

EASTERN REGION COLLABORATION JOINT STATUTORY COMMITTEE

AGENDA ITEM NO: 5 – ERC 09/21

MEETING DATE: 14TH OCTOBER 2009

TITLE: CAMBRIDGESHIRE, ESSEX, NORFOLK, SUFFOLK (CENS) FLEET
COLLABORATION

REPORT TO: JOINT STATUTORY COMMITTEE

DATE OF REPORT: 5TH OCTOBER 2009

AUTHORSHIP: Deputy Chief Constable John Feavour

EXECUTIVE SUMMARY:

The paper seeks to formally close the CENS fleet collaboration project noting some of the savings made to date, lessons learned about clarity of project deliverables, that informal collaboration has become business as usual and that links with the Chiltern Consortium are explored.

RECOMMENDATIONS:

Recommendation 1

That the JSC note the closure report on CENS fleet collaboration

Recommendation 2

That the JSC notes the indicative savings made as part of the collaboration initiative

Recommendation 3

That the CENS forces should continue to work in loose collaboration to improve effectiveness and efficiency.

Recommendation 4

That Cambridgeshire continues to explore the potential linkage to the Chiltern consortium on its own behalf and for other forces in the region.

Originators: DCC J Feavour
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BACKGROUND PAPERS:

Report of 23 July 2009

1. PURPOSE OF REPORT

- 1.1 To formally close the CENS fleet collaboration project.

2. INTRODUCTION

- 2.1 Members will recall that an update on the CENS Fleet Collaboration was provided to the last meeting of the JSC. The essence of the paper presented at that time was that the project in its current form should be concluded. Members agreed with that recommendation and asked for a closing report to come to this meeting to set out reference to the original business case, with key successes, savings and lessons learned to inform future projects.

3. Original Business Case

- 3.1 The original business case was based on a consultants report (referred to in the previous JSC paper) by the Centre for Automotive Industries Management (CAIM). This report became the de facto project initiation document and set out four options namely: a regionalised fleet, a managed service, a loose collaboration and outsourcing. Different levels of savings were suggested for each option with estimated potential savings in the range of £0.75M to £3.75M between five forces (CENS and Hertfordshire) over five years. This would suggest potential savings of the order of £30k to £150k per force per annum.
- 3.2 The loose collaboration option has been pursued recognising that all of the other three options needed considerable changes to the business models employed by the different forces. The absolute cost savings through loose collaboration are the minimum that might have been realised as set out in the consultants report.

4. Key Successes, Savings and Lessons Learned

- 4.1 The fleet and transport services managers across the region had a well developed network in advance of the CAIM report. Indeed, it was their pre-existing collaborative approach which was the catalyst for the report. This relationship has continued and it endures.
- 4.2 Joint procurement has produced some savings e.g. the collaborative purchase of Police Specification Volvo V70 T6s incorporated free metallic paint and rear parking sensors worth £700 per car increasing resale value and reducing reversing accident damage. Cambridgeshire has purchased 20 such cars since the free options above were authorised by Volvo giving a saving over 2 years of £14,000.
- 4.3 Work continues looking at standardising vehicles for various roles across the CENS fleets. The National Policing Improvement Agency's Automotive and Equipment Section (A&ES), which looks at electrical emissions between car and fitted police equipment and vice versa, will soon start charging forces for testing non-standard installations on vehicles. It is estimated that this could cost several hundreds of pounds per test depending on the number of different items installed and how they interact with each other. This charging gives renewed impetus to determine standard vehicles and fit-outs regionally as this will offer further savings (economies of scale in vehicle/equipment purchase and installation, interoperability of vehicles between forces plus not having to pay for A&ES testing). The fleet managers are alert to this issue.
- 4.4 Other mutual support is also available e.g. bodyshop repair of covert vehicles at Essex Police's Boreham workshop which saves the cost and time of having to strip all the covert equipment out of a vehicle if it was to go to an external bodyshop, or Cambridgeshire servicing one of Essex' covert motorbikes which is based on the Essex/Camb's border.

- 4.5 The use of the CAIM report on its own without greater clarity of project deliverables could have been improved upon. The absence of an agreed project initiation document meant that the project objectives and costs were not commonly understood. Loose collaboration has been relatively easy to achieve within existing operating practices but realisation of greater efficiencies would have necessitated structural change beyond joint specification and procurement. Such a project would have also needed a dedicated project team as the progress which has been made has been achieved by fleet managers alongside their own responsibilities.
- 4.6 There is no doubt that discrete fleet operations would benefit from joint procurement routes, but the disparate operational and servicing models in use have not been redesigned as would be necessary to understand the maximum potential of the other options in the original business case and the prospective cost for achieving this in the Eastern Region as a whole would have been disproportionate. It is acknowledged that other forces have achieved this and Bedfordshire is part of such a consortium, Cambridgeshire has therefore sought to initiate links and to explore the potential for future collaboration for itself and other Eastern Region forces

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