


**POLICE AND CRIME COMMISSIONER (PCC) FOR LINCOLNSHIRE
REQUEST FOR DECISION**

REF: 013/2019
DATE: 10 June 2019

VEHICLE TELEMATICS SYSTEM	
REPORT BY	ACO Andrew White
CONTACT OFFICER	Andrew White, Assistant Chief Officer (Tel: 01522 947453)
EXECUTIVE SUMMARY AND PURPOSE OF REPORT	
<p>The purpose of this report is to obtain approval for the introduction of a vehicle telematics system utilising a national procurement framework currently available to all UK Police Forces.</p> <p>The Lincolnshire Police Chief Officer Team have identified a number of areas of Policing and Policing support services that require reviewing in order to maximise the utilisation of resources, support continuous service improvement and reduce operational costs of Policing services in Lincolnshire.</p> <p>The vehicle fleet is considered a key asset and its utilisation, deployment, and cost is critical to the delivery of Policing services in Lincolnshire. Vehicle asset tracking through the provision of vehicle telematics will provide a step change in fleet management. Through the provision of accurate business management information, a safe and efficient fleet will be delivered, matching assets to business demand.</p> <p>The initial capital cost in year 1 is £122,027 with subsequent annual revenue costs of £33,552 per annum. These are fixed costs and applicable up to contract expiry date. This does present a saving on existing revenue costs.</p> <p>This paper presents the detailed business case, which has been supported by Chief Officer Group.</p>	
Recommendation	The PCC approves to the purchase of a telematics system within the Lincolnshire Police fleet.

POLICE AND CRIME COMMISSIONER FOR LINCOLNSHIRE	
I hereby approve the recommendation above, having considered the content of this report.	
Signature: 	Date: 10/6/19

A. NON-CONFIDENTIAL FACTS AND ADVICE TO THE PCC

A1. INTRODUCTION AND BACKGROUND

Lincolnshire Police currently has a number of manual processes in place to manage and record vehicle usage. It is extremely resource intensive to provide any level of useable management information. As such, a number of key benefits and objectives to be met through the investment in a Telematics system have been identified:

Fleet Objectives:

- Reduction in fuel usage
- Reduction in maintenance costs
- Fleet reduction to be achieved through increased fleet utilisation
- Access to information to improve safety and knowledge of how vehicles are being used
- Reducing carbon emissions
- Aids decision-making on replacement cycles and future vehicle selection.

Operational Objectives:

- Reduction in the number of accidents and associated direct and indirect costs which could lead to a reduction/stabilisation of insurance premiums
- To improve driver behaviour within the organisation. This could result in improved public confidence and service levels although this cannot be measured
- To identify high risk drivers prior to an incident thereby giving the opportunity to address these issues proactively through awareness and support
- To provide an incident data recorder ability
- Integration with the new Force Command & Control system.

Vehicle tracking through the provision of vehicle telematics will provide a step change in the way in which the vehicle fleet is managed. The provision of accurate business management information, a safe and efficient fleet will be delivered, aligning vehicle assets to business need and demand.

Vehicle telematics is an established and proven management tool that enables and supports vehicle fleets achieve optimum utilisation and mix, necessary to meet operational requirements, cost effectively and efficiently.

Recently industry experience using vehicle based telematics systems has demonstrated that the ability to monitor and address both driver behaviour and vehicle use will provide opportunities to achieve cost savings in a number of areas, over a sustainable period of time.

ACPO Intelligent Transport Systems (ITS) Driver & Vehicle Management Project is a national ACPO led fleet IT project that identified a number of operational benefits as a consequence of introducing vehicle telematics into a Police fleet. The following statement is taken from the Home Office One Box Driver and Vehicle Management System Criteria publication:-

“Vehicles telematics meeting the criteria laid out in this document are likely to improve safety, as well as providing cashable efficiency savings for the Emergency Services. It will support reductions in fuel consumption and servicing costs by logging and reporting detailed usage information on both vehicles and drivers. This will provide information to

encourage drivers to improve and support management interventions. Anticipated changes in driver behaviour are expected to lead to reductions in the number and cost of collisions and associated third party costs.”

