

MINUTES OF THE MEETING Cabinet Member Signing HELD ON Wednesday, 19th November, 2025, 11.00 - 11.06 am

PRESENT:

Councillors: Seema Chandwani

ALSO ATTENDING:

7. FILMING AT MEETINGS

RESOLVED:

The filming at meetings notice was notice.

8. APOLOGIES FOR ABSENCE

There were none.

9. DECLARATIONS OF INTEREST

There were none

10. URGENT BUSINESS

There were none.

11. DEPUTATIONS / PETITIONS / QUESTIONS

There were none received.

12. NUISANCE VEHICLE REMOVAL CONTRACT EXTENSION

The Director of Environment introduced the report. The reasoning for the report was outlined.

It was explained that the extension of the Nuisance Vehicle Removal Contract was required to ensure continuity of a critical service that supported parking compliance and the Council's wider transport objectives. It was noted that other options for delivery were reviewed, including future in house provision. It was explained that the extension of the current contract allowed officers to further consider future options for provision.

RESOLVED:

That the Cabinet Member Resident Services and Tackling Inequality

1. Approved the extension of the existing Nuisance Vehicle Removal Contract with Marston (Holdings) Limited, in accordance with the Council's Contract Standing Orders 18.02.2 (which allowed for an extension of a contract term) and 2.01(d) as the value of the contract was £500,000 and above, for a period of one year from 1 December 2025 to 30 November 2026.
2. Approved a variation of the new annual contract value from £1,132,199 to an annual extension value of £1,117,720, providing a net saving of £14,479 as permitted under CSOs 18.03.3 and 2.01(d).
3. Approved the development of an in-house feasibility assessment during the extension period, including site identification, capital investment options, and service design requirements to inform the Council's long-term procurement or delivery strategy beyond 2026.

Reasons for decision

The extension of the Nuisance Vehicle Removal Contract was required to ensure continuity of a critical service that supported parking compliance and the Council's wider transport objectives. The removal of nuisance, abandoned, and obstructive vehicles was an essential function to maintain public safety, protect emergency access routes, and preserve the quality of life for residents.

The Nuisance Vehicle Removal Contract played a crucial role in supporting major events at the Tottenham Stadium, where the Council had a statutory duty to maintain clear evacuation routes and emergency access corridors. Tottenham event days regularly generated significant traffic and parking pressure, and without a reliable removal service the Council would have been unable to manage obstructive vehicles that compromised safety. The extension of the contract therefore safeguarded the Council's ability to meet its obligations on public safety, event management, and local transport resilience.

Additionally, extending the contract allowed the Council to maintain effective parking enforcement operations, safeguard compliance with transport policies, and continue supporting local priorities such as tackling environmental crime and ensuring safer, more accessible streets. The extension also provided stability while the Council considered longer-term service delivery options.

By extending the existing arrangement, the Council avoided the risks associated with a service gap, including unmanaged abandoned vehicles, ineffective enforcement against persistent evaders, and reputational damage from not meeting statutory duties. It also ensured that the service remained aligned with both the Council's Corporate Delivery Plan and Haringey's Transport Strategy, supporting the strategic goals of safety, sustainability, and resident satisfaction.

Alternative options considered

This work informed future decision-making on whether full procurement or internal delivery provided the best value and resilience for the borough.

Do nothing – Not viable. Leaving the contract to lapse would have exposed residents and service users to safety risks and undermined compliance. Continuing the Nuisance Vehicle Removal Service was essential and the Council avoided several significant drawbacks upon the current contract's expiration. These included:

- a) Inability to promptly remove abandoned vehicles: Without a contract in place, the Council would have struggled to address the issue of abandoned vehicles, which could cause public nuisance, obstruct traffic flow, and pose safety hazards.
- b) Difficulty in dealing with unregistered vehicles: A lack of a removal contract could have made it challenging for the Council to handle the large number of unregistered vehicles identified during parking enforcement operations. These vehicles might have accumulated outstanding penalties and contributed to ongoing traffic violations.
- c) Ineffective enforcement against persistent evaders: Without a removal contract, the Council might have been unable to deal with persistent evader vehicles effectively. This could have resulted in losing opportunities to recover outstanding debts associated with these vehicles.
- d) Inability to meet commitments and obligations: If the Council had specific commitments or obligations outlined in local management plans, such as providing removal services during special events or designated areas, not having a vehicle removal contract could have prevented the Council from fulfilling these responsibilities.

In-House Solution

This service involved multiple functions, including the removal of abandoned and nuisance vehicles, those illegally parked, safe storage, controlled vehicle release, and compliant disposal processes, all of which required secure and well-managed pound facilities. Establishing such a facility within or near the borough had proven challenging.

Delivery of an in-house nuisance vehicle removal service therefore presented significant operational and logistical complexities. The Council considered all relevant factors in developing a comprehensive assessment of requirements for the future delivery of this service, whether some or all component parts could be delivered in-house. Until this assessment was complete, it was not feasible to transition the service in-house without risking significant disruption to operations.

CHAIR:

Signed by Chair

Date

