



Doncaster Council

EXECUTIVE FUNCTIONS DECISION RECORD

The following decisions were taken on Tuesday, 5th November, 2019 by Cabinet.

Date notified to all Members: Thursday, 7th November, 2019

The end of the call in period is 5.00 p.m. on Monday, 18th November, 2019 and therefore, the decision can be implemented on Tuesday, 19th November, 2019.

Present:-

Chair - Mayor Ros Jones (Budget and Policy Framework)

Vice-Chair - Councillor Glyn Jones (Deputy Mayor, Portfolio Holder for Housing and Equalities)

Cabinet Member for:

Councillor Joe Blackham	Portfolio Holder for Highways, Street Scene and Trading Services
Councillor Rachael Blake	Portfolio Holder for Adult Social Care
Councillor Nuala Fennelly	Portfolio Holder for Children, Young People and Schools
Councillor Chris McGuinness	Portfolio Holder for Communities, Voluntary Sector and the Environment
Councillor Jane Nightingale	Portfolio Holder for Customer and Corporate Services.

Apologies:-

Apologies for absence were received from Councillors Nigel Ball and Bill Mordue.

PUBLIC MEETING – SCHEDULE OF DECISIONS

Public Questions and Statements

There were no public statements made at the meeting.

The Decision records dated 15th October, 2019 (previously circulated), were noted.

DECISION 1

1. AGENDA ITEM NUMBER AND TITLE

6. Doncaster Homelessness and Rough Sleeping Strategy 2019-24.

2. DECISION TAKEN

Cabinet agreed to adopt the Homelessness and Rough Sleeping Strategy 2019-2024.

3. REASON FOR DECISION

Cabinet considered a report introduced by the Deputy Mayor, Councillor Glyn Jones, which sought approval to adopt a refreshed Homelessness and Rough Sleeping Strategy, which sets out the Council's strategic objectives for the period 2019-2024.

There has been a nationwide increase in the number of rough sleepers and people presenting with multiple and complex issues. The Council has had to respond accordingly to the rise in Doncaster.

Since adopting the Strategy in 2015, the Deputy Mayor reported that there was a need to refresh the Strategy as there had been changes in legislation with the introduction of the Homelessness Reduction Act in April 2018. This is also due to an increase in demand for services, both nationally and locally in homelessness, and, in particular, rough sleeping, and people presenting with multiple and complex issues.

Doncaster has introduced a Public Space Protection Order and has invested Council reserves into funding additional Police resources in the Town Centre area to address begging, anti-social behaviour and substance abuse that are sometimes associated with rough sleepers.

However, it was highlighted that key challenges remained in Doncaster including:-

- a high proportion of those presenting were already homeless;
- there were high levels of additional and multiple support needs in Doncaster;
- current models were not always geared up for this increased complexity; and
- there was a need for more flexible floating support and dispersed housing provision.

The Deputy Mayor stated that the Homelessness and Rough Sleeping Strategy has three main Objectives:-

- Delivery of a "whole system" plan for Homelessness Prevention;
- Maximisation of opportunities for independence through a range of housing options; and
- Provision of effective and joined up care and support services for those most in need.

The Strategy also has a real focus on a whole-system approach to prevention of

homelessness, and delivery alongside partners, accommodation providers and other key stakeholders.

In response to questions, it was confirmed that during August to October 2019, there had been only one placement in Bed and Breakfast accommodation, and that the use of such accommodation was as a last resort.

Councillor Blake emphasised the need to help those people who lived in private and rented accommodation, and to signpost where information was available to assist them to avoid homelessness.

The Mayor and Cabinet welcomed the report and were pleased to note the positive interventions being undertaken by the Council to support homelessness.

4. ALTERNATIVES CONSIDERED AND REJECTED

Option 1: Do nothing and wait until the existing Strategy expires in 2020. This option was not recommended, as the Council would not comply with Government, and the Council's statutory duty to produce a Homelessness and Rough Sleeping Strategy.

5. DECLARATIONS OF INTEREST AND DISPENSATIONS

There were no declarations.

