

	<p>ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER 13/02/2017</p>
<p style="text-align: center;">Title</p>	<p>To approve the extension of the ESPO 271 framework for Self Drive Vehicle Hire.</p>
<p style="text-align: center;">Report of</p>	<p>Interim Street Scene Director</p>
<p style="text-align: center;">Wards</p>	<p>All</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Enclosures</p>	
<p style="text-align: center;">Officer Contact Details</p>	<p>Vishal Thaker vishal.thaker@barnet.gov.uk 020 8359 5109</p>

Summary
<p>This report seeks approval to enter into an extension of the call-off arrangement with the ESPO Framework 271 for Self Drive Vehicle Hire to support front line service delivery. The extension to the call-off will be from the 01/03/2017 to 31/03/2019.</p>

Decisions
<p>This report seeks authorisation to enter into an extension of call-off arrangement with ESPO Framework 271 to spot hire vehicles required, from the approved providers under the framework. The framework spot hire will be subject to confirmed budget and will not exceed £1m annual spend. The call-off period will be from 1 March 2017 to 31 March 2019.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The DPR to approve the access to ESPO Framework 271 was approved by the Interim Street Scene Director on 2 March 2016. The projected spend

under this contract has been identified and approved in the procurement forward plan.

- 1.2 Transport Services have concluded that the most effective way to balance the need for value for money without committing the Council to long term contracts which may or may not meet future needs is to extend the Call-Off Contract under ESPO Framework 271.
- 1.3 The ESPO 271 framework is due to expire on 31 March 2019, it is accessible to the Council and extension of call-off is permissible under the framework arrangement with ESPO.

2. REASONS FOR DECISIONS

- 2.1 To ensure the continuity of Street Cleansing, Parks & Open Space, Passenger Transport Service, Highways Maintenance and other front line service delivery.
- 2.2 Extension to the existing call-off arrangements through the ESPO 271 framework will enable continuity of spot hire arrangements already in place.

3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 3.1 Alternative options to setup contract with suppliers directly will not be compliant with procurement rules, unless they have been through OJEU exercise.

4. POST DECISION IMPLEMENTATION

- 4.1 ESPO 271 will be informed of the Council's decision to extend the call-off from the framework for the period up to 31 March 2019.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 This decision clearly supports the council's Strategic Objective, namely "Where services are delivered efficiently to get value for money for the taxpayer"

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 Eastern Shires Purchasing Organisation (ESPO) owns the framework for vehicle hire – self-drive which is available for local authorities to access. In accordance with the framework local authorities are able to call off with suppliers identified on the framework as these have been procured using OJEU regulations. Officers are satisfied that Barnet Council is entitled to call-off from this framework.

5.2.2 Transport service requirements for spot hire have been confirmed as accessible through the ESPO Framework 271 to spot hire the vehicles required. Authorisation to proceed with extension of call-off will enable Transport Services to review and confirm suitable periods for spot hire to achieve optimal day rates. The Contract Procedure Rules require authorisation to proceed with using this framework for this purpose and this report seeks authorisation to do so. The framework spot hire will be subject to confirmed budget and will not exceed £1m annual spend.

5.2.3 The cost of vehicle hire and leases will be recharged to the relevant services that utilise the vehicles both within and outside Street Scene. It is the responsibility of these services to ensure that all of the transport costs incurred can be fully funded from within their service area budgets for transport and also meet any required savings. More economical solutions for vehicle procurement can be reviewed in the future, once there is more certainty about the likely alternative delivery models in the service areas.

5.3 Legal and Constitutional References

5.3.1 This report is in accordance with Contract Procedure Rules Appendix 1 Table A.

5.3.2 The Public Contract Regulations 2015 allows the Council to call-off from the framework agreements and it prescribes rules and controls for their procurement. Contracts may be called off under such framework agreements without the need for them to be separately advertised and procured using the EU process.

5.4 Risk Management

5.4.1 Failing to enter onto this framework would create a significant risk to on-going service delivery. It would have significant impact on Street Cleansing, Parks & Open Spaces, Passenger Transport Service and Highways Maintenance as they will not have necessary vehicles to provide the service.

5.4.2 The ESPO 271 framework is a call-off contract, with no guarantee of volume call-off which provides flexibility to terminate subject to the final decisions from the Streetscene ADM.

5.5 Equalities and Diversity

5.5.1 There are no direct equalities implications of this decision.

5.6 Consultation and Engagement

5.6.1 There is no public consultation associated with this decision.

6. BACKGROUND PAPERS

- 6.1 Policy and Resources Committee 1 December 2015, Annual Procurement Forward Plan, agenda item 10
<http://barnet.moderngov.co.uk/documents/s36301/Annual%20Procurement%20Forward%20Plan.pdf>
- 6.1.1 Policy & Resources Committee on 13 January 2015, <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=7864&Ver=4>, agreed a one year waiver to give Transport Services time to put legally compliant contracts in place by 1 January 2016.
- 6.2 Cabinet Resources Committee Fleet Procurement with Maintenance Service Contract termination report Dated 2 April 2014, <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=151&MID=7521#A16787>, agreed to terminate the existing Fleet Procurement with Maintenance Services contract (FPWMS) with Go Plant Ltd (GPL) by mutual agreement.

7. DECISION TAKER'S STATEMENT

- 7.1 *I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.*

8. OFFICER'S DECISION

I authorise the following action

- 8.1 **To extend the current contract call-off arrangement with ESPO Framework 271 to spot hire vehicles required, from the approved providers under the framework. The framework spot hire will be subject to confirmed budget and will not exceed £1m annual spend. The call-off period will be from 1 March 2017 to 31 March 2019.**

Signed



Interim Street Scene Director

Date

10/04/2017

REPORT CLEARANCE CHECKLIST

(Removed prior to publication and retained by Governance Service)

Report authors should engage with their Governance Champion early in the report writing process and record the date below. If the decision/report has been reviewed at an internal board please record the date and name of the meeting (e.g. SCB). Otherwise enter N/A. All reports must be cleared by the appropriate Director/AD, Legal, Finance and Governance as a minimum. **Legal, Finance and Governance require a minimum of 5 working days to provide report clearance. Clearance cannot be guaranteed for reports submitted outside of this time.**

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