Lancashire Fire and Rescue Service Fleet Asset Management Plan 2023-2027

Introduction

Lancashire Fire and Rescue Service publish a Community Risk Management Plan (CRMP). The CRMP is a 5-year plan which sets out the direction of the Service and how it will continue to make Lancashire safer through the core strategies of:

1. Valuing our people so they can focus on making Lancashire safer
2. Preventing fire and other emergencies from happening
3. Protecting people and property when fires happen
4. Responding to fire and other emergencies quickly and competently
5. Delivering value for money in how we use our resources

The Fleet Asset Management Plan (FAMP) compliments the CRMP to ensure the Service's equipment and vehicle fleet assets are fit for purpose, enabling the core principles and objectives of the Service to be achieved and is the key strategic fleet asset document regarding the replacement of equipment and vehicle assets.

The FAMP sets out a replacement 4-year fleet asset programme for vehicles and equipment, and also includes a draft longer term capital projection plan within the appendices. Capital budgets are reviewed annually, with quarterly governance oversight provided through the Capital Programmes Project Board (CPPB). The FAMP is reviewed annually to ensure alignment with Service requirements, taking account of regional and national operational guidance.

Through the key objectives set within the FAMP, we aim to support the creation of a positive, inclusive culture that encourages innovation and continuous improvement. Achieving the right culture will enable us to deliver the best services and be an outstanding fire and rescue service for our communities and visitors.

To help achieve this, we will align our FAMP annual objectives with these organisational strategies to ensure that:

- Operational staff have access to the most appropriate fleet assets to ensure the Service can meet its overall objective of making Lancashire safer.
- Stations have ease of access to equipment and vehicle-related data to ensure checking, verification and defect reporting is made as intuitive as possible.
- Fleet and Engineering Services will partner with other LFRS support services to explore and secure the most innovative on-appliance digital data systems available, to address all aspects of LFRS work.
- Make use of digital technology to track, log and repair LFRS equipment and vehicles quickly.

LFRS core values

Our STRIVE values and the national Core Code of Ethics guide the professional behaviours expected of all our staff to ensure our workplace is one where everyone feels valued, included, and able to reach their full potential. Our service **"STRIVE"** values underpin everything we seek to achieve:

- Service
- Trust
- Respect
- Integrity
- Value
- Empowerment

Fleet and Engineering Services Department (FES)

Fleet and Engineering Services (FES) are responsible for all aspects of LFRS equipment and vehicle asset management. The department has responsibility for product research, design, development, procurement, maintenance and disposal of all equipment, vehicle assets, Personal Protective Equipment (PPE) and Breathing Apparatus (BA). In addition, FES is also responsible for the management of 10,000 Hydrants adopted across Lancashire for the purpose of firefighting activities.

The FES team provide professional advice to internal and external customers on all aspects of the Asset Management Policy and operational requirements. FES are committed to adopting lean processes which deliver an effective and efficient service to meet customer's needs, whilst achieving financial efficiencies that contribute to the Services' medium to long-term financial planning.

Structures and Responsibilities

The Head of FES has responsibility for the Department's performance specific to financial and service delivery.

The department manages planned and non-planned maintenance undertaken by contractors, develops product specifications and provides professional advice on the law and health and safety matters related to vehicle operations.

Operational equipment is managed through an operational BA Equipment team. The section manages all aspects of procurement, research, and development of operational equipment, including Breathing Apparatus, hydrant maintenance, repair and new installations. They also provide professional advice on use, the law and health and safety matters related to these assets.

We will:

- Develop FES to improve asset management controls, whilst maintaining quality, competitiveness, and compliance.
- Ensure all assets considered for introduction into service are fit for purpose and come with the appropriate technical training.
- Continue to develop BA workshop facilities to be more effective and efficient in operation.
- Consider co-locating the FES team with the fleet and BA facilities at Service Training Centre.