Vehicle telematics can enable significant savings in fuel and accident costs and will provide information to enable vehicle utilisation to be analysed in detail. This will provide opportunities to make better use of the whole fleet, thereby creating opportunities for further reductions in fleet numbers and costs whilst still providing the optimum fleet.

A number of telematics systems have been tested and evaluated over recent years by Lincolnshire Police and G4S Fleet Management and until fairly recently the cost of a telematics system suited to a fleet the size of that operated by Lincolnshire Police has proven to be prohibitive. Recent advances in the technology and the evolution of a competitive market has enabled the Yorkshire and Humberside Forces to establish an accessible framework that offers excellent value for money coupled with the latest technology.

The four year Yorkshire and Humberside framework commenced in August 2018 allowing all UK Forces the opportunity to benefit from a Police specification telematics system. Agreed standard specification and consolidated purchasing means that pricing of the UK Telematics solution is now affordable to an increased number of Forces. Purchase of the UK Telematics product is possible through the Yorkshire and Humberside Framework Contract Ref 1609-2017 which is due to expire on 31st July 2022. A five year contract can be placed at any time before 30th April 2022.

Preferred Option – UK Telematics (via Yorkshire and Humberside Framework Contract)

Two options are detailed within the Chief Officer supported business case, embedded within Part 2 of this Decision Paper.

- *Option 1 – Do Nothing*
- *Option 2 – Preferred Option (UK Telematics, via Yorkshire and Humberside Framework Contract)*

Fundamentally doing nothing will continue to prevent Lincolnshire Police from improving the efficiency, effectiveness and economic management of the fleet. The business case therefore concentrates on the use of the framework utilising the preferred supplier and vehicle telematics solution offered by UK Telematics.

A precise specification provided by UK Telematics is detailed within the business case however in summary the solution shall be able to provide the following;

- Driver Identification
- Inputs from the vehicle
- Inputs from other devices
- Mapping
- Reporting
- Vehicle utilisation
- Vehicle mileage
- Driver reporting

- Drivers Log Book
- Vehicle state
- IDR and Crash data
- Live Data
- Driver feedback

Vehicle Telematics is an enabler to identify opportunities for significant fleet savings and involves monitoring how fleet vehicles are driven on a real-time basis, collecting information on a wide range of critical indicators such as speed, braking, acceleration, driver identification and vehicle utilisation.

The business case includes assurances with regard to:-

- Security of data
- Integration with other Force IT systems
- Use of system security
- Operational benefits, including safer driving and optimum utilisation of fleet
- Process improvements – transfer from manual to electronic processes

Conclusion

The launch of this new framework provides a Police specific telematics solution at a very competitive price therefore the recommendation is that Lincolnshire Police purchase the UK Telematics solution under the Yorkshire and Humberside Police Framework.

It is recommended that 400 telematics units be purchased and installed during the first and second quarter of 2019/2020 and the integration of existing fleet management be completed to align with this programme.

Upon Decision Paper approval, an implementation plan will be produced wherein details of installation arrangements will be presented. It is recommended that UK Telematics install all units. These costs have been included in the financial model.

A2. LINKS TO POLICE AND CRIME PLAN AND PCC'S STRATEGIES/PRIORITIES

The solution being recommended supports both the key principle of the Police & Crime Commissioner's (PCC's) Community Safety, Policing and Criminal Justice Plan:-

- *Policing that works – effective policing, there and when you need it and responsive to differing community needs.*

and the Chief Constable's 'Distinctively Lincolnshire' Strategy which sets out our ambition to:

- Invest in technology to maximise the presence of our frontline staff in communities.
- Maximise and integrate the functionality of our current technology.
- Improve our use of automated systems to reduce bureaucracy.
- Ensure our Assets are fit for purpose and flexible to meet future demands

Telematics would support having the correct distribution of the necessary number of vehicles available around the Force of the most suitable type and being in the most appropriate locations at the right time.

