



OFFICE OF THE POLICE & CRIME COMMISSIONER FOR NORFOLK

ORIGINATOR:
Mark Davy, Head of Joint Transport Services

DECISION NO. 2015/15

REASON FOR SUBMISSION: For Decision

SUBMITTED TO: Police and Crime Commissioner

SUBJECT: Joint Transport Strategy

SUMMARY:

This paper outlines how the Joint Transport Strategy 2013-16 has been updated to reflect new Vehicle Framework (RM1070) awarded on 2nd December 2014. It provides relevant information regarding the application of both.

The updated Joint Transport Strategy will cover the period April 2015 to March 2019 and coincide with the new Vehicle Framework (RM 1070) contract period.

RECOMMENDATION:

The PCC agrees to the updated Joint Transport Strategy (Appendix A) to March 2019 following the introduction of the new Vehicle Framework (RM1070)

OUTCOME/APPROVAL BY: PCC

The recommendation as outlined above is approved.

Signature

A. W. Bett

Date 3/6/15

DETAIL OF THE SUBMISSION

JOINT TRANSPORT STRATEGY:

1. INTRODUCTION:

- 1.1 The Joint Transport Strategy 2013-16 has been updated to reflect new Vehicle Framework (RM1070) awarded on 2nd December 2014. Vehicle procurement forms part of this Strategy and sets out how both Norfolk and Suffolk Constabularies procure Police vehicles; this paper has been prepared for the Norfolk PCC and includes an updated purchasing section.
- 1.2 The Norfolk PCC agreed (decision No 2014/49) to an extension of the existing Joint Transport Strategy until 31st March 2015 to allow for the introduction of the new Vehicle Framework and to enable this to be included in a reviewed Joint Transport Strategy with effect from 1st April 2015.
- 1.3 The revised Joint Transport Strategy will cover the period April 2015 to March 2019 to coincide with the new Vehicle Framework (RM1070).
- 1.4 The Strategy contributes to Constabulary performance by ensuring fleet acquisition and replacement with an optimum use of all resources. The revised Strategy is shown at appendix A.

2. NEW VEHICLE FRAMEWORK AWARD:

- 2.1 The Crown Commercial Service (CCS) Fleet team have now concluded the procurement exercise to re-tender the current Police and Emergency Services Vehicle 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 This new Vehicle Framework (RM1070) was awarded on 2nd December 2014 to competent suppliers. Details of the awards by category/Lots are shown within the updated Joint Transport Strategy (appendix A1 vehicle Procurement para 2.6). This also sets out those vehicles that are British assembled.
- 2.3 This new wider pan-government Vehicle Framework contract expires on 1st December 2018 and is not mandated.
- 2.4 Collaborative Law Enforcement Procurement (CLEP) and the National Policing Lead for vehicles seek commitment to this Framework as supported by a letter sent from the Director General, Crime and Policing to PCC's dated 19th February 2015.

3. CATEGORY AWARD:

- 3.1 Lots 7, 8 and 9 specifically relate to Blue Light vehicles, Lots 1 to 6 cover the supply of non Blue-light vehicles.

- 3.2 It is recommended that vehicles (new and second-hand) produced by suppliers that are not listed against each specific lot are not purchased.
- 3.3 On this occasion Jaguar/Land Rover (JLR) are not included in the list of approved blue-light vehicle suppliers. In response to our request for clarification on why JLR have been excluded, CCS have replied that they are unable to disclose the particulars of a suppliers bid or whether a supplier has challenged the award.
- 3.4 JLR has been successful in Lots 1 and 2, non blue-light vehicles.
- 3.5 The blue light lots require minimum enhanced specification, this includes a requirement for manufacturers to submit the vehicles they intend to supply in these categories for testing in terms of:-
- Braking and handling.
 - Electro-magnetic compatibility (EMC).
 - Design guides for installation of police equipment.

These tests are pass/fail.

- 3.6 The above tests are an essential element in terms of ensuring that the vehicles we purchase for blue-light use are fit for purpose in terms of safely, performance and durability.
- 3.7 To maintain integrity of the process, officer confidence and manufacturers support, it is recommended that blue-light vehicles are obtained from suppliers in lots 7, 8 and 9 only.