6. IF EXEMPT, REASON FOR EXEMPTION

Not Exempt.

7. DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Peter Dale, Director of Economy and Environment.

DECISION 2

1. AGENDA ITEM NUMBER AND TITLE

8. Pool Car Replacement and Parking Relocation.

2. DECISION TAKEN

Cabinet agreed:-

- (1) to replace 25 diesel pool cars with full battery EVs;
- (2) to review the size of the pool car fleet over the next 12 months, and revisit the business case for replacing more pool cars in 2021-22;
- (3) to relocate the parking of Council owned pool car vehicles from the Council House car park to land at the rear of the Civic Office, and part of Scarborough House car park;

- (4) to install 13 twin charge points across the following sites, land at the rear of the Civic Office and North Bridge Depot, to meet the business requirements of the Council; and
- (5) to add to the 2020/21 Capital Programme:-
 - (i) the purchase of vehicles and charging infrastructure with a budget of £627k; and
 - (ii) the development of the car parks with a budget of £190k.

3. REASON FOR DECISION

Councillor Joe Blackham, Cabinet Member for Highways, Street Scene and Trading Services, introduced a report which sought approval for the Council to replace 25 diesel pool cars with full battery Electric Vehicles (EVs), supported by the installation of 13 twin charging points on land at the rear of the Civic Office and North Bridge Depot, which would contribute towards the Council's long term vision and strategic direction to create a green economy and a carbon neutral Borough.

As part of the pool car replacement programme, it was proposed to review the size of the pool car fleet over the next 12 months, and revisit the business case for replacing more pool cars in 2021-22.

Approval was also sought to relocate the parking of Council owned pool car vehicles from the Council House car park to land at the rear of the Civic Office, and part of Scarborough House car park, due to the Council House car park being put up for sale. The preferred new parking allocation would both support the electrification of the Council's fleet with EVs charging infrastructure, and continue to provide access for the efficient collection and return of vehicles for Civic Office and town based staff.

Funding for these proposals would be included in the 2020/21 Capital Programme.

The Council's long term vision and strategic direction was to create a green economy and a carbon neutral Borough, and this initiative was an early step towards this aspiration.

Having a greener fleet of vehicles was an essential step for the Council to take to start reducing emissions locally and nationally. Doncaster residents were leading the way, with Doncaster being only second to Leeds in the Yorkshire and Nottinghamshire regions, for new EVs registrations.

Cabinet endorsed the report and were pleased that the Council was moving in the right direction to achieve a low carbon neutral Borough.

4. ALTERNATIVES CONSIDERED AND REJECTED

- 1. Option 1 – Do nothing:–
 - 1.1. Parking at Council House car park is not a long term option.

- 1.2. This change has major implications for accommodating the Civic Office based pool cars in that the cars would have to be decanted to one of its Town Centre car parks, if a move was not prepared for. This would result in lost revenue from parking charges, as the Council's cars would have to displace public parking, and reduce the public car parking offer.
 - 1.3. If the cars were to be relocated outside of the Town Centre due to lack of parking options, 'grey' mileage claims would likely increase to enable a 'business as usual' approach to service delivery.
 - 1.4. The Council wants to invest in a greener transport fleet. There is an expectation by the Government that Local Authorities will lead on the rollout of EV charging infrastructure. The charging infrastructure is an essential part of preparing the rollout of EVs into the Council's fleet, and the identification of a suitable long term parking location for pool cars is the first essential step to protect the investment.
2. Option 2 – Relocate the pool cars, but continue to operate the existing diesel pool car fleet (currently 5 years old) up to 7 years old or 10 years old.
 - 2.1. Maintenance costs are forecast to increase by 50% each year, from £260 to £390 per car.
 - 2.2. Car values would experience further depreciation. The specified 25 vehicles to be replaced currently present a receipt value of £107k, whereas in 2 years' time, that will become £72k and in 5 years' time will be £25k or less, as they are likely to be undesirable due to further changes in legislation and the cost of diesel.
 - 2.3. The Council has called a Climate and Biodiversity Emergency for the Borough of Doncaster. The diesel fleet should therefore be phased out in order to start reducing emissions.
 - 2.4. The Pool Car Replacement Strategy was originally recommended for a 2 year replacement schedule, as recommended by Edge Consultants. However, this was deemed to be too frequent. This, combined with EVs on the horizon, led to the replacement schedule being delayed, until a point in which EVs became a realistic option for the Council's pool car fleet.
 - 2.5. An ageing fleet would present other operational risks in terms of availability of vehicles due to increased repairs, reduced reliability and increased occurrence of break down, and a potential increase in car allowance claims due to these risks.
 3. Option 3 – To replace all 73 diesel pool cars with EVs and relocate 39 of these from Council House car park.
 - 3.1. Although most pool cars undertake daily miles that can be met by the proposed small EV, there is still a requirement for some cars to

