

Public Document Pack

**Democratic Services Section
Legal and Civic Services Department
Belfast City Council
City Hall
Belfast
BT1 5GS**

16th September, 2020

MEETING OF STRATEGIC POLICY AND RESOURCES COMMITTEE

Dear Alderman/Councillor,

As previously notified to you, the following items will also be considered at the meeting to be held at 9.30 am on Friday, 18th September, 2020.

Yours faithfully,

SUZANNE WYLIE

Chief Executive

AGENDA:

2. Restricted Items

(d) Operational Recovery (Pages 1 - 18)

4. Belfast Agenda/Strategic Issues

(e) UK100 Resilient Recovery Taskforce- Submission to Comprehensive Spending Review (Pages 19 - 24)

5. Governance

(a) Proposal to introduce new governance arrangements in relation to Standards (Pages 25 - 30)

6. Physical Programme and Asset Management

(a) Physical Programme Update (Pages 31 - 36)

9. Operational Issues

(c) Minutes of the Meeting of the Party Group Leaders' Consultative Forum (Pages 37 - 40)

By virtue of paragraph(s) 3 of Part 1 of Schedule 6
of the Local Government Act (Northern Ireland) 2014.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 6
of the Local Government Act (Northern Ireland) 2014.

Document is Restricted

This page is intentionally left blank



Subject:	Resilient Recovery Taskforce- Declaration from cities to influence Comprehensive Spending Review
Date:	18 th September 2020
Reporting Officer:	Grainia Long, Commissioner for Resilience
Contact Officer:	Richard McLernon, Project Co-ordinator

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report
1.1	Belfast City Council is a member of the UK100 Resilient Recovery Task Force – a network of city Mayors (or their nominees) aimed at influencing outcomes of the Comprehensive Spending Review and other government stimulus post-Covid 19, as well as influencing UK government’s climate targets at COP26, the UN Climate Change conference in 2021. A high level declaration/submission to the CSR requires SP&R approval on 18 th September, so that Belfast can be added to the list of city’s endorsing the document. This paper provides a brief overview and seeks SP&R approval for the declaration in Appendix One.
2.0	Recommendations
2.1	The Committee is asked to: <ul style="list-style-type: none"> - Review the language in the ‘declaration’ in Appendix One

	<ul style="list-style-type: none"> - Approve Belfast's support for the 'declaration' and support its submission, with the aim of influencing Comprehensive Spending Review outcomes.
3.0	Main report
	<u>Key Issues</u>
3.1	Belfast City Council joined the UK100 Resilient Recovery Taskforce in July, and its first meeting of city Mayors and their nominees took place in August. At its first meeting, it agreed that the network would produce a submission to the Comprehensive Spending Review (CSR).
3.2	Senior officers from each city council met last week via virtual workshops to agree the submission. The work is aligned with Core Cities submission.
3.3	<p>Appendix One contains the declaration, which strongly reflects Belfast City Council's discussions on inclusive recovery. The main narrative and 'asks' in the declaration are:</p> <ul style="list-style-type: none"> - The development of a Net Zero Development Bank to fund UK infrastructure aimed at driving the transition to a net zero economy - Investment in upgrading the electricity grid. (Note: we have asked that the Energy Regulator in Northern Ireland is referenced in the declaration.) - A government led target to decarbonise buildings and heat (a focus on retrofit very similar in ambition to the Innovation and Inclusive Growth Commission) - Speed up transition to electric vehicles - An enhanced devolution settlement- making reference mainly to devolution of powers in England, but we have asked for the document to specifically reference the need to robust powers for Councils
3.4	Members are aware that BCC continues to engage with Core Cities and a number of other structures to influence CSR outcomes- this declaration is just one of several avenues we are pursuing, to fund climate-resilient stimulus.
	<u>Financial & Resource Implications</u>
3.5	None at present
	<u>Equality or Good Relations Implications/Rural Needs Assessment</u>
3.6	None

4.0	Appendices – Documents Attached
	Appendix One - Draft UK100 Resilient Recovery 'Declaration'.

This page is intentionally left blank

++ FINAL DRAFT ++
RESILIENT RECOVERY TASK FORCE DECLARATION
10th September 2020

The need for an economic recovery package that creates resilience in our communities and reduces carbon emissions has never been greater. The Covid19 crisis has highlighted the fragility of our economic structures, their exposure to external shocks and the need to support people in our poorest communities. We must seize the opportunity to create healthier, safer and more prosperous communities, building in resilience to climate change through investing in the green economy. Such an approach will enable us to reskill our workforce, enable job creation, create cleaner, healthier, safer places to work and live, and restore the nature upon which we all rely.

