



North Yorkshire  
Police, Fire & Crime  
Commissioner



# **Joint Strategic Asset Management Plan**

## **Fleet**

### **2023 – 2027**

Version 1

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Approval Collaboration Steering Board and Exec Board

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## Introduction

The Joint Strategic Asset Management Plan – Fleet (JSAMP – F) describes how Fleet Services will support and underpin the priorities of the Police Fire and Crime Commissioner through alignment with the Fire and Rescue Plan, the Risk and Resource Model and the Police and Crime Plan.

This strategy has been developed by Fleet Services within the joint working arrangements between North Yorkshire Police and North Yorkshire Fire and Rescue Service under the governance of the Police Fire and Crime Commissioner – herein referred to as **The Partners**.

## Executive Summary

Fleet services held the first full fleet review in over five years which identified organisational changes as well as vehicle suitability.

Key findings were

- New departments had been formed requiring vehicles with no formal allocation resulting in vehicles being taken from other areas.
- Growth in department requiring additional vehicles with no provision to the detriment of the department's service delivery.
- Lack of timely vehicle replacements where in some cases the cost of keeping the vehicle available was close to the purchase cost of a new vehicle.
- A backlog of 140 overdue vehicle replacements

## Purpose of the Strategy

The strategy aims to return the fleet operations to a predictable and affordable service. It is aligned to the national Association of Police Fleet Managers, the National Fire Chief's Council guidelines, the Fire and Rescue Plan and the Police and Crime plan.

The strategy will work in sympathy and does not replace other police and fire strategies such as sustainability, estates strategies and the enableNY collaboration agreement. Substantive changes in these could result in a need to change the fleet strategy.

The pathway to ultra-low emission vehicles, ULEV, in line with government requirements, i.e. between 50 and 70% of new vehicles being low emissions by 2030 and all vehicles by 2035, impacts the strategy in terms of vehicle selection and charging infrastructure. Whilst firm plans are not yet in place the strategy outlines the approach focussing on non-critical vehicles first and will align with York and North Yorkshire's Routemap to Carbon Negative.



## Strategic Aims

The fleet strategy assumes the introduction of telematics in the financial year 2023-2024 in order to gain required data for efficient fleet management aiming to address the above points and delivers

- Understanding of the governance of the fleet service by all stakeholders
- Affordable and prioritised capital replacement plan with replacement based on the criteria below
  - Mileage exceeds over 100,000 or 150,000 miles (depending on vehicle class)
  - Age – depending on vehicle class
  - Maintenance costs exceeds the value of the vehicle
  - Risk of deferring replacement of the vehicle
  - Alignment with the delivery plans of the partners
- Regular fleet reviews to ensure vehicles are fit for purpose, safe, take officers' wellbeing into consideration and enable service delivery to the public
- An approach based on collaboration with other government agencies towards electrification of the fleet

## Operational Aims



Improved vehicle availability



Higher vehicle utilisation and more efficient use of the fleet based using telematics data



More efficient use of spare parts through proactive service scheduling



Produce metrics to measure efficiency and effectiveness of fleet operations



Utilisation of above data to identify operating cost reduction improvements



An updated service catalogue containing service targets and KPIs



Annual Fleet Review to enable continued production of a medium term financial plan

Note: The current fleet for the Partners at the time of writing is to be taken as a baseline pending information from the Fire and Rescue Service's Risk and Resource Model and capital plan budget approval.



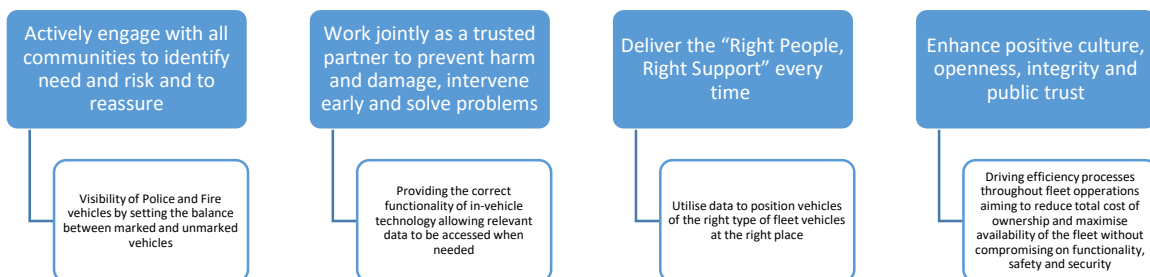
## High Level Implementation

The strategy implementation will aim to fulfil the high level goals below.



