

**Status of Report: Public**

**Meeting: Combined Fire Authority (CFA)**

**Date: 12 December 2018**

**Subject: Review of Fleet Arrangements 2016 – Progress Update**

**Report by: The Chief Fire and Rescue Officer**

**Author: Mick Grewcock (Area Manager, Service Assurance)**

**For: Information**

### **Purpose**

1. To update the Combined Fire Authority (CFA) on the progress made following the Review of Fleet Arrangements 2016.

### **Recommendation**

2. The CFA is asked to acknowledge and note the content of the report.

### **Executive Summary**

3. An update of progress against the Review of Fleet Arrangements – Summary Report recommendations, agreed by the CFA in December 2016, is in the main body of the report.
4. A review into 'provided' cars for officers identifies that it is the most efficient and effective way of meeting their transport needs compared to other schemes.

### **Background**

5. At its meeting in February 2016 the CFA commissioned three separate reviews that focussed on Management, Estates and Fleet as part of a Spending Review. The Review of Fleet Arrangements was approved by the CFA at its meeting in December 2016 with the following recommendations:

- i. To reduce the size of the fleet by 10% through the provision of 17 fewer vehicles

*The total number of units in the fleet is 160, this is 16 fewer vehicles, one less than expected. One of the Command Support Vehicles earmarked for early disposal is being kept following a light touch review of Special Appliances in March 2017. The vehicle will be kept until the lease expires in 2024.*

- ii. To flexibly extend the life of fire appliances to up to 12 years

*Traditional fire engines now have a life expectancy of 12 years, with special fire appliances having a 20 year life expectancy.*

- iii. To defer a decision on replacement of the older aerial ladder platform until the conclusion of the Special Appliances review

*The Special Appliances review deferred the procurement of an aerial ladder platform until the outcome of the 2020-24 Integrated Risk Management Plan. This decision was revisited on 25 September 2017. The impact of the Grenfell Tower incident influenced the requirement to maintain two aerial ladder platforms. A project is underway to buy a new one with capital funding of £667,000 approved from the 2018-19 capital budget.*

- iv. To purchase vehicles outright as a more cost effective method than lease purchasing

*All vehicles are now purchased outright.*

- v. To no longer extend the life of the non-emergency response vehicles (cars and vans) beyond their warranty period

*The life expectancy and warranty period of a non-emergency response vehicles is five years. These vehicles are disposed of after this time. Specialist non-emergency response vehicles have a 12 year life expectancy as a result of the additional costs needed to modify them.*

- vi. To continue to provide in-house fleet maintenance arrangements

*In-house fleet maintenance arrangements continue.*

- vii. To maintain the current arrangement of 'provided' cars for officers working in accordance with the flexible duty system and to commission a further review of the arrangements closer to the point whereby extant lease agreements are due to end.

*A further review of the current arrangements for 'provided' cars for officers working in accordance with the flexible duty system was carried out during 2018 as the lease arrangements end in October 2019. The review involved representative bodies from the Fire Brigades Union (FBU) and UNISON. The review identified that providing vehicles to officers is the most financially efficient and operationally effective solution compared to other schemes that:*

- *Provides sufficient resilience for both operational cover and vehicle breakdown;*
- *Provides vehicles that are fit for purpose in line with extant policy;*
- *Supports the agility of managers working the flexible duty system;*
- *Supports effective resilience arrangements, including recall to duty;*

- *Can be robustly risk managed.*

## **Report Implications/Impact**

### Legal (including crime and disorder)

6. Contractually, officers are provided with a vehicle so they can do their job. They have an option to use it for private use when they are not on duty. Using the car in this way is subject to Her Majesty's Revenue and Customs arrangements covered by the Finance Act 2017.
7. There are various pieces of road related legislation that officers and the cars need to comply with when responding to emergency incidents, including the provision of vehicles with suitable blue lights and sirens.

### Financial (including value for money, benefits and efficiencies)

8. Based on usage and costs associated with the officers' cars during the 2016-17 tax year, savings of around £76,000 over a five year period will be realised by providing cars to officers compared to paying expenses for them to use their own.
9. Using fewer pool cars for response purposes would not realise savings. Operationally it restricts the ability for officers to be flexible, plus it would need either further cars to be supplied, or expenses to be paid when they use their own, for the times that the pool cars are not available.
10. Providing vehicles realises all of the benefits listed in paragraph 4 (vii). The officers provided vehicles have a life expectancy of five years and work is underway to identify and order a suitable replacement, ready for use by August 2019 ensuring that the current fleet is returned to the lease company without penalty.
11. Provided vehicles forms part of the 2019-20 capital budget subject to CFA approval in February 2019.

### Risk (including corporate and operational, health and safety and any impact on the continuity of service delivery)

12. The established control measures that reduce road risk and insurance premiums will be much harder to enforce if employees provide their own vehicles. The installation of blue lights, sirens and risk control devices into private vehicles offers complexity and resistance. The provision of vehicles removes these risks.
13. The latest safety technology now features in all the vehicles we buy. This should reduce the risk of collisions happening and reduce the severity of any injuries in the event that one does.

## Staff, Service Users and Stakeholders (including the Equality Impact Assessment)

14. Providing vehicles to officers is contractual, so any change to this will be subject to a 90 day minimum notice period and is likely to have a detrimental impact on employee relations.
15. Sourcing provided vehicles is based on the needs of the Service and the controls contained within extant policy, ensuring fit for purposes vehicles are supplied.

## Environmental

16. The environmental impact of vehicles is assessed during the analysis stage, with new fuel technologies explored as part of this process.

## Impact upon Our Plan Objectives

17. The outcome of the work completed following the Review of Fleet Arrangements 2016 has resulted in the right amount of fit for purpose vehicles being available, maximising the effectiveness and efficiency of the fleet. The ability to deliver the authority's aims and objectives are improved as a result.

## **Background Papers**

18. Review of Fleet Arrangements – Summary Report, CFA December 2016  
<http://www.leicestershire-fire.gov.uk/wp-content/uploads/2016/12/item-12-review-of-fleet-arrangements-summary-report.pdf>

## **Appendices**

19. None.

## **Officers to Contact**

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