

## PFCC Decision Report

**Report reference number:** 047-21

**Classification:** OFFICIAL

**Title of report:** Marked Motorcycles for Training

**Area of county / stakeholders affected:** Whole county

**Report by:** Chief Superintendent Mat Newton

**Date of report:** 10.02.21 (received 11.03.21)

**Enquiries to:** Chief Superintendent Mat Newton

### 1. Purpose of the report

To seek funding for two additional marked police motorcycles to meet the internal training requirements for the organisation, avoiding the need to pay external organisations for the training.

### 2. Recommendations

The proposal is to purchase two marked police motorcycles for the primary purpose of delivering internal training to officers who are required to drive police motorcycles as part of their role. The expected replacement period of the motorcycles is every three years or every 60,000 miles.

The proposal is to support the purchasing of two marked police motorcycles and the associated revenue costs to ensure the efficient and effective delivery of motorcycle training.

### 3. Benefits of the proposal

The benefits of this proposal are:

- To be able to deliver motorcycle training effectively to meet the internal demands of the organisation which in turn will ensure that officers have the required skills to complete their job role.

## OFFICIAL

- It avoids the need to send officers to external service providers for this specialist training, which will amount on average to £54,000 per annum based on an average attrition rate of three officers per year.
- It provides the opportunity for potential income generation to be made from other organisations needing the training as there is a national shortage of instructors and training being delivered for motorcycles.

If this proposal is not supported, it will result in additional costs being incurred by the organisation to acquire this training from an external training provider.

### **4. Background and proposal**

To date, Driver Training has delivered the required motorcycle training using Operational Policing Command (OPC) motorcycles and through the use of motorcycles due for decommissioning. This is no longer a sustainable solution due to the OPC needing the motorcycles for its own team.

Currently the options are to either stop maintaining this vital training capability, or to send officers to external organisations to undertake this specialist training. If the training was delivered by external organisations, Essex Police would be required to spend approximately £54,000 per annum.

To maintain the delivery of this training for officers who are required to ride motorcycles for their daily role, and in order to avoid sending officers to external organisations for this training, this proposal seeks to purchase two marked police motorcycles. The skills of the organisation's training staff are already present to deliver the training.

### **5. Alternative options considered and rejected**

Options considered for delivering this training have included:

- Utilising the motorcycles that OPC has for operational teams to deliver training. This option is not viable as the first training course is five weeks in length and OPC cannot free its resources for five weeks without having an operational service delivery impact.
- Stop delivering the training internally and outsource the training requirement to other organisations that have the capacity and capability to deliver the training.
- Using motorcycle fleet which is coming to the end of its useable life. This has been utilised as a short-term solution but is not sustainable for the medium to longer term.
- Purchase two new motorcycles to deliver the training to meet internal needs. This is the preferred option as it does not impact upon service delivery within OPC and avoids the need to send officers externally for this specialist training at a high annual cost.

**6. Police and Crime Plan**

This proposal supports two of the Police and Crime Plan priorities:

- Cracking down on antisocial behaviour.
- Improving safety on our roads.

This proposal ensures a continued capability within Essex Police to provide an efficient response to local and national matters. This proposal enables an alternative policing response to antisocial behaviour which is dynamic and effective. The proposal is a key part of our road safety response for the county.

**7. Police operational implications**

If the organisation stops providing this training for officers, it will result in the loss of this specialist training capability, which will have operational and reputational risks.

Chief Officers, Transport Services, OPC and Finance have been consulted as part of this proposal.

**8. Financial implications**

The below table outlines the capital and revenue requirements arising from this proposal.

		Year 1	Year 2	Year3	Year 4	Year 5	TOTAL
<b>Capital</b>		32.594			32.594		65.188
<b>Revenue -</b>	<b>Recurring</b>	3.0	3.0	3.0	3.0	3.0	15.0
<b>Total Costs</b>		35.594	3.0	3.0	35.594	3.0	<b>80.188</b>

**9. Legal implications**

No legal issues have been identified as part of this proposal.

**10. Staffing implications**

There are no identified staffing implications from this proposal.

**11. Equality and Diversity implications**

There are no Equality and Diversity implications identified from this proposal.

**12. Risks**

There are no identified risks from this proposal being supported. If however this proposal is not supported, it will result in additional costs being incurred by the organisation to acquire this training from an external training provider.

**13. Governance Boards**

This proposal has been discussed and supported as part of a Chief Officer Group (COG) agenda item. This was also discussed at the Strategic Board on 11 March 2021 and was recommended for approval.

**14. Background papers**

Detailed Investment Business Case Stage 2 – Marked Motorcycles for Training

**Report Approval**

The report will be signed off by the PFCC Chief Executive and Chief Finance Officer prior to review and sign off by the PFCC / DPCC Chief Executive / M.O.

Sign: 

Print: P. Brent-Isherwood

Date: 17 March 2021

Chief Finance Officer / Treasurer

Sign: .....

Print: Julia Berry.....

Date: 18 March 2021.....

**Publication**

Is the report for publication?

YES   
NO

If 'NO', please give reasons for non-publication (Where relevant, cite the security classification of the document(s). State 'None' if applicable)

.....None.....

If the report is not for publication, the Chief Executive will decide if and how the public can be informed of the decision.

**Redaction**

If the report is for publication, is redaction required:

1. Of Decision Sheet? YES  NO  2. Of Appendix? YES  NO

If 'YES', please provide details of required redaction:

.....N/A.....

Date redaction carried out: .....

**Treasurer / Chief Executive Sign Off – for Redactions only**

If redaction is required, the Treasurer or Chief Executive is to sign off that redaction has been completed.

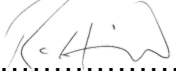
**Sign:** .....

**Print:** .....

**Chief Executive/Treasurer**

**Decision and Final Sign Off**

I agree the recommendations to this report:

**Sign:**  .....

**Print:** Roger Hirst

**PFCC**

**Date signed:** 18 March 2021

I do not agree the recommendations to this report because:

.....  
.....  
.....

**Sign:** .....

**Print:** .....

**PFCC/Deputy PFCC**

**Date signed:** .....