## Alignment with the Fire and Rescue and Police and Crime Plans

The CARE principles in the Fire and Rescue Plan and the Police and Crime plan sets the priorities for Fire and Rescue and Police activities. The fleet strategy supports the priorities as shown below.



Work implementing the strategy will be driven by the Police's Force Management Statement and Fire's Risk and Resource Model.

## Implementation Governance

The plans derived from the fleet strategy will be governed by the Assets Board which will receive progress reports and monitor these against an implementation baseline escalating to COT and Executive Board as required. The progress reports will also be circulated to the Vehicle User Group and Senior Leadership team meetings.



## The Current Fleet

At the time of writing the vehicle fleets of the partners are comprised as below. This picture will change as the Fire risk and resource model implementation project develops and a revision will be made accordingly

North Yorkshire Police operate a diverse fleet of vehicles based throughout North Yorkshire. This fleet has an average age of 3 years costing over £17,500,000 to purchase including all modifications and customisations to make them suitable for police use.

Similarly the Fire and Rescue Service have 194 vehicles with an average age of 7 years and 9 months with gross value of £24,841,000 including all modifications and customisations to make them suitable for the fire and rescue service.

The fleet strategy aims to ensure that the fleet is used and maintained efficiently, that best value for money is considered throughout the lifecycle of the vehicles and that they are fit for purpose, compliant with regulations, meet the partners' needs and obligations and are safe.

### North Yorkshire Police Fleet

Cars	High Performance	Standard	Average Age (Months)
Unmarked Cars	20	160	88
Marked Cars	8	31	25

Vans	Large	Medium\Small	Average Age (Months)
Unmarked Vans	8	142	65
Marked Vans	3	33	17

Other	Marked	Unmarked	Average Age (Months)
Motorcycles	14	11	12
4X4 Vehicles	43	13	30
MPV	12	4	7
Plant and Equipment		11	N/A

<b>Total excluding stock items awaiting commissioning</b>	481	
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## North Yorkshire Fire and Rescue Service Fleet

Type	Quantity	Average Age (Months)
APPLIANCE	41	114
RESPONSE	37	111
GENERAL PURPOSE	76	61
SPECIALIST VEHICLES	13	166
ALPS	3	153
TRV	6	74
PLANT	18	88
Total	194	



## Governance

Capital spend for fleet can only be approved by the Office of the Police Fire and Crime Commissioner, OPFCC. All capital spend decisions are made at this level however there are a number of groups and boards that funnel requests to the OPFCC.

### Fleet Strategy Group

The fleet strategy group has the following purpose

- Provides operational and business feedback at a strategic level to assist with fleet planning and management
- Influence and help to shape the fleet provision to meet operational and business needs
- Advises on how fleet related risks affect operational and business activity and assists with prioritisation at a strategic level to help mitigate in this area
- Review and prioritise new opportunities and proposals with a fleet aspect working alongside existing governance processes.
- Identify and consider innovation in the fleet sector
- Act as a multi-disciplinary discussion group to assist in the development of fleet plans and strategy
- Support the Fleet Services Team by acting as a discussion group for on-going developments and changes in the fleet sector which impact on the stakeholders/partners
- Consider all opportunities for joint arrangements where appropriate
- Agree items for escalation to other areas of governance if needed

For any decisions required a Fleet recommendation will be made to the strategy group and documented in the meeting minutes. The operational teams remain the decision makers and where these need to be escalated to change board and exec board etc the head of Fleet and Logistics will represent the paper.

## Procurement Approach

All fleet procurement will be compliant with public sector regulations and the financial policies of the police force and fire service. Where possible and to ensure best value, procurements will be made through national, regional or collaborative frameworks. Where no framework exists tendering exercises will be performed to ensure best value is obtained.

