate authority to the Director of Environment and Operational Services to amend the Winter Maintenance Plan to include enhancements described in this report, subject to costs being contained within the annual budget for winter maintenance.
4. To consider growing the commercial element of the service, expanding the previous provision of services to private land managers such as industrial estates and hospitals to generate income to support the Council's budget position.

ALTERNATIVE OPTIONS CONSIDERED

1. The alternation option to in-house delivery would be to procure the winter maintenance service through a contractor. This option has been rejected on the basis of the reasons set out earlier in this report for recommending an in-house provision, i.e. costs, levels of control and flexibility etc.
2. More specific considerations regarding the use of contractors have included the following:
 - The contract with Ringway Jacobs, who previously provided this service, ended on 31st March 2021. Delivery via a contractor would therefore involve a procurement exercise to commission this service in advance of the 2021/22 winter season. Market research has shown that contractors have little appetite to provide winter maintenance services in isolation from other activities to the Council such as highway maintenance or public realm services as they would not have a pool of staff to draw on. A specific contract for winter maintenance services only, has therefore been discounted.
 - Highway Services has a civil engineering minor works contract in place with a highways term maintenance contractor, but this contract is due to end part way through the winter season. Highway Services is progressing the procurement of a new contract for highway maintenance and civil engineering works, which is planned to follow on after the end of the civil engineering minor works contract referred to above. This option would therefore require the Council to commission the winter maintenance service through the existing contract and then change contracts part of the way through the winter season winter. It should also be noted that the existing contractor does not provide winter maintenance services for any other London Boroughs and therefore the challenge of setting up this service for just part of the winter season would make this option neither practical nor economical.

REASONS FOR RECOMMENDATIONS

1. An in-sourced service will enable the Council to deliver a much-improved level of service whilst keeping within the current budget provision. Cost estimates demonstrate that, within the existing budget, an in-house service will enable the Council to add cycle routes and also a number of smaller roads with inclines which were not possible to grit with the normal gritting vehicles provided by the previous contractor's service.
2. The insourcing of the winter maintenance service will give the Council more flexibility and greater control of the service than under the previous out-sourced arrangement. Managers will be able to be more responsive to changing circumstances without the need for separate instructions or contract variations and will be able to quickly respond to changing circumstances according to the weather conditions. The service will be able to react to future variations to the winter maintenance regime without the need to go back to the

contractor to renegotiate.

3. The in-house service will also be more resilient as it will benefit from a larger group of HGV drivers who are already employed within the Council's Public Realm Services and are based locally at Morson Road depot. This will build capacity into the service to cover absenteeism/ sickness (particularly as the winter season may present a higher risk for the recurrence of the coronavirus).
4. In these times of challenging financial conditions, income generation is crucial, and with an in-house service the Council will have greater ability to offer a winter maintenance service to other organisations in the borough on a commercial basis. This might include hospitals, industrial estates, retail parks and private housing developments.
5. There is capacity at the Council's Morson Road depot to store the required quantity of salt and the required number of gritting vehicles and other equipment that will enable the service to be delivered efficiently and effectively.
6. In summary, the rationale for bringing the contract in-house includes:
 - The ability to provide an enhanced service at a lower cost, and within the current budget, (excluding very extreme winters).
 - Greater control over the performance, timing and scope of the service with the ability to react quickly to changing weather conditions.
 - Greater control over the costs of the service, which are based on actual usage rather than a contractor's high level of fixed costs irrespective of whether the service is used.
 - The ability to build resilience within the service, particularly during these operationally challenging times;
 - Better opportunity to explore and to trial innovative solutions using the Council's own resources, such as the treatment of cycle paths and problematic roads.
 - An opportunity to grow the service commercially for the benefit of the wider Enfield community

BACKGROUND

Please note that a copy of the Part 1 report is available on the Council's democracy pages. As the part 2 appendix contains exempt information it will not be available to press and public.