Asset Base

As of 31 March 2023, the fleet assets comprise 240 vehicles (including Service Training Centre) and 16,129 items of equipment, including BA. The asset value is defined in the table below:

Operational Vehicles	£5,887,887.18
Support Vehicles	£1,016,599.38
STC (Training Vehicles)	£7,675,00
Operational Equipment (capital)	£277,006.21
TOTAL	**£7,189,167.77**

Appendices A - E provide a breakdown of asset type and planned replacement, in line with LFRS Medium Term Financial Strategy and Capital Programme.

We will:

- Replace assets on time, taking into consideration the indicative life cycle.
- Purchase assets within the principles of value for money and whole life costs.
- Ensue assets meet the needs of the Service.

Life Expectancy and Efficiency

To improve efficiency, the current nominal lifecycle for an operational fire appliance will increase from 12 to 13 years, followed by 2 further years at Training Centre, achieving a total life of 15 years. The 15-year cycle equates to a fleet turnover of c. 5 appliances per annum. The lifecycles for special appliances range from 8 to 15 years. Their economic life is determined on whole life costs generated through operational use. To achieve a smoother asset replacement programme some flexibility regarding replacement is required to even out costs. However, equipment such as Breathing Apparatus (BA) needs to be replaced en-bloc due to the complexities of training introduced through having a wide product range.

The FAMP aims to smooth out vehicle purchases over the period to ease pressures on capital and maintenance costs. However, extended lead-times over the past 2 years inevitably means annual capital replacement costs are often carried over. To address this, 3-year contracts are normally awarded, which will address such slippages more effectively.

We will:

- Continuously review appliance age and condition with a view to extending life planning, where possible.
- Monitor equipment longevity and serviceability against the needs of the Service.

Capital Replacement Programme

The department's Capital Replacement Programme is attached in Appendices A - E. The tables outline the long-term replacement plans based on asset lifecycles. Each year this plan is reviewed against the specific needs of the Service and the ever-changing FRS landscape. Smoothing the replacement plan is fundamental in providing equipment and vehicle assets when required, enabling capital profiling which is more predictable, and aligns with the LFRS procurement function.

We will:

- Review and align the FES Capital Replacement Programme with the ongoing requirements of the Service.
- Continuously review equipment and vehicle asset life plans, aligning with capital provision and the needs of the Service.
- Monitor assets provision to ensure sufficient capital availability to future-proof the LFRS equipment and vehicle requirements going forward.

FES Procurement

The department continues to work closely with the Procurement department in all capital replacement purchases using mainly framework agreements to reduce the procurement timeline, whilst ensuring compliance. In addition, regional and national procurement partnerships are actively sought by FES to improve economies of scale, at the same time offering value for money across the FRS community.

We will:

- Make use of national frameworks to reduce procurement timelines and ensure compliance.
- Continue to develop shared procurement working arrangements with the regional and national FRS community to make use of best practice.
- Monitor changes in the FRS equipment and vehicle asset supply chain to better inform future procurement exercises and timelines.

Appliance Design

Due to challenges associated with the FRS supply chain, the Service sought a more sustainable appliance platform which can be supplied direct from the manufacturer as a crew-cab. Previous appliance designs required a protracted engineering solution to source and manufacture a suitable FRS crew-cab.

The project work undertaken prior to the next group of pumping appliance arrival will address the need for improved equipment stowage, provide a more complete technical rescue pump and meet the challenges presented by climate change. New pumping appliance technology affords the Service a significant carbon reduction over previous designs, which is a major consideration as the Service transitions towards zero-carbon production.

We will:

- Maintain the current transition towards net-zero, where possible, for our vehicle fleet, continuing to explore EV and hybrid solutions where possible.
- Continue to develop new stowage arrangements based on the service requirements, making use of additional locker space provided by the new appliance design.
- Develop pumping appliance training packages in conjunction with the changing needs of the Service.

Major Equipment Replacement Programme

The Service will be introducing a range of new equipment during the period of this FAMP, in conjunction with the CRMP 2022-27 and the Emergency Cover Review (ECR) outcomes. LFRS continues to invest in equipment to make our work more efficient and effective, whilst improving the safety of our staff.

