

DMPC Decision – PCD 954**Title Fleet Transformation Outline Business Case****Executive Summary:**

This paper seeks approval to proceed with the project to replace the repair and maintenance arrangements of the MPS overt fleet, including market engagement and initiating procurement. The services include fleet management, collision repair and mobile support, and service, minor repairs and maintenance. The current contract expires at the end of October 2022. The estimated annual value of the service is £27m. The cost of progressing this proposal to full business case is £195,000 which is funded from within existing MPS resources.

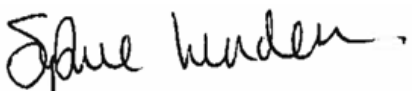
Recommendation:

The Deputy Mayor for Policing and Crime is recommended to approve that this project proceeds with the preferred option as described in the business case and initiate work to enable any procurement activity as necessary.

Deputy Mayor for Policing and Crime

I confirm I have considered whether or not I have any personal or prejudicial interest in this matter and take the proposed decision in compliance with the Code of Conduct. Any such interests are recorded below.

The above request has my approval.

Signature**Date 12/04/2021**

PART I - NON-CONFIDENTIAL FACTS AND ADVICE TO THE DMPC

1. Introduction and background

- 1.1. The contract for the repair and maintenance of the MPS overt fleet is due to expire at the end of October 2022. In anticipation of this, the MPS is exploring service delivery models that will deliver a high level of service performance while enabling adaption to new and emerging technology for the benefit of the fleet and fleet users. Learning from previous procurement activity has been incorporated into the planning and development of the potential options.

2. Issues for consideration

- 2.1. The MPS fleet is a key enabler in the fight against crime directly supporting front line officers in protecting Londoners and keeping the city safe. Repairing and looking after the fleet is a key element of this, through the delivery of a fit-for-purpose, available, and flexible fleet that can support the operational requirements of the MPS and deliver the priorities of the Police and Crime Plan.
- 2.2. The MPS has undertaken significant work in reviewing the operational needs for the service, considering the changing nature of the fleet and environmental requirements, and assessing the market available to deliver the services.
- 2.3. The MPS report that it has learnt lessons identified both internally and from recommendations from the Directorate of Audit, Risk and Assurance (DARA) in relation to the previous Fleet Managed Service Provider procurement.

3. Financial Comments

- 3.1. The MPS estimate that the cost to support the procurement, design and development of the full business case is £195,000. This can be met from within approved MPS resources.

4. Legal Comments

- 4.1. The MPS has not identified any significant legal implications arising from these proposals. Legal support has been identified to support the proposed future procurement activity.
- 4.2. Paragraph 4.13 of the MOPAC Scheme of Delegation and Consent provides that the Deputy Mayor for Policing and Crime (DMPC) has delegated authority to approve all requests to go out to tender for contracts of £500,000 or above.

5. Commercial Issues

- 5.1. The services included in this outline business case are fleet management, collision repair and mobile support, and service, minor repairs and maintenance. The MPS will develop the detail of the proposed procurement including consideration of contract

length, pricing mechanism, restricting the number of lots which can be awarded to any one bidder, etc. before engaging with the market. The presumption is that all the lots will be tested via open market competition.

- 5.2. The MPS anticipate that this project will enable the repair and maintenance regime to support the ambition for a zero emission fleet by 2030, placing an expectation on any supplier to adopt emerging technologies and support a zero emission fleet.

6. GDPR and Data Privacy

- 6.1. MOPAC will adhere to the Data Protection Act (DPA) 2018 and ensure that any organisations who are commissioned to do work with or on behalf of MOPAC are fully compliant with the policy and understand their GDPR responsibilities.
- 6.2. The MPS state that a DPIA has been completed for this project. The project does not currently use personally identifiable data of members of the public, so there are no current GDPR issues to be considered

7. Equality Comments

- 7.1. MOPAC is required to comply with the public sector equality duty set out in section 149(1) of the Equality Act 2010. This requires MOPAC to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.2. The MPS state that an Equalities Impact Assessment has been completed at regular intervals throughout the development of the outline business case with no equality and diversity issues have been identified at this stage.