A five year capital plan is used to schedule procurement and orders are tracked based lead times for either vehicle supply and fit out or a turnkey delivery. Due to lead times it is common for a vehicle to be ordered in one financial year and delivered in the next. The capital plan and lead time estimates allow this information to be provided to procurement and finance in advance.

A decision was made on lease versus purchase in favour of purchasing vehicles for police and fire. The decision was made based on the least cost to the Partners during meetings in October 2022

The calculation was based on

- Total cost to purchase = purchase cost + maintenance cost – resale value
- Total cost to lease = lease cost + consumables not covered in lease

In all normal, i.e. no special offer, situations the leasing costs are higher than the purchasing option.





## Vehicle Selection

Vehicle selection will be decided based on the points below

- Alignment with the commitments made to the public and the Police, Fire and Crime Commissioner as detailed in the Police and Crime Plan and the Fire and Rescue Plan
- Alignment with the partners policies and objectives including environment and sustainability
- Ability for vehicle to fulfil the tasks it will be utilised for i.e. fitness for purpose
- Total cost of ownership based on purchase cost, predicted servicing and maintenance costs, spares costs, and residual value
- Feedback from stakeholders
- Maintenance and reliability data both from within the Partner's organisation and from external sources such as other police forces and fire and rescue services
- Changes in operational processes, practises and environments
- Ease of access taking into consideration uniforms and equipment to be worn or carried by the police and fire officers as well as structured equipment storage within the vehicle
- Officer and Offender wellbeing and safety for police vehicles
- Pathway to ULEV models

To capture many of the above points a fleet review is also held annually with stakeholders from the Partners. Implications of changes to operational practises, new requirements, legislation changes vehicle station movements are captured and discussed. This information is used to identify any changes to future vehicle type selection and reallocation of vehicles throughout the estate to get the best functional fit.

## Fleet and the enableNY Collaboration

Where acceptable to both Police and Fire basic unmarked vehicles, eg pool cars etc. may be shared between the partners. The extent of this sharing will be identified by utilising telematics data identifying areas where efficiency improvement could be made.

## Introduction of Telematics

North Yorkshire Police are being asked via a costed service plan to provide funding to implement a telematics solution. The use of the solution is also being proposed to North Yorkshire Fire and Rescue Service so that the entire fleet can be managed from a single telematics platform. This simplifies use and reporting as only one system is used for both fleets and comparisons between fleets can be made. This also provides information on which unmarked vehicles could be shared between the partners should that be appropriate.

A telematics solution is an in-vehicle fleet management device that is widely used by organisations aiming to obtain best value from their fleet. Telematics will primarily be used as a fleet management tool to assist Fleet Services to ensure the right vehicle is being used in the right location at the right time to achieve the best possible, economic, efficient and effective fleet.

Telematics combines a GPS system with the on-board diagnostics to extract real time and rich data on the vehicle location and performance while delivering a safer and more economical operation of the fleet. Continued investment in telematics will bring benefits in terms of safety, functionality and accountability.



## Fleet Planning

A telematics solution will assist in ensuring the right vehicle is at the right place at the right time. The fleet management team along with stakeholders from the partners will work with this data to effectively locate vehicles at the appropriate stations.

Role based vehicle assignment will be introduced to identify the vehicle type associated with a vehicle entitled role. This information will be used to identify additional vehicle requirements associated with posts so that the total costs can be included in the required business case to create the additional or changed role in the organisation.

The annual fleet reviews will take in to account the telematics information, the vehicles targeted for replacement, future staff changes and developments in the Fire and Rescue Plan, the Risk and Resource Model and the Police and Crime Plan. To update the medium term financial plans in time for the annual budget setting cycle.

Any changes requiring implementation out side of the budget cycle must be addressed via business cases.

## Demand Management

Workload in the fleet team comes from three main sources

- New vehicle onboarding
- Servicing
- Unplanned damage and repairs

### New Vehicle Onboarding

A structured approach to ordering new vehicles has been introduced where lead times for stages in the onboarding are planned. This allows internal staff and external parties to be given an expectation of when tasks take place allowing resources to be allocated and work to be planned into schedules.

### Servicing

Through the introduction of telematics it will be possible to proactively call vehicles in for servicing providing sufficient notice for the operational staff to make alternative arrangements.

