



ACCOUNTABILITY AND ASSURANCE BOARD

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CRYNODEB GWEITHREDOL | EXECUTIVE SUMMARY

This annual report provides assurance on the delivery of Fleet Services for the financial year ending March 2026. Fleet Services continued to support operational and non-operational policing requirements through the provision, maintenance, conversion, commissioning, recovery and disposal of vehicles. Overall fleet performance remained strong, with average fleet availability maintained at 94%, mileage reducing by 3% to 5.232 million miles, fuel volume reducing by 23,000 litres, and eight assets removed from the fleet without replacement following continued scrutiny of vehicle provision.

The report highlights positive progress in accident and incident management, procurement, collaboration, environmental transition and value for money. Collision numbers reduced to 183, with targeted containment measures contributing to a reduction in Roads Policing Specialist Operations collisions. The transition to electric vehicles continued, with 71 electric vehicles operational at year end and further growth forecast as charging infrastructure is refreshed through the collaborative all-Wales approach. Fleet Services also delivered procurement activity to replace key systems and contracts, including the move from Tranman to Transend and the award of the collaborative vehicle recovery contract.

Key areas requiring ongoing oversight include the implementation of the Transend fleet management system, resilience within the Fleet Services staffing model, the availability of local tyre service provision, replacement EV charging infrastructure, and continued monitoring of vehicle utilisation, collision trends and cost pressures.

CYFLWYNIAD A CHEFNDIR | INTRODUCTION & BACKGROUND

This report presents the Fleet Services Department provision for the financial year ending March 2026. Fleet Services seeks to provide services that are fit for purpose, safe, reliable and cost effective, enabling Gwent Police to deliver effective policing services.

The services provided by the Fleet Services Department include:

- Vehicle procurement and disposal
- Vehicle conversion, commissioning, and decommissioning
- Vehicle recovery
- Pool and hire vehicle provision
- Associated Fleet administration &



- Through life vehicle service, maintenance, and repair.

Fleet Services forms part of the Resource Directorate providing services to the Force in the form of marked and unmarked vehicles as well as pool vehicles which were introduced as a cost saving opportunity to reduce business mileage.

The department has worked to deliver value for money by seeking to reduce the costs associated with the services provided, developing collaborative opportunities, and introducing both new and innovative ways of working.

The Updated Gwent Police Fleet Strategy was approved at the Strategy and Performance Board (SPB) in April 2024 and provides a three-year framework (To March 2027) upon which the Fleet Services Department delivers effective service provision to the force.

MATERION I'W HYSTYRIED | ISSUES FOR CONSIDERATION

HEALTH AND SAFETY

The Fleet Services Department experienced an accident and incident free year ending March 2026. The department was subject to two inspections and one audit from which a plan was put in place to correct the identified observations.

VEHICLE PROVISION

The provision of vehicles to support both operational and non-operational requirements of the force continued to be reviewed through year ending March 2026; identifying efficiencies and proposing recommendations that where possible contribute towards fleet optimisation. This process enables scrutiny of the current vehicle provision. A summary of fleet provision since 2022 to year ending 2026 is detailed within Table A.

Table A

Vehicle	March 22		March 23		March 24		March 25		March 26	
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
Van	73	17%	77	17%	77	16%	77	16%	78	17%
Car	344	80%	357	80%	380	81%	377	81%	368	80%
Bike	12	3%	15	3%	15	3%	12	3%	12	3%
Total	429	100%	449	100%	472	100%	466	100%	458	100%

Fleet scrutiny resulted in eight assets being removed this year and not replaced accounting for the reduction.

Potential efficiency opportunities continue to be explored that could be realised by initiatives such as cross departmental car sharing at locations. The review is targeting a reduction of unmarked vehicles within the force of 10%. The initiatives have realised a reduction of 3% since 2024.

Vehicle users' ability to monitor vehicle utilisation has improved since the introduction of the telematics solution, enabling scrutiny of the daily use of vehicles within their control. The contract for the telematics solution was originally awarded following a joint tender exercise led by the collaborative Digital Services Division. The contract for the provision of telematics boxes is due to be recompeted during the 2026/27 financial year, which is expected to result in the next generation of telematics boxes being fitted to in-scope vehicles.

The installation of telematics units into the Gwent Police vehicle fleet is complete, and historical baseline data is available to users to support informed decision making. Future operational requirements will continue to determine the vehicle profile required to support the Force.

MILEAGE COVERED

The distance covered by vehicles is dictated by Force operational requirements. An increase in distance covered impacts all areas of the Fleet Services Department resulting in increased fuel volume purchased and increased servicing requirements. The mileage of every vehicle is monitored and recorded by the Fleet Services Department through the monthly analysis of the fuel card system, workshop jobs, and vehicle checks.

