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Agenda item: 06

Property Capital Plan 2026 - 2027

Finance & Resources Committee

Date: 17 April 2026

Submitted by: Director of Service Support

Purpose: The purpose of this paper is to seek approval for the proposed capital projects within the 2026–2027 Property Capital Plan. These schemes represent essential refurbishment, and upgrade works across the estate, ensuring that priority operational, compliance, and strategic needs are addressed in the coming financial year.

Recommendations: It is recommended that the Finance and Resources Committee approve the capital expenditure for the itemised projects outlined within this paper.

Summary: To deliver the required upgrades for the 2026–2027 financial year, the Property team is seeking approval for the submitted capital bids. The proposed schemes address priority needs across the estate and align with key strategic objectives, including building condition, security, health and safety, equality and diversity, and environmental performance.

Local Government (Access to information) Act 1972

Exemption Category: None

Contact Officer: Dean Richardson, Head of Estates
Dean.Richardson@westyorkshire.gov.uk

Background papers open to inspection: None

Annexes: None

1. Introduction

1.1. On the 26th February 2026, West Yorkshire Fire and Rescue Authority approved the allocation of £2,445,000 capital investment monies to undertake a programme of works for the 2026/27 financial year.

1.2. It is requested that the Finance and Resources Committee approve the individual schemes that make up the capital allocation sum of £2,545,000.

2. Information

2.1 The below table identifies the proposed projects along with the estimated project costs for which approval is sought. The schemes identified will form part of a rolling programme of works which are to be commenced in the financial year

SCHEDULE OF PROPOSED PROPERTY MANAGEMENT UNIT CAPITAL EXPENDITURE PROJECTS FOR 2026/2027		
REFERENCE	SCHEME DESCRIPTION	ESTIMATED COST
PS 26/01	Morley Fire Station Welfare Upgrades - This scheme includes welfare upgrades, a full LED lighting replacement and associated works, and the renewal of the station's boilers. These improvements are required to ensure Morley is fit for purpose for a modern fire and rescue service. The current welfare facilities present clear EDI issues and no longer meet the needs of a diverse workforce. Failing to address this risks impacting recruitment, retention, and the overall experience of Grey Book colleagues. The upgrades will modernise the station, improve energy efficiency, and bring the building in line with expected standards across the estate.	£350,000

PS 26/02	<p>Fire Door and Fire Compartmentation Upgrades - To undertake surveys of the condition of all our Fire Stations, with particular focus to the fire stopping and any immediate remedial works that need to be undertaken. We are seeing an increased spend on repairs in relation to fire doors on stations and are therefore seeking Capital funding to upgrade a number of assets and ensure that as a Fire Authority, we are maintaining compliance with the building regulations on our properties.</p>	£325,000
PS 26/03	<p>Solar Installations - With external funding routes such as Salix currently unavailable, progressing this scheme through capital investment allows us to maintain momentum on key sustainability initiatives. Installing solar PV directly supports our organisational sustainability commitments by reducing carbon emissions and improving energy efficiency across the estate. Generating renewable energy on-site will also reduce electricity consumption from the grid, delivering long-term cost savings and strengthening budget resilience.</p>	£250,000
PS 26/04	<p>Wakefield Fuel Tank - The installation of a fuel tank at Wakefield Station is essential to improve operational efficiency, reduce costs, and enhance service delivery. Currently, the station's three operational vehicles must travel off-site to refuel, which results in lost appliance availability,</p>	£30,000

	increased road risk, higher fuel costs, and unnecessary wear and tear.	
PS 26/05	Transport Workshop Flooring Replacement - The resin floor within the transport workshop is showing signs of deterioration which is presenting trip hazards in the working areas, remedial repairs have been undertaken however this is not cost effective to the organisation.	£90,000
PS 26/06	EV Charging Various Stations - The programme involves the design and installation of charging points in support of the EV charging for fleet and staff vehicles.	£300,000
PS 26/07	Boiler Replacements A key driver for the upgrade of the estate is the carbon neutrality requirements as legislated by the government; all buildings must strive towards carbon neutrality. External funding for these areas of works is no longer available; we are therefore seeking funds to undertake boiler replacements on stations with boilers over 10 years old.	£400,000
PS 26/08	Appliance Bay Doors Various sites - Across the estate we have a number of doors that are continually failing requiring significant repairs and replacement. Funding is sought to replace doors across the estate before they fail, as we have seen significant spend on replacements and repairs, therefore we want to capitalise the upgrade of these assets and replace them moving forward.	£400,000

PS 26/09	LED Lights Various sites – The programme involves the upgrade of existing lighting to LED across various sites in the region. Some of which have been identified on the feasibility studies for carbon reduction and represent a quick win for the authority in this area.	£300,000
PS 26/10	BEMS Upgrades- Upgrading the BMS infrastructure will enhance control over mechanical and electrical plant, introduce remote access functionality for authorised personnel, and improve fault detection and response times. This will reduce the need for on-site attendance, lower energy consumption, and support WYFRS’s environmental and sustainability goals. The improved diagnostic capabilities will also help identify issues early, reducing downtime and maintenance costs.	£100,000

3. Financial Implications

- 3.1 Each project has been costed using current pricing guides, the SPONS handbook, BCIS schedule of rates, and historical data held within the Property team. Risk contingencies have been applied, and all schemes include design and consultancy fees. Final costs remain subject to detailed design work and formal quotations, and may increase or decrease depending on tender returns.
- 3.2 Opportunities are being explored to secure carbon-reduction funding to support elements of the programme. If successful, this may allow the scope of certain schemes to be enhanced, or alternatively reduce the level of capital funding required.
- 3.3 Business cases have been produced for all schemes. The overall capital allocation has been approved by the Fire Authority, and the cost of financing the capital plan has been included in the Medium Term Financial Plan.