8. Background/supporting papers

- 8.1. Appendix 1 MPS Report - Fleet Transformation Project Outline Business Case

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FOIA) and will be made available on the MOPAC website following approval.

If immediate publication risks compromising the implementation of the decision it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary.

Part 1 Deferral:

Is the publication of Part 1 of this approval to be deferred? NO

If yes, for what reason:

Until what date: N/A

Part 2 Confidentiality: Only the facts or advice considered as likely to be exempt from disclosure under the FOIA should be in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a **Part 2** form – YES

ORIGINATING OFFICER DECLARATION

Tick to confirm statement (✓)

Financial Advice:

The Strategic Finance and Resource Management Team has been consulted on this proposal.

✓

Legal Advice:

The MPS legal team has been consulted on the proposal.

✓

Equalities Advice:

Equality and diversity issues are covered in the body of the report.

✓

Commercial Issues

Commercial issues are covered in the body of the report.

✓

GDPR/Data Privacy

GDPR compliance issues are covered in the body of the report and a DPIA has been completed.

✓

Director/Head of Service:

The MOPAC Chief Finance Officer and Director of Corporate Services has reviewed the request and is satisfied it is correct and consistent with the MOPAC's plans and priorities.

✓

Chief Executive Officer

I have been consulted about the proposal and confirm that financial, legal and equalities advice has been taken into account in the preparation of this report. I am satisfied that this is an appropriate request to be submitted to the Deputy Mayor for Policing and Crime.

Signature



Date 18/03/2021



Fleet Transformation Project Outline Business Case

MOPAC Investment Advisory & Monitoring meeting

Report by Assistant Commissioner Met Operations on behalf of the Chief of Corporate Services

Part 1 – This section of the report will be published by MOPAC. It is classified as OFFICIAL – PUBLIC

EXECUTIVE SUMMARY

The contract for the repair and maintenance of the MPS overt fleet is due to expire at the end of October 2022. In anticipation of this, the MPS is exploring service delivery models that will deliver a high level of service performance while enabling adaption to new and emerging technology for the benefit of the fleet and fleet users. Learning from previous procurement activity has been incorporated into the planning and development of the potential options.

This paper considers the service delivery models and seeks approval to initiate any activity necessary to enable procurement in order to allow for service continuity beyond the end of the current contract.

Recommendations

1. The Deputy Mayor for Policing and Crime, via the Investment Advisory and Monitoring meeting (IAM), is asked to:
 1. **Recommend this project proceeds with the preferred option as described in the business case and initiate work to enable any procurement activity as necessary.**
 2. **Note the funding of £195,000 to enable any procurement, design and development of the full business case**

Time sensitivity

2. A decision is required from the Deputy Mayor by 21st March 2021. This is due to the pre-election period (known as purdah) and the impact a decision made beyond this point would have on the timeline for procurement activity and the subsequent implementation that will be necessary in order to allow for timely transition before contract end.