4. VEHICLE PURCHASE BUYING GROUPS:

- 4.1 CCS has collated demand data on behalf of the National Policing Lead from forces based upon forces vehicle replacement programme to determine cut-off points for call-off contracts, national level demand and purchasing patterns.
- 4.2 The Constabulary has the option to run its own mini-competition independent of other Forces, however the formation of and our participation in vehicle purchase buying groups will realise additional savings through volume related discounts. The larger the buying group the greater the potential discounts.
- 4.3 The National Police Model will be an opt-in system with competitions being published and the opportunity for further forces to opt-in and join, therefore increasing the number of Forces taking part and the volume of vehicles ordered. To ensure the Transport Strategy is delivered it is essential that it opts into this model.
- 4.4 CCS recommend contract award to be for 24 months to ensure market stimulation and for suppliers to remain active in the Police market.
- 4.5 Evaluations of mini-competitions will continue to be based upon vehicle whole life costs rather than purchase price alone.
- 4.6 In respect of both mini-tendering exercises and the national Police framework, European legislation regarding free trade applies. The Joint Suffolk and Norfolk Procurement team have advised it is not within the bounds of the legislation to tender for solely British assembled vehicles. Public Contracts Regulations 2015 enacts the Treaty for the Functioning of the European Union into English law. The law is

designed to open up the EU's public procurement market to competition, to prevent "buy national" policies and to promote the free movement of goods and services; this enables British firms to compete on equal terms and vice versa. It is therefore not possible to specify "assembled in the UK" as we are obliged to take into consideration the non-restrictive nature of the Treaty.

5. WAY FORWARD (Post 31st March 2015):

- 5.1 Although the new Vehicle Framework is not mandated it is essential we continue to procure vehicles that have been rigorously tested and approved for Police conditions. Therefore only vehicles offered by suppliers listed in lots 7, 8 and 9 should be considered for blue-light use.
- 5.2 It is recommended the PCC agrees to support vehicle procurement using the new Vehicle Frameworks Blue Light lots and the formation of vehicle purchase buying groups to realise additional vehicle discounts and benefits from enhanced specifications.
- 5.3 It is recommended the PCC agree the Transport Strategy to cover the period 1st April 2015 to 31st March 2019 in accordance with para 4.2 of this document.

6. FINANCIAL IMPLICATIONS:

Contained within this report.

7. OTHER IMPLICATIONS AND RISKS:

Contained within this report.

| 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? | YES |
| Have equality, diversity and human rights implications been considered including equality analysis, as appropriate? | YES |
| Have human resource implications been considered? | YES |
| 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? | YES |

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 PCC.

Signature:



Date

1.6.15

APPENDIX A

TRANSPORT STRATEGY 1st April 2015 - 31st March 2019

1. Introduction and Strategic Objectives

- 1.1 Norfolk and Suffolk Police and Crime Commissioners (PCCs) and Chief Constables (CCs) have entered into a collaborative arrangement for the delivery of Transport Services, by means of a Joint Transport Services Department (JTSD).
- 1.2 The role of the Joint Transport Services Department (JTSD) is to provide an efficient and effective vehicle and transport service to Norfolk and Suffolk OPCCs and Constabularies, meeting the operational policing need, under value-for-money principles within the resources available, consistent with Government, PCCs' and CCs' policies, and United Kingdom/European legislation. JTSD will assist the OPCCs and Constabularies in delivering the best service possible for the communities of Norfolk and Suffolk.
- 1.3 The Joint Transport Strategy will promote continuous modernisation and service improvements ensuring local and national strategies are considered to drive forward a cost effective and efficient service.
- 1.4 The Joint Transport Strategy has been produced by the Head of JTSD

2. Influencing Factors

- 2.1 The Norfolk and Suffolk police vehicle fleets are resourced by public funds which are reducing. Vehicles must be provided in a cost-effective, affordable, safe and lawful manner. This demands excellence in asset management, the benefits of which should include:
 - Maximising operational performance and public reassurance through the provision of a fit-for-purpose vehicle fleet;
 - Ensuring the availability of vehicles appropriate for intended use;
 - Optimising value-for-money for the taxpayer;
 - Ensuring robust corporate governance and risk management;
 - Ensuring high standards of health and safety;
 - Minimising the carbon footprint;
 - Projecting a strong corporate image;
 - Ensuring partner opportunities are realised where opportunities exist;
 - Grasping emerging technology that enhances operational performance;
 - Reducing road journey numbers and length;
 - Consideration to alternative travel methods;