4. Legal Implications

- 4.1 The Monitoring Officer has considered this report and is satisfied it is presented in compliance with the Authority's Constitution.
- 4.2 All projects identified will be procured in accordance with CPR rules and regulations and be delivered using existing contracts held with suppliers, via frameworks or open tender, the routes are to be explored for each individual scheme. Tendered and framework routes will be delivered in line with the NEC 3 form of contract.

5. People and Diversity Implications

- 5.1 The capital programme will have a positive impact on staff across the estate by improving the safety, functionality and overall quality of the working environment. While some schemes directly enhance welfare and inclusivity, others strengthen building safety, operational reliability and environmental performance, all of which contribute to a better day-to-day experience for colleagues.
- 5.2 Where welfare improvements are included, these works will help address existing EDI challenges and ensure facilities are suitable for a diverse modern workforce. More broadly, delivering well-maintained, compliant and efficient buildings supports staff wellbeing, reduces operational disruption, and helps create conditions that aid recruitment and retention across the Service.

6. Equality Impact Assessment

- 6.1 Are the recommendations within this report subject to Equality Impact Assessment as outlined in the EIA guidance? Yes

(EIA Template and Guidance)

- 6.2 Date EIA Completed: To be completed and submitted following capital approval in line with stage 1 of the RIBA processes
- 6.3 Date EIA Approved: TBC
- 6.4 The EIA is available on request from the report author or from diversity.inclusion@westyorkshire.gov.uk

7. Health, Safety and Wellbeing Implications

- 7.1 The capital programme will have a positive impact on health, safety and wellbeing across the estate. Several schemes directly address building safety requirements, including fire door and compartmentation upgrades, boiler replacements, and improvements to mechanical and electrical systems. These works reduce risk, improve compliance, and ensure stations remain safe environments for staff and visitors.

- 7.2 Other schemes enhance operational safety and efficiency, such as the Wakefield fuel tank installation and appliance bay door replacements, which reduce downtime, minimise road risk, and support appliance availability. Where welfare improvements are included, these will strengthen staff wellbeing by providing facilities that are modern, inclusive and appropriate for a diverse workforce.
- 7.3 Collectively, the programme contributes to a safer, healthier and more resilient working environment for colleagues across the Service.

8. Environmental Implications

- 8.1 All projects within the capital programme will fully consider environmental impacts throughout their design and delivery. Each scheme will incorporate energy-efficient technologies and construction methods wherever feasible, supporting the Service's commitment to reducing its carbon footprint and improving the overall sustainability of the estate.
- 8.2 Contractors will be required to implement robust waste-management plans, ensuring that construction waste is minimised, reused where possible, and disposed of responsibly. By embedding these principles across the programme, the Service will reduce environmental harm, improve resource efficiency and contribute positively to long-term carbon-reduction goals.

9. Risk Management Implications

- 9.1 The capital programme helps mitigate a range of operational, compliance and asset-related risks across the estate. Several schemes directly address known areas of vulnerability, such as ageing boilers, deteriorating workshop flooring and failing appliance bay doors. Completing these works reduces the likelihood of asset failure, improves compliance with statutory requirements, and strengthens the overall safety and resilience of the estate.
- 9.2 Delaying or not progressing the programme would increase the risk of unplanned failures, higher reactive maintenance costs, operational disruption and potential impacts on appliance availability. There are also reputational and EDI-related risks where welfare facilities are no longer suitable for a modern and diverse workforce.
- 9.3 As with all capital projects, there remains a degree of financial risk linked to market conditions, tender returns and construction cost inflation. These risks are managed through the application of contingencies, robust procurement processes and ongoing monitoring by the Property team.

10. Duty to Collaborate Implications (Police and Crime Act 2017)

10.1 No direct collaborations with other Fire and Rescue or Police Authorities are identified

11. Your Fire and Rescue Service Priorities

11.1 This report links with the Community Risk Management Plan 2025-28 strategic priorities below:

- Provide a safe, effective and resilient response to local and national emergencies.
- Enhance the health, safety, and well-being of our people.
- Use resources in an innovative, sustainable, and efficient manner to maximise value for money.
- Further develop a culture of excellence, equality, learning, and inclusion.

12. Conclusions

12.1 It is recommended that the proposals in the report be approved.

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Agenda item: 07

DDaT Capital Plan 2026/27

Finance & Resources Committee

Date: 17 April 2026

Submitted by: Director of Service Support

Purpose: The purpose of this paper is to seek approval for a number of replacement and upgrade projects across our DDaT portfolio. The projects are to be funded if approved from the capital expenditure programme.

Recommendations: It is recommended that the Finance and Resources Committee approve the capital expenditure for the itemised projects detailed in this paper

Summary: To carry out the upgrades identified for this financial year, DDaT are requesting the capital bids submitted are approved. The schemes identified will deliver schemes in line with strategic priorities

Local Government (Access to information) Act 1972

Exemption Category: None

Contact Officer: Nick Butterworth, Head of Digital, Data and Technology
Nick.Butterworth@westyorksfire.gov.uk

Background papers open to inspection: None

Annexes: None

1. Introduction

- 1.1 On the 26th February 2026, West Yorkshire Fire and Rescue Authority approved the allocation of capital investment monies to undertake a programme of works for the financial year 2026/27.
- 1.2 It is requested that the Finance and Resources Committee approve the individual schemes below that make up the capital allocation sum of £1,148,000

2. Information

- 2.1 The below table identifies the proposed projects along with the estimated project costs for which approval is sought. The schemes identified will form part of a rolling programme of works which are to be completed in the financial year 2026/27