The Service will introduce new battery-powered road traffic collision (RTC) equipment, which will improve the incident ground rescue capability whilst providing an additional level of versatility not offered by the current hydraulic-powered equipment.

BA remains a priority item of Personal Protective Equipment (PPE) for our firefighters. The Service has invested in a state-of-the-art maintenance and training facility at Service Training Centre, supporting our aspirations to be the best trained, best quipped, best accommodated, and most professional fire and rescue service in the country. Our existing BA sets are coming to the end of their normal life cycle and will be due for replacement soon.

New modern firefighting techniques have been developed over the last decade to address the challenges of compartment fires and the risks within the built environment. Supporting firefighters with the latest technology and training is a priority for LFRS. In line with most other north-west Services, we will look to introduce larger 22mm hose-reels on all appliances over the duration of this FAM, thereby providing firefighters with double the water and cooling capacity when fighting compartment fires. In addition to this, state of the art flow meters will be introduced to assist pump operators with the ability to understand the amount and flow of water being provided to firefighters within the risk area.

Due to the increase risks of attacks on firefighters, the Service is committed to providing the highest level of PPE. We will look to pilot the use of body armour for certain incident response, complementing our ‘safe person’ centred approach.

We will:

- Complete the introduction of battery-powered road traffic collision (RTC) equipment on all pumping appliances, initially rolling-out to those stations with the highest prevalence of road risk across Lancashire.

- Plan to replace the existing BA sets and ancillary equipment, in conjunction with the Northwest FRS region.
- Procure new Thermal Image Cameras (TIC): including issuing thermal scanning devices to OIC's and Flexi Duty Officers to further improve incident ground situational awareness.
- Roll out flow meters, 22mm hose-reels and adjustable hose reel branches to improve weight of attack when tackling compartment fires.
- Evaluate the appliance water tank capacity to ensure efficient and effective deployment of resources to incidents, in consideration of available supplementary water supplies (hydrants and/or open water supplies)
- Replace Gas Tight suits with disposable versions to improve the management of contaminants and provide improved PPE for firefighters.
- Pilot the use of body armour and if successful, roll-out across the Service.

Research & Development

The FES R&D function has become embedded into the service and delivered improvements that enhance firefighter safety and firefighting techniques. The R&D group maintain a cross section of skilled people who bring a wealth of experience, knowledge, and interest in moving new developments forward. Operational staff are encouraged to lead on improvements from incident de-briefs and learning from individual operational experiences.

We will:

- Work with Service Delivery, and Response and Emergency Planning (REP) to improve equipment and vehicle innovation through Research and Development function.
- Continue to research the wider FRS industry to source equipment and vehicle best practice that can be adapted to suit LFRS requirements.

Innovation

Climate change presents considerable challenges for the UK fire sector and remains a significant risk in Lancashire. The Service has invested in specialist all-terrain vehicles, fully equipped to address wildfire and flooding in the county. These vehicles have been developed by LFRS to meet the climate change conditions experienced locally, the first in the UK to do so. Our units and specialist wildfire response teams are strategically placed to provide an efficient and effective response.

Wide area and localised flooding can devastate local communities, leaving lasting effects well beyond the event, and causing considerable financial loss. With the potential for flooding at any time of the year, there is a need to provide LFRS with an effective an appropriate equipment asset to address these challenges. response. The Service has strategically positioned water rescue appliances and water incident units in preparation for flooding events. LFRS is a host service for a high-volume pump (HVP), as part of the national response capability. The HVP's are embedded into core business, with the capability of moving large volumes of water quickly. In addition, the Service continues to invest in staff training and development around flooding, including the use of climate change all-terrain vehicles to enhance the flood response.

The Service has continued to build on the Unmanned Aerial Vehicles (UAV) technology, introducing enhanced models to further improve their capability. Now, LFRS hosts some of the most sophisticated UAV operations within the sector, which now includes an underwater Remote Operated Vehicle (ROV) capability. The ROV, which is a UK first within the FRS sector, is capable not only of detection using the latest sonar capabilities, but can also offer a grip and retrieval facility, which is of major benefit to the Service during waterborne search and rescue operations.