As elected leaders of our communities we are playing an essential role in tackling the current Covid19 crisis, and we are fulfilling our role in building a resilient recovery from it. Our knowledge and understanding of our communities means we are well placed to design and deliver solutions that improve health, prosperity and the environment. Adequate national Government investment, ambitious national frameworks and the necessary powers would enhance our ability to act in partnership to tackle the threat of climate and to reskill our workforces to set them on a path to a flourishing net zero economy.

Together we can renew our communities by working in partnership with government if action is taken forward across Government to:

- **Increase local Net Zero investment** by establishing a *Net Zero Development Bank to bring together all national government financing for the transition to Net Zero*. The bank should have both an obligation and the capacity to work with local authorities to develop place-based Net Zero projects and programmes, leveraging additional private investment to kickstart local energy schemes which are at too early a stage to be attractive to private finance.
- **Invest in renewing the electricity grid** to ensure a smart decentralised energy system, enabled by a *national framework for local area energy planning*. The Core mandate of Ofgem and of devolved nation energy regulators should be expanded to include supporting the delivery of net zero emissions, and we support the regulation of future investment in Distribution Network Operators so that a greater role can be given to regional and sub-national plans and ambition.
- **Ensure that the nation's homes are retrofitted to be energy efficient** by designing and delivering, with local government, a *Government-led long-term plan to decarbonise buildings and heat* that sets out actions and investment needed to enable all existing homes and buildings to be net zero carbon by 2050 at the very latest. The plan should at least meet the manifesto commitment of £9bn public investment to deliver Net Zero in our homes and buildings and seeks to crowd in further private investment to meet this goal.
- **Speed up the transition to low and zero emission travel** and enable the UK to be a global leader in developing low-emission vehicles including freight. This should include a *commitment to providing seamless access to electric vehicle charging infrastructure across the UK*, while also providing long-term investment in public

transport networks and in creating built environments that prioritise walking and cycling.

- **Expand local powers to take action on Net Zero** by enabling the national Net Zero effort through *an enhanced devolution settlement*, combining ambitious national strategy with a fresh and fair mix of powers and resources for local & combined authorities; enabling clear & accountable local net zero delivery that unleashes the social and economic potential of every community.



Subject:	Proposal to introduce new governance arrangements in relation to Standards
Date:	18 September 2020
Reporting Officer:	Suzanne Wylie, Chief Executive John Walsh, City Solicitor / Director of Legal & Civic Services
Contact Officers:	Sarah Williams, Governance and Compliance Manager Russell Connelly, Policy, Research and Compliance Officer Susan McNeill, Policy, Research and Compliance Officer

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of main Issues
1.1	The purpose of this report is to seek approval from the SP&R Committee to propose the introduction of a new Standards Committee, the designation of the City Solicitor into a new “Monitoring Officer” role responsible for all issues in relation to standards to ensure the Council, its officers and elected Members maintain the highest standards of conduct in all that they do.
2.0	Recommendations
2.1	It is recommended that Members: (i) note the attached report.

	(ii) provide approval in principle to establish a Standards Committee and to designate a Monitoring Officer as in the main report below.
3.0	Main report
3.1	<p><u>Background</u></p> <p>It is proposed that the Council introduces additional arrangements to ensure that the Council, its officers and elected Members maintain the highest standards of conduct in all that they do. Such arrangements could include the establishment of a new Standards Committee, the designation of a “Monitoring Officer” responsible for all issues in relation to standards, and the introduction of a number of new governance arrangements aimed at promoting and maintaining high standards of conduct by Councillors and officers.</p> <p>The establishment of such arrangements would demonstrate a firm commitment on behalf of the Council to promote, sustain and safeguard the conduct of Members within the Council and the probity of all the Council’s proceedings.</p> <p>Research into strong ethical leadership in the public sector (and local government in particular)¹ suggests that those councils with good records of ethical conduct show evidence of strong Member / officer relationships. They demonstrate a culture of partnership and joint ethical leadership led by a Standards Committee (including its independent/lay members) in concert with party group leaders (political) and senior officers (managerial).</p> <p>It is proposed to create a similar regime to the model used in Wales where the Public Sector Ombudsman has encouraged councils to introduce Local Resolution Arrangements to provide an opportunity for relatively minor complaints and issues to be resolved ‘in-house’ without the need for referral to the Ombudsman’s office.</p>
3.2	<p><u>Standards Committee</u></p> <p>It is proposed that the Council establish a Standards Committee whose main functions would be to promote, sustain and safeguard the conduct of Councillors within the Council and the probity of all the Council’s proceedings. This would include considering and making recommendations to the Council on the contents of the Code of Conduct for Members, the Members/Officer protocol and providing advice and guidance on standards in general across the Council. Appointment to such a Committee would be made in the normal way as prescribed by Schedules 1 and 2 of the 2014 Act. The size of the Committee will need to be agreed.</p>