3. Guiding Principles

- 3.1 JTSD will provide Norfolk and Suffolk OPCCs and Constabularies with a cost-effective and efficient vehicle fleet. This Joint Transport Strategy supports both national and local policing plans and PCC Police and Crime Plans.
- 3.2 JTSD will make the best possible use of PCCs' and CCs' transport-related assets, including the staff of the department, ensuring the staff are both supported and provide support in ways that best achieve the PCCs' and CCs' strategic objectives.
- 3.3 The vehicle fleet is sensitive to changes to officer and staff numbers, functions and distribution. The Joint Transport Strategy will draw on the latest Resource Management Plan, Policing Model Plans and others, responding to implications arising from budget and Policing Plan objectives.
- 3.4 JTSD will support the implementation of new and changing operational strategies, working with other Business Support functions, and adapting flexibly and cost effectively.
- 3.5 JTSD will aim to identify opportunities for efficiencies and economies of scale that can be achieved by working together and with other agencies, and JTSD will promote wider collaboration by searching for further partnership opportunities at regional and national level.
- 3.6 JTSD will advise Chief Officers, PCCs, Local Policing Commanders and Departmental Heads on the appropriate selection, usage, equipment installation, service and repair of all vehicles and associated equipment, The policy on the procurement of vehicles is detailed at Appendix A1.
- 3.7 JTSD will provide users with accurate, reliable and up-to-date information and advise on vehicles and their usage to ensure efficiency, effectiveness and value-for-money.
- 3.8 JTSD is committed to providing a first class service. Performance will be assessed using the National Association of Police Fleet Managers' benchmarking data, data supplied and compared to our Most Similar Forces, and benchmarking with external providers.
- 3.9 Vehicles will be maintained to standards that operational policing requires. JTSD resources will be maintained to a sufficient and acceptable level to achieve this within the overall resourcing constraints of the PCCs.
- 3.10 Vehicle replacement criteria are maximised to provide optimum service life. A balance between available capital funding and excessive revenue costs is required. Current replacement cycles are as follows,

| Vehicle Role | Replacement Mileage | Replacement (months) | Age |
|--------------------------------|---------------------|----------------------|-----|
| Roads Policing | 150,000 | 60 | |
| Roads Policing 4x4 | 150,000 | 72 | |
| Response/SNT | 150,000 | 60 | |
| Response/SNT 4x4 | 150,000 | 72 | |
| Unmarked surveillance vehicles | 120,000 | 48 | |
| Unmarked vehicles | 150,000 | 84 | |
| Motorcycles | 50,000 | 60 | |
| PSU | 120,000 | 96 | |
| Medium vans | 150,000 | 84 | |
| Specialist vehicles | Up to 150,000 | Up to 120 | |

- 3.11 The vehicle fleet will be reviewed on a yearly basis to ensure vehicle numbers and specifications are commensurate with service delivery, and low utilisation vehicles will be withdrawn from service, where appropriate.
- 3.12 JTSD will provide assurance to the OPCCs, Constabularies, and external regulators that the Constabularies are considering vehicle related matters at the appropriate strategic level.
- 3.13 The Joint Transport Strategic Group will be customer focused and should be seen as an opportunity for transport users to have a direct impact upon Joint Transport Policy and Strategy. Key stakeholders will work with transport professionals to ensure a fit for purpose service is provided to Norfolk and Suffolk Constabularies.
- 3.14 The Joint Transport Strategy will support both Norfolk and Suffolk Environmental and Carbon Reduction Strategies by ensuring relevant issues are addressed robustly and innovatively.
- 3.15 JTSD will apply robust measures for risk management and to ensure business continuity.
- 3.16 A highly trained and qualified workforce will be maintained to ensure a continuous improvement culture is achieved.
- 3.17 JTSD will ensure a clear and concise communication strategy is in place to provide the OPCCs and Constabularies with updated transport-related information.
- 3.18 JTSD will support the work of the National Police Chiefs Council in determining nationally-agreed standard police vehicle roles, whilst ensuring that Norfolk and Suffolk Constabularies are at the forefront of innovations.
- 3.19 JTSD will procure vehicles which comply with nationally agreed standard police vehicle roles, using the lawful and procurement route which provides the most economically advantageous outcome through nationally-agreed frameworks.

4. Strategic Roadmap

- 4.1 In accordance with the OPCCs' and Constabularies' strategic and financial planning, in the light of government spending reductions over future years, a target reduction in the cost of the vehicle fleet will be set. The reduction is related partly to making better and more efficient use of vehicles and partly to the anticipated staff reductions over these years.
- 4.2 Proposed cost reduction targets for the following years will be agreed by Joint Chief Officer Team with the Head of JTSD and then considered as part of the budget-setting processes for those years.
- 4.3 The capital and revenue funds required to support JTSD depend upon achieving a sensible balance between these and other demands on available resources. The Head of JTSD will provide clear and accurate information to support the financial decision-making process.
- 4.4 Funding provided for JTSD in FY 2015/16 is:
 - Capital: £1.0m Norfolk
 - £1.2m Suffolk

APPENDIX A1

VEHICLE PROCUREMENT

1. Procurement of Vehicles

- 1.1 To maximise value-for-money from the aggregation of demand, to ensure appropriate standards are met for specific roles and to ensure that compliant procurement processes are followed, the procurement of vehicles for police use is managed through the CCS/National Association of Police Fleet Managers (NAPFM) Framework Agreement for Provision of Vehicles and Spare Parts.