Two of our new pumping appliances will undergo conversion into Technical Rescue Units (TRU's) providing a dual role of pumping appliance and enhanced rescue capability, thus removing the need to have both in Service. As part of this project, the service will reduce its POD capacity, ensuring a more efficient and effective deployment of heavy rescue assets when the need arises.

We will:

- Continue to develop our climate change equipment and vehicle assets to deliver the objectives within our Climate Change Operational Response Plan (CCORP).
- Assist with the development of flood response equipment and vehicle assets.
- Continue to support the development of UAV's and ROV's for the Service, including extending the scope to include research into potential use of robotics in firefighting and rescue response scenarios.
- Aim to improve the provision of integrated ICT provision across our fleet of vehicles, that supports mobile working and the efficient and effective delivery of services.

Resilience

FES operates an out-of-hours on-call service that keeps frontline operations running effectively. The department has recently introduced a 24-hour reserve equipment store at BA Support Services for the purpose of providing a range of essential appliance equipment which can be accessed at any time by operational crews.

The department has recently expanded its contractor support network to ensure equipment and vehicle repairs are completed in a timely manner, enabling the maximum equipment and appliance availability.

We will:

- Provide an on-call, out-of-hours technical support service to support frontline operations.
- Ensure the availability of reserve appliances to provide the best possible appliance availability.
- Provide 3 fully equipped reserve appliances to reduce appliance downtime and improve availability.

Asset Management Systems

As the Service continues to improve its ICT offering, FES will explore suitable replacement asset management systems in conjunction with ICT department, Service Delivery and Response and

Emergency Planning, to improve asset management and visibility. The wider use of paperless, cloud-based systems is crucial to the management of all assets.

In a constantly changing environment, accurate financial maintenance and performance monitoring of business activity requires technology that meets the needs of the Service, both now and in the future. Whilst the existing asset system, Tranman Asset Management, can manage vehicles, operational equipment, BA, on station checks, workshop maintenance, stock management, specialist administration functions and asset capability for regional control activities, it's an aging system and requires replacement. FES will continue to develop systems to meet current and future needs of the Service asset management as they arise.

LFRS are supported by Lancashire County Council's (LCC) Fleet Services for approximately 70% of repairs and maintenance via a Service Level Agreement (SLA). LCC make use of a fleet management system (JAAMA) to provide job costing and financial performance. Although the system is relatively new into LCC, some work is required to fully exploit the asset management information required by LFRS. However, FES continues to work with LCC partners in the delivery f much more visible asset management and costing information.

Fire hydrants are managed through the Fire Hydrant Management System (FHMS). The system has been developed between the supplier and operational staff and integrates with Mobile Data equipment carried on appliances. The database retains detailed information on hydrant type, location, condition and repair history and water flow rate. This along with other risk-based information that can be accessed by operational crews whilst at incidents, represents a significant improvement to service delivery.

We will:

- Continue to research and procure suitable replacement asset management software, integrating with other digital solutions across the Service where possible.
- Continue to monitor the SLA with LCC to ensure value for money and asset management compliance.
- Continue to develop the FHMS system.

Road Safety Management

FES monitors equipment and vehicle accidents which are reported to the Health, Safety and Environment Advisory Group (HSEAG) on a quarterly basis. The Service has recently embarked on the ongoing installation of vehicle CCTV to provide improved accident scene information and help against third-party claims. In addition, a Road Risk Review Panel (RRRP) is now established to examine the specifics of each road traffic collision (RTC) involving a service vehicle. The RRRP has the authority to recommend a range of corrective measures, should the need arise. A proactive approach has been taken in supporting Service Delivery Managers to thoroughly investigate incidents, implement control measures and reinvest in training were necessary, to improve performance.

Whilst evaluation is at an early stage, the vehicle CCTV installation programme appears to be generating reductions in vehicle related accidents, reducing them from 90 in 2022 to 61 in 2023, a reduction of 32% which is significant and demonstrates the value of the installation programme. All new appliances will come standard with the cloud-based CCTV system fitted as part of the specification.