¹ <https://www.cardiff.ac.uk/news/view/525252-the-importance-of-ethical-leadership-in-public-sector-organisations>

It is recommended that the Standards Committee appoint a number of independent Members whose views are to be sought and taken into account before any recommendations are made by the Committee (as is the case in similar Committees in England, Wales and Scotland). Such independents would be required to be impartial and they would be required to make the declaration at Schedule 3 of the 2014 Act that they will observe the Code of Conduct for Councillors. The Council may wish to include certain stipulations, for example that a person may not be appointed if they have been a councillor or officer of the Council in the past 5 years (or even a party worker or relative).

It is proposed that the Committee would meet quarterly and when required.

CIPFA guidance indicates that the role of a Standards Committee is distinct from that of the Audit Panel / Committee whose primary role in relation to standards and ethical conduct is to satisfy itself that there are appropriate arrangements in place, particularly in support of the Annual Governance Statement. Where a local authority does have a standards committee, the lead on promoting high standards of conduct may be taken by that committee, and the most appropriate role for the audit committee would be to consider the effectiveness of the standards committee as part of the annual governance review.

The Terms of Reference for the Standards Committee could therefore include the promotion and maintenance of high standards of conduct by Members and officers, oversight of any training required on all matters relating standards and conduct, advising the Council on the Code of Conduct for Councillors, oversight of the Member-Officer protocol (to be reviewed), oversight of the Members' Register and Declaration of Interests and associated procedures and oversight of the Council Constitution.

The Standards Committee would also have a role in deciding whether any issues reported to the Monitoring Officer under the Local Resolution Arrangements should be closed, dealt with in house or referred to the Local Government Standards Commissioner. In such cases, the Monitoring Officer would be responsible for facilitating the local resolution arrangements alongside the Chief Executive and any Members directly involved in such cases. Once initial enquiries have been completed the Monitoring Officer will make a recommendation to the Standards Committee, based on his/her professional opinion that either:

- i) there is no issue and the matter be closed
- ii) the matter has been sufficiently dealt with under Local Resolution Arrangements
- iii) the matter cannot be resolved in house and should be referred to the Local Government Commissioner for Standards

	<p>There would however be some element of flexibility in matters of urgency or potential criminal matters where a referral may need to be made directly by the Chief Executive.</p>
<p>3.3</p>	<p><u>Councillor Training on standards and conduct</u></p> <p>It is recommended that the Standards Committee would have oversight of Councillor training and development in relation to standards and conduct. This would include training on the Code of Conduct including the Register and Declaration of Interests but would extend to any aspect of the role of a Member that impacts on standards in general.</p> <p>Surveys conducted with existing Standards Committees in other jurisdictions indicate that the preferred training by Members is scenario-based and interactive, using real life examples in areas such as:</p> <ul style="list-style-type: none"> - Training on the Member / Officer Protocol (to be reviewed with a joint declaration on protection to be developed and agreed) - Ethical leadership - Pecuniary and non-pecuniary interests - Unconscious bias - Role of members / Role of civic dignitaries - Interacting with the public - Interaction with the press
<p>3.4</p>	<p><u>Monitoring Officer</u></p> <p>It is proposed that the Council designates a lead officer into a specific role, similar to the Monitoring Officer role introduced in Great Britain² to ensure that the Council, its officers and its elected Members maintain the highest standard of conduct in everything they do. It is proposed that the City Solicitor be designated as the Monitoring Officer and that they will also act as the lead officer in respect of servicing the Standards Committee.</p> <p>The Monitoring Officer will be responsible for ensuring that the Council operates within the law. Their principal responsibilities will be:</p> <ul style="list-style-type: none"> • to report to the Council on matters they believe are, or may be, illegal or which amount to maladministration • to be responsible for all matters relating to the conduct of councillors, including oversight of any Local Resolution Arrangements

² The Monitoring Officer role is provided for by the Local Government & Housing Act 1989 (England, Scotland and Wales) as amended by schedule 5, paragraph 24 of the *Local Government Act 2000*.