<u>SCHEDULE OF PROPOSED ICT PROJECTS</u>		
<u>CAPITAL EXPENDITURE PROJECTS FOR 2026/2027</u>		
REFERENCE	SCHEME DESCRIPTION	ESTIMATED COST
DDaT 26/01	<p>MDT Hardware Refresh</p> <p>The current fleet MDTs are now reaching 3 years old and will no longer receive security updates to the operating system. During the MDT software procurement exercise, vendors including Evam advised that hardware replacement would be necessary within 12 months.</p> <p>The proposal seeks to replace these devices within the next 12 months to maintain service continuity, firefighter safety, and system compatibility.</p> <p>The current manufacturer, Panasonic, no longer provide android devices so in addition to the procurement of new tablet, new Havis Docks (the equipment that sits in in the appliance cabin, to power/charge the tablet and provide connectivity) will also need to be bought and installed.</p>	£140,000
DDaT 26/02	<p>MDT Use Expansion</p> <p>Feedback has been given by operational colleagues that, as we move to the new CAD system and with the removal of physical turnout sheets, firefighters would find access to an</p>	£ 215,000

	<p>additional MDT in the rear of the appliances. This would allow crews to be able to see where they are being turned out to and any associated risk information to allow them to prepare for the job, allowing the OIC to concentrate on planning for the incident and not needing to relay basic information to the crew.</p> <p>This will involve the procurement of new tablets, docks and the associated cost for installation of docks into the rear cabins</p>	
DDaT 26/03	<p>Community Room AV</p> <p>This business case proposes the replacement of AV screens in 19 community rooms across West Yorkshire Fire and Rescue Service (WYFRS) fire stations. The initiative aims to modernise facilities, improve accessibility, and support hybrid and interactive use for community engagement and training.</p> <p>Community rooms are essential spaces used for public engagement, internal meetings, and training. Fault reports and user feedback indicate that existing AV equipment is outdated, unreliable, and lacks modern connectivity options. Upgrading to a standardised AV setup will reduce maintenance issues, improve user experience, and align with WYFRS's strategic goals for inclusive and future-ready infrastructure.</p>	£125,000
DDaT 26/04	<p>Multimedia storage</p> <p>The service uses a dedicated storage system for the storage, indexing and retrieval of multimedia content (such as videos and images). The current storage system is now reaching the end of life and needs replacing.</p>	£170,000
DDaT 26/05	<p>PC rolling refresh</p> <p>The scheme is a rolling 5 year plan to replace the WYFRS endpoint\PC estate with new devices (laptops and desktops). Currently approximately</p>	£218,000

	1/3 of the services' PCs are out of manufacturer warranty and reaching end of supportable life	
DDaT 26/06	<p>VoIP Server refresh</p> <p>The current Cisco Voice over IP (VoIP) servers were installed in February 2020 and will be reaching the end of life and contract in 2027. These need to be refreshed in order to maintain the telephony within the service.</p>	£200,000
DDaT 26/07	<p>GPS repeaters on station</p> <p>WYFRS uses GPS repeaters at station to ensure that sufficient signal is available across the station, specifically in appliance bays, as the construction of the fire stations block GPS signals. Appliances rely on this for navigation and prior to the installation we experience problems on stations where GPS signal was poor in the station and it was taking minutes for the MDT to obtain a fix. The GPS repeaters give the MDT's a fix whilst on station, so the navigation works correctly. The current repeaters are now reaching end of life and need refreshing.</p>	£80,000

3. Financial Implications

- 3.1 Each project identified has been costed using current pricing guides, budgetary quotations and historical data held by the DDaT team, with inflationary increases accounted for. Risk contingencies have been added, and projects include design and consultancy fees where applicable. The costs are subject to official design and quotations and could alter, plus or minus, depending on tender returns.
- 3.2 Business cases for each of the schemes have been produced and evaluated by Star Chamber in January. The capital plan has been approved at Full Authority and the associated financing costs are included within the Medium Term Financial Plan.

4. Legal Implications

- 4.1 The Monitoring Officer has considered this report and is satisfied it is presented in compliance with the Authority's Constitution.
- 4.2 All projects identified will be procured in accordance with CPR rules and regulations and be delivered using existing contracts held with suppliers, via frameworks or open tender, the routes are to be explored for each individual scheme.

5. People and Diversity Implications

- 5.1 The projects will have a positive impact on staff by improving digital and data platforms and staff's interaction with IT Services

6. Equality Impact Assessment

- 6.1 Are the recommendations within this report subject to Equality Impact Assessment as outlined in the EIA guidance? Yes

[\(EIA Template and Guidance\)](#)

- 6.2 Date EIA Completed: To be completed and submitted for each following capital approval

- 6.3 Date EIA Approved: TBC

- 6.4 The EIA is available on request from the report author or from diversity.inclusion@westyorkshire.gov.uk

7. Health, Safety and Wellbeing Implications

- 7.1 The projects proposed will have a positive impact on Health, Safety and Wellbeing

8. Environmental Implications

- 8.1 All the projects will fully consider environmental issues. Consideration on all projects will be given to energy efficient technologies that benefit the environment and reduce the carbon footprint of the Service

9. Risk Management Implications

- 9.1 Initiatives in these business cases are essential for the mitigation of DDaT related risks; LICT1.S (Loss of critical ICT systems) and CYBS1.S (Cyber attack)

10. Duty to Collaborate Implications (Police and Crime Act 2017)

- 10.1 None

11. Your Fire and Rescue Service Priorities

- 11.1 This report links with the Community Risk Management Plan 2025-28 strategic priorities below:

- Provide a safe, effective and resilient response to local and national emergencies.

