

report

meeting	NOTTINGHAMSHIRE AND CITY OF NOTTINGHAM FIRE & RESCUE AUTHORITY	
date	1 June 2007	agenda item number

REPORT OF THE CHIEF FIRE OFFICER

COMMUNITY SAFETY PLAN AMENDMENT – ROAD TRAFFIC COLLISION (RTC) PROVISION UPDATE

1. PURPOSE OF REPORT

To present to Members a revised proposal for the re-structuring of the Road Traffic Collision (RTC) provision within Nottinghamshire.

2. BACKGROUND

2.1 As part of its inaugural Integrated Risk Management Plan (IRMP) process, Nottinghamshire Fire & Rescue Service proposed to undertake a Best Value review into the RTC provision within the Service. This Best Value Review was undertaken and the report was presented in conjunction with a “tandem” review of Special Services response.

2.2 The outcomes of the Best Value Review were presented to the Fire & Rescue Authority in 24 March 2006 as part of the proposals contained within its Community Safety Plan.

3. REPORT

3.1 The Best Value Review into RTC provision took place between 18 July – 14 November 2005. The review considered the existing provision and financial cost of resources and the geographic and numeric level of incident activity. The Best Value Review team consisted of officers, advisors, trade union representatives and Fire & Rescue Authority Members.

3.2 In its report (attached at Appendix A) the group undertook a review of the current provision in full detail. This explored numbers of posts, training requirements and provision salary costs and protocols and mobilising. The intention was to establish how “fit for purpose” current arrangements were and how the Service provided could be improved.

3.3 A key element of the review was the Services current performance as well as comparative information from other Fire & Rescue Services. This allowed the review team to analyse future options already in place in other Fire & Rescue Services.

3.4 The final report published made its recommendations following the conclusion of its work. In summary these were:-

- That Option 1 be to create 3 Ultra Heavy Rescue (UHR) vehicles and upgrade all appliances – the preferred option.

- That Option 2 be to create 2 Ultra Heavy Rescue vehicles and upgrade all appliances – the minimum option.

3.5 The option taken was option 2, the minimum provision – along with a decision to create a specialist technical rescue team to underpin the provision. This team was also to undertake more complicated rescues, and to support the increasing provision of New Dimensions resources provided by Communities and Local Government (CLG).

3.6 To date, much of the work associated with this project has been completed. The new appliances and RTC equipment has been ordered, and the first of the old rescue tenders at Ashfield has been decommissioned.

3.7 As with any project review stages are built into the work and a recent review was undertaken by the Station Manager in charge of the technical rescue team. As part of the review the Chief Fire Officer had asked the original decision with regard to the “preferred option” and the “minimum option” to be revisited.

3.8 As a consequence of this it is proposed to amend the current programme to the following:-

- That the Service amends its decision in the first instance to the “preferred options”. This will see the confirmed upgrade of all appliances and the initial creation of the three UHR units.
- That following an assessment of location (see circulated iso-chrome maps) these units be based at Hassocks Lane, Newark and Worksop.
- That as proposed all three UHR units be crewed from the technical rescue team. The 48 posts released from the review will facilitate this.
- That an ongoing review of performance of RTC’s is undertaken by the technical rescue team Station Manager. This will allow for the impact of the new arrangements to be comprehensively assessed.
- That the “minimum” option is considered as a second stage and an optimum locale for both UHR units is explored in accordance with the iso-chromes on map 2. This should be timed in accordance with the existing vehicle leasing schedule, and the current replacement programme which sees the replacement for the existing vehicles due in 2010.
- That the Service should move to option 2 as and when a full impact assessment has been concluded and the appropriate infrastructure and response criteria have been developed.

3.9 The alternative provision can be implemented with no disruption to the current programme and will continue to ensure the Service provides a first class RTC response to its communities.

4. FINANCIAL IMPLICATIONS

4.1 The implementation of the revised arrangements does not produce any significant additional costs. The intention was always to upgrade all three appliances to ensure the provision of a “reserve”.

4.2 The revised arrangements will enable the Service to accurately review the changes and ensure any unforeseen costs are kept to a minimum.

5. PERSONNEL IMPLICATIONS

Recruitment to the technical rescue team is currently ongoing. The proposal will not affect the recruitment and will not present any issues for those who have already volunteered.

6. EQUALITY IMPACT ASSESSMENT

An initial impact assessment has revealed no specific equalities implications arising from this report.

7. RISK MANAGEMENT IMPLICATIONS

The Services response to RTC's is a key element of its Community Safety Plan and its drive to create safer communities. The staged approach enables the Services management to fully assess the impact of its proposals in an incremental manner and ensures that it continues to meet its statutory duties.

8. RECOMMENDATIONS

That Members approve the amendment to the Community Safety Plan in regard to the RTC Response Strategy and refer updates on progress to the Community Safety Committee.

9. BACKGROUND PAPERS FOR INSPECTION

- Fire Services Act 2004
- Best Value Review on Special Service Calls
- Community Safety Plan 2007 - 2010

Frank Swann
CHIEF FIRE OFFICER