	<ul style="list-style-type: none"> • to be responsible for the operation, review and updating of the constitution; this includes providing advice on the interpretation of the constitution, and making determinations where necessary. • to take steps to protect the integrity and reputation of the Council and Councillors in respect of Council functions and decision making.
3.5	<p><u>Local Resolution Protocol for dealing with minor complaints</u></p> <p>The Standards Committee will not have the same powers of investigation and/or sanction that a similar Standards Committee in England would have. In Northern Ireland the powers of investigation, adjudication and sanction are vested in the Office of the Local Government Commissioner for Standards via Section 55 of the Local Government Act (Northern Ireland) 2014.</p> <p>The situation in Wales is similar to that in Northern Ireland where responsibility for investigating and adjudicating on potential breaches of the Code of Conduct remain with a centralised Standards Commissioner. In Wales the Public Services Ombudsman has encouraged councils to introduce Local Resolution Arrangements which provide an opportunity for relatively minor complaints and issues to be resolved ‘in house’ without the need for referral to the Commissioner. A Model Protocol has been adopted by the majority of councils in Wales. These Local Resolution arrangements are entirely voluntary and no individual councillor is obliged to participate and is free to make a complaint to the Ombudsman at any time. It is recommended that Belfast City Council introduce a similar Local Resolution Protocol as that in place in Wales which would provide a voluntary process within which the Standards Committee, the Chief Executive and the Monitoring Officer could act as a facilitator in dealing with complaints between Members or between officers and Members with a view to seeking an agreed resolution.</p> <p>If an agreement is reached during the facilitation stage then no further action is required. If agreement cannot be reached the aggrieved Member/officer would always have the opportunity of referring the matter to the Ombudsman / Local Government Commissioner for Standards. Examples of resolutions might include issue of a letter of apology, a written undertaking or commitment not to breach the Code of Conduct in the future, or a commitment to undertake training or an agreement that on the basis of the evidence that no further action should be taken and the matter be closed.</p>
3.6	<p><u>Next steps</u></p> <p>If agreed in principle a draft Terms of Reference and more details on the operation of this committee would be brought to the Strategic Policy & Resources Committee for agreement.</p>

3.7	<p><u>Financial & Resource Implications</u></p> <p>There will be minor financial implications associated with introducing a new Standing Committee. If the Standards Committee is to meet quarterly then it will require an associated Special Responsibility Allowance be allocated to the Chair and Deputy Chair positions of responsibility and funded from the reallocation of the existing Special Responsibility Allowance fund.</p> <p>The committee will be serviced by existing resources within Governance and Compliance; and Democratic Services.</p>
3.8	<p><u>Equality or Good Relations Implications/Rural Needs Assessment</u></p> <p>None.</p>
4.0	<p>Appendices – Documents Attached</p>
	<p>None</p>



Subject:	Physical Programme Update
Date:	18 th September 2020
Reporting Officer:	Sinead Grimes, Director of Physical Programmes Ronan Cregan, Deputy Chief Executive and Director of Finance and Resources
Contact Officer:	Michelle Bagnall, Programme Manager

Restricted Reports	
Is this report restricted?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
If Yes, when will the report become unrestricted?	
After Committee Decision	<input type="checkbox"/>
After Council Decision	<input type="checkbox"/>
Some time in the future	<input type="checkbox"/>
Never	<input type="checkbox"/>

Call-in	
Is the decision eligible for Call-in?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

1.0	Purpose of Report or Summary of Main Issues
1.1	The Council's Capital programme is a rolling programme of investment which either improves the existing Council facilities or provides new Council facilities. This report seeks approval to move the reservoir Safety Programme to the next stage of the capital programme; seeks a decision from members on an electric vehicle to replace the current Lord Mayor vehicle; and asks Members to agree a request for permission to carry out aerial footage over Belfast Zoo.
2.0	Recommendations
2.1	The Committee is requested to –