- Focus our activities on reducing risk and vulnerability.
- Enhance the health, safety, and well-being of our people.
- Prioritise a people first mindset through ethical and professional leadership and management
- Work with partners and communities to deliver our services.
- Use resources in an innovative, sustainable, and efficient manner to maximise value for money.
- Further develop a culture of excellence, equality, learning, and inclusion.

12. Conclusions

12.1 It is recommended that the proposals in the report be approved

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Agenda item: 08

Transport & Logistics Capital Plan 2026/27

Finance & Resources Committee

Date: 17 April 2026

Submitted by: Director of Service Delivery

Purpose: The purpose of this report is to seek approval for the completion of capital projects to be delivered by the Transport & Logistics department in financial year 2026/27.

Recommendations: That members approve the capital schemes detailed in section 2 of the report.

Summary: The report highlights a need to replace existing vehicles and equipment to ensure the operational readiness and health, safety and wellbeing of WYFRS staff.

The report seeks committee approval to progress capital schemes which directly contribute to the delivery of our Strategic Priorities and Community Risk Management Plan (CRMP) 2025-28.

Local Government (Access to information) Act 1972

Exemption Category: None

Contact Officer: Glynn Richardson, Head of Transport & Logistics
glynn.richardson@westyorkfire.gov.uk

Background papers open to inspection: None

Annexes: None

1. Introduction

- 1.1 On the 26th February 2026, the Fire Authority approved the allocation of capital investment to deliver projects for the financial year 2026/27.
- 1.2 It is requested that the Finance and Resources Committee approve the individual schemes detailed in section 2 with a combined capital cost of £1,382,250.

2. Information

- 2.1 The proposed capital schemes to be delivered by the Transport & Logistics department are as follows:

Reference	Scheme Description	Estimated Cost
TL 26_27-01	<p>Command Unit Replacement</p> <p>This scheme will commence the replace our Command Unit to be located at Pontefract fire station, based on age profile.</p> <p>This vehicle will ensure WYFRS continue to provide effective command and control at all incident types, providing a suitable platform which will be configurable to new and future technologies, with a range of technical design features to remove the cognitive load from key decision makers.</p> <p>The guiding principle for this build is the appropriate use of technology to support decision making without becoming intrusive, and ensuring system operation is simple and intuitive.</p> <p>The vehicle will have a useful life of 15 years.</p>	£666,250
TL 26_27-02	<p>Water Rescue Vehicles x 2</p> <p>The proposed vehicles for Leeds and Ossett fire stations will be converted to role based on a 5-tonne panel van. They will be designed in line with previous flood support vehicles based at Bingley and Rastrick, having enhanced rescue capabilities, crew changing and crew welfare arrangements.</p> <p>This model allows crews in contaminated PPE to enter the rear of the vehicle, disrobe and store PPE, before progressing to a second changing area to change into</p>	£ 205,000

	<p>workwear, before entering the third command compartment.</p> <p>This ensures staff can quickly change out of contaminated PPE wherever they are operating, whilst maintaining dignity and privacy.</p> <p>The vehicles will have a useful life of 15 years.</p>	
TL 26_27-03	<p>Logistic Support Vehicles x 2</p> <p>Existing Logistic Support Vehicles are based at Mirfield and Headquarters and are used for the rapid replenishment of tools, equipment and PPE to incidents.</p> <p>These vehicles have previously been sourced through a 5-year lease hire contract with Lex Autolease and are due for replacement.</p> <p>As part of a fleet strategy to ensure the fleet remains affordable, the Transport department has identified these vehicles as being suitable for a switch to capital funding.</p> <p>Lease hire works well for vehicles where a high turnover (replacement every 5 years) is desirable but has limited benefit or value for money where the annual mileage is low, and conversion costs are high.</p> <p>Capital funding of these vehicles provides a more cost-effective method, reducing whole life costs for each vehicle by £65,000.</p> <p>The vehicles have a planned useful life of 15 years.</p>	£170,000
TL 26_27-04	<p>Welfare Trailers</p> <p>Existing welfare facilities are provided to WYFRS staff at incidents using 2 x Welfare vehicles which incorporate an on-board kitchen area and 2 x toilets in the rear.</p> <p>These vehicles are at the end of their useful life (15 years) and are now outdated in their functionality and ability to meet new standards.</p> <p>A recent High Court ruling on gender has changed WYFRS approach to the welfare provision, in reacting to the application of the ruling to provide separate, marked</p>	£143,500

	<p>toilet facilities for male and female members of staff, these being separate and enclosed cubicles.</p> <p>The Transport department has been working with our DEI team to understand changes required to ensure compliance with the court ruling, which has meant a late change to the specification of the intended welfare vehicles already in build.</p> <p>Fortunately, the build specification could be changed at no cost but does require a separate procurement exercise to enable toilets which were to be mounted in the vehicle, to be mounted to a trailer.</p> <p>Whilst this was initially a reaction to the ruling and its application, there are additional benefits to toilets being separately mounted on a trailer. We have the capacity to include an additional changing area, enhancing staff dignity should they need to change at incident, and the separate vehicle / trailer combination allows for crew / vehicle changeover without the loss of toilet & welfare facilities.</p> <p>The trailers will have a useful life of 10 years.</p>	
TL 26_27-05	<p>Station Washing Machine Replacement</p> <p>WYFRS use station-based washing machines to clean multi-role PPE and jackets used at Road Traffic Collisions. Because of the nature of the role, some contamination is possible whilst attending to collision victims.</p> <p>WYFRS began a process of renewing washing machines to comply with requirements for the safe laundering of contaminated garments 4 years ago, and this scheme is intended to complete the final installation of 20 machines in the financial year 2026/27, regardless of existing (non-compliant) machine condition.</p> <p>Where laundering is required for garments contaminated following medical intervention / support, the washing machine falls under the Water Supply (Water Fittings) Regulations 1999, with these fluids commonly referred to as Category 5 (Cat 5).</p> <p>Cat 5 is defined by the Water Management Society as liquids that pose a serious health hazard. The category</p>	£50,000