Table B summarises the distance travelled in the last five financial years.

Table B

Narative	2021/22	2022/23	2023/24	2024/25	2025/26
Miles recorded	4,787,243	5,023,490	4,982,387	5,391,356	5,232,458
Cost of Fuel	£713,647.00	£ 872,161.00	£ 776,545.00	£ 764,494.00	£769,158.80
Litres of Fuel	608,739	633,349	665,132	699,393	676,623
Avg pence per litre (all fuel typtes ,excl VAT)	£1.17	£1.38	£1.17	£1.09	£1.14
Miles per litre	8	8	7.5	7.7	7.7

Table B details the total distance travelled by the force to the year ending March 2026 was 5.232 million miles, a reduction of 159,000 miles (3%) on the previous year.

The cost of fuel to year ending March 2026 was £769,000, a negligible increase of £5,000 compared to year ending March 2025. The force experienced a 23,000-litre reduction of fuel purchased to year ending March 2026 compared to the previous



year, with the average pence per litre of fuel costing £0.05 more than the previous year.

The impact of the conflict in Ukraine together with increased tensions in the Gulf impacted fuel costs with the price of fuel on average increasing. The fleet has covered on average the same distance per litre as the previous year which we surmise is driven by the operational use of vehicles throughout the year.

The Force continues to promote through internal communication initiatives whereby officers and staff are encouraged to refuel at fuel outlets that offer best value; including discounted fuel sites which if used would deliver additional future savings in the years ahead.

MILEAGE CLAIMS

Mileage claims relate to travel undertaken by officers and staff in their own vehicles rather than pool vehicles, with costs reclaimed through expenses. There are two types of travel expenses reimbursed when an individual uses their own vehicle:

- A) the casual user and
- B) the essential user arrangements.

Summarised in Table C

Table C

Mileage Claims					
Casual User Mileage	2021/22	2022/23	2023/24	2024/25	2025/26
No of Claimants	469	598	570	609	503
No. of Miles	248,928	288,117	240,422	267,796	195,734
Total Cost £	112,020	129,654	108,191	119,875	88,082
Essential User Mileage	2021/22	2022/23	2023/24	2024/25	2025/26
No of Claimants	21	11	5	3	6
No. of Miles	29,434	1,341	9,806	3,162	2,635
Total Cost £	19,992	6,568	2,452	900	1,186

The use of business mileage is monitored by the Finance Department with individual claims approved by the claimant's line manager to ensure the Force is maintaining control over the costs of service. To year ending March 2026, 503 officers and staff claimed casual user travel reimbursement a reduction of 106 (17%) over the previous year. The number of miles claimed and the subsequent cost of the reimbursements for year ending March 2026 was 27% less than the previous year. Users are encouraged to use pool cars for such requirements in an effort to minimise approved causal use.

In respect of the essential car users, there were six claimants for year ending March 2026, double that of the previous year. The overall cost of those claims was just £286 more than the previous year.

SERVICE, MAINTENANCE, REPAIR & INSPECTION

The Force seeks to maintain a cost-effective timely process for repair and maintenance of the vehicle fleet which involves the servicing of cars and vans every 12,000 miles or six months and motorcycles every 6,000 miles, or every six months, depending on which occurs first. High performance vehicles are serviced every 10,000 miles or determined by condition-based servicing, whichever occurs first.

Vehicle maintenance repair arrangements are provided by the Fleet Services Department maintenance facility using the Tranman fleet management database to record all activities. Table D details the volume of jobs processed through the Fleet Services maintenance facility from year ending March 2022 to year ending March 2026.

Table D

Workshop Jobs	2021/22	2022/23	2023/24	2024/25	2025/26
Service	505	434	526	518	570
Maintenance & Repair	1,145	859	1,037	1,620	1,416
Total In- House Jobs	1,650	1,293	1,563	2,138	1,986
External Jobs	2,437	2,595	3,412	3,021	2,366
Total Jobs Processed	4,087	3,888	4,957	5,159	4,352

Table D details that the total number of jobs completed by the maintenance facility to year ending March 2026 was 1,986, a reduction of 152 on the previous year, of which 52 were services. It is normal practice for vehicles to have associated maintenance or repair work completed while being serviced, as this minimises downtime and maximises operational availability. This confirms that most jobs undertaken by the workshop involve elements of repair and maintenance over and above cyclical service arrangements.