FES remain committed to improving performance by reducing accidents related to vehicles and equipment use, improving health and safety at work, road safety and minimising impact on the environment in addition to reducing costs.

We will:

- Ensure all newly purchased appliances and specialist vehicles will come with 4-way cloud-based CCTV system fitted as standard.
- Continue to develop the Road Risk Review Panel group to further examine and scrutinise all vehicle-related accidents with a view to future incremental reduction.

Carbon Footprint & Environmental Impact

The Carbon Management Plan (CMP) was agreed by the Lancashire Combined Fire Authority Resources Committee in March 2009. The aim was to reduce costs associated with energy prices as they continue to rise together with reducing carbon emissions from use in buildings and transport.

The UK in June 2019 became the first major economy in the world to pass laws to end its contribution to global warming by 2050. The target requires the UK to bring all greenhouse gas emissions to net zero by 2050.

Whilst the Service continues to reduce its own carbon footprint by implementing electric vehicles, switching from diesel-powered light vehicles to hybrid technology to eliminate nitrogen oxide (NOX) emissions, the environmental changes continue to affect LFRS operational demands.

Over the lifespan of this FAMP, we are replacing the existing Carbon Management Plan with a revised Environmental Sustainability Plan. The new plan will set out our environmental aspirations to move forward to a net zero carbon emissions position.

Vehicle related emissions are a significant contributor to carbon emissions within the Service, and as part of our ongoing commitments, reducing emissions from vehicles and improving the environmental performance of fleet vehicles remains a key aspect of revised aspirations for LFRS.

We will:

- Expand our electric vehicle charging infrastructure across LFRS sites.
- Introduce new operational response vehicles to help tackle climate change response challenges within Lancashire, as part of our Climate Change Operational Response Plan.
- Continue the transition of Officer response vehicles to hybrid technology and consider options for full electric response vehicles.
- Evaluate an electric light van within the fleet to understand how this technology will impact on delivery of our routine logistical functions.
- Prepare for the ban on the sale of new internal combustion engine (ICE) cars and vans.
- Continue to research the enhancements being made in diesel fuel technology and diesel fuel alternatives which could be considered for the fire appliance fleet.
- Consider the enhancements being made in electric/hybrid fire appliances design and reflect on the learning from other Fire and Rescue Services who are beginning to introduce this technology into their fleets.

Review

The FAMP will be reviewed on an annual basis to assess progress and compare against changing operational requirements. FES scrutinise revenue and capital budget performance each financial year to ensure realistic and achievable targets are set. Financial performance is monitored monthly and strict control or actions are implemented to ensure overall performance falls within budget.

VEHICLE TYPE PROFILE REPORT (live fleet as at 31/03/23 APPENDIX 'A'

ITEM	MAIN FLEET (inc. Reserves)	TRAINING CENTRE (inc. Driver Training)	PRINCE'S TRUST	NEW DIMENSION	TOTALS
OPERATIONAL APPLIANCES					
PUMPING APPLIANCE	65 (63)	7	-	-	**72 (70)**
WATER TOWER	2 (4)				2 (4)
SUB-TOTAL	**67**	**7**	**0**	**0**	**74**
SPECIAL VEHICLES					
AERIAL LADDER PLATFORM	4	-	-	-	**4**
PRIME MOVER	3	-	-	5	**8**
DEMOUNTABLE BODIES	9	-	-	8	**17**
COMMAND UNIT (Large)	2	-	-	-	**2**
COMMAND UNIT (Small)	1				**1**
BEAVERTAIL LORRY	2	-	-	-	**2**
ALL TERRAIN VEHICLE	2	-	-	-	**2**
SUB-TOTAL	**23**	**0**	**0**	**13**	**36**
SUPPORT VEHICLES					
CAR – SMALL	14	-	-	-	**14**
CAR – MEDIUM	17	2	-	-	**19**
CAR – LARGE	4	-	-	-	**4**
CAR – FDO VEHICLE	24				**24**
RESCUE TEAM VAN	3	-	-	-	**3**
VAN - SMALL	3	-	-	-	**3**
VAN – MEDIUM	2	-	2	-	**4**
VAN –DOUBLE-CAB	10	1	-	-	**11**
VAN – LARGE	9	1	1	-	**11**
PICKUP 4x4	14	-	-	-	**14**
MINIBUS	-	1	10	-	**11**
SUB-TOTAL	**100**	**5**	**13**	**0**	**118**
OTHER FLEET ITEMS	**8**	**3**	**0**	**1**	**12**
TOTAL	**198**	**15**	**13**	**14**	**240**