	<p>includes liquids that contain pathogens, are radioactive, or are otherwise toxic.</p> <p>The washing machines specified are designed to prevent any backflow of contaminated water into the potable water system, and this requirement is enforced by Yorkshire Water as part of its on-site Water Inspection Programme.</p> <p>These machines have an expected useful life of 5 years.</p>	
TL 26_27-06	<p>Vehicle Mounted Tyre Inflation Systems</p> <p>WYFRS operate portable air compressors at each station to enable crews to inflate tyres as required following twice daily checks. These have a purchase cost of £500 each, and struggle to match the required tyre pressures of modern heavy goods vehicles in response to increased front axle loads.</p> <p>Despite being mounted on wheels, tyre compressors are frequently damaged as crews attempt to manoeuvre them around the appliance. They require frequent support including annual service and inspection as required by the Pressure Systems Safety Regulations 2000 (PSSR).</p> <p>A proposed vehicle mounted system makes use of pressure amplifying technology, which is readily available and allows the vehicle system pressure to be doubled from 7 bar (insufficient for inflating the vehicles' own tyres) up to 14 bar which exceeds the requirement.</p> <p>The system will be fitted by WYFRS Transport Workshops, connected to the appliance auxiliary air system to allow the appliance to inflate its own (and other vehicles) tyres, removing the need for station-based compressors and associated PSSR checks.</p> <p>This has the benefit of allowing crews to easily change tyre pressures and removes the cost of purchasing and maintaining tyre compressors and the associated risk of operating a pressure vessel.</p> <p>This solution does not impact vehicle warranty or vehicle safe operation.</p>	£45,000
TL 26_27-07	<p>Ladder replacements</p>	£41,000

	<p>Transport & Logistics have identified several ladders which have reached the end of their useful life of 15 years, and have identified a need to increase stocks of newer 12m and 10.5m ladders to ensure operational availability.</p> <p>All replacement ladders are sourced through the National Fire Chiefs Council (NFCC) procurement framework.</p> <p>The scheme also allows for additional in-year damages from operational firefighting which cannot be accurately forecast but have been estimated on previous usage.</p> <p>A summary of ladders required is:</p> <p>Folding roof ladder (10) £3,580</p> <p>Triple extension ladder (10) £6,800</p> <p>12m ladder (2) £9,400</p> <p>10.5m ladder (2) £8,800</p> <p>In year damages £12,500</p>	
TL 26_27-08	<p>Workshop Vehicle Lifts</p> <p>WYFRS operate an internal vehicle workshop, providing first line support for all operational vehicles. This provision includes all tools and equipment to enable planned maintenance and repairs to HGV's, cars and vans.</p> <p>Vehicle lifts are required for under vehicle inspection and the removal of large components including vehicle axles, engines and gearboxes. Existing lifts require a 3-phase, 415v industrial power supply.</p> <p>The workshop operates 4 sets of lifts, capable of lifting a vehicle weight of 30 tonnes, removing the need for staff to work from cramped and dangerous vehicle inspection pits.</p> <p>The need to replace older column lifts presents an opportunity for WYFRS to invest in modern technology which enhances business continuity arrangements. Modern battery lifts can be easily transported to alternative locations, enabling WYFRS to quickly set up</p>	30,750

	<p>vehicle repair facilities at any location with lighting, 240v power, and hard standing.</p> <p>This approach is consistent with our strategy of increasing our resilience to power outages, moving away from air driven tools which require an on-site electrically powered compressor, to battery powered tools, laptops instead of desktop computers, and portable brake testing facilities.</p> <p>This will be the first of a 3-year programme to update vehicle lifts to a common standard, providing a sustainable approach to modernising workshop equipment and enhancing the health, safety and wellbeing of our people.</p> <p>Vehicle lifts have an expected useful life of 15 years.</p>	
TL 26_27-09	<p>Spare Appliance Ladder Gantry</p> <p>A key objective of the Appliance Replacement Programme (ARP) was an improvement to manual handling - including the safe removal of the main firefighting ladder.</p> <p>A traditional ladder gantry requires firefighters to counterbalance the weight of the ladder which is a difficult manual handling task. This was replaced by an electronic version which greatly reduced manual handling risk but is more complex to manufacture.</p> <p>This is challenging for maintenance since spare gantries are not held in stock, they are fabricated on demand for WYFRS which impacts vehicle downtime.</p> <p>The build complexity of the new electronic gantry has a correspondingly long lead time. A traditional gantry has very few moving parts, making it readily available with minimal lead times (below 2 weeks). The lead time for the new gantry exceeds 14 weeks.</p> <p>Previous impacts to ladder gantries in 2025 have resulted in appliances off the run for extended periods. This is undesirable, impacting our ability to provide appliances for operational use.</p>	£30,750

	<p>To reduce downtime, Transport Workshops have identified a preferred solution to stock a complete gantry system which can be replaced in 2 days.</p> <p>The gantry will have an expected useful life of 15 years.</p>	
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2.2 Costs are subject to some variation in formal tender returns as part of the procurement process, which will be compliant with Financial Standing Orders and Contract Procurement Rules.

2.3 All schemes will be report to the Budget Management Monitoring Group (BMMG) and Major Project Strategic Finance Group (MPSFG) as applicable.

