

Vehicle Recovery and Examination Service

Business Case

Acquisition of Second Site

Submitted 15th April 2004

Updated 14th October 2004

Index

Paragraph	Subject
1	MPA Authority
2-3	Introduction – Business Development
4-8	VRES Existing Demands
9-17	Emerging Demands
18-23	VRES Development Programme
24-26	Provision of Forensic and Mechanical Examination Service
27-29	VRSS/SSCU – First Year Benefits to MPS
30	Implications of not Acquiring Second Site
31	Provision of Second Site – Assumptions
32-33	VRES Objectives
34-40	Objective 1 – Enhanced Forensic Examination
41	Advantages
42-46	Objective 2 Fatal Collisions – Mechanical Examinations
47-50	Objective 3 Illegally Parked Vehicles
51	Additional Demands
52	Police Reform Act 2002
53-54	Long Term Storage – taking on role of Central Property Stores
55	Seizure of uninsured vehicles
56	Property Requirement
57 –59	Location
60 –64	Access
65	Functions
66	Property – Specific Requirements
67 –71	Vehicle Storage
72-74	Security
75 –78	General Conditions
79-84	Funding

Vehicle Recovery and Examination Service

Business Case

Acquisition of Second Site

DRAFT REPORT

Metropolitan Police Authority

Authority to develop VRES

1. In 2002 the Metropolitan Police Authority Finance Committee approved the development of a cost effective in-house vehicle recovery and storage service with its own forensic examination suites and storage facilities. In this respect the MPA gave

‘In-principle agreement to lease up to four car pounds, one each in south, west east and north London, the annual rental cost being met by income generation (including savings).’

The business case to acquire a second site is therefore ancillary to and in support of the principle VRES Business Case approved by the MPA.

Introduction

Business Development

2. In setting out the need for a second pound, this report first examines the demands impacting upon the vehicle recovery and forensic examination services. Detail is also provided of the evolving VRES development plan through which the demands are to be met.
3. The overarching aim of this development plan is crime reduction through an enhanced forensic service and the drive for improved business efficiency, savings and income generation. Since this report was first submitted, the Deputy Commissioner commissioned work to be undertaken in respect of Motor Vehicle Crime -improved detection. The proposal put forward in July 2004 is solely based upon the recovery and forensic examination of all lost or stolen motor vehicles (42,000). Acquisition of pound 2 is key implementation.(See paragraph 32 & 33)

VRES - Existing Demands

4. The 2004 forecast vehicle recovery requirement is 27,000 vehicles. 7500 of these vehicles were stored on behalf of the owner at their expense. The overall total reflects an upward trend of 3000 vehicles compared to the previous year.
5. Whilst the VRES had an administrative responsibility for every vehicle recovered, it had an obligation to recover and store 19,500 of the vehicles processed at a cost to the MPS of almost £2m.
6. The commissioning of Charlton allowed for the storage of 6600 vehicles and provided income of £140k within its first year of operation. The facility has also afforded the VRES to make savings relative to contract storage despite the additional demands. The net impact in 2003/4 was an overall saving of £226k within its first year of operation.
7. Nevertheless capacity overload necessitated private contractor storage at a cost of £300k with a further £200k expended on the repositioning of illegally parked vehicles. There was no opportunity to recover this expenditure or subsequent income that these vehicles would have otherwise generated, had they been stored on MPS property. (See Appendix D for overall summary of savings and income)
8. Furthermore, 2200 vehicles (six BOCUs did not reply) were in 2003/4 stored in police station yards for which they were never built or intended

Emerging Demands

9. In further assessing the increasing demand, account has had to be taken of imminent and emerging trends. The Government change programme continues to bring a shift in responsibilities between public authorities such as the DETR, DVLA, DEFR, local authorities and the police. Enforcement of legislation associated with the motorcar is now shared and demands a partnership approach.
10. One such example emanates from the MPA approval which allows for the MPS and Transport for London to enter negotiations as to the future enforcement of London's red routes and bus corridors. The MPS is a contender for this expanding contract estimated funding at £15m, which is due to commence November 2004. The tender does require the MPS to declare imminently the resources it intends to offer in relation to vehicle removal and pound facilities. Taking on this contract could realise a further £1.2m.
11. Development of the VRES pound strategy is a key element of the MPS proposal.