	<ul style="list-style-type: none"> ▪ <i>Project Movement</i> - Agree that the Reservoir Safety Programme is moved to a Stage 3 committed project, with a maximum £1.6m budget allocated; ▪ <i>Fleet Programme - Lord Mayor's Car</i> - agree the Audi E-Tron as the Lord Mayor's new electric vehicle ▪ agree the request for permission for aerial footage over Council lands at Belfast Zoo.
3.0	Main report
	<i>Reservoir Safety Programme</i>
3.1	Members have previously agreed that all capital projects must go through a 3 Stage approval process where decisions on which projects progress are taken by SP&R. This provides assurance as to the level of financial control and will allow Members to properly consider the opportunity costs of approving one capital project over another capital project.
3.2	Members are reminded that the reservoir safety programme is an agreed Stage 2-uncommitted project on the council's Capital Programme. This programme has emerged from a number of safety reports conducted in relation to addressing safety issues associated with reservoirs - the Waterworks upper, Waterworks Lower and Alexandra Park reservoirs are within the scope of the programme. An outline business case has now been completed and a preferred option identified the necessary approach to dealing with statutory safety requirements, and associated costs.
3.3	Members are asked to agree that the Reservoir Safety Programme moves to Stage 3 Committed and it is recommended that a maximum budget of £1.6m is allocated. The Director of Finance & Resources has confirmed the affordability of this project due to the importance of statutory safety requirements around reservoir management.
	<i>Fleet Replacement Programme - Replacement of the Lord Mayor's Car</i>
3.4	At the SP&R Committee meeting on 21 st February the Committee ' <i>agreed to replace the Lord Mayor's car with a fully electric model, with the final decision on the type of model to be agreed by the appropriate Council Manager</i> '. At the Council meeting on 2 nd March this decision was amended to provide that the final decision on the type of model to be selected be taken by the SP&R Committee.
3.5	Members are reminded that the key issue remains around acquiring a replacement vehicle that achieves value for money, offers reliability given the commitments of the Lord Mayor's Office and fulfils the function of a civic vehicle fit for high profile office (security of both Lord Mayor and Chain; wide ranging travel needs from short to long distance journeys). Members are also reminded that usage, based on typical requirements on duties of the Lord Mayor Office, shows an average mileage of 6,000 miles per year, with a typical average daily mileage of 30 miles.

	<p>Whilst the usage profile is mainly around the city, there is reasonably regular requirement for longer trips, so in terms of electric vehicle, the long range performance on an electric charge, and well as comfort, is an important factor.</p>
3.6	<p>Appendix One provides a detailed overview of five vehicles available via council procurement mechanism and includes key performance information such as charge performance, safety rating (NCAP rating) and drive type (e.g. all wheel). Each vehicle has also been reviewed by Lord Mayor's Office and Fleet Management Unit to assess suitability in fulfilling the function of civic duty requirements. Feedback has been provided and included in Appendix One. Having assessed the options that are available against the key issues as outlined above in 3.5 officers would recommend the Audi E-Tron model giving the mileage capacity, the rear seating space and the boot space capacity.</p>
3.7	<p>Members are asked to consider the options and agree the recommended replacement vehicle – Audi E-Tron. The lead-in time for a new vehicle is 4-6months. The current lease is up in February 2021 and therefore Members are asked to note that a decision on the preferred new model must be taken this month to ensure sufficient time for the new vehicle to arrive. Members are asked to note that officers will be looking at the lease period in terms of value for money etc. and any lease will be for at least at 2 year period initially.</p> <p>Once the new electric vehicle has been agreed, and manufacturing charging requirement is confirmed, the Property Maintenance Unit will take the necessary steps to install appropriate charging point (circa £2k cost) at City Hall.</p> <p><i>Request for permission for aerial footage of council lands - Belfast Zoo</i></p>
3.8	<p>Members will be aware that work is ongoing on looking at Belfast Zoo. To inform this work special permission for aerial footage to be taken of the Zoo site (both the existing and old Zoo sites) is being requested in the absence of an agreed council Drone policy. Members are asked to note that all necessary licence will be sought.</p>
3.9	<p><u>Financial & Resource Implications</u></p> <p><i>Financial –</i></p> <ul style="list-style-type: none"> • Reservoir Safety Programme - a maximum £1.6m budget – the Director of Finance & Resources has confirmed that this is within the affordability limits of the Council • Fleet Replacement Programme – Lease of the Lord Mayor's Car – these costs are covered under the Fleet Replacement Programme (costs are dependent on option to be agreed and subsequent formal procurement process); and costs for charging point will be found within existing budget.