Vehicles developing faults or indicating a service is due can result in the vehicles being brought to the Transport and Logistics Hub without prior notice. Aside from disrupting schedules this has the impact of using up spare parts and service kits destined for other vehicles affecting the ability to keep the schedule on track.

Once telematics data allows a proactive approach to maintenance and servicing it will be the intention through governance channels to not allow drop in servicing requests. A reporting system will be introduced to allow vehicles with faults to be booked in for scheduled rectification.

### Crash Damage

Although most crash damage requires third party repair the vehicles require recovery and assessment which takes fleet staff away from their planned tasks. Improvements in driver standards may help to reduce the number of collisions, however, in an emergency services environment occurrence of these incidents is unavoidable.



## Maintenance Approach

The partners vehicles are mostly serviced at the Transport and Logistics hub in Thirsk by a team of trained mechanics and technicians. This allows the quality and standard of work performed to be controlled especially when dealing with specialist equipment such as ANPR, CCTV and Airwave Radios. The initial fit out of vehicles is sub-contracted to specialist providers to the partners standards and requirements. Some work is outsourced to specialist suppliers when required, body work repairs, for example.

Vehicle maintenance covers three main areas

- Scheduled maintenance
- Unscheduled work, e.g. vehicle break downs or vehicles arriving without an appointment
- Crash damage

The aim of fleet management is to maximise efficiency of scheduled maintenance in terms of holding the right stock levels of servicing kits and spare parts and to reduce the number of unscheduled vehicles coming in for servicing. The introduction of telematics systems will allow a data driven servicing schedule to be implemented providing advanced notice for vehicles servicing facilitating tactical ordering of service kits, tyres and planned utilisation of the service bays.

As a minimum requirement equipment will be maintained in accordance with manufacturer's guidance and where additional works are deemed necessary, they will be undertaken to enhance reliability for operational use.

Access to manufacturers information relating to defects allows analysis of issues to prioritise safety issues and plan the remediation using a risk based approach.

Once sufficient telematics data has been gathered, this coupled with data from the fleet management system will allow analytics to be performed to identify the optimum service interval for vehicle types and which spare parts to hold in stock which will help improve the availability of the fleet.

To ensure value for money some servicing activities performed on standard or basic unmarked vehicles will be benchmarked against other emergency service maintenance teams and external third parties. This information will be used to categorise activities as being in house only or suitable for third party completion. Where a task deemed suitable for third party completion is schedule and the internal function cannot compete with an external party or a capacity constraint exists, that work can be executed by a third party freeing up in house technicians to perform the more specialist work. When procuring new vehicles investigations on the validity of procuring service packs and extended warranty packages will be undertaken to see if this is a more cost effective approach for the vehicles concerned.

### Potential Scarborough Site

Investigations into the efficiencies and effectiveness of having a garage facility at Scarborough will be investigated. This will compare the cost of operations of another garage facility with improved availability of vehicles and officers. Currently vehicles have to be brought to Thirsk from the coastal areas losing an additional three hours due to travel time over and above the time taken to service vehicles. An alternative would be to have a small number of contingency vehicles and a drop off and collect service where a fleet team member would deliver the contingency vehicle, collect the vehicle needing service and then return it when complete. This may be more cost effective requiring one or two additional WTE and some vehicles but has less capacity than a garage facility.



## Vehicle Replacement

Vehicle replacements are made in line with the National Association of Police Fleet Management guidelines for Police vehicles and the National Fire Chief's Council for Fire and Rescue Service vehicles.

These guidelines are operationalised by a combination of

- The vehicles condition
- The vehicles mileage
- The vehicles age
- The vehicles function
- Operational needs
- Adverse increase in servicing or maintenance costs

Where the fleet is in state where a large number of similar vehicle types require replacement at the same time a tactical approach is required to avoid potential issues in future years should there be a supply issue of a specific model type. To alleviate this, vehicles of the same type at the same location will be prioritised in terms of use. The aim of this in the long term is to achieve a situation where some vehicles will be replaced early due to mileage and some in line with age resulting in an eventual spread of replacement vehicles over multiple financial years. Whilst this may slightly deviate from the above guidelines it is felt extending a vehicle's lifetime by one year whilst still below the replacement mileage limit and in good condition is less of a risk than running a vehicle with excess mileage in terms of safety.