12. Furthermore the Commissioner has approved the Safer Vehicle Strategy, which when fully enacted could bring an added demand for forensic examinations with regard to the recovery of lost or stolen vehicles, of which there are 45,000 recorded crimes per year. See paragraph 3 above.
13. Enactment of this Strategy may be viewed through a restricted pilot at Greenwich (RG), which realised the recovery of 300 vehicles within six months. In February 2004 the pilot was extended to 13 BOCU's at short notice, the demand from which had to be out sourced in the absence of space at Charlton. This six-week (600) vehicle recovery initiative cost the MPS £70k.
14. This initiative is now under review by 'TP' Crime, consideration being given to extending it service-wide. (Objective 1 para. 32)
15. A further demand affecting the VRES is the MPS Safer Homes Strategy (theft of cars by means of burglary). This represents an upward trend and accounts for 5% of burglaries within London.
16. A further initiative is under consideration, that being to seize uninsured motor vehicles. The proposal has received Government approval. Supporting legislation is expected to pass through Parliament later in 2004. Management Board have already given their support to the power being enacted at the earliest opportunity. In assessing demand, note has been taken of a similar twelve month operation in South Yorkshire, whereby 1500 vehicles were seized.
17. Finally, account also has to be taken of new legislation such as the End of Life Vehicles. This deals with the registration of sites and regulations relative to the storage and disposal methods of such vehicles. The consequence of this legislation must be factored into the build programme for any site acquired on behalf of the VRES.

The VRES –Development Programme

18. The VRES has now assumed responsibility for the MPS policy relative to the recovery, examination, retention and disposal of motor vehicles. The intention is to maximise recovery and examination, whilst at the same time reducing the retention period and accelerating the disposal rate. Initial benefits have already been achieved through improved retention and disposal management, whilst the commissioning of Charlton has subsumed the extra demands placed upon Croydon (TDZ) and the Stolen Vehicle Unit at Chalk Farm. As a consequence these units no longer seek additional accommodation. The revised policy is due to be published in November 2004.
19. In effecting a single management structure, the VRES has already absorbed the functions and resources of:-

CO50 Contract Management Unit
Operation Notre Dame
Special Operations Removal Unit,

with the consequential releasing of the accommodation that these units previously occupied at:-

New Scotland Yard
Grove Hall

Tintagel House
Hayes

Kirtling Street

20. Additionally plans are in hand to take control and reallocate the functions of Garage Desk (currently DCC10/4) imminently. For this reason the function was excluded from the C3i programme. At the present time the re-location of Garage Desk. This accommodation requirement is now included in this user requirement.
21. Furthermore, in-principle agreement has been reached for the VRES to take over the vehicle storage role of the Central Property Store once the VRES has adequate space to accommodate the function.
22. Taking on these responsibilities will offer further accommodation savings at New Scotland Yard (Garage Desk), as well as Brixton and Rigg Approach and Penton Street (Central Property Stores).
23. Freeing up Penton Street would however offer an ideal location to meet the prospective MPS/TFL requirement for a central London car pound (See para 10 & 11). If followed up, this matter would be the subject of a further business case.

Provision of Forensic/Mechanical Examination Service:

24. Development of the VRES does not stand alone in the provision of a forensic and mechanical examination service. In this respect it is only the provider of the facility at which the examination is undertaken. Demand for such examinations extends across Territorial Policing, Special Operations and the Serious Crime Group. Development of forensic suites will lead to the Scientific Command Unit revising its structure and providing a resident multi skilled team at each site.
25. By bringing the current SSCU services together it opens the way for an enhanced service and efficiency savings as outlined in paragraph 41.
26. Similarly the Traffic OCU has a legal requirement to examine vehicles involved in fatal and life changing collisions. Currently the examination and storage is undertaken at private garages, which in 2002/3 cost the MPS £501k. Bringing this function to the VRES site will afford for similar benefits and savings to those outlined at paragraph 41-46

VRES/SSCU – First Year Benefits to the MPS

27. Judgement as to the benefits of an in-house service can be viewed from the out turns achieved within the inaugural year.

28. The results, compared against 2002/3 are as follows:-

- 6660 vehicles were stored at Charlton.
- An additional 3000 vehicles recovered within existing budget
- An additional 2,400 vehicle examinations were undertaken
- £226k (to February 2004) savings in expenditure.
- £636k income generation.
- A reduction in vehicles stored at BOCUs

29. Whilst the intention is to enhance productivity at Charlton next year (subject to site development), one site will not be able to cope with the overall volume (19,500) or have the capability of taking on the projected increases outlined at paragraph 9-17 above.