	<ul style="list-style-type: none"> • Aerial footage of Belfast Zoo site - costs will be drawn from existing budgets.
3.10	<p><u>Equality or Good Relations Implications/ Rural Needs Assessment</u></p> <p>All capital projects are screened as part of the stage approval process.</p>
4.0	Appendices – Documents Attached
	Appendix 1 – Electric Vehicles overview

Overview - All electric vehicle information

NB images are for illustrative purpose and not accurate scale.

MODEL & SPEC	ELECTRIC				
	Estate			Hatchback	
Car model	AUDI E-TRON	MERCEDES-BENZ EQC	JAGUAR I-PACE	HYUNDAI IONIQ*	TESLA MODEL S*
					
Trim	230kW 50 Quattro 71kWh Sport 5dr Auto [C+S]	300kW AMG Line 80kWh 5dr Auto	294kW EV400 S 90kWh 5dr Auto	100kW Premium 38kWh 5dr Auto (*Another HYUNDAI IONIQ model is available, at higher cost (£25k))	Long Range AWD 5dr Auto (*Another 2 Tesla models are available, at a higher cost (MRP £98K))
Release Date	2020	2019	2018	2019	2019
NCAP Overall Rating	5 star	5 star	5 star	0 star	0 star
CO2 Emissions Combined	0g/km	0g/km	0g/km	0g/km	0g/km
CO2 g/km Emissions					
Standard Euro Emissions	N	EURO 6	N		
Insurance Group	49E	50E	49E	16E	
Transmission	Automatic	Automatic	Automatic	Automatic	Automatic
Fuel	Electric	Electric	Electric	Electric	Electric
Gears	1 SPEED	1 SPEED	1 SPEED	1 SPEED	1 SPEED
Drive	Four Wheel Drive	Four Wheel Drive	Four Wheel Drive	Front wheel drive	Four Wheel Drive
Body Type	Estate	Estate	Estate	Hatchback	Hatchback
Length (mm)	4901	4761	4682	4470	4979
Width (mm)		1884	1895	1820	1964
Height (mm)		1623	1565	1450	
Luggage Capacity (Seats Up)	660	500	5	350	748
Number of Seats	5	5	5	5	5
CHARGE					
Electric maximum range (NEDC)	204miles	259miles	298miles	124miles	393miles
COSTS					
<i>NB these are retail costs - unofficial lease quotes have been provided relative to retail cost</i>					
Retail Price (excl. VAT)**	£53,150.00	£55,766.67	£53,270.83	£26,925.83	approximately £78,000
Annual Least quotations. <i>NB the quotes for the all electric vehicles are unofficial quotes</i>	£7,920.60	£7,058.52	£7,518.24	£2,697.20	£10,061.88
Suitability assessment lead by Lord Mayors Office	<i>Real world range* estimated at over 200 miles. The rear seating area for the Civic Dignitary was notably more spacious than the other options. The boot space is also notably larger than the others; long distance trips and member / officer luggage a relevant consideration. Given this conclusion, against assessment of other</i>	<i>Very similar in all regards to the Audi, with real world range comparable. However, it was notably smaller in the rear seating area and in terms of boot space.</i>	<i>Slightly higher real world range but vehicle was notably smaller than in the rear of the vehicle compared to the Audi and Mercedes, with a significantly smaller boot space. Presents practical working challenges in terms of space.</i>	<i>The size, rear cabin and boot space, and range present significant practical challenges when considering the working functions required. Real world range lower than 150 miles which would preclude long distance trips without charge.</i>	<i>The size and space is comparable with other options. In terms of range it is the best option, however it is the most expensive.</i>
<p>* Real world range refers to estimate length of journey on a charge, which takes account of 'real conditions' and tends to be lower than manufacturing range. ** NB The manufacturer vehicle purchase price should be taken as a helpful guide - the vehicle retail purchase price can change quickly due to market pressures Further note re Delivery and costs: Delivery lead in times a minimum 4 months / up to 6 months - no engagement or negotiations to date, will be subject to the outcomes of formal quotation and negotiation process.</p>					

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 6
of the Local Government Act (Northern Ireland) 2014.

Document is Restricted

This page is intentionally left blank