



**NOTTINGHAMSHIRE**  
**Fire & Rescue Service**  
*Creating Safer Communities*

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

# **SPECIALIST RESCUE UNIT**

Report of the Chief Fire Officer

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**Agenda Item No:**

**Date:** 20 January 2012

**Purpose of Report:**

To introduce Members to the new Specialist Rescue Unit, its attributes and the value it adds to the Service.

## **CONTACT OFFICER**

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## **1. BACKGROUND**

- 1.1 The Service has a duty to best serve the communities of Nottinghamshire and provide its staff with the equipment to undertake that role in a competent professional manner.
- 1.2 The Engineering Department, in partnership with Risk Response, follow a capital replacement programme to ensure that vehicles within the Service fleet are designed and fit for purpose, during their anticipated life time, which for some vehicles can be in excess of 12 years.
- 1.3 Each appliance is designed to fulfil its role and meet the challenges rising from incidents. Each vehicle, although designed for the role, has to have the flexibility to meet the needs of a changing horizon. This ensures that the most appropriate vehicles are added to the fleet.
- 1.4 The Specialist Rescue Unit was borne out of numerous years of research and development into addressing the needs of incidents which are out of scope, or require additional resources to those carried on our generic appliances.

## **2. REPORT**

- 2.1 The specification for the Specialist Rescue Unit was compiled through a mix of need and requirement: These included, above and beyond the operational need; safety implications, relevant legislation and ongoing costs of the unit.
- 2.2 The cost of this unit was accommodated from the vehicle capital replacement programme and delivered within budgetary constraints.
- 2.3 This report is compiled to inform Members of the role of the Specialist Rescue Unit and how this appliance assists in Nottinghamshire Fire and Rescue Service meeting the objectives laid out within its Service Plan. Importantly, it also enables crews to respond to community needs with the appropriate resources in a safe, responsible manner.
- 2.4 The vehicle has been coach built on a Scania R360 chassis, which is twin rear axle and rear steer. The wheelbase is 4500mm and the gross weight is 16.3 tonne. The vehicle was built for the Service by Emergency One, Cumnock, Ayreshire.
- 2.5 The vehicle will be crewed by two dedicated individuals, but has capacity to carry four for resilience purposes. They will replace the current units and will be stationed strategically at Highfields and Tuxford Fire Stations, giving excellent cover to the whole of the County.

- 2.6 The vehicle is a multi role technical vehicle which will respond to specialist incidents including; heavy rescue incidents, those which are out of the scope of our standard appliances; animal rescues; rescues from height and water rescues. The team can also be called upon for their skills and the specialist equipment they carry, should an incident require them.
- 2.7 The vehicle has attracted interest from around the Country and has won a national award, given for the best designed operational fire appliance at the "Scottish Truckfest", August 2011. The appliance has also recently appeared on BBC1's "One Show" showcasing the appliance's unique facets and innovative approach to accommodating rescue and associated equipment.
- 2.8 The vehicles are now in Service and our staff are undergoing training. The vehicles are anticipated to be fully operationally available by 28 February 2012.

### **3. FINANCIAL IMPLICATIONS**

There are no new financial implications in this report as the vehicle has been purchased through the previously approved capital programme.

### **4. HUMAN RESOURCES AND LEARNING AND DEVELOPMENT IMPLICATIONS**

The training for the above vehicle has been scheduled and is being undertaken, this will minimise the transition period.

### **5. EQUALITIES IMPLICATIONS**

This vehicle has had an equalities assessment throughout the design and commissioning phase, with no adverse implications being identified.

### **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**

- 8.1 The 2004 Fire Services Act, Section 8 and 9, gives the Service a responsibility to provide a response for road traffic accidents and other emergencies: The Specialist Rescue Unit assists the Service in meeting its

statutory obligations by providing the additional resource to help us achieve our operational aims.

- 8.2 As part of our ongoing strategy to minimise risk, the design of the unit includes the vital ergonomics of manual handling, through the safe stowage of equipment, by bringing engineered solutions and innovation.
- 8.3 The safety of the crews has also been accommodated, through the Service's drive to minimise road risk and provide the safest means of transporting our staff to and from incidents and whilst travelling on Service business.

## **9. RECOMMENDATIONS**

That Members note the contents of this report and recognise the benefit of the vehicle in assisting the Service to meet its objectives.

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

None.

Frank Swann  
**CHIEF FIRE OFFICER**