3. Financial Implications

3.1 The combined value of Transport & Logistics capital schemes for 2026/27 is £1,382,250.

3.2 All schemes are included in the capital plan for 2026/27. The capital financing charges associated with the schemes are included in the Medium Term Financial Plan.

4. Legal Implications

4.1 The Monitoring Officer has considered this report and is satisfied it is presented in compliance with the Authority’s Constitution.

5. Human Resource and Diversity Implications

5.1 No Human Resource or Diversity implications have been identified.

6. Equality Impact Assessment

6.1 Are the recommendations within this report subject to Equality Impact Assessment as outlined in the EIA guidance? **Yes: TL 26_27-02**

7. Health, Safety and Wellbeing Implications

7.1 Appropriate legislative and performance standards will be adopted to ensure the safe conversion of vehicles, including bespoke PPE storage solutions, private changing facilities, effective separation from contaminated equipment, and high conspicuity markings to vehicle exterior surfaces.

8. Environmental Implications

8.1 No environmental impacts have been identified.

9. Your Fire and Rescue Service Priorities

9.1 This report links with the Community Risk Management Plan 2025-28, directly contributing to the following strategic priorities:

- Enhance the health, safety and wellbeing of our people.
- Provide a safe, effective and resilient response to local and national emergencies.
- Use resources in an innovative, sustainable, and efficient manner to maximise value for money.

10. Conclusions

10.1 That members note the report and approve the capital schemes listed in section 2.

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Agenda item: 09

Vehicle Replacement Programme Close Down Report

Finance & Resources Committee

Date: 17 April 2026

Submitted by: Director of Service Support

Purpose: To highlight to members progress against the Vehicle Replacement Programme.

Recommendations: That members note the progress of the programme.

Summary: The report details the key milestones and costs associated with the programme, which was delivered to reduce firefighter exposure to contaminants, improve crew effectiveness, and improve the health and wellbeing of our staff.

All operational appliances have been replaced over a 2-year period and are all in use at stations across West Yorkshire.

Local Government (Access to information) Act 1972

Exemption Category: None

Contact Officer: Glynn Richardson, Head of Transport & Logistics
glynn.richardson@westyorksfire.gov.uk

Background papers open to inspection: None

Annexes: None

1. Introduction

- 1.1 In 2023 WYFRS began an ambitious project to replace 2 Aerial Ladder Platforms (ALP) based on their age profile, and all 46 front-line appliances in recognition of a report by The University of Central Lancaster (UCLAN) which highlighted the long-term health effects of prolonged exposure to contaminants released during combustion.
- 1.2 A provision was also made for 10 spare appliances for maintenance and resilience purposes, with a further 2 appliances for driver training, taking the programme total to 60 vehicles.
- 1.3 A significant process of stakeholder engagement led to a build specification which included the separation of crew from firefighting equipment, known locally as 'clean cab', and this is a standard which has gained support nationally.

2. Information

- 2.1 The contract to supply 2 ALP was awarded to Angloco, with a second contract to build 58 appliances awarded to Emergency One – both awarded through the National Fire Chiefs Council (NFCC) Emergency Response Vehicle (ERV) framework.
- 2.2 The build profile for this programme was delivered as follows:

Period	Vehicle Type	Qty
2023/24	Scania P320 Appliance	7
2023/24	Volvo FM 11 Aerial Platform	2
2024/25	Scania P320 Appliance	37
2025/26	Scania P320 Appliance	8
2025/26	MAN TGM 4x4 Appliance	6

- 2.3 The vehicle replacement programme represents a significant investment into the operational effectiveness, and health and wellbeing of our staff, and is expected to deliver long lasting benefits.
- 2.4 The process of refining the vehicles continues, with several modifications implemented to increase reliability and user convenience. These suggestions have been almost entirely user led, demonstrating the power of firefighter feedback and the collective drive to maximise the benefits these vehicles can deliver.

3. Financial Implications

3.1 The spend profile for the programme was completed after approvals from the Finance & Resources Committee as follows:

Period	Spend
2023/24	£ 4,119,591.17
2024/25	£ 12,412,238.84
2025/26	£ 4,810,301.32
Total Programme Cost	£ 21,342,131.33

3.2 Revenue income through the various disposal routes approved is as follows:

	2024/25	2025/26	Total
FRS Sales	£ -	£ 410,000.00	£ 410,000.00
Auction Sales	£ 133,000.00	£ 22,350.00	£ 155,350.00
Gross Income	£ 133,000.00	£ 432,360.00	£ 565,360.00
Auction Fees	£ 24,096.00	£ 6,145.00	£ 30,241.00
Lost Revenue	£ -	-£ 32,395.00	-£ 32,395.00
Net Income	£ 108,904.00	£ 393,820.00	£ 502,724.00

4. Appliance Disposals

4.1 Previous reports to ELT and the Fire Authority in February 2025 approved the disposal of appliances through sales to UK FRS, sales at auction, and donations to Ukraine and UK based charities.

4.2 In January 2024 ELT agreed a method of disposal for outgoing appliances to UK FRS. An online auction process allowed FRS to submit a sealed bid to secure their vehicle(s), with the remainder to be disposed of through an approved public auction (Merthyr Motor Auctions). Expressions of interest were received from North Yorkshire, Essex, Kent, Cornwall, Lincolnshire, and Cumbria. In February 2025, bids were submitted by North Yorkshire and Cumbria. The bid from Cumbria FRS for 10 appliances was accepted and the sale completed.

9.1 Insert any possible/recognised environmental implications identifying any of the following;

- Fuel efficiency savings
- Co2 reductions
- Power reduction
- Support climate change outcomes e.g. flood or wildfire provisions etc.