2. Vehicle Framework

- 2.1 Vehicle Framework (RM1070) provides for the procurement of vehicles. The Framework period is 2nd December 2014 to 1st December 2018.
- 2.2 The Framework is multi-supplier and has been divided into 9 different Lots.

| Lot Number | Description |
|------------|--|
| 1 | Cars including 4x4's |
| 2 | Light to medium commercial vehicles up to, but not including 7.5 tonnes (including car derived vans and minibuses) |
| 3 | Heavy commercial vehicles 7.5 tonnes and above, including rigid, chassis and tractor units |
| 4 | Motorcycles, quadbikes and scooters |
| 5 | Buses and coaches |
| 6 | Vehicles for overseas |
| 7 | Blue Light cars including 4x4's |
| 8 | Blue Light commercial vehicles up to 7.5 tonnes (including car derived vans, 4x4's, minibuses and medium to heavy commercial vehicles 7.5 tonnes and above) |
| 9 | Blue Light Motorcycles (including quadbikes and scooters) |

- 2.3 Vehicles provided within Blue Light categories are for use as operational police vehicles (response function) and are required to meet specific performance requirements, which include:
- NAPFM vehicle evaluation procedure of brake and performance handling
 - Electro-Magnetic Compatibility and installation requirements
 - Design guides for installation of police equipment.
- 2.4 The above tests are an essential element in terms of ensuring that the vehicles we purchase for blue-light use are fit for purpose in terms of safety, performance and durability.

2.5 Blue Light lots required minimum enhanced specifications to meet the requirements of the tender which included,

- Warranty terms of 36 months or 100,000 miles
- In-house warranty by Police workshops
- Maximum delivery time of 20 weeks for base vehicles and 24 weeks for converted vehicles
- Compensation to customers for late delivery
- Original equipment parts available via a prioritised supply chain system
- 2 Blue Light specific training events and 2 technical bulletins per year
- Provision of liveried vehicles for demonstration purposes
- Testing and standards to include,
 - Brake and handling testing
 - Electro-magnetic Compatibility (EMC) testing
 - Design guides for installation of police equipment

2.6 Details of approved suppliers against each Lot which also sets out those vehicles that are British assembled are as follows,

| Lot Number | Description | |
|------------|--|---|
| 1 | Cars including 4x4's | Audi UK BMW (UK) Ltd (Mini UK assembled) Citroen UK Ltd Fiat Group Automobiles UK Ltd Ford Motor Company Ltd General Motors UK Ltd t/a Vauxhall Motors (UK assembled) Honda Motor Europe (UK assembled) Hyundai Motor UK Ltd Jaguar Landrover Ltd (UK assembled) Kia Motors (UK) Ltd Mercedes Benz UK Ltd MG Motor UK Ltd Nissan Motor (GB) Ltd (UK assembled) Peugeot Motor Company PLC Renault UK Ltd SEAT Skoda Auto Subaru (UK) Ltd The Colt Car Company Ltd Toyota (GB) Plc Volkswagen UK Volvo Car UK Ltd |
| 2 | Light to medium commercial vehicles up to, but not including 7.5 tonnes (including car derived vans and minibuses) | Citroen UK Ltd Evobus (UK) Ltd Fiat Group Automobiles UK Ltd Ford Motor Company Ltd General Motors UK Ltd t/a Vauxhall Motors (UK assembled) Hyundai Motor UK Ltd Isuzu UK Ltd Iveco Ltd |

