

## **Minutes of the Executive Committee**

**2<sup>nd</sup> March 2009, at 1.00 pm**  
**at Fire Service Headquarters, Vauxhall Road, Birmingham**

**Present:** Councillor Howard (Chairman);  
Councillor Ward (Vice-Chairman);  
Councillors Clinton (Substitute Member), S Davis,  
Eustace, Hinton, Ryder and Stevenson.

**Apology:** Councillor Idrees.

**Observers:** Councillors Chambers, G Davies, Douglas-Maul,  
Gazey, Jones, Mulhall, O'Neill, Robinson, Singh,  
Skinner, Spence, Tagger and Turner;  
Mr Topliss.

8/09 **Minutes**

**Resolved** that the minutes of the meetings held on 13<sup>th</sup> October, 10<sup>th</sup> November, 1<sup>st</sup> and 15<sup>th</sup> December, 2008 and 26<sup>th</sup> January, 2009 be confirmed as a correct record.

9/09 **Consultation by Department of Communities and Local Government Department (DCLG) – Code of Recommended Practice on Local Authority Publicity**

The Committee was reminded that this item was deferred at the West Midlands Fire and Rescue Authority meeting held on 9<sup>th</sup> February, 2009, to give Members more time to consider their input on the consultation questions (Minute No. 13/09).

A proposed response to the consultation questions was submitted for consideration.

**Resolved** that the response to the questions posed in the draft consultation document, as now submitted by officers, be agreed for submission to DCLG.

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10/09    **Exclusion of the Public and Press**

**Resolved** that the public and press be excluded from the rest of the meeting to avoid the possible disclosure of exempt information under Part I of Schedule 12A to the Local Government Act, 1972 as amended by the Local Government (Access to Information) (Variation) Order 2006 relating to the financial or business affairs of any particular person (including any individual and the authority holding that information).

11/09    **Cycle to Work Scheme**

The Committee was informed that Cycle to Work was a Government backed initiative designed to promote healthier journeys to work and reduce environmental pollution.

The Government, as part of their Green Transport Plan, had introduced an annual tax exemption which allowed employers to loan cycles and cyclists' safety equipment to employees as a tax free benefit, providing the employee mainly (more than 50% of the time) used the cycle and cyclists' safety equipment for qualifying journeys. A qualifying journey was a journey, or part of a journey, between home and workplace or between one workplace and another in connection with the performance of their duties of employment.

The scheme fitted in with the Brigade's Environmental Strategy in that it would help reduce the Authority's carbon footprint, promoted good health and wellbeing, reduced traffic congestion and parking needs and also endorsed the Authority as an 'Employer of Choice'.

Employees who wished to take advantage of the scheme would enter into an agreement for eighteen months to give up part of their gross salary in return for the use/hire of a cycle, with the choice of safety equipment up to the value of £1,000. By giving up part of their salary, employees would pay less income tax and national insurance contribution. 400 expressions of interest had been received.

Following a competitive tendering exercise, approval was now sought to award the Cycle to Work Scheme contract to Wheelies Direct Cycle Solutions Ltd (Cycle Solutions).

**Resolved** that Wheelies Direct Cycle Solutions Ltd (Cycle Solutions) be awarded the contract for a Cycle to Work Scheme, subject to the statutory ten day standstill period.

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### **12/09 Variation of Chassis Cab Supplier for Pump Rescue Ladder Contract 2008 – 2010**

The Committee was informed that in June 2008, John Dennis Coachbuilders Limited (JDC) was awarded a two year contract for the replacement of twelve pump rescue ladders (PRLs) as part of the agreed Vehicle Replacement Plan (VRP). The twelve PRLs were intended to be constructed using the Dennis Sabre XL crew chassis cab as previously used by the Brigade.

During October 2008, a letter had been received from Dennis Fire (the manufacturer of the Dennis Sabre XL crew chassis cab) indicating that due to the current economic climate the company would be withdrawing from the Fire Engineering market. The Firebuy National Framework had a Change Control procedure to deal with supply failure which had been instigated to identify an alternative supplier.

Officers had evaluated the available chassis cabs that best aligned with both the original operational and technical specification. Out of three possible chassis cabs, the Volvo FLL 15 crew chassis cab was identified as the most suitable replacement. It would meet the operational and technical needs of the Fire Service and also provided a cost saving of £143,000 when compared against the original Dennis Sabre XL contract, which had previously been evaluated as the most appropriate vehicle but no longer available.

**Resolved** that the change of the chassis cab supplier from Dennis Fire to Volvo Group UK Limited for the supply of twelve Volvo FLL 15 crew cab series and chassis, be approved.

(Meeting ended at 1.12 pm)

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