10. Risk Management Implications

10.1 None

11. Duty to Collaborate Implications (Police and Crime Act 2017)

11.1 None

12. Your Fire and Rescue Service Priorities

12.1 This report links with the Community Risk Management Plan 2025-28 strategic priorities below:

- Provide a safe, effective and resilient response to local and national emergencies.
- Focus our activities on reducing risk and vulnerability.
- Enhance the health, safety, and well-being of our people.
- Use resources in an innovative, sustainable, and efficient manner to maximise value for money.
- Further develop a culture of excellence, equality, learning, and inclusion.

13. Conclusions

13.1 The Vehicle Replacement Programme has been successful, delivering against all stakeholder requirements to provide a sound foundation for the delivery of our operational response for the foreseeable future.

13.2 Of the 60 vehicles replaced, 27 have been sold / donated by the end of financial year 2025/26, with 6 retained for training / contingency against the ESN project, and 27 awaiting disposal.

13.3 The direct sale of appliances to UK FRS was successful, returning above average revenue returns (compared with current auction prices).

13.4 Sales through auction have generated income in line with estimates, but volume has been less than expected with appliances taking much longer than expected to sell.

13.5 The new NFCC ERV framework provides a useful alternative to auction sales and is worth further exploration – with an evaluation to be made for the potential for faster disposal at the cost of reduced revenue.

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Agenda item: 10

Insurance Renewals 2026/27

Finance and Resources Committee

Date: 17 April 2026

Submitted by: Director of Finance and Procurement

Purpose: To report on the outcome of the insurance renewals process and provide details of the insurance premiums for 2026/27.

Recommendations: That members note the report

Summary: The Authority is a member of the Fire and Rescue Indemnity Company (FRIC) which provides the majority of insurance cover. There are some policies that are sourced externally from FRIC which have been subject to quotes or a tender process.

Local Government (Access to information) Act 1972

Exemption Category: None

Contact Officer: Alison Wood, Director of Finance and Procurement,
Alison.wood@westyorksfire.gov.uk
07500 075362

Background papers open to inspection: None

Annexes: None

1. Introduction

- 1.1 The process for the renewal of insurance premiums has now been completed and the purpose of this report is to provide details of the outcome.

In September 2022, the Fire Authority approved the transfer of insurance arrangements to the Fire and Rescue Indemnity Company (FRIC) from the 1st of April 2023. Some insurance sits outside of FRIC and have been subject to either competitive quotes or annual renewal under long-term agreements.

- 1.2 The Fire and Rescue Indemnity Company (FRIC) is an entity formed by other fire and rescue authorities, to function as a pool for insurance purposes. Under the pooling arrangements all the participating fire and rescue authorities share financially with each other, on a proportionate basis, the cost of establishing a pool fund from which any loss incurred by an individual member of the insurance pool would be met. It is owned and controlled by the member Fire and Rescue Authorities, currently Avon, Bedfordshire, Buckinghamshire, Cambridgeshire, Cheshire, Devon and Somerset, East Sussex, Essex, Hampshire & Isle of Wight, Kent, Leicestershire, Royal Berkshire, and Staffordshire

Losses above the pool's threshold are covered by insurance cover purchased by FRIC.

- 1.3 The Company was set up to provide an alternative to traditional insurance and give member fire and rescue authorities greater control over the cover provided and the management and settlement of claims.

Cover is provided via a mutual arrangement; the structure of this arrangement means contributions are paid in to a 'pot' based on the individual risks and historic claims profile. The pool is not profit making so the cost of each fire authorities contributions should be lower than the premium payable to external insurers, who will include a profit element in their premiums.

- 1.4 The Authority not only benefits from reduced premiums by being a member of FRIC but it also benefits from:

- a) Collaboration, by working collaboratively with each other through the mutual model, FRIC's Members have gathered together a unique dataset which is used to understand and price their risks efficiently. Commercial insurers guard such data carefully, giving them the advantage in pricing risks. FRIC uses this data to give its members collectively a well-informed negotiating position with insurers when placing the insurance element of the cover provided to them. Without this collaborative approach, each Member negotiating individually with insurers would have a weaker negotiating position and should expect to achieve a worse outcome than that which is achieved by collective negotiation.
- b) Insurance Premium Tax at 12% is payable on all insurance premiums, but FRIC's structure means that this is not payable on the contributions to FRIC, which is a cash saving.

- c) Performance related incentives are used to reward Members for good risk management leading to lower claims numbers, prompt reporting of claims, and lower claims costs.
- d) FRIC is a not-for-profit organisation. Any surplus that it makes is reinvested into the Mutual for the benefit of its members and/or returned to its members in accordance with its policy on distributing reserves. This contrasts with the alternative commercial market insurers who will price their products with the aim of making a profit and who will use profits to bolster their reserves and/or pay dividends to shareholders.

1.5 Although we purchase the majority of our insurance cover through FRIC we still use the services of a broker for other insurance advice and procurement.

2. Information

2.1 The table below shows there has been a small reduction in the overall cost of insurance in 2026/27 of £0.035m from that paid in 2025/26.

2.2 In respect of FRIC insurance renewals, there is an overall reduction of £0.058m from the renewal in 2025/26. The largest reduction is on vehicle insurance of £0.047m which is due to a reduction in the number of fire appliances resulting from the sale of the old appliances during 2025/26 and a discount received from FRIC for having CCTV on vehicles.

