



NOTTINGHAMSHIRE
Fire & Rescue Service
Creating Safer Communities

Nottinghamshire and City of Nottingham
Fire and Rescue Authority

ROAD TRAFFIC COLLISION PROVISION – FINAL REPORT

Report of the Chief Fire Officer

Agenda No:

Date: 04 September 2009

Purpose of Report:

To present to Members the final implementation phase of the 2005/2006 road traffic collision review.

CONTACT OFFICER

Name : Frank Swann
Chief Fire Officer

Tel : (0115) 967 0880

Email : frank.swann@notts-fire.gov.uk

**Media Enquiries
Contact :** Elisabeth Reeson
(0115) 967 5889 elisabeth.reeson@notts-fire.gov.uk

1. BACKGROUND

As part of its inaugural integrated risk management planning process (IRMP), Nottinghamshire Fire and Rescue Service proposed to undertake a best value review (BVR) into the road traffic collision (RTC) provision within the Service. This was done in tandem with a review of special service response, and both were incorporated into the Community Safety Plan presented to the Fire Authority on 24 March 2006.

2. REPORT

- 2.1 The BVR into RTC provision took place between 18 July and 14 November 2005. The review considered the existing provision and financial costs of resources, as well as the geographical location, type, nature and frequency of incidents attended. The team completing the review consisted of officers, trade unions and Fire Authority Members.
- 2.2 The final report explored the number of posts, training requirements, salary costs and mobilising protocols. The intention was to establish how 'fit for purpose' existing arrangements were and how the Service provision could be improved. A key element of the review was the Service's current performance as well as comparative information collected from other Services. This allowed the review to analyse future options already in place in other Fire and Rescue Services.
- 2.3 The final report published made its recommendations following the conclusion of its work. In summary, these were:
 - That Option 1 be to create three ultra heavy rescue vehicles (UHR) and upgrade all appliances – the preferred option.
 - That Option 2 be to create two UHR vehicles and upgrade all appliances – the minimum option.
- 2.4 The option taken at the conclusion of the review was Option 2, along with the decision to create a specialist technical rescue team to underpin the provision. This team was also to undertake other work around more complicated rescues and some new dimension activities.
- 2.5 In June 2007, a further report was taken by the Chief Fire Officer which recommended that the Fire Authority revisit the original decision, and defaulted back to Option 1. The key reasoning behind this decision was that the initial project work had yet to be completed, full roll out of appliance based cutting gear had yet to be completed and that changes to mobilising could not yet be fully analysed.
- 2.6 The Fire Authority approved this recommendation and the interim location of the units being Highfields, Newark and Worksop. The Fire Authority also approved that the decision to move to Option 2 should be completed when a full impact assessment could be analysed and the appropriate infrastructure

put in place. It was also agreed that this should be timed in accordance with the existing vehicle leasing schedule, the current replacement programme which sees a replacement required in 2010.

- 2.7 Over the intervening period since 2007, the operational fleet and equipment provision has changed considerably. The upgrade of all appliances to include first line RTC intervention kit is complete and the Specialist Rescue Team (SRT) is now well established. Additionally, the Service has additional specialist kit to enable the work that the SRT are required to do in support of the front line appliances.
- 2.8 The Service has also now been able to gain valuable data as to its RTC activities and the work of the SRT. Map 1 on the attached appendix shows a breakdown of the activities undertaken at all incidents by the rescue tender (RT) for the period 01/01/2000 – 01/01/2009. Map 2 shows the period since the June 2007 report to the present.
- 2.9 In both cases it is clear to see that there is a division between the north and south activity rates. This is such that it is clear that the Service can resort to two locations as per the original recommendation. Activity rates within the south of the county are higher and therefore this indicates that the area should form the primary base.
- 2.10 With the investment already taken with Highfields fire station this provides an excellent location for the southern provision of the Service-wide SRT. Travel times at speeds indicated to key locations are shown on Map 3. In respect of the north of the county two potential sites were identified, these were Edwinstowe and Tuxford. Maps 4 and 5 show potential travel times from each location at stated road speeds. Looking at the concentration of incidents on Maps 1 and 2 it is clear that anticipated journey times from Edwinstowe to the Newark and Retford areas are longer than the Service would deem acceptable. Therefore Tuxford presents the most viable option.
- 2.11 To ensure that the Service can cover its county from these locations, the 20 and 30 minute isochrone Map 5 shows global cover within 20-30 minutes. This meets any back up requirements supporting initial attending crews whose attendance times are measured at 10 minutes. A target the Service currently meets at over 90% of all mobilisations. It is also to be recognised that the timescales would be reduced by blue light attendance as they are based on the road speeds given.
- 2.12 Clearly Tuxford at present is a wholly retained station and requires investment to accommodate a permanent presence. The station was due for considerable investment within the forthcoming 12 months, so the additional works required can be incorporated within that project. Policy and Strategy Committee have approved the additional finances to support this at their meeting of 31 July 2009.
- 2.13 As part of the project, the Service will also seek to replace the current RT provision with a more flexible approach. Vehicle design will be paramount in ensuring that the Service can meet the expectations of the community in all

of the disciplines, such as RTC, flooding and alternative rescue work. The concept of a flood response unit at Newark fire station will also be explored as part of the overall strategy.

2,.14 With the appliances due for design and commissioning, and the building work due to commence, it is considered that the conclusion of the RTC and specialist rescue provision project can be achieved by December 2010. This will see the full implementation of the best value review outcomes.

3. FINANCIAL IMPLICATIONS

The Service's replacement programme for the vehicles has already been approved by the Fire Authority and is included within the existing capital programme. The original budget for Tuxford fire station was £300k, although this has now been increased to £750k following approval by the Policy and Strategy Committee. This will ensure the station can accommodate the additional wholetime personnel.

4. HUMAN RESOURCES AND LEARNING AND DEVELOPMENT IMPLICATIONS

In respect of the training required to underpin the move to implement a specialist provision, much of the programme has not been completed. Those staff affected by the change have been allocated specific courses to their role. There are some human resources implications involved with the relocation to the north station and these will be addressed through appropriate consultation processes.

5. EQUALITY IMPACT ASSESSMENT

An initial equality impact assessment has identified no specific aspects relating to a disproportionate effect in respect of the key equality strands.

6. CRIME AND DISORDER IMPLICATIONS

There are no crime and disorder implications arising from this report.

7. LEGAL IMPLICATIONS

Under Part 2, Section 8, Paragraphs 1-2 of the Fire Services Act 2004, Fire and Rescue Authorities must make provision for rescuing people from RTCs and secure the provision of personnel, services and equipment to meet all requirements. Additionally, under Section 11, Fire and Rescue Authorities may take action to respond to any event where one or more individuals are likely to die, be injured or become ill. An example of this would be the Nottinghamshire Fire and Rescue Service response to flooding. The arrangements for the SRT within Nottinghamshire would ensure that the Nottinghamshire and City of Nottingham Fire and Rescue Authority meets its statutory obligations.

8. RISK MANAGEMENT IMPLICATIONS

An appropriate response and intervention to RTCs is an essential part of Nottinghamshire's Community Safety Strategy. This will be reflected in the current IRMP process and the next three year plan. Additionally, performance in intervention can be measured through the incident recording system. These proposals ensure that the Service can continue to meet its and others expectations within regard to this key area of community safety.

9. RECOMMENDATIONS

That Members note and approve the final implementation of the RTC review with an anticipated conclusion date of December 2010.

10. BACKGROUND PAPERS FOR INSPECTION (OTHER THAN PUBLISHED DOCUMENTS)

None.

Frank Swann
CHIEF FIRE OFFICER