| | | |
|---|---|--|
| | | Jaguar Landrover Ltd (UK assembled) Mercedes Benz UK Ltd Nissan Motor (GB) Ltd (UK assembled) Peugeot Motor Company PLC Renault UK Ltd The Colt Car Company Ltd Toyota (GB) Plc Volkswagen Commercial Vehicles |
| 3 | Heavy commercial vehicles 7.5 tonnes and above, including rigid, chassis and tractor units | DAF Trucks Ltd Dennis Eagle Ltd Heil Farid European Company Ltd Iveco Ltd Man Truck and Bus UK Ltd Mercedes Benz UK Ltd Renault Trucks UK Ltd Whale Tankers Ltd |
| 4 | Motorcycles, quadbikes and scooters | BMW UK Ltd Ducati UK Ltd Honda Motor Europe Kawasaki Motors UK Piaggio and CSPA Suzuki GB Plc Yamaha Motor UK Ltd |
| 5 | Buses and coaches | Alexander Dennis Ltd Evobus (UK) Ltd Kinglong Direct Ltd Mercedes Benz Truck and Van (NI Ltd) |
| 6 | Vehicles for overseas | BMW (UK) Ltd Toyota Gibraltar Stockholdings Ltd |
| 7 | Blue Light cars including 4x4's | Audi UK BMW UK Ltd (Mini UK assembled) Ford Motor Company Ltd General Motors UK Ltd t/a Vauxhall Motors (UK assembled) Honda Motor Europe (UK assembled) Hyundai Motor UK Ltd Mercedes Benz UK Ltd Peugeot Motor Comp Plc SEAT Skoda Auto Volkswagen UK Volvo Car UK Ltd |
| 8 | Blue Light commercial vehicles up to 7.5 tonnes (including car derived vans, 4x4's, minibuses and medium to heavy commercial vehicles 7.5 tonnes and above | Ford Motor Company Ltd General Motors UK Ltd t/a Vauxhall Motors (UK assembled) Mercedes Benz UK Ltd Peugeot Motor Comp Plc Volkswagen UK |

| | | |
|---|---|---|
| 9 | Blue Light Motorcycles (including quadbikes and scooters) | BMW UK Ltd Honda Motor Europe Kawasaki Motors UK Yamaha Motor UK Ltd |
|---|---|---|

2.7 To maintain integrity of the process, Officer confidence and manufacturers support, blue-light vehicles will only be obtained from suppliers in lots 7, 8 and 9.

3. **Mini-competition Process – Vehicle Purchase Buying Groups**

3.1 A mini-competition is a process for placing a call-off contract under a framework agreement which allows further refinement of the requirements.

3.2 Mini-competition under a framework agreement offers collaborative purchasing opportunities to aggregate spend, with options to refine requirements and maintain competition. It is quicker than running a full tender process.

3.3 Norfolk and Suffolk Constabularies will actively seek opportunity to formulate collaborative vehicle purchase buying groups with Police Forces and associated bodies to realise additional savings through volume related discounts. The larger the buying group the greater the potential discounts.

3.4 Contract award will be for periods of 24 months to ensure market stimulation and for suppliers to remain active in the Police market. As recommended by CCS.

3.5 Evaluations of mini-competitions will continue to be based upon vehicle whole life costs rather than purchase price alone. This will ensure the procurement of the most cost effective vehicle.

3.6 In respect of both mini tendering exercises and the national Police framework, European legislation regarding free trade applies. The Joint Suffolk and Norfolk Procurement team have advised it is not within the bounds of the legislation to tender for solely British assembled vehicles. Public Contracts Regulations 2015 enacts the Treaty for the Functioning of the European Union into English law. The law is designed to open up the EU's public procurement market to competition, to prevent "buy national" policies and to promote the free movement of goods and services; this enables British firms to compete on equal terms and vice versa. It is therefore not possible to specify "assembled in the UK" as we are obliged to take into consideration the non-restrictive nature of the Treaty.

4. **Summary**

4.1 The current vehicle replacement programme identifies the projected vehicle types and numbers whilst taking into account that there will always be some requirements for unplanned vehicle replacement, for example with collision replacements.

4.2 Norfolk and Suffolk Constabularies will procure vehicles using the Vehicle Framework (RM1070).

4.3 Operational vehicles will only be procured using Police Lots 7, 8 and 9.

4.4 Norfolk and Suffolk Constabularies are committed to current contracts and to continuing to meet their commitment to the other partners within the collaborative group until current contracts expire. These contracts being,

| Category | Manufacturer Award | Contract Expiry Date |
|--------------------------|---------------------------|-----------------------------|
| Low Performance | Ford | October 2015 |
| Intermediate Performance | Ford | October 2015 |
| High Performance | BMW | October 2015 |
| PSU | Volkswagen | November 2015 |
| Marked Motorcycle | BMW | October 2016 |
| Cell Van | Vauxhall | October 2016 |

4.5 Norfolk and Suffolk Constabularies will actively seek opportunity to formulate collaborative vehicle purchase buying groups with Police Forces and associated bodies.