A capital plan is produced covering 5 years and is based on the replacement criteria above. This plan is reviewed annually and presented to the partners during the budget setting process for approval after any required amendments have been made.

## Vehicle Disposal

All decommissioning and disposal of Fleet Assets will be performed in line with the partners' financial policies and carried out in the most advantageous method in terms of return on residual value of the assets.

The disposal policy is cognisant of the threat of "Trojan use" of assets for terrorist or illegal purposes and will therefore follow a secure sale methodology, by selecting appropriate disposal routes which have been vetted within the industry and through our procurement colleagues. Where possible subsequent transfer of the assets to third party users will be monitored.

The decommissioning of the assets will be appropriate to the disposal channel and the vehicle type. In all cases livery will be removed and where fitted all emergency services equipment will be removed e.g. Blue lights, radios, camera etc.



## Emergency Fuel Provision

The partners have a memorandum of understanding regarding emergency fuel provision, currently this is for stocks of diesel fuels managed by the Fire and Rescue Service on behalf of the Partners. It is likely that vehicles that continue to use fossil fuels will increasingly use petrol as a fuel source. This will require a future assessment on the cost effectiveness of having emergency reserves of petrol.

## Pool Cars

The service provision for pool cars is set out in the fleet service catalogue

To improve the availability of pool cars which has been an ongoing issue the pool cars are to be managed at a local level with an owner for a number of cars at strategic locations or at a department level. This improves availability of vehicles, i.e. prevents people from taking a pool car all day when it is only needed in the afternoon for example. The ownership also gives fleet a point of contact to call the vehicle in for servicing when required and someone to check on the condition of the vehicle, arranging cleaning or repairs as required.

## Hire Cars

The service provision for hire cars is set out in the fleet service catalogue. Contracts are reviewed prior to the renewal date to check for best value and compliance with the requirements of the partners in terms of availability of models, lead times and cost effectiveness. The improvements in pool car management above aim to reduce the need for hire cars and urgent requests.



## The Future Fleet

Input from the partners, manufacturers, fleet management systems and telematics data will allow data to be analysed to help shape the future fleet.

Vehicle telematics data will identify over utilised and underutilised vehicles. These can be discussed with the partners allowing action to be taken to understand the reasons or take action to optimise the utilisation. The data will also allow informed decisions to be made as to what elements of the fleet would be suitable to pilot a move to an electric vehicle

In line with government targets the partners are looking at the transition from petrol/diesel to ULEV. Telematics data will allow informed decisions to be made as to what elements of the fleet would be suitable to pilot a move to an electric or hybrid vehicle. These vehicles are likely to be unmarked vehicles and vehicles classified as basic where a transition to self-charging hybrids will be considered at the next vehicle replacement cycle, 2024-2025. The transition to plug-in hybrid or fully electric vehicles requires a data gathering exercise based on vehicle movements to ascertain where to place and how many charging points are required. This will be cost prohibitive for the force to fund on its own due to the geography covered, hence collaboration with other government bodies including emergency services and the councils needs to take place to provide the required charging network throughout North Yorkshire.

Investigation into the viability of migrating marked and advanced vehicles will follow from the self-charging hybrid introduction from 2025 onwards.

At the time of writing some vehicle types are only available in a prototype or pilot stage and a watching brief will be put in place to determine when and how larger vehicles e.g. Fire Appliances, can migrate to cleaner energy supplies.

The introduction of electric vehicles will also require changes in the workshop environment to ensure workspaces meet regulations for servicing electric vehicles and that technicians are trained and have the correct clothing and tools to safely perform their duties.



## Measuring Success

In addition to procuring and servicing the fleet to maximise value for money another aspect is the effective and efficient use of the fleet.

An aim of the strategy is to introduce a telematics system to provide information on vehicle movements, fuel efficiency, availability etc. This information will be used to help shape the future fleet in terms of vehicle availability, models, locations and numbers.

The telematics and fleet management systems will allow agreed key performance indicators to be measured and reported.