2,366 Jobs were allocated to external suppliers such as tyre fitting outlets and dealers to exploit the benefit of any vehicle manufacturer warranty terms a reduction of 655 (21.6%) on the previous year. The total number of jobs processed through the Tranman fleet management database by the administration staff to year ending March 2026 was 4,352.

The total number of in-house jobs reduced to year ending March 2026 driven by inhouse process improvement delivering efficiencies for the reporting period. External jobs reduced as a result of the vehicle age profile and job type.

The conversion of the replacement high-performance vehicle fleet was completed by our in-house technicians. In addition, an increasing number of jobs that may previously been completed by external contractors are now where possible completed in-house. This initiative has resulted in more jobs being completed in house driven by both process and infrastructure improvements delivering efficiencies.

The access to accurate Fleet Services data has continued to improve through the year enabling the department to make informed decisions based on data and fact, including providing the customer with real time visibility of vehicles completed by



the department and operationally available to the customer, eliminating the need to contact the department by phone.

As detailed within Table E for financial 2025/26 Fleet Services Department delivered an average of 94% fleet availability for users: with 2% of vehicles off the road being maintained internally, 3% off the road being maintained externally and 2% off the road for accident repairs. Encouragingly the department maintained a high level of fleet availability. We do not expect availability to improve above 94% going forward.

Since April 2024, the number of vehicles that have passed through the workshop and awaiting collection by the end use has been recorded daily. The data captured shows that for both financial years 2024/25 and 2025/26 2% of the fleet have been available for operational use awaiting collection.

(Percentages based on 12-month average of data recorded daily)

Table E

	2023/24	2024/25	2025/26
Fleet Availability	91%	94%	94%
Internally completed jobs	5%	2%	2%
Externally completed jobs	3%	2%	3%
Collision repairs	1%	1%	2%
Completed awaiting collection	N/A	2%	2%

Table F details the number of collisions incurred together with the associated cost of repair. There are a number of collisions that require repairs which when assessed by an independent assessor are not economical repair and are subsequently disposed of.

Table F

	2021/22	2022/23	2023/24	2024/25	2025/26
Accident volumes	168	188	196	195	183
Repair costs	£ 187,747	£ 125,073	£ 286,061	£ 236,222	£ 288,149

The total number of collisions to year ending March 2026 was 183, representing a positive reduction from 2024/25 which the Force will seek to maintain through the 2026/27 financial year. The associated repair cost of £288,149, an increase of 21.9% on the previous year, is attributable to more severely damaged vehicles being repaired rather than written off. The increase in average cost per collision, from £1,211 to £1,574, can be attributed to the size and scale of vehicle damage sustained.

Roads Policing Specialist Operations containment measures continue to be monitored by the team's Superintendent due to the number of high-value repairs required as a result of third-party attempts to evade containment tactics.

This initiative had a positive impact this year with 33 collisions, ten less than last year representing a 23% year on year reduction and significantly 25 less than the 2023/24 financial year representing a 43% reduction over the two-year period.

69% of Road traffic collisions reported by the Roads Policing Special operations team were as a result of being hit by a third party or criminal damage.

Six vehicles sustained damage which, when independently assessed, was not economical to repair and were subsequently written off. The vehicles had a combined unbudgeted replacement cost of £148.45k. This is a reduction of four vehicles and £61.8k from 2024/25.



Analysis of vehicle collisions continues to identify potential opportunities for reducing vehicle collisions together with the associated costs. This has led to improved governance of vehicle collision monitoring through the Uniform, Equipment and Fleet User Group forum together with referral of vehicle collision data to the driver training school to enhance needs-based training delivery and improved engagement with force area leads for appropriate management action to reduce vehicle collisions.

Data analysed identified the cause of most collisions were as a result of reversing. 31 collisions a reduction of 17 (35%) from 2024/25 were attributed to this cause representing 16.9% of all collisions. The year-on-year reduction of reversing accidents is encouraging and reflects the focus in this area, however reversing accidents remains the highest number of reported reasons for accidents.

Data has been made available to the operational teams to review and implement measures such as a reverse parking; for example, in an effort to reduce the number of collisions going forward.

A number of external suppliers are used for vehicle warranty work and can also be used as a contingency should the need arise. Collision damage is completed by an approved contracted vehicle body shop repair facility with all completed repairs quality checked by Fleet Services technicians for quality standard and compliance before vehicles are returned to service.

The initial accident damage repair contact term is until February 28th, 2027, with the option to extend through to February 29th, 2028.



High performance vehicles and specialist vehicles are converted within the Fleet Maintenance facility; however, many new vehicles are delivered as turnkey vehicles; converted by the manufacturer prior to delivery with more complex conversion work outsourced to manufacturer-based specialists to gain product liability cover and warranty.