Implications of not acquiring Second Site:

30. The implications in not acquiring the second site are as follows:

- Forensic/mechanical examinations would remain questionable in relation to the continuity and integrity of evidence.
- MPS Performance targets may not be met.
- No opportunity to address growth other than to contract work out, thereby increasing expenditure.
- No opportunity to offset expenditure with income generation
- Estimated annual savings of £500k in recovery and storage fees would not be achieved.
- The MPS/TFL contract may not come to fruition, with an loss income to the VRES (£560k 2003/4).
- Probable savings on existing accommodation could not be achieved.

Provision of a Second VRES Site - Assumptions

31. In putting forward this business case, it has been necessary to assume that the first site is in place and has met the users requirement relative to:-

- Vehicle Recovery Service (24/7 Shifts 30 staff)
- VRES Enquiry and Intelligence Teams 6 staff covering 12 hours)
- Special Operations Removal Unit (16/6 shifts 22 personnel)
- Scientific Support Command Unit (16/7 shift to accommodate TP/SCG/SO, 13 personnel)
- Garage Desk (24/7 shifts 12 personnel)

Application for Second Site

VRES Objectives:

32. The VRES has two overarching aims, those being to:-

- Enhance judicial disposal and crime reduction rates through the improved performance of forensic retrieval and enhanced quality of evidence.
- Provide best value not only through an enhanced service, but also cost reduction, with the realisation of income generation and savings compared against current expenditure.

33. The key objectives therefore are:-

- Extending the forensic examination service to all vehicles concerned in crime, including those reported lost or stolen.
- Improving the quality of examination of vehicles involved in fatal and life changing collisions.
- Re-introducing a removal and storage service for illegally parked vehicles on red routes and bus corridors.

Objective 1 – Enhanced Forensic Examination.

34. Crime: Means all categories from the most serious (Terrorism/Murder etc) to the volume crime offences, such as theft and criminal damage. Demand for forensic examination therefore extends out of Special Operations, Serious Crime Group and Territorial Policing. It is the intention of the SSCU to restructure and provide a resident multi skilled team at each site, the benefits of which are outlined in paragraph 41 and 42.

35. Examination suites: The motor vehicle has become an integral tool of the criminal. The Home Office have therefore set the police service targets in relation specified categories of crime. This also applies to the retrieval of forensic evidence whereby they have set a target of 30%. In this respect the suite at Charlton has already proved its worth, having afforded for over 3400 examinations, returning a fingerprint/DNA retrieval rate of 58/50%, which has led to the identification of 517 suspects. Nevertheless conditions remain sparse. For example a lack of heating/drying facilities saw a 10% downturn in the retrieval rates over the winter period. Basic lighting limited the operating time, whilst the need for specialist treatment had to be outsourced [REDACTED] (Sevenoaks) at an additional cost to the MPS.

- 36. Volume of Vehicles:** In 2003/4 the VRES recorded the recovery of 10050 vehicles (excluding accident vehicles) for examination. This figure represents a 2,400 increase over the previous year. Despite the benefits of Charlton, the bulk of vehicles had to be taken to private contractors or stored in police station yards. (See paragraph 7 and 8)
- 37.** In meeting this increasing demand, it is first intended to double the throughput at Charlton in 2004/5, subject to completion of phase 2 of the build programme. Nevertheless a second site is necessary to address the overall demand the objective being to free up police station yards and to further reduce private contractor costs year on year.
- 38. Lost or stolen vehicles:** In 2003/4 the MPS recovered 2618 vehicles under the ACPO voluntary recovery scheme. All of the vehicles, including the income generated from the recovery and storage (Estimated at £306k) went to private contractors. It is part of the original business case that these vehicles will in future be dealt with at the MPS sites, thereby creating another avenue of income generation, estimated at £130-200k per annum.
- 39.** The MPS has launched the Safer Vehicle Strategy. One objective is the recovery and forensic examination **all** lost/stolen vehicles. In 2002 the MPS recorded around 45000 vehicles lost or stolen. To outsource this work could cost the prohibitive sum of £4.2m. However, an in-house operation, whereby the costs are recovered through the loser/insurance would realise a potential income of £500k - £1.3m to offset running costs.
- 40.** In achieving this objective it is essential that the SSCU are provided with suitable facilities in order to carry out forensic examinations at all levels, including Terrorism, Serious Crime and volume crime. The SSCU are in the process of restructure and will be providing a resident multi-skilled team operating 16/7 initially to deal all examination requirements.

