



NOTTINGHAMSHIRE
Fire & Rescue Service
Creating Safer Communities

Nottinghamshire and City of Nottingham
Fire and Rescue Authority
Community Safety Committee

OPERATIONAL VEHICLES

Report of the Chief Fire Officer

Agenda Item No:

Date: 21 January 2011

Purpose of Report:

To introduce Members to the new additional resources available, their attributes and added value to the Service.

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1. BACKGROUND

- 1.1 As a continuous process, the Engineering Department, in partnership with Risk Response, follow a capital replacement programme to ensure that vehicles within the Service fleet are fit for purpose during their anticipated life time, which for some vehicles can be in excess of 12 years.
- 1.2 Prior to design and procurement, a great deal of consideration is given to emerging trends, risks and where applicable changes in legislation. This ensures that the most appropriate vehicles are added to the fleet.

2. REPORT

- 2.1 Through the process of procurement, a range of factors are considered when determining the types and number of vehicles to be purchased. Clearly a huge amount of time is spent on the specification to ensure that the vehicle can achieve the task for which it is required, however other key issues are also considered – eg: crew safety, equality legislation, maintenance costs and availability of spares/suppliers etc.
- 2.2 The current capital replacement programme has ensured that the current fleet is in good shape and fit for purpose, with new vehicles being procured in time to replace those at the end of their useful life.
- 2.3 This report is compiled to inform Members of the new vehicles which have been added to the fleet within the previous year. These vehicles enable Nottinghamshire Fire and Rescue Service (NFRS) to meet the objectives laid out within the Service Plan and enable crews to respond to community needs with the appropriate resources.
- 2.4 **Scania - CP 31 Fire Appliances**

The Service has now taken delivery of 15 from an order for 23 over four years. There are four currently in build due to be delivered in January 2011 and a further four chassis to be delivered to the body builder in April 2011 which will be completed in mid summer 2011. These vehicles have innovative storage solutions to enable safer access to equipment, composite bodywork which is lighter and cheaper to maintain and 'flow' meters within the pumping capability providing greater control of water at incidents.
- 2.5 **Iveco - Command Unit**

A new command unit has been delivered to Mansfield. The crews are currently training on the vehicle prior to it being available to respond to incidents. This vehicle was procured to mirror the Enhanced Command Support Vehicle that the government were due to deliver in 2008. The Enhanced Support Vehicle was part of the allocation under the resilience agenda. The latest estimated delivery date for the vehicle is July 2011. The rationale behind the commissioning of the NFRS vehicle was to have two command units that would complement each other in the event of a

major incident, but also be able to be brought into use at a smaller incidents to support and improve command and control at an earlier stage.

2.6 Transit - Incident Support Unit

The new unit has been brought into service to improve the health and safety and welfare of crews who may be affected by adverse weather conditions, and to improve the dignity of all crews with the provision of toilet facilities at incidents. In addition to rest and toilet facilities, the unit carries equipment and supplies to provide refreshments to crews and, if appropriate, other external bodies. The unit is based at Highfields fire station and crewed by Retained Firefighters from Stapleford.

2.7 Transit - Fire Investigation Unit

A fire investigation vehicle has just been completed by the bodybuilder and is undergoing the final preparations, corporate livery etc. The unit will be based at Headquarters and will provide a fully supported unit to enable the Fire Investigation Team to operate at scene with the facilities to enable the investigation to be undertaken without calling on additional appliances and in all weather conditions. This will ensure that protracted investigations can be undertaken thoroughly without compromising evidence or the welfare of officers.

2.8 Peugeot - Community Outreach/Exhibition Unit

This addition to the fleet has been designed to provide community access as a fully independent resource. The vehicle is in the final completion stage and is with the tendered supplier. This has been a very complex build process due to the information technology equipment included within this vehicle. It is due for completion in mid January 2011. The design of the vehicle allows it to fulfil a dual role, it can be used with the display sides closed as a stand alone facility or opened up to provide a full interactive display unit. The open side can be fitted with see-through panels to allow all weather operation.

2.9 Mercedes - 15 Seater Minibuses (PCVs)

Three new PCVs have been delivered, one to Service Development Centre and two have been allocated to the Prince's Trust. These have 15 seats and a secure load area at the rear giving them more flexibility than a standard 15 seat PCV. They are used in conjunction with activities for The Prince's Trust and predominantly during trainee Firefighter basic training courses. Automatic versions have been added to the fleet to assist in meeting the equalities agenda.

2.10 Transit Connect Crew Cab Vans

Sixteen new transit connect crew cab vehicles have been delivered and have been issued to stations, Headquarters, fire extinguisher maintenance, Home Safety Check team and to peripatetic trainer use. The vehicles allocated to the Home Safety Check Team are assigned to the North and South of the County and support delivery of home safety checks in areas which are difficult to reach. These small vans offer huge versatility for carrying personnel and equipment in a safe and efficient manner.

3. FINANCIAL IMPLICATIONS

There are no new financial implications in this report as all vehicles have been purchased through the previously approved capital programme.

4. HUMAN RESOURCES AND LEARNING AND DEVELOPMENT IMPLICATIONS

All training for the above vehicles which are not currently in service has been scheduled to minimise the delay in having the vehicles operating.

5. EQUALITY IMPACT ASSESSMENT

Each vehicle has an individual equalities assessment throughout the design and commissioning phase with no adverse implications being identified. The procurement of some vehicles has been guided by the equalities agenda – eg: the procurement of automatic transmissions to meet the needs of an employee covered by the Disability Discrimination Act 2006.

6. CRIME AND DISORDER IMPLICATIONS

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

7. LEGAL IMPLICATIONS

There are no legal implications arising from this report

8. RISK MANAGEMENT IMPLICATIONS

Failure to maintain a robust capital replacement programme will eventually lead to a vehicle fleet which is unreliable, difficult to maintain, and outdated in terms of emerging risks and expectations.

9. RECOMMENDATIONS

That Members note the contents of this report and recognise the wide variety of vehicles being procured to ensure that the Service is able to deliver against its objectives now and in the longer term.

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

None.

Frank Swann
CHIEF FIRE OFFICER