Converted Joint Firearms Unit (JFU) Armed response vehicle (ARV)

Volvo XC90



All vehicles are commissioned through Gwent Police Fleet Services maintenance facility for the fitment of Telematic units, number plates, Police equipment, livery, and equipment checks.

Where possible, Police equipment such as blue lights, switch panels and relays are re-cycled from decommissioned vehicles reducing both cost and waste.

The use of Gwent Police Radio Engineers to install ancillary force equipment is a cost-effective solution supporting in-house commissioning, eliminating security implications and logistics associated with transferring Police equipment to external suppliers.

NOTICES OF INTENDED PROSECUTION

Fleet Services Department processes all notices of intended prosecution (NIP's) received by the Force; Table G details the volume of NIPs processed by the team for the last five years together with the number of penalty charges since 2024/25.

Once received the notices are passed to the person responsible to progress through to the notice's natural conclusion as such, the department does not record the outcome of any action or where no further action was taken.

Table G

Notices of intended prosecution						
2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
350	486	456	184	366	491	401
Penalty charges						
N/A	N/A	N/A	N/A	N/A	105	16

We have seen an 18% reduction in the number of notices of intended prosecution to together with a significant reduction of penalty charges.

PROCUREMENT

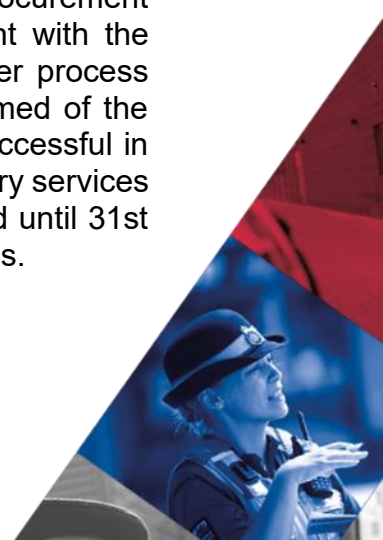
All the requirements that pass through the fleet services department are considered on their individual merits from which the most suitable route to market will be selected that delivers value for money considering price, lead times, quality, environmental impacts and the most up to date procurement legislation that came into effect in February 2025.

Fleet Services department strives to achieve economies of scale; delivering savings by using national contracts where possible taking advantage of preferential purchasing terms and will participate in mini tenders within the framework using regional collaborative agreements and by standardising vehicle requirements where possible.

The supply chain has stabilised from the effects of the war in Ukraine and Brexit however we must be conscious of the risk of increased costs stimulated by a potential trade tension resulting from the USA - Iranian conflict in the year ahead.

The Tranman fleet management system is utilised within Gwent and also utilised via a contracted collaborative arrangement that includes both South Wales and Dyfed Powys Police. This legacy system was overdue replacement with an extended support contract expiring at the end of October 2025. Following market testing and a procurement exercise a contract was awarded to Civica to replace the legacy system with the updated Transend system. The awarded contract is a five-year term from 31st October 2025 to 31st October 2030. Transition from the legacy system to the replacement system will commence 2026 with the full transition expected to be completed within the 2026/27 financial year.

The collaborative vehicle recovery contract, a collaboration between Gwent, South Wales Police and Dyfed Powys for recovering both Police and the general public's vehicles will be managed by Gwent until at least 1st April 2027 as a result of the contract manager transferring on secondment to Gwent from Dyfed Powys and subsequently leaving the force. Gwent in conjunction with joint procurement department led on the process to compete the follow-on requirement with the current recovery contract expiring 31st March 2026. The formal tender process commenced in October 2025 with the successful supplier being informed of the intention to award in late December 2025. FMG the incumbent was successful in the tender process and will be responsible for delivering in scope recovery services for an initial 3-year period to 31st March 2029 with the option to extend until 31st March 2031 future proofing the services provided across the three forces.



VEHICLE PROCUREMENT & DISPOSAL

Vehicle procurement, utilisation, and disposal policies follow best practice encompassed within the asset management strategy to ensure Gwent Police provides value for money.

The annual vehicle replacement programme which was reviewed and updated during the financial year 2024/25 is based on forecasted vehicle demand considering the end users operational envelope. Vehicles that reach the vehicle replacement criteria based on age are listed for replacement and form the capital bid providing forward visibility and certainty for users and finance department. The criteria ensure vehicles are retained for the optimum lifecycle, taking account of warranty the cost of repair and maintenance and level of conversion to obtain optimum value.

Vehicle delivery lead times have recovered to the new normal allowing the team to proactively order new vehicles for those that are due replacement.