Advantages:

- 41.** Such a facility will:

- Place the MPS in a better position to meet its Government and Strategic Objectives.
- Allow the allocation of a dedicated SSCU team to conduct all examinations.
- Aid the reduction in the number of personnel engaged on vehicle examinations as compared with current practice
- Afford for the redistribution of SSCU personnel to other crime priorities /and
- Minimise the associated opportunity and revenue (travelling) costs
- Maximise the use of the forensic suites (TP/SO/SCG share)

- Provide savings opportunities relative to private contractor storage.
- Achieve a further reduction in the number of vehicles stored in police station yards.
- Free up of Croydon (TDZ)
- Eliminate SO(Trident) and SCD 7 (Stolen Vehicle Unit) need for additional accommodation.

42. Objective 2 : Fatal Collisions Mechanical Examination: The aim here is to provide mechanical examination facilities for TP Traffic Patrol accident investigators to examine those vehicles involved in fatal collisions.

43. Existing demand is about 1000 vehicles per year, with an anticipated increase expected to arise out of the ACPO Road Death Manual, thereby extending the enquiries to life changing collisions.

44. The current arrangement is to use private contractors. Examinations are undertaken at their premises alongside the contractors other work. The conditions are often sparse, whilst credibility in the preservation of evidence is contentious to say the least.

45. In 2002 the MPS expended £501k. With the advent of Charlton (but at this stage minus examination facilities) the VRES has already shown savings benefits by reducing the storage costs this year by £185k.

46. The provision of an in-house facility would afford for:-

- Enhanced facilities with dedicated facilities (The Traffic OCU having already purchased £38k on tooling in readiness)
- Enhancement in the preservation of evidence.
- Sharing of equipment with other site users, thereby minimising capital cost.
- Immediate access to forensic examination facilities
- Further savings of £121k per annum in private garage storage and subsequent decant costs.

47. Objective 3: Illegally Parked Vehicles: The MPS has a legal and contractual obligation to remove illegally parked vehicles left on the motorways, clearways, red routes and bus corridors, as well as those vehicles causing unnecessary obstruction pan-London.

48. The MPS does not have the facility or capability to adequately service it obligation in those Boroughs in central, semi inner and outer areas of south-west, west and north-west London. The VRES does however, provide an ad-hoc priority service utilising private contractors to reposition the worst (1819) offending vehicles. This service cost the MPS £200k per annum.

49. The lack of facility leaves the MPS exposed, particularly in relation to the current and proposed TFL/MPS contractual arrangements. That exposure could result in the loss of the new tender (see paragraph 3), jeopardise the future of the Traffic Warden Service and for the VRES mean a loss in existing income of £560k per year.

50. The provision of a second pound and the re-location of some of the SOR fleet would:-

- Allow the MPS to better meet its and legal obligations
- Place the MPS in a better position to secure the TFL extended contract
- Assist in securing the future of the Traffic Warden Service
- Safeguard the existing VRES income
- Expunge the private contractor repositioning costs
- Allow for income generation (Statutory removal and storage fees) of £130 - £150k, judged against the provision of the existing level of service.

51. Additional Demands: Since submission of the original business case (See paragraph 1) the following additional demand have now to be considered.

52. Police Reform Act 2002. This act gives police the added power to seize vehicles and retain them for up to 21 days. Accommodation will therefore be required to store these vehicles. Demand within the first half year of enactment was 50 vehicles. This number is expected to double in 2004/5 as officers become better acquainted with the legislation. It is a policy requirement of the MPS that these vehicles will only be recovered to an in-house storage facility. A second site would therefore allow the VRES to better serve those BOCUs to the west of central London and provide further income estimated at £5k –10k per annum based upon the anticipated growth in demand.

53. Long Term Storage taking on role of Central Property Stores: In the first three months of 2003/4 this unit has dealt with 151 vehicles in long-term storage, 14 of which are stored with private contractors at a cost to the MPS. Other vehicles remain at police premises across the MPS awaiting space within Central Property Stores property. Additionally, there is the illogical practice of officers taking vehicles out of Charlton for continued storage by Central Property store. It therefore makes sense to incorporate Central Property Stores role within the VRES.

