

APPENDIX 1

Implementation Matrix for Transport Review (Rev: 11 Feb 2002)

Accenture Recommendation (indicative saving)	MPS Management Board Comments (including predicted level of savings)	Resource implications	Responsible MPS Officer	Required tasks and completion dates <i>(current update in italics)</i>
'Quick Win' Recommendations				
1. MPS should adopt a policy that OCU lead officers should agree to requests for hired vehicles only if no suitable vehicle is available from the core fleet or from vehicles already on hire.			AC PRS	End November 2001
2. OCUs be required to monitor core-fleet and hire vehicle utilisation and report periodically to TSD	Initial scoping with consultants suggested an IT solution.	Up to £24,000 (greater involvement of MPS staff reduces the cost to approx. £12,000).	TSD Commander	<i>With the advent of the Star Chamber restrictions this has not been, as yet, pursued.</i> TSD would be in a position to develop this in 2002/3.
3. Standard tools (such as spreadsheets) should be developed centrally and provided to all OCUs, with guidance to ensure consistency of approach and accuracy			TSD Commander	Progress as 2 above. Jan/Feb 2002

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4. MPS should develop and adopt a new management model and authorisation process for hire		Level of hiring reduced by approximately 25%. Initiative over Christmas reduced hire for that period by about 65%	TSD Commander	<i>Developed and in place. Requires authorisation by local Superintendent. TSD apply restrictions on type of vehicle that can be hired as per MPS policy (subject to negotiation over specific operational needs). B2B system in place for 'pathfinder' boroughs.</i> January 2002 -design March 2002 - implementation
5. The authorisation process should require written justification as part of the operational planning process			TSD Commander	<i>Authorisation via E mail from local Superintendent.</i> March 2002 onwards
6. Operational planning, at all levels of the MPS, should include consideration of transport resource needs.			AC PRS	March 2002 onwards
7. Arrangements be considered to ensure that hire cars are not issued by National unless the order is properly authorised.			TSD Commander	<i>Done. Meetings with National have explained the process and secured their agreement that it will not be compromised. National present at seminar for 'pathfinder' boroughs.</i> December 2001 onwards

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8. The practice of paying for local use minibuses centrally be ceased and that the corporate budget be reallocated accordingly			TSD Commander	<i>Meeting with Finance Dept. 23/01/02 to discuss changes to corporate hire. N.B. Cancelled by Finance, new date aranged.</i> April 2002
9. Review planning and controls in Public Order should be reviewed once Operation Calm has wound-down, or the situation has become more stable			AC PRS	tbc – but after Jan 2002
10. We recommend that the MPS set sponsorship target of the equivalent of 25 extra vehicles across MPS for at least 6 months in FY 02\03. Corporate guidance, support and coordination should be provided to facilitate this.			TSD Commander Sponsorship Unit	<i>Corporate guidance and support in place at TSD in co-operation with DPCS. Sponsorship is the remit of Department of Procurment and they have recently appointed a Sponsorship Manager.</i> Jan 2002 onwards
11. The Computercab facility should be withdrawn			Director of Resources	December 2001

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Strategic Recommendations				
12. MPS should develop an acceptable use policy to address a range of policy questions key to both specifying the requirement of the fleet as a whole (size and vehicle type), and influencing the use of that fleet by OCUs.			AC PRS	By April 2002
13. The planned transport resource allocation model should be applied across the whole of the MPS.			TSD Commander	<i>Vehicle Allocation Formula for TP complete. We are now undertaking a similar exercise with SO.</i> By April 2002
Accenture estimate of savings for programme would be £940,000 to £1.44m.				
14. The corporate fleet management capability within the MPS should be reviewed, with a view to defining the strategic and management functions the MPS needs from its fleet management section in order to improve value for money and operational effectiveness			TSD Commander	<i>Being reviewed as part of the introduction of the Transport Strategy.</i> By April 2002