Changes to vehicle specification are considered in the replacement programme to ensure that the latest technical and safety features are included where available. Changes in operational requirements are programmed into the following year's plans. for acquisition via Commissioner approval of the capital bid.

End of life vehicles are decommissioned in house by the Fleet Services department and disposed of through an auction house via a national framework safeguarding Gwent Police from potential risk associated with the disposal of vehicles.

All vehicles scheduled to be replaced were replaced or ordered to replaced which resulted in high levels of purchase during the year.

Table H details the value of vehicle purchased to year ending March 2026 being £2.05m with receipts through vehicle sales of £453k.

The average age of Gwent Police vehicle fleet at year ending March 2026 was 3.2 years a reduction of 0.2 from 2025 which was 3.4 years.

Table H

COST OF FLEET PURCHASE / DISPOSAL					
Narrative	2021/22	2022/23	2023/24	2024/25	2025/26
Purchase	£1,641,770	£1,469,098	£1,617,220	£3,948,616	£2,510,806
Disposal	-£134,742	-£73,748	-£223,736	-£321,067	-£453,374
Net Capital Cost	£1,507,028	£1,395,350	£1,393,484	£3,627,549	£2,057,432

The volume and value of disposals increased significantly during the year as vehicles removed from service were efficiently decommissioned and disposed of generating the highest disposal revenue for the last five years. Where possible reusable Police equipment was retained and recycled by being installed during the conversion of new vehicles before entering service.

ENVIRONMENTAL CONSIDERATIONS

Fleet Services Department seeks to reduce any potential adverse environmental impact of its activities, including air, land, water pollution, and noise. We aim to encourage the efficient use of resources through the minimising of waste and through the conservation, re-use, and recycling of resources wherever possible.

Strategically Gwent forms part of the Wales sustainability & Decarbonisation Collaboration committee; an all-Wales collaboration that is chaired by Gwent's ACC. The collaboration aims to deliver consistent reporting of associated data and discusses cross force and local environmental initiatives.

Gwent is also part of the Wales Charge project board chaired by Gwent's ACC which again is a collaboration between the Wales forces focusing specifically on the progress of transition from ICE (internal combustion engine vehicles) to EV electric vehicles. The group also progressed the procurement of an EV infrastructure supplier to replace BP Pulse who withdrew from the market which when in place will allow the transition to EV to progress as forecast.

The team consults with vehicle manufacturers to keep abreast of advances in technology and alternative fuels. The evaluation of new developments in vehicle technology will be assessed in terms of operational fitness for purpose, ease of maintenance, ease of use and environmental impact.

The transition to Electric from ICE of suitable vehicles has eased to allow technology to evolve and the infrastructure installation to catch up with the enduring requirement. This strategy has been compounded due to the forces legacy infrastructure supplier BP Pulse withdrawing from the market which led to a procurement exercise that resulted in SSE being awarded the contract for the installation and support of the force EV infrastructure as part of a collaboration between Gwent, South Wales and Dyfed Powys Police. We expect the replacement infrastructure to commence installation during quarter one of the 2026/27 financial year.

71 Electric Vehicles were operational at the end of financial year 2025/26 representing 15.4% of the fleet and increase from 13.7%. We expect the volume of EVs on fleet to increase by a further 12 resulting in a forecasted total of 83 by year ending March 2027 as the department places new EVs at locations throughout the Gwent Police estate with suitable electric charging infrastructure installed.

Table I

	2022/23	2023/24	2024/25	2025/26
EV's added within year	18	15	31	8
Total EV's	18	33	64	71

This initiative has resulted in five fully electric marked beat cars being deployed within the Gwent establishment, which will be followed by a further three in the year ahead.



Marked EV Peugeot 3008s that entered service this year



With BP Pulse withdrawing from the EV charging market, Force plans to increase infrastructure have paused. Once the transition to SSE is completed, plans will resume to increase the number of electric vehicle charging points across the Force by 37, from 75 to 112, prioritising locations scheduled to receive electric vehicles as part of the transition from ICE vehicles. The Force is also able to use the Allstar EV charging network throughout the UK when users are out of area.

Written off vehicles are disposed of via blue light commercial framework approved suppliers that recycle all compacts and materials that are able to be recycled.

Parts removed or replaced as part of the maintenance lifecycle of a vehicle are recycled through a contact let by the force estates department.

VEHICLE RECOVERY

The vehicle recovery scheme, which involves the collection of Police and public vehicles is delivered and managed through a collaborative arrangement which was formally ratified in October this year with both Dyfed Powys and South Wales Police. Gwent Police Fleet Services manager is locally responsible for the scheme with both Governance and Operational meetings held regularly.