B. FINANCIAL CONSIDERATIONS

Section FR14.1 of the PCC and Chief Constable's Financial, Contract and Procurement Regulations states "*a business case must be prepared by the Chief Constable for all capital and revenue schemes with a financial implication, in accordance with FR44 (Delegated limits and authorities)*".

FR14.4 states "*business cases on proposals estimated to cost above the delegated limit, any proposals for which there is no funding within the approved Budget or Capital Programme and any proposals with on-going revenue or capital budget consequences beyond the current financial year shall be submitted by the Chief Constable and the Commissioner's CFO to the Commissioner for consideration*".

A detailed business case, supported by the Chief Constable, has been submitted in compliance with the above. A full copy of this is included in Part 2 of this Decision Paper.

Provision has been made in the medium term financial plan for the introduction of a Telematics solution.

Due to the commercial in confidence of UK Telematics costs, further breakdown is provided under Part 2 of this Decision Paper.

C. LEGAL AND HUMAN RIGHTS CONSIDERATIONS

None.

D. PERSONNEL AND EQUALITIES ISSUES

Staff and Officers may resist the introduction of telematics into the fleet with the view that it advocates a "Big Brother" culture, whereby privacy is threatened. Whilst attitudes are changing, a clear communication plan in conjunction with the Police Federation and Unison explaining the organisational rationale, along with benefits to the employee should be implemented.

E. REVIEW ARRANGEMENTS

Delivery and implementation of the new Telematics system will be via a Project and will form part of the Technical Futures Programme Board with the ACO Resources being the Senior Responsible Officer. Review of progress and benefits will be managed via this process.

F. RISK MANAGEMENT

Risk will be managed in accordance with Prince 2 "lite" methodology and in conjunction with the Force's Risk Management Policy (PD122).

Full detail of these risks along with mitigation is detailed within the business case.

G. PUBLIC ACCESS TO INFORMATION

Information in this form along with any supporting material is subject to the Freedom of Information Act 2000 and other legislation. Part 1 of this form will be made available on the PCC's website within one working day of approval. However, if release by that date would compromise the implementation of the decision being approved, publication may be deferred. An explanation for any deferment must be provided below, together with a date for publication.

Is the publication of this form to be deferred? No.

If Yes, for what reason: N/A

Until what date:

Any facts/advice/recommendations that should not be made automatically available on request should not be included in Part 1 but instead on the separate Part 2 form.

Is there a part 2 form? Yes

If Yes, for what reason: Supplier costs being commercial in confidence.

ORIGINATING OFFICER DECLARATION

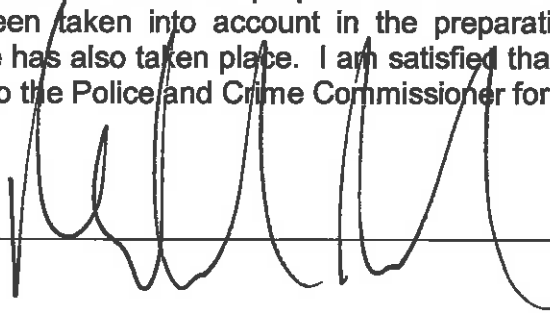
	Initial to confirm
Originating Officer:	RP
Financial advice: The PCC's Chief Finance Officer has been consulted on this proposal.	JGF
The CC's Chief Finance Officer has been consulted on this proposal.	Q
Monitoring Officer: The PCC's Monitoring Officer has been consulted on this proposal	M
Chief Constable: The Chief Constable has been consulted on this proposal	D

OFFICER APPROVAL

Chief Executive

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. Consultation outlined above has also taken place. I am satisfied that this is an appropriate request to be submitted to the Police and Crime Commissioner for Lincolnshire.

Signature:



Date:

6/6/19