These will be defined in the Fleet service catalogue but will include measures as below. Further measures will be introduced as the maturity of the service and understanding of the telematics data improves.

By trending some of the metrics it will be possible to demonstrate how the service is operating over time allowing focussed improvement initiatives to be commissioned.

### Effectiveness

- Driver satisfaction
  - Measured by periodic surveys
- Fleet services team satisfaction
  - Measured as part of corporate staff surveys
- Reduction in co2 emissions
  - Measured in line with the partners' sustainability policies
- No of vehicles per technician
- Backlog of work in hours
- No of defects per vehicle

### Efficiency

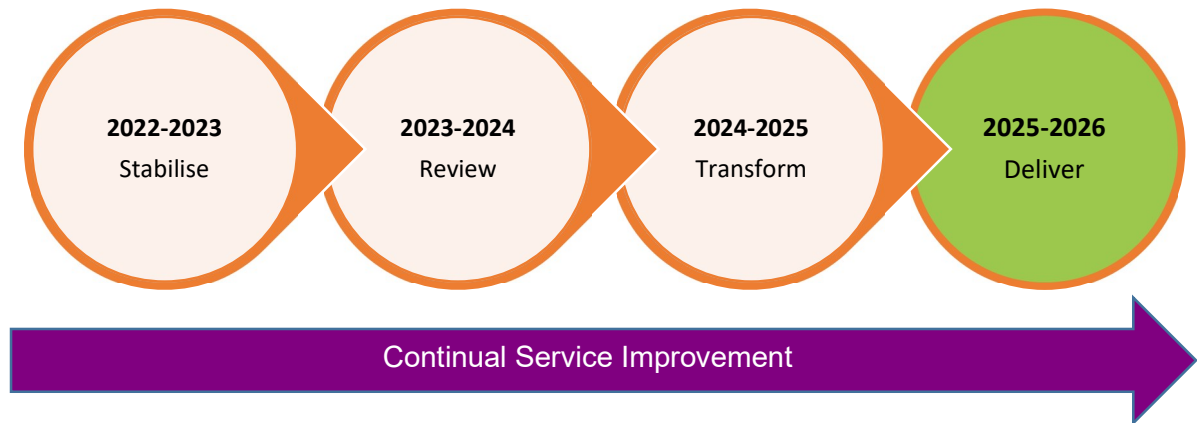
- Vehicle utilisation
  - From telematics data
- Vehicle downtime
  - From workshop system (Tranman)
- Whole life cost of a vehicle -
  - From finance reports and workshop system (Tranman)
- Maintenance costs
  - From workshop system (Tranman)
  - Based on vehicle and service type
  - total maintenance costs compared to replacement asset value



## Implementation

The current fleet for the partners is to be taken as a baseline pending information from the Fire and Rescue Service's Risk and Resource Model and capital plan budget approval.

The implementation will aim to fulfil the high level goals below.







## Roadmap

The diagram below shows the high level milestones for the fleet strategy implementation.

	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027
Baseline Current Fleet	*				
Produce Cost Model	*				
Improved Use of Tranman	[Yellow bar]				
Implement Service Scheduling	[Green bar]				
Update FRS Fleet Requirements - RRM	*				
Implement Telematics	[Yellow bar]				
Standardise Tranman Across Police and Fire	[Yellow bar]				
Introduce Fault Reporting and Fleet portal		[Green bar]			
Stock Optimisation	[Green bar]				
Explore Self Charging Hybrids			[Blue bar]		
EV Infrastructure Collaboration			[Blue bar]	[Blue bar]	
Scarborough Garage Evaluation		[Orange bar]			
Emergency Fuel Review			[Orange bar]		
ULEV Training				[Blue bar]	
ULEV Workshop Requirements				[Blue bar]	
Pilot Fully Electric Vehicles				[Blue bar]	
Fleet Review	*	*	*	*	*