The scheme was initially scheduled to be managed by Gwent until at least 1st April 2027 as a result of the contract manager transferring on secondment to Gwent from Dyfed Powys. The seconded manager however subsequently left the force July 2025 which instigated a recruitment process resulting in a new manager being appointed based from within Gwent in December 2025. It is expected that the scheme will continue to be managed from Gwent for the foreseeable future.

Gwent in conjunction with joint procurement department; led the process to compete the follow-on requirement with the current recovery contract expiring 31st March 2026. The formal tender process commenced in October 2025 with the successful supplier being informed of the intention to award in late December 2025. FMG the incumbent was successful in the tender process and will be responsible for delivering in scope recovery services for an initial 3-year period to 31st March

2029 with the option to extend until 31st March 2031; future proofing the services provided across the three forces.

The absence of a dedicated scheme manager for a period of the year which coincided with when the force was preparing to go to market for the follow-on contract added additional challenges to the team; however, the appointment of a new manager has provided enduring departmental stability.

Table J details the number of the recoveries of both public and Police vehicles from year ending March 2022 through to year ending March 2026. The service is provided by private contractors through a collaborative contract which includes South Wales Police and Dyfed Powys Police.



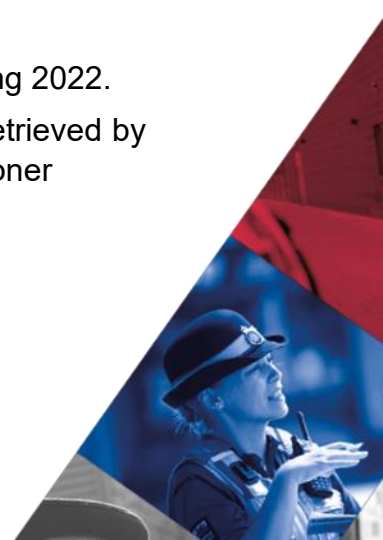
Table J

Vehicle Recoveries by volume	2021/22	2022/23	2023/24	2024/25	2025/26
Public	5,002	4,989	5,147	5,291	5,463
Police	691	958	1390	1253	1444
Total Recoveries	5,693	5,947	6,537	6,544	6,907
Response Times	Minutes	Minutes	Minutes	Minutes	Minutes
Target	30	30	30	30	30
Actual	21	25	25	26	24

The table illustrates that the number of recoveries to March 2026 of both public and Police vehicles has increased. The increase in Police vehicle recoveries is due to an increased number of incidents involving Police vehicles while maximising the benefits of the vehicle recovery provision that is available for Police vehicle movements, including the movement of Police vehicles to and from external suppliers for the completion of warranty work.

Overall, the volume of recoveries has increased 17.5% since year ending 2022.

Proceeds from the sale of seized vehicles that were not subsequently retrieved by the owner was directed to the Office of the Police and Crime Commissioner (OPCC). This amounted to £111k for 2025/26 an increase of £12k.



CYDWEITHIO | COLLABORATION

Fleet Services Department makes use of collaborative opportunities through National Association of Police Fleet Managers (NAPFM) to improve standards, implement standardisation between Forces and reduce costs through economies of scale wherever possible.

The vehicle recovery scheme, which involves the collection of Police and public vehicles is delivered and managed through a collaborative arrangement which was formally ratified in October 2025 with both Dyfed Powys and South Wales Police. Gwent Police Fleet Services manager is locally responsible for the scheme with both Governance and Operational meetings held regularly. The collaboration delivers both an efficient and consistent level service delivery from a team that supports all three forces.

Gwent is also part of the Wales Charge project board chaired by Gwent's ACC which again is a collaboration between all four Wales forces focusing specifically on the progress of transition from ICE to EV electric vehicles. The group also progressed the procurement of an EV infrastructure supplier to replace BP Pulse who withdrew from the market. The collaborative approach has resulted in the replacement service provider being used by Gwent, Dyfed Powys, and South Wales police. This will allow vehicles for each force to use each other's charging infrastructure, and the forces will also have access to consistent reporting and data that can be extracted and manipulated as required.

The single shared Fleet management database has enabled improved collaborative working between the Welsh forces in a number of ways. This will continue as the forces will be sharing the same data base with the new Transend fleet management system that was procured within 2025 and scheduled to be implemented during 2026.

Consistency in reporting between Gwent, South Wales and Dyfed Police means Fleet Managers can analyse a wide range of data and compare performance enabling informed decision making.

Access to data relating to the type of vehicle repairs being undertaken at the other forces has enabled discussion regarding best practise sharing and a more efficient service delivery.