Class of Insurance	Insurer	2025/26 Renewal Premium	2026/27 Renewal Premium
Property Damage	FRIC	£91,951	£92,371
Combined Liability	FRIC	£329,906	£318,077
Motor Fleet	FRIC	£341,052	£294,249
Excess EL	FRIC	£30,834	£30,834
Engineering Inspection	Zurich Municipal	£101,428	£113,114
Engineering Insurance	Zurich Municipal	£282	£295
Fidelity Guarantee	Zurich Municipal	£11,217	£11,677
Cyber	Coalition	£0	£7,151
Personal Accident and Travel	Aon Uk Limited	£19,889	£19,914
Aviation (Drone)	Coverdrone	£1,192	£1,569
Medical Malpractice	Hiscox	£0	£1,500
		£927,751	£890,750
Insurance Premium Tax		£3,876	£5,017
TOTAL Premium		£931,627	£895,768
Broking Fee		£500	£500
Total Cost		£932,127	£896,268

- 2.3 Annual insurance cover with FRIC runs from the 1st of November to the 31st of October which is planned to align with the budget setting cycle. All other insurance cover is from the 1st of April to the 31st of March.
- 2.4 The renewal process with FRIC commences in August which involves the procurement team providing employee numbers, wage roll costs, fleet details, and property information to FRIC so that they can calculate the insurance renewal for the forthcoming year.
- 2.5 FRIC sourced Cyber insurance for its members in September 2025, the first £1m of cover is included within the FRIC annual premium. Following a risk assessment by Coalition who is the insurance provider, the authority has doubled its insurance cover to £2m. Although the risk assessment did not highlight any significant areas of weakness, due to the size of the organisation, Coalition and FRIC both recommended that we take out a higher level of cover. This is an additional £7,151 per annum.
- 2.6 If the Authority had continued to procure insurance under the previous arrangements, (i.e.) direct from the market, the annual premiums would be an estimated £1.847m, which equates to an estimated saving of £0.567m in 2026/27.

Policies currently under long-term agreements

- 2.7 There is some insurance cover that sits outside FRIC which the Authority has to procure themselves, these are for, engineering inspection, fidelity guarantee, personal accident and travel and drone.
- 2.8 The following section explains the position with the policies that are currently under long-term agreements. In most cases there will be some change in the premiums to reflect changes in the value of our assets along with the indexed increase to reflect price increases.

2.9 Engineering and Inspection

Engineering and inspection insurance is a specialist area of insurance which was subject to competition for renewal in 2025/26. The existing provider, ZM, was successful in the tender process and we subsequently entered into a three year contract with them. The increase in premiums is attributable to an increase in equipment that the authority holds.

2.10 Personal Accident and Travel

The premium for 2026/27 has slightly increased from 2025/26 which is due to inflation.

2.11 Fidelity Guarantee

This cover has been renewed with Zurich Municipal as part of a long-term agreement, there has been a small increase in price from 2025/26 which is due to inflation.

2.12 Aviation

Aviation insurance are for the Authority's drones which are primarily used at incidents to inform crews of current conditions. This year's premium has increased due to the purchase of an additional three drones in 2025/26.

2.13 Medical Malpractice

This is a new insurance premium from 2025/26 and is required to ensure that our Occupational Health nurses are protected for giving medical advice to our employees in the course of their work. Following a review of existing insurance cover with FRIC it was deemed that the nurses were not fully protected against any "criminal, regulatory, disciplinary or other professional misconduct proceedings, claims or investigation brought by any government, administrative or regulatory body."

2.13 Insurance Premium Tax

With effect from 1st June 2017 Insurance premium tax was increased from 10% to 12% and unlike VAT this cannot be recovered. Insurance Premium Tax is applied to the premiums except for the engineering inspection fee which is exempt. Engineering and Inspection Insurance is exempt from insurance premium tax.

As detailed in 1.4 the FRIC hybrid mutual model means Insurance Premium Tax (IPT) is only due on the Protection Program premiums that are paid to external insurers by FRIC on its and its members behalf.

3. Financial Implications

- 3.1 For insurance renewals for 2026/27 there has been a reduction in premium of £0.035m. The Authority continues to benefit from being a member of FRIC with estimated savings of £1.847m since the authority joined in 2023. This saving was included in the 2026/27 revenue budget.

4. Legal Implications

- 4.1 The Monitoring Officer has considered this report and is satisfied it is presented in compliance with the Authority's Constitution.

5. People and Diversity Implications

- 5.1 There are no people and diversity implications.

6. Equality Impact Assessment

- 6.1 Are the recommendations within this report subject to Equality Impact Assessment as outlined in the EIA guidance? No

7. Health, Safety and Wellbeing Implications

- 7.1 There are no health, safety, and wellbeing implications.

8. Environmental Implications

8.1 There are no environmental implications.

9. Risk Management Implications

9.1 Risks that are included in the corporate risk register that are not covered by insurance are included in the General Fund balance of £5.7m

10. Duty to Collaborate Implications (Police and Crime Act 2017)

10.1 FRIC is a collaborative arrangement between fourteen fire and rescue services which purchases insurance for all services through a central pool. This strengthens not only learning and the sharing of risk data but delivers value for money, with a cumulative saving of £1.843m since the authority joined in 2023.

11. Your Fire and Rescue Service Priorities

11.1 This report links with the Community Risk Management Plan 2025-28 strategic priorities below:

- Use resources in an innovative, sustainable, and efficient manner to maximise value for money.

12. Conclusions

12.1 The Authority has completed the insurance renewal process for 2026/27. The majority of insurance is provided by FRIC which continues to deliver ongoing annual savings of an estimated £0.567m in 2026/27 compared against the traditional insurance arrangements prior to joining FRIC in 2023.

12.2 For insurance cover that sits outside of the arrangements with FRIC, these have seen small increases which is primarily due to inflation and required increase in existing cover.