54. Taking on this responsibility has the following advantages:-

- Further savings in private storage costs
- Freeing up of existing Central Property Stores accommodation at Rigg Approach and Brixton

- The possible re-allocation of Penton Street for the recovery and storage of illegally parked vehicles to meet the MPS/TFL expanded contract.
- Reduction in decant costs between police premises
- Reduction in bureaucracy relative to the application to transfer/store vehicles

55. Seizure of Uninsured Vehicles: Details of this developing initiative is shown at Paragraph 10. Should this initiative materialise, it would bring an extra demand of 1500 vehicles per annum, calculated on the existing operation in South Yorkshire.

Property Requirement:

56. Provision of the property will afford the MPS to accommodate

- A resident multi-skilled forensic examination team to undertake forensic examinations of motor vehicles (plant, boats, trailers etc) in a controlled and specially equipped environment.
- Accident Investigators to undertake forensic and mechanical examinations in a controlled and suitably equipped environment of motor vehicles involved in fatal and life changing conditions.
- An auto-crimes examiner to undertake vehicle examinations for the purpose of detecting 'rung and cloned' motor vehicles
- Special Operations Removal Unit with an operational base from which it can better service the demands of the Transport OCU and those BOCUs to the west of central London.
- The 24/7 VRES team responsible for the receipt, retention and disposal of motor vehicles which includes the need for a cash payment centre
- Storage (both dry and open) for upto a 1150 motor vehicles which have been seized for evidential purposes, recovered for safe keeping or removed under police powers.

The benefits to the MPS are covered throughout this document.

Location:

57. In the light that the first forensic suite (Charlton) is situated in the South East, it would make economic sense that the second site is located in the west / north west of London. This would afford for an improved service to:-

- BOCUS to the south west, west and north west London
- Improve the chance of the MPS to meet its TFL contract obligations.

58. By placing the second pound in the west with similar capacity and access to Charlton may benefit the organisation by maximising the business within the two sites thereby questioning the need to expand to pounds 3 and or 4 unless increasing demands dictate in the future.

59. In determining the best location consideration should be given to local residents. This operation will be 24/7 and realise a constant throughput of recovery trucks, including the car transporters.

Access

60. The site should be close to a fast road network. Such a network would afford the opportunity to service an increased number of BOCUs radiating out from inner, semi inner and outer Boroughs to the west of central London.

61. Ease of access would allow for:-

- A fast turn round in removal trucks (45 minute travelling time)
- Savings in private contractor recovery cost
- Service to a greater number of BOCUs

62. Access/Egress: At least one entrance to the site must be sufficiently wide and high (14'6") enough to accommodate 12 metre vehicles on tow.

63. The site should be accessible to public transport, with either an over ground/underground railway station within 5 – 10 minutes walk to the public reception point. A regular bus service would also be advantageous.

64. The site (public reception point) should be DDA compliant.

Functions:

65. Appendix A incorporates details of the personnel to be employed on the site relative to all users.

Property Specific Requirements:

66. Appendix B provides detail of the accommodation requirements relative to all users. It is based upon the operational experience of Charlton.

Vehicle Storage:

67. The site should be able to accommodate up to 1150 vehicles at a time. Cost of storing each vehicle is a key factor. The VRES would wish therefore to seek a site whereby the storage cost per vehicle per week is between £12 - 15 based upon the annual rent and rates.

68. To maximise the capacity, the opportunity to store cars 2/3 high is of benefit both in terms of cost and land availability. In this respect the VRES would wish to use portable stacking equipment now available on the market.

69. The vehicles will need to be stored on a hard surface such as concrete or tar macadam to allow for safe operation of the VRES vehicle moving equipment and to comply with legislation and guidelines relative to the storage of vehicles. The latter may also have an impact upon the type of drainage required.