Officers are provided with more maintenance locations, as servicing, maintenance and repairs can be undertaken at any Gwent, South Wales, or Dyfed Police force maintenance facility regardless of the home force. This is enabled by immediate access to vehicle history and improves service delivery timescales.

Fleet Services Department work closely with the Joint Firearms Unit, South Wales Police Fleet Services and Dyfed Powys Police Fleet Services to achieve continuity in vehicle design and service delivery.

The vehicle recovery scheme, which involves the collection of Police and public vehicles is delivered and managed through a collaborative arrangement which was formally ratified in October this year with both Dyfed Powys and South Wales Police. Gwent Police Fleet Services manager is locally responsible for the scheme with both Governance and Operational meetings held regularly.

CAMAU NESAF | NEXT STEPS

Nearing our third year of occupying the Forces maintenance facility at Llantarnam; we have a solid foundation to build on the exceptional customer service and efficiencies delivered through process improvement; ensuring the department has sufficient strength depth and resilience together with a robust succession plan future proofing the support provided to the force.

Unfortunately following an extended period of absence due to sickness the departments store's officer left the department leaving a vacant position. The department will commence the process to fill the vacant position; however, we do not expect to have the position filled until quarter two 2026/27 assuming we have a suitable candidate that successfully navigates security vetting.

Both Gwent and South Wales police utilise the services of Goodyear tyres for the provision vehicle fleet tyres. The contract is a call off contract let via the blue light framework resulting in a contract valid until 11th October 2030. The services provided are a supply and fit service provided via Goodyear's nominated service provider in Gwent. Goodyear have confirmed that they do not currently have an approved supplier who is able to provide the range of services required locally to the Gwent Police workshop. Goodyear have been tasked with confirming a new approved service provider. Until Goodyear confirm the new provider Gwent Police fleet services are having to bridge the gap fulfilling the task previously provided by Goodyears service provider. The dynamic position is being reviewed regularly.

The Tranman fleet management system utilised within Gwent is also a contracted collaborative arrangement that includes both South Wales and Dyfed Powys. The current system is due to be replaced as the current extended support contract is due to expire at the end of October 2025. But anticipate will be extended until October 2026 at least.

A tri-force (Gwent, South Wales, and Dyfed Powys Police) collaborative procurement project to replace the current Tranman Fleet management system commenced during the year with the emphasis on providing a fit for purpose system that delivers value for money considering any potential transition risk and collaboration opportunities. A contract was signed with Civica to replace the Tranman fleet management system with the Transend system. The project to implement managed digital services division is in its infancy as such we do not expect a replacement system to have fully transitioned until the end of financial year 2026/2027.

From 3rd July 2026 Gwent police will be delivering its own IT support through an internal team when the current contract with SRS expires in June 2026. As part of this transition the team managed by Gwent will require transport to deliver the requirement. The team will be provided with two vehicles on short term hire from which the vehicles utilisation will be monitored that will accurately determine the actual long-term requirements of the team.



YSTYRIAETHAU ARIANNOL | FINANCIAL CONSIDERATIONS

The overall cost of delivering the fleet services is summarised in Table K

Table K

Narrative	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Fleet Fuel (net VAT)	£574,111	£686,395	£872,161	£776,545	£764,494	£769,159
Workshop Consumables/Equipment and Admin	£372,852	£480,116	£418,524	£411,343	£394,190	£426,076
Accident Repair/Repairs outside contractors	£329,624	£421,013	£417,942	£503,482	£359,898	£430,526
External Hire	£20,330	£66,100	£118,170	£96,320	£18,652	£41,091
Sub Total Direct Cost of Fleet Stock	£1,296,917	£1,653,624	£1,826,797	£1,787,690	£1,537,234	£1,666,851
Other Travel Costs	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Casual User Travel Expenses	£66,773	£112,020	£129,654	£108,191	£119,875	£88,082
Essential User Travel Expenses	£3,694	£19,992	£6,568	£2,452	£900	£1,186
Sub Total Other Travel Costs	£70,467	£132,012	£136,222	£110,643	£120,775	£89,268
Vehicle Recovery	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Police Vehicles	£30,494	£30,254	£35,710	£53,817	£54,435	£66,061
Vehicles Seized	£27,950	£17,757	£17,570	£16,235	£25,643	£29,247
Sub Total Vehicle Recovery	£58,444	£48,011	£53,280	£70,052	£80,078	£95,308
Indirect Costs	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Management, Workshops & Admin Staff	£404,340	£444,813	£518,171	£502,273	£561,212	£627,688
Other	£69,123	£2,397	£0	£0	£64,986	£35,265
Total Income	-£111,111	-£279,178	-£181,290	-£332,606	-£433,756	-£571,266
Net Revenue Costs Fleet	£1,788,180	£2,001,679	£2,353,180	£2,095,394	£1,930,528	£1,943,114

The overall revenue cost of Fleet Services Department for year ending March 2026 totals £1.943m, a slight increase of £13k on the previous year but supports the fact costs have reduced from a high in year ending 2023 and have stabilised.