FORECASTED REPLACEMENT PLAN – VEHICLES **APPENDIX 'B'**

BASED ON APPROVED LIFE (FROM DATE IN SERVICE).

Type	Replace-ment Value £	Approved Life	2023 / 2024	2024 / 2025	2025 / 2026	2026 / 2027	2027 / 2028	2028 / 2029	2029 / 2030	2030 / 2031
Pumping Appliance	250,000	15	3*	3	3	5	4	4	4	5
Climate Change Appliance	250,000	13	2		2					
Water Tower	550,000	13	2					1		
Command Unit (L)	307,500	15	2							
Command Unit (S)	35,000	10	1							
Aerial Appliance (32m)	625,000	15								
Aerial Appliance (45m)	675,000	15	1							
Beavertail Lorry	45,000	13		1						
Prime Mover	135,000	13								
POD (Demountable Body)	29,250	20					1	1	2	1
ATV – Hagglund	83,000	12								
Car – Small	20,000	6		3	2	2		6		3
Car – Medium	23,000	6		5	3	1	8			6
Car – Large	27,000	6				2		1		
Car - EV	30,000	6								
Officers Car (FDO)	27,500	4	9	4	1	3	9	4	1	3
Officers Car (PO)	30,250	4		3				3		
Van – Small	22,500	6					1	1		
Van – Double cab	27,000	6		2	3		2	2		2
Van – Large	33,500	7	2		1	1	1	2	2	2
Van – Rescue Team	38,000	9								3
Van - EV	46,000	6								
Catering Unit	30,000	8				1				
Minibus	27,500	7						1		
Pick-Up 4WD	23,000	12	5					1	6	
Dog Van (USAR)	27,250	6			2					
Telescopic Handler	45,000	12				1				
Total No. of vehicles per year			**27**	**21**	**17**	**17**	**28**	**29**	**16**	**26**

*These 3 new appliances in 2023/24 are part of a batch of 13 that were procured in 2022/23 and within a capital budget allocation of £1.93m

FORECASTED REPLACEMENT PLAN – VEHICLES CAPITAL COST APPENDIX 'C'

Type	Replace-ment Value £	Appro-ved Life	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031
Pumping Appliance	250,000	15	750,000*	750,000	750,000	1,250,000	1,000,000	1,000,000	1,000,000	1,250,000
Climate Change Appliance	250,000	13	500,000		500,000					
Water Tower	550,000	13	1,100,000					550,000		
Command Unit (L)	307,500	10	615,000							
Command Unit (S)	35,000	10	35,000							
Aerial Appliance (32m)	625,000	15								
Aerial Appliance (45m)	675,000	15	675,000							
Beavertail Lorry	45,000	13		45,000						
Prime Mover	135,000	13								
POD (Demountable Body)	29,250	20					29,250	29,250	58,500	29,250
ATV – Hagglund	83,000	12								
Car – Small	20,000	6		60,000	40,000	40,000		120,000		60,000
Car – Medium	23,000	6		115,000	69,000	23,000	207,000			138,000
Car – Large	27,000	6				54,000		27,000		
Car - EV	30,000	6								
Officers Car (FDO)	27,500	4	247,500	110,000	27,500	82,500	247,500	110,000	27,500	82,500
Officers Car (PO)	30,250	4		90,750				90,750		
Van – Small	22,500	6					22,500	22,500		
Van – Double cab	27,000	6		54,000	81,000		54,000	54,000		54,000
Van – Large	33,500	7	67,000		33,500	33,500	33,500	67,000	67,000	67,000
Van – Rescue Team	38,000	9								114,000
Van - EV	46,000	6								
Catering Unit	30,000	8				30,000				
Minibus	27,500	7						27,500		

Type	Replace-ment Value £	Appro-ved Life	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031
Pick-Up 4WD	23,000	12	115,000					23,000	138,000	
Dog Van (USAR)	27,250	6			54,500					
Telescopic Handler	45,000	12				45,000				
Total Cost of vehicles per year	**£**		4,104,500	1,224,750	1,555,500	1,558,000	1,593,750	2,121,000	1,291,000	1,794,750

*These 3 new appliances in 2023/24 are part of a batch of 13 that were procured in 2022/23 and within a capital budget allocation of £1.93m

FORECASTED MAJOR OPERATIONAL EQUIPMENT APPENDIX 'D'

REPLACEMENT SUMMARY

	2023/24	2024/25	2025/26	2026/27	2027/28
	£m	£m	£m	£m	£m
Thermal Imaging Cameras	0.325	–	–	–	–
Breathing Apparatus (BA) and Telemetry equipment	–	–	1.000	0.900	0.320
Cutting and extrication equipment	0.750	0.750	–	–	–
Disposable Gas Tight suits		0.042			
New Equipment					
Body Armour	0.250				
Flow Meters & 22mm Hose Reels		0.144			
	1.325	0.936	1.000	0.900	0.320

FORECASTED OVERALL OPERATIONAL EQUIPMENT REPLACEMENT SUMMARY

APPENDIX 'E'

EQUIPMENT GROUP	TOTAL	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
ANCILLARY	**413**	36	14	11	8	11		16	20	171
BREATHING APPARATUS	**1389**	372		3	1		1	777	33	61
CAB	**18**			4	4	6	4			
CASUALTY HANDLING	**288**	8	80	9	23	5	10	10	63	24
ELECTRICAL	**1356**	50	147	35	78	100	49	339	58	12
ELECTRICAL RUBBER GLOVES	**85**									
ELECTRO-HYDRAULIC	**11**									2
GAS TIGHT SUITS	**145**	10	22	26		20	7	9	19	22
HIGH-RISE	**122**									22
HYDRAULIC	**761**	75	75	135	70	214	18	68		
LADDER	**392**	17	14	9	66	23	5	13	13	28
LARGE ANIMAL RESCUE	**194**	13	3	75	43	7	3	1	6	2
LOAD CELL	**51**	1						1		13
MECHANICAL	**429**	53	71	9	6	130	16	17	7	4
MOORLAND	**276**	19		22	5	11	22	38	2	34
PERSONAL FLOATATION DEVICE	**331**	124	20	3	11	32	69	3	3	4
PERSONAL PROTECTIVE EQUIPMENT	**388**		36	83	67		10	14		12
PNEUMATIC	**513**	14	9	2	3	20	78	50	17	10
POLLUTION CONTROL	**6**	6								
PPE	**873**		11	62	103	347	13	88	55	59
PULLING	**537**		1	200	45	25	5	3	64	
EQUIPMENT GROUP	**TOTAL**	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31

RESCUE	**1193**	134	48	83	57	157	85	26	290	42
RESCUE PACK	**2063**	17	78	80	182	271	239	476	19	304
SAND RESCUE	**303**	10	3	4	4	4	4	7	6	2
SHORING KIT	**30**					2				27
STROPS AND SLINGS	**1212**	26	39	124	62	172	119	89	311	113
SWIFT WATER RESCUE	**411**	46	20	25	87	55	8	24	9	
TECHNICAL ROPE PACK	**166**	7	39	1	13	68	10			16
TRAINING AID	**81**		3					24		
VISUAL AID	**122**	4	73	3		28	1			6
WATER	**1656**	9	1	24	76	117	25	249	18	7
WORKING AT HEIGHT	**314**	8		6	2	32	75		76	1
	16129	**1059**	**807**	**1038**	**1016**	**1857**	**876**	**2342**	**1089**	**998**

Lancashire Fire and Rescue Service

Lancashire Fire and Rescue Service (Official)

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