70. A breakdown of the 1150 space requirement is as follows:

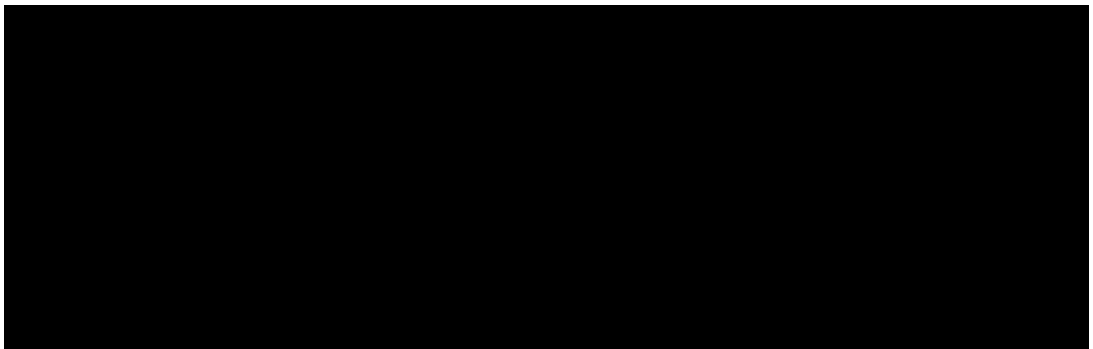
- 25 Commercial Vehicle bays
- 75 Light Goods Vehicle bays
- 700 bays for cars.
- 100 Motorcycle bays – under cover
- 150 Long term dry storage bays
- 100 spaces with drying facility in preparation for forensic examination
- (5) Mechanical examination bays (with LGV hoists)
- (1) Mechanical examination bay for a commercial vehicle (maximum size 12 metres long by 4.5 metres high)

71. Those vehicles stored in the open air will be stored in herringbone fashion two deep. The isles between the rows must be 3.5m wide. The parking bays should be marked out and numbered. The entrance to the forensic and mechanical bays must be 4.2m high.

Security:

72. It would be advantageous (but not essential) that the site has its own natural barriers, (e.g. railway lines, river, or motorway) at its perimeter.

73. The VRES would wish to mirror the security arrangements already installed at Charlton by the MPS Security Branch. This includes:-



74. It is worthy of note that MPS Security has already undertaken a survey of two prospective sites in West London, those being MRD at Northolt

and Secure Storage at Southall. Their provisional findings and estimate of cost may be found at Appendix C.

General Conditions:

- 75. In turning now to the working hours of the site. It is intended that the site should be open 24/7, all year round for the receipt and disposal of vehicles. Thirty staff will be employed on shifts, with a maximum of two shifts (2 managers 8 wardens) overlapping during peak periods.
- 76. The SSCU intend to operate a 16/7 two-shift system employing a total of twelve personnel (6 per shift).
- 77. The Traffic OCU estimate the maximum staffing level will be four Accident Investigators. They will be employed on an eight-hour basis for the purpose of examination and supporting administration only.
- 78. Special Operations Removals will have a maximum of 2 managers and 20 personnel operating a 16/6 shift. Additionally, this unit will have 7 removal trucks and one car at its disposal. Once paraded, the personnel will be on patrol.

Funding:

- 79. The annual rent and rates for the site will be met from the VRES budget. Paragraph 64 outlines the cost per vehicle parameter it would wish to work within.
- 80. The VRES is financially able to meet a half years rental of £500k (see also para. 78 as to role-over and fit-out) in this financial year.
- 81. The VRES will also seek to pay the fit out costs for the VRES units and the forensic and mechanical suites based upon affordability.
- 82. The unit could meet an initial fit-out of £250k (plus an additional £500k subject to role over approval from 2003/4) this financial year.
- 83. Furthermore the VRES has already transferred £2.7m to the PSD to cover the fit out costs of Charlton. Should this project come in under spent, it may be possible to relocate that saving to equip site 2.
- 84. Nevertheless the bulk of the fit out may have to met from the 2005/6 VRES Budget.

Appendix A

Accommodation-Number of Personnel

VRES	Managers	6	(1 per shift)
	Pound Personnel	24	(4 per shift (Overlap 8)
	Intelligence/Autocrime	2	
SSCU	Manager Examiners	1 12	(6 per shift)
Traffic	Examiners	4	
SOR	Managers	2	(1 per shift- overlapping
	Staff (Operational)	20	(10 per shift- overlapping)

Appendix B

Pound Two

Schedule of Accommodation Requirements

Forensic Examination Suite

CNA Bay	
<u>Light Source Bay</u>	2
Clean Inspection Bay	2
Vehicle Drying Room	
CAN Laboratory	
Forensic Laboratory	
DNA Laboratory	
Property Transit Store	
Secure Store	
General Office	