The cost of fuel to year ending March 2026 was £769,000, a negligible increase of £5,000 compared to year ending March 2025. The force experienced a 23,000-litre reduction of fuel purchased to year ending March 2026 compared to the previous year, with the average pence per litre of fuel costing £0.05 more than the previous year.

External vehicle hire spends increased due to a review of the duration of long-term hires to support operational requirements and 4 X 4 vehicles over the winter period.

The cost associated with utilising external suppliers was £71k higher than year ending 2025 primarily associated with the cost of repairing accident damaged vehicles.

YSTYRIAETHAU PERSONÉL | PERSONNEL CONSIDERATIONS

The Fleet Services staffing has developed to support operational demands and is detailed in Table L

Table L

Position	Grade	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Fleet Services Manager	PO(K)	1	1	1	1	1	1
Workshop Manager	PO(A)	0	1	1	1	1	1
Fleet Administration Manager	SO1	1	1	1	1	1	1
Tri Service recovery Manager	POC	N/A	N/A	N/A	N/A	N/A	1
Workshop Foreperson	SO2	1	1	1	1	1	1
Technicians	SO1	3	4	4	3	4	4
Workshop Stores officer	SC 5	1	1	1	1	1	1
Fleet Admin Assistants	SC 3	3	3	3	3	3	3
Workshop Assistant	SC 3	1	1	1	1	1	1
Workshop Apprentice	SP48	0	0	0	0	0	1
Total		11	13	13	12	13	15

Fleet Services Department staff headcount Increased by two during the year ending March 2026. The department benefited from a budgeted apprentice technician who joined the team and will be attending a local collage for a two-year motor vehicle course with the potential of a third year. This approach supports the departments long-term succession planning.

The tri-service recovery scheme manager employed by Dyfed Powys was scheduled to be seconded to Gwent for three years from April 2024 however the seconded manager subsequently left the force July 2025 which instigated a recruitment process resulting in a new manager being appointed based from Gwent in December 2025 It is expected that the scheme will continue to be managed from Gwent for the foreseeable future.

Unfortunately, due to a period of long-term sick that commenced in July 2025 and continued throughout the period of this report the department was without its stores officer. The absence of a head performing this key role placed additional challenges on the department to bridge the gap in capability ensuring the stores provided efficient services to the department during the year.

As detailed within the 2024/2025 fleet report. As a result of difficulty attracting staff to fill vacant positions It was suggested that the role of technician should be re-evaluated to ensure that the technicians are being correctly recompensed for the work they do. The re-evaluation process commenced in August 2024. The process concluded in May 2025 resulting in the technicians transitioning from grade SC6 to SO1.

A training programme is in place to ensure that staff are proficient with ever evolving technology including Electric vehicles and able to operate the latest equipment built into vehicles and the fitted ancillary equipment.

Staff are trained to cover First Aid, Health & Safety and Fleet Management, along with the technical training of the vehicle mechanics, including MOTs and stolen vehicle identification together with additional specific Ad hoc training as required.



YSTYRIAETHAU CYFREITHIOL | LEGAL CONSIDERATIONS

The contracts arrangements are progressed in line with legal requirements.

YSTYRIAETHAU CYDRADDOLDEB A HAWLIAU DYNOL | EQUALITIES & HUMAN RIGHTS CONSIDERATIONS

This report has been considered against the general duty to promote equality, as stipulated under the Strategic Equality Plan and has been assessed not to discriminate against any particular group.

In preparing this report, consideration has been given to requirements of the Articles contained in the European Convention on Human Rights and the Human Rights Act 1998.

RISG | RISK

Any potential risks are contained within the report.

ATODIADAU | ANNEXES

There are no annexes within this report.

BUDD Y CYHOEDD | PUBLIC INTEREST

In producing this report, has consideration been given to 'public confidence'?	Yes ☒ No ☐
Are the contents of this report, observations and appendices necessary and suitable for the public domain?	Yes ☒ No ☐
If you consider this report to be exempt from the public domain, please state the reasons:	

I confirm this report has been discussed and approved at a formal Chief Officers' meeting 11.08.2026.

I confirm this report is suitable for the public domain for the reasons stated previously.

Signature	
Date	23.09.2026