## Appendix 1

### North Yorkshire Police Vehicle Classifications and Replacement Guidelines

Class Code	Class Description	Fleet Policy Vehicle Type	Replacement Criteria (Months)	Replacement Criteria (Miles)
A04	General Purpose Marked Med Estate	Peugeot/Toyota/Ford/Volvo/Vauxhall/BMW	48	150000
A09	GP Double Cell Van	Peugeot/Ford/Vauxhall/Renault/Nissan	48	150000
A13	General Purpose Marked 4 x 4	Ford/Vauxhall/Toyota/Nissan	48	150000
A14	GP Marked Off Road M/cycle		24	30000
A15	GP Marked Large Van	Ford/Vauxhall/Peugeot	48	150000
A20	Area Marked PPC	Ford/Merc	84	150000
A21	GP Marked Med Van	Peugeot/Ford/Vauxhall/Renault/Nissan	60	150000
A22	GP Marked Small van	Peugeot/Ford/Vauxhall/Renault/Nissan	60	150000
A23	NST Marked PPC LWB	Ford/Merc	84	150000
B02	General Purpose Medium Saloon	Ford/Hyundia/Vauxhall/Peugeot/Renault	60	150000
B03	General Purpose Large Saloon	Peugeot/Toyota/Ford/Volvo/Vauxhall/BMW	60	150000
B04	General Purpose Medium Estate	Peugeot/Toyota/Ford/Volvo/Vauxhall/BMW	60	150000
B05	General Purpose Large Estate	Peugeot/Toyota/Ford/Volvo/Vauxhall/BMW	60	150000
B06	General Purpose Small Van	Peugeot/Ford/Vauxhall/Renault/Nissan	60	150000



Class Code	Class Description	Fleet Policy Vehicle Type	Replacement Criteria (Months)	Replacement Criteria (Miles)
B07	General Purpose Medium Van	Peugeot/Ford/Vauxhall/Renault/Nissan	60	150000
B08	General Purpose Large Van	Peugeot/Ford/Vauxhall/Renault/Nissan	60	150000
B11	General Purpose MPV	Ford/Peugeot/Vauxhall	60	150000
B12	General Purpose Minibus	Ford/Peugeot/Vauxhall	60	150000
B13	GP 4x4	Ford/Vauxhall/Toyota/Nissan	60	150000
B14	GP Small Motorcycle	BMW	24	30000
B15	GP Large Motorcycle	BMW	36	40000
B16	GP 4x 4 Double Cab	Ford/Toyota/Skoda	60	150000
C1	Support Med Van	Peugeot/Ford/Vauxhall/Renault/Nissan	60	150000
D1	CID High Power Saloon	Various	48	120000
F21	Firearms MPV	VW/Ford/Renault	60	150000
F22	Firearms 4x4 Marked	BMW/Volvo	36	150000
F23	Firearms 4x4 Un- marked	BMW/Volvo	36	150000
J08	Marked Large Dog Van	Volvo/Ford/Vauxhall/BMW	60	150000
J09	Un-Marked Med Dog Van	Volvo/Ford/Vauxhall/BMW	60	150000
J10	Marked Medium Dog Car	Volvo/Ford/Vauxhall/BMW	60	150000



Class Code	Class Description	Fleet Policy Vehicle Type	Replacement Criteria (Months)	Replacement Criteria (Miles)
K07	Forensic Med Van - Marked	Peugeot/Ford/Vauxhall/Renault/Nissan	60	150000
K09	Forensic Med Estate car - unmarked	Peugeot/Ford/Vauxhall/Renault/Nissan	60	150000
K10	Forensic Small van marked	Peugeot/Ford/Vauxhall/Renault/Nissan	60	150000
M01	Mobile Police Station	Ford/Merc	84	150000
M02	Prison Bus	Ford/Merc	84	150000
M03	Communications Command Unit	Ford/Merc	84	150000
M04	Welfare Support unit	Ford/Merc/Fiat	84	150000
N02	CIU Specialist van	Ford	84	150000
N04	Safety Camera Van	Ford/Peugeot/Vauxhall	72	150000
T02	Traffic Marked Medium Estate	BMW/Volvo	36	150000
T03	Traffic Marked Med Saloon	BMW/Volvo	36	150000
T04	Traffic Marked Large Estate	BMW/Volvo	36	150000
T05	Traffic Marked Med Sal Video	BMW/Volvo	36	150000
T06	Traffic Marked Medium Estate - Video	BMW/Volvo	36	150000
T08	Traffic Marked Large Estate - