



Essex Police, Fire and Crime Commissioner Fire and Rescue Authority

Decision Report

Please ensure all sections below are completed

Report reference number: 012/ 21
Government security classification Official
Title of report: Vehicle and Equipment Asset Management Strategy 2021 – 2026
Area of county / stakeholders affected: Countywide
Report by: Rick Hylton- Deputy Chief Fire Officer Date of report: 15 February 2021 Enquiries to: Rick Hylton- Deputy Chief Fire Officer

1. Purpose of the report

The purpose of this report is to present the Vehicle and Equipment Assets Management strategy 2021- 26 to the Police Fire and Crime Commissioner.

2. Recommendations

That the Police Fire and Crime Commissioner notes and approves the Vehicle and Equipment Assets Management strategy 2021- 26 (VEAMS).

3. Benefits of the proposal

Essex Police, Fire and Crime Commissioner Fire and Rescue Authority is committed to improving the safety and quality of life for residents, workers, and visitors to Essex. The Essex County Fire and Rescue Service is an integral part of supporting this aim through its delivery of community safety awareness and emergency response activities. A major part of delivering a safe, effective, and responsive service is through the provision of a compliant and fit for purpose vehicle fleet with suitable equipment that supports our operational response, prevention, and protection activities.

This Strategy will enable the safe and effective delivery of the most visible elements of ECFRS to be delivered in line, and in hand, with the other agreed strategic aims of the next 5 years.

4. Background and proposal

It is the statutory duty of ECFRS to provide the people of Essex with an effective fire and rescue service that is mobilised efficiently to emergencies, keeping people safe from fires and other dangers.

The purpose of the Strategy is to outline how ECFRS intends to ensure our Vehicle and Equipment Assets are procured, renewed, and replaced to meet current and future operational needs, user requirements and the needs of the communities we serve. It also looks to ensure that our capability and effectiveness is aligned to the Services risk reduction activities. The strategy includes the financial years through to 27/28 as significant capital expenditure is planned in these years.

Environment, Budgetary funding, Operational Risk, and Incidents will continue to drive operational requirements. The diverse nature of those operational requirements and the improvements to response, through working practices and use of technologies are in turn, key drivers to change and development of fleet assets and their ongoing management. Internal and external factors affecting change are both contained in the Strategy along with the financial implications and capital expenditure. It is the intention of the Authority to be an early adopter of technology that both enhances safety and reduces our carbon footprint. This strategy ensures that all vehicles are equipped with the latest safety equipment over the next 5 years, whilst building the flexibility to be able to invest in environmental improvements as and when they are available across the range of our fleet.

It is the desire of the Fleet Services team to be identified by their peers and the public to be the custodians of one of the best Fire Fleet and Equipment assets in the UK in terms of Condition, reliability, and cost effectiveness.

5. Alternative options considered and rejected

Work has been done to ensure that the renewal cycle has been benchmarked against other Services and maintains compliance with all requirements- as noted in the Strategy.

An extension to the life cycle of fire appliances was considered. This would reduce capital spend in the short term, with an opportunity to take advantage quickly of new environmental technology. It would however mean that the Authority would not be able to take advantage of the opportunity to upgrade safety equipment on older appliances. It is therefore considered appropriate to retain the current life cycle for those appliances that do not have the latest safety equipment fitted, especially as at this time, environmental technology for fire appliances is yet to be fully developed. This will be kept under constant review throughout the lifetime of the strategy.

There are no other viable options that cover the remit and scope of this Strategy.

6. Strategic priorities

This Strategy document has been written in consideration of the ECFRS vision and following policies:

- **The Strategic Assessment of Risk (SAOR) 2019** ([Link](#)). in terms of fleet asset provision, ensuring that assets are fit for purpose
- Health Safety and Welfare strategy and policies
- Property Management Plan including the relocation, enhancement, or redevelopment of the Fleet Workshop facilities
- IT strategy including the use of data technologies within the fleet asset specifications
- Procurement and financial regulations and **The Medium-term Financial Plan (MTFP) 2020-24** ([Link](#))
- The ECFRS environmental policy and its goal for reduction of the Carbon footprint. Vehicle usage is placed under the spotlight through international awareness of air quality and in particular the focus on the longevity of the diesel engine. The direction from the Government to end the sale of diesels and Petrol engines in cars by 2030 puts pressure of the Fire Fleet industry
- The drive for collaboration with other agencies and willing partners in all Emergency Services and public bodies to share resource knowledge and best Practice to the benefit of the public
- And joint working with National peers through the NFCC Transport Officer's group, to ensure that a common voice is developed to bring standardisation and bench marking. This includes liaison and involvement with Suppliers and other trade bodies

7. Operational implications

This Strategy will ensure that the Service's fleet assets are suitable and sufficient to meet the statutory obligations, (SAOR) requirements and operational and corporate business requirements.

8. Financial implications

Consideration for the targets and aims of this policy was included in the setting and agreement of the Medium-Term Financial Plan and the 2021-22 Budget. Consideration has also been given in the Reserves Strategy that will be passed to the PFCC for approval concurrently.

9. Legal implications

The Health and Safety at work Act places a legal responsibility on an employer to ensure that it takes suitable and sufficient measures to protect employees from injury, harm or disease whilst at work.

The Fleet Engineering Manager in addition holds a personal liability as affective CPC (Certificate of Professional Competence) holder under the Road traffic legislation for the safety and roadworthiness of the vehicle assets within the Service's control and use. This duty under road traffic legislation is one which is specific to the management of commercial Fleet assets.

This strategy provides the framework for the safe operation of ECFRS fleet and equipment.

10. Staffing implications

There are no direct staff implications.

11. Equality and Diversity implications

Consideration has been given to the Service's aspiration to be more inclusive and benefit from the input and engagement of all and meeting their needs. Section 11 of the strategy specifies the mitigations in place to ensure compliance with our I&D aims.

12. Risks

There are possible risks attached to a strategy of this scope, but work will continue to be done to mitigate these risks within a changing environment. All risks will be monitored- both direct and indirect.

13. Governance Boards

This Strategy has been approved by the ECFRS Service Leadership Team prior to being submitted to the Strategic Board for approval.

14. Background papers

Appendix 1 – Vehicle, Equipment and Assets Management Strategy 2021-26¹

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¹ Referenced: Medium Term Financial Plan; Strategic Assessment of Risk; Reserves Strategy 2021: all available but not appended.

Decision Process

Step 1A - Chief Fire Officer Comments

(The Chief Fire Officer is asked in their capacity as the Head of Paid Service to comment on the proposal.)

I support this recommendation.

Sign:

Date:

Step 1B – Consultation with representative bodies

(The Chief Fire Officer is to set out the consultation that has been undertaken with the representative bodies)

N/A

Step 2 - Statutory Officer Review

The report will be reviewed by the Essex Police, Fire and Crime Commissioner Fire and Rescue Authority's ("the Commissioner's") Monitoring Officer and Chief Finance Officer prior to review and sign off by the Commissioner or their Deputy.

Monitoring Officer

Sign:

Print:

Date:

Chief Finance Officer

Sign:

Print:

Date:

Step 3 - Publication

Is the report for publication? **YES**

If 'NO', please give reasons for non-publication (*Where relevant, cite the security classification of the document(s). State 'none' if applicable*)

If the report is not for publication, the Monitoring Officer will decide if and how the public can be informed of the decision.

Step 4 - Redaction

If the report is for publication, is redaction required:

- | | | |
|---|-------------------|-----|
| 1 | Of Decision Sheet | YES |
| 2 | Of Appendix | YES |

If 'YES', please provide details of required redaction:

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Date redaction carried out:

If redaction is required, the Chief Finance Officer or the Monitoring Officer are to sign off that redaction has been completed.

Sign:

Print:

Date signed:

Step 5 - Decision by the Police, Fire and Crime Commissioner or Deputy Police, Fire and Crime Commissioner

I agree the recommendations to this report:

Sign: (PFCC / DPFCC)

Print:

Date signed:

I do not agree the recommendations to this report because:

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.....

Sign: (PFCC / DPFCC)

Print:

Date signed: