

**ORIGINATOR: MARK DAVY, HEAD OF
JOINT TRANSPORT SERVICES**

DECISION NUMBER: 38 - 2014.

REASON FOR SUBMISSION: FOR DECISION

SUBMITTED TO: POLICE AND CRIME COMMISSIONER

SUBJECT: JOINT TRANSPORT STRATEGY

SUMMARY:

This report provides an update and seeks an extension in respect of the Joint Transport Strategy.

RECOMMENDATION:

The PCC agrees to an extension of the existing Joint Transport Strategy until 31st March 2015 to allow for the introduction of the new Vehicle Framework. This will enable the revision of the existing Joint Transport Strategy.

APPROVAL BY: PCC

Signature

Tina Parnmore

Date 4/11/2014

DETAIL OF THE SUBMISSION

JOINT TRANSPORT STRATEGY:

1. INTRODUCTION:

- 1.1 The Joint Transport Strategy, produced by the Head of Joint Transport Services Department was approved by the Joint Chief Officer Team (JCOT) on 18th June 2013 and presented to the PCCs at the Norfolk and Suffolk Collaboration Panel on 15th July 2013.
- 1.2 Subsequent to that meeting, the Suffolk PCC executed decision no 38/2013 by which he agreed and adopted the Joint Norfolk and Suffolk Transport Strategy as contained within paper NS13/6 to the Norfolk and Suffolk Collaboration Panel subject to review of the Strategy by October 2014.
- 1.3 The Strategy included details of the vehicle procurement policy, under a Framework which was due to expire on 4th October 2014.

2. CURRENT SITUATION:

- 2.1 The Crown Commercial Service (CCS) Fleet team are undertaking a procurement exercise to re-tender the current Police and Emergency Service Vehicle Purchase Framework (VSP7805) and the CCS Vehicle Purchase Framework for the provision of a range of vehicles for Central Government, the Police and Emergency Services and the wider Public Sector.
- 2.2 CCS has communicated that the new Vehicle Framework originally scheduled to commence on 5th October 2014 will now commence on 2nd December 2014.
- 2.3 To ensure that the procurement process continues to be legally sound, call-off contracts that cover low, intermediate and high performance vehicle categories were subject to a voluntary ex ante transparency notice (VEAT) issued by Kent and Essex Police Procurement to the Official Journal of the European Union (OJEU). The notice period in which this course of action could have been challenged ended 30th October 2014 without contest.
- 2.4 Once the new Vehicle Framework has been awarded to suppliers a mini-competition process will take place. The National Association of Police Fleet Managers (NAPFM), Home Office and CCS will provide a standard mini-competition template covering technical and commercial requirements.
- 2.5 Mini-competition under a framework agreement offers collaborative purchasing opportunities to aggregate spend and maintain competition, with options to refine requirements such as warranty terms and delivery times. This exercise is quicker than running a full tender process.
- 2.6 Norfolk and Suffolk Constabularies will actively seek to consider Procurement Group membership to include all Police regions. The larger the Group the more opportunity of greater vehicle discounts.
- 2.7 Where all other considerations are equal in the procurement process the Head of Transport Services is committed to supporting the Police and Crime Commissioner

for Suffolk and their Police and Crime Plan with the procurement of UK assembled vehicles.

- 2.8 It is anticipated that there could be significant changes in the approach to procurement outlined in the Framework which may affect the forces approach to procurement of vehicles. Whilst in the initial decision paper the Transport Strategy was due to be reviewed by October 2014 it would not be appropriate to revise the Strategy prior to the issue of the new Framework agreement. Whilst the current forecast date for commencement is 2nd December a contingency period is built into this decision to allow for slippage.

3. **WAY FORWARD:**

- 3.1 It is recommended that the PCC agrees to an extension of the existing procurement policy under the Joint Transport Strategy until 31st March 2015 to allow for the introduction of the new Vehicle Framework. This will enable any necessary revision of the existing Joint Transport Strategy with recommendations for their approval at that time.
- 3.2 The Transport Strategy review date is dependent upon the new Vehicle Framework award date.

4. **FINANCIAL IMPLICATIONS:**

There are no financial implications.

5. **OTHER IMPLICATIONS AND RISKS:**

There are no other implications and risks.

ORIGINATOR CHECKLIST (MUST BE COMPLETED)	PLEASE STATE 'YES' OR 'NO'
Has legal advice been sought on this submission?	NO
Has the PCC's Chief Finance Officer been consulted?	NO
Have equality, diversity and human rights implications been considered including equality analysis, as appropriate?	NO
Have human resource implications been considered?	NO
Is the recommendation consistent with the objectives in the Police and Crime Plan?	YES

Has consultation been undertaken with people or agencies likely to be affected by the recommendation?	NO
Has communications advice been sought on areas of likely media interest and how they might be managed?	NO
Have all relevant ethical factors been taken into consideration in developing this submission?	NO

In relation to the above, please ensure that all relevant issues have been highlighted in the 'other implications and risks' section of the submission.

APPROVAL TO SUBMIT TO THE DECISION-MAKER (this approval is required only for submissions to the PCC).

Chief Executive

I am satisfied that relevant advice has been taken into account in the preparation of the report and that this is an appropriate request to be submitted to the (add decision-maker's title e.g. the PCC)

Signature:

Date *4 November 2011*