Non-confidential facts and advice to the Deputy Mayor for Policing and Crime

Introduction and background

3. The market for maintenance services has evolved over recent years, driven by innovation in fleet management and technical advances in how engineering services are carried out for both internal combustion engines and electric and hybrid vehicles. As we approach the expiry of the current contract for the repair and maintenance of the MPS overt fleet the Met has taken the opportunity to explore available service delivery models with the purpose of enabling Fleet Services to deliver a repair and maintenance service that is fit for the demands of modern policing and has sustainability and longevity at its core.
4. The Project will directly contribute to the delivery of the following Met Direction priorities:
 - Enabling front line officers to do their jobs more effectively in delivery of operational priorities
 - Contributing to improvements in the use of data and digital technology (harnessing innovation in vehicle technology)
 - Caring for each other (improving health and safety, reducing operational risk)
 - Constantly striving to improve (harnessing innovation)
 - Being recognised as a responsible, ethical organisation (providing an effective, efficient value for money delivery model).
5. This is also in alignment with Fleet Service's vision to provide professional fleet solutions in support of all operational policing requirements across the Met to ensure there is a safe, fit-for-purpose and available vehicle fleet.
6. The intention is to deliver the following benefits:
 - Increased service performance – through optimised vehicle availability
 - Increased efficiency – through the delivery of the new operating model
 - Compliance with environmental standards – Fleet's drive to zero emissions will result in a zero emission fleet by 2030. This project will enable the repair and maintenance regime to support this, placing an expectation on any supplier to adopt emerging technologies and support a zero emission fleet.
7. Recommendations from the Directorate of Audit, Risk and Assurance (DARA) and lessons learnt captured from the Fleet Managed Service Provider procurement have been incorporated into the project governance, planning and ways of working. In addition the MPS has also reflected on these and identified its own lessons which have informed the development of the outline business case.

Issues for consideration

8. This information is contained in the restricted section of the report.

Contributes to the MOPAC Police & Crime Plan 2017-2021¹

9. The MPS fleet is a key enabler in the fight against crime directly supporting front line officers in protecting Londoners and keeping the city safe. Repairing and looking after the fleet is a key element of this, through the delivery of a fit-for-purpose, available, and flexible fleet that can support the operational requirements of the MPS and deliver the priorities of the Police and Crime Plan.

Financial, Commercial and Procurement Comments

10. This information is contained in the restricted section of the report.

Legal Comments

11. No significant legal implications arising from this report have been identified at this stage. In anticipation of procurement activity, legal support has been identified by the project.

Equality Comments

12. An Equalities Impact Assessment has been completed at regular intervals throughout the development of the outline business case with no equality and diversity issues have been identified at this stage. The assessment will continue be updated regularly as the project progresses.

Privacy Comments

13. The MPS is subject to the requirements and conditions placed on it as a 'State' body to comply with the European Convention of Human Rights and the Data Protection Act (DPA) 2018. Both legislative requirements place an obligation on the MPS to process personal data fairly and lawfully in order to safeguard the rights and freedoms of individuals.
14. Under Article 35 of the General Data Protection Regulation (GDPR) and Section 57 of the DPA 2018, Data Protection Impact Assessments (DPIA) become mandatory for organisations with technologies and processes that are likely to result in a high risk to the rights of the data subjects.
15. A DPIA has been completed for this project. The project does not currently use personally identifiable data of members of the public, so there are no current GDPR issues to be considered. If the project uses personally identifiable data of members of the public at a later date DPIAs will be completed as needed.
16. The Information Assurance and Information Rights units within MPS will be consulted at further stages to ensure the project continues to meet its compliance requirements.

Real Estate Implications

17. This information is contained in the restricted section of the report.

Environmental Implications

18. The MPS is actively seeking to reduce its environmental footprint in line with the

¹ [Police and crime plan: a safer city for all Londoners | London City Hall](#)

London Environment Strategy by exploring ultra-low emission and alternatively fuelled vehicles (e.g. hybridisation and electrification). The repair and maintenance regime that supports the fleet is an important contributory factor, namely through our ability to adopt emerging technologies which will reduce emissions.

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Part 2 – This section refers to the details of the Part 2 business case which is NOT SUITABLE for MOPAC Publication.

The Government Security Classification marking for Part 2 is:

OFFICIAL-SENSITIVE [COMMERCIAL]

Part 2 of the Fleet Transformation Project Outline Business Case is exempt from publication for the following reasons:

- Exempt under Article 2(2)(a) of the Elected Local Policing Bodies (Specified Information) Order 2011 (
 - Data Protection Section 43 – Commercial Interests.

Due to the commercially sensitive information contained within the report it will cease to be exempt in line with the minimum 6 years retention period according to the MPS Records Management Policy.