Mechanical Examination Suite

Hydraulic Ramps	3
Secure Equipment Cage	
Plant Room	
Motor Cycle Ramps	2
<u>Traffic Collision Investigation office</u>	4 Personnel

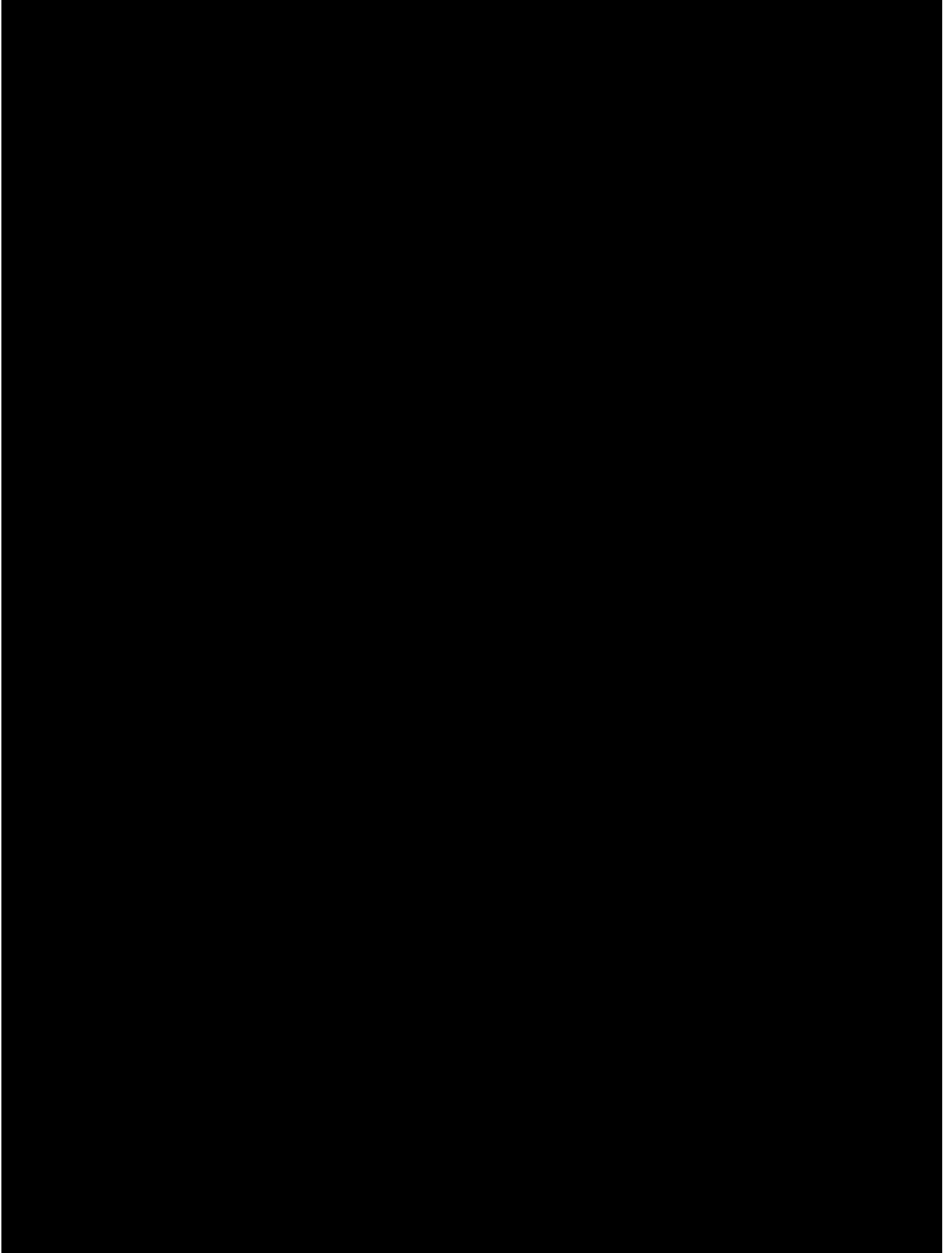
Accommodation Block

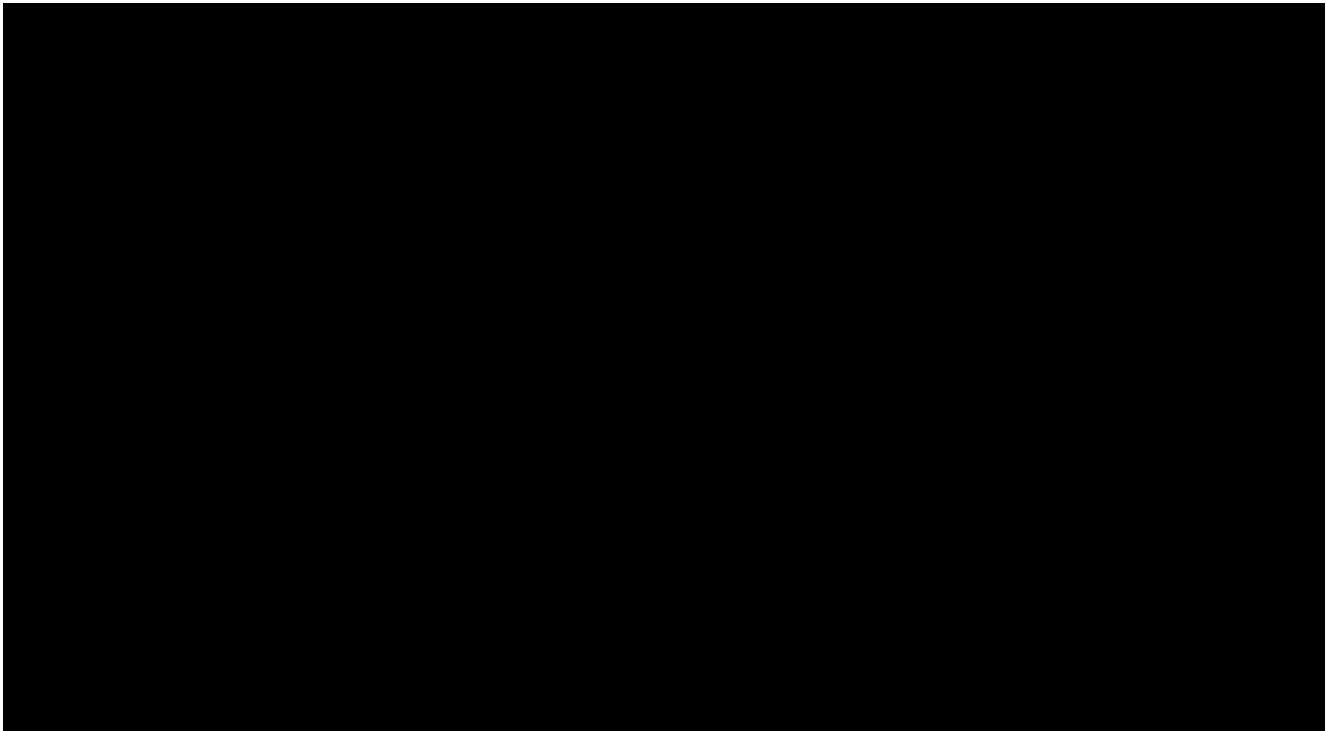
Managers Office	4 persons
Staff	24 persons (4 persons per shift/two shifts overlapping)
Forensic Office	12 persons (6 per shift)
Forensic store	1 room
General store	1 room
Locker space	Shared facility for all staff
Reception/Front Office	1 room
Briefing Room	1 room
Comms Room	1 room
Stores	3 rooms
Showers	
Night Cooking facility	1 room/area
Canteen	1 room (based on ¼ occupancy)
T E R Store	1 room
Drying facility	1 room
Male/female Toilets	

CAN Bay	
Light Source Bay	2
Clean Inspection Bay	2
Vehicle Drying Room	
Pound Managers Office	
Utilities Room (Archive)	
Equipment Locker Room	20
Male Changing Room	
Female Changing Room	
Multi Sex Drying Room	
Disabled WC	

Appendix C

Security Assessment





Appendix D

Table of Projected Savings

8	Private Contractor Storage	£300K	£60K
8 + 50	Reposition Illegally Parked Vehicles	£200K	£130K
* 38	Lost/Stolen Vehicles (VRS Scheme)	-----	£130K
* 39	Lost/Stolen Vehicles (Implementation of Safer Street)		£500K
40	Police Reform Act		£5.5K
—	Auctioning		£30K
		<u>£500K</u>	<u>£855k</u>

(1) The Projected income represents the lower estimate and is based upon a full year of operation.

(2) These figures * are a projection of site 1 and 2 together.

All savings and other projected income is relative to pound 2 only