undertake more miles that would either require a planned period of time to recharge, or for the Council to purchase a premium EV that can undertake more than 200 miles on a single charge. Such EVs would cost in excess of £30,000.

- 3.2. Charging infrastructure requires detailed planning, and sites needed to have sufficient electrical supply capacity, for which some of the sites do not. These sites would be developed in time as a phased rollout of EVs was approved.
- 3.3. Further review is required to ascertain the true number of pool cars required to meet service demands.

5. DECLARATIONS OF INTEREST AND DISPENSATIONS

There were no declarations.

6. IF EXEMPT, REASON FOR EXEMPTION

Not Exempt.

7. DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Debbie Hogg, Director of Corporate Resources.
Peter Dale, Director of Economy and Environment.

DECISION 3

1. AGENDA ITEM NUMBER AND TITLE

8. General Fund Capital Receipts – Programme Update.

2. DECISION TAKEN

Cabinet agreed that:-

- (1) Strategic Asset Management be authorised to action the disposal of new assets identified for disposal, as part of a managed four year disposal programme; and
- (2) the Property Officer be given delegated authority to authorise the terms of disposal for sale prices of greater than £1m of those properties within the Capital Programme, provided that the disposal is not for less than the estimated value of the properties contained in the Capital Programme.

3. REASON FOR DECISION

Cabinet received a report, introduced by Councillor Joe Blackham, which provided a half-way point programme review and update of the Council's General Fund Capital Receipts Asset Disposal Programme, as approved by Cabinet on 19th September, 2017.

It was reported that assets sold to date within the programme would provide for an additional 90 new homes, and a range of new commercial development in the

Borough, underlining the Council's commitment to providing quality places to work and live, for its residents across the Borough, now and in the future.

The report also recommended the disposal of four additional named land assets, as detailed at paragraph 17 to 20 of the report, which included the sale of land at College Road in the Town Centre, following discussions with South Yorkshire Police for a new custody suite and Police Station, reinforcing the joint investment in the town by the Council and South Yorkshire Police, and providing a new high quality facility supporting the Police's investment in the Borough.

It was anticipated that the next phase of the programme would provide over 700 more new homes in the Borough over the coming years.

Councillor Blackham emphasised that the report highlighted Cabinet and the Council's commitment in being a catalyst for new developments across the Borough, through the sale of its land and property assets. The programme also secured vital funds to deliver the Council's Capital Programme ambitions.

4. ALTERNATIVES CONSIDERED AND REJECTED

Do nothing – not recommended, as the current policy does not sufficiently address the concerns of community groups.

5. DECLARATIONS OF INTEREST AND DISPENSATIONS

There were no declarations.

6. IF EXEMPT, REASON FOR EXEMPTION

Appendix 2 to the report was exempt and was not for publication, because it contained details of commercial interests, and, therefore, was exempt information under paragraph 3 (*information relating to the financial or business affairs of any particular person, including the authority holding that information*) of Schedule 12A of the Local Government Act 1972, as amended).

7. DIRECTOR RESPONSIBLE FOR IMPLEMENTATION

Peter Dale, Director of Economy and Environment.

Signed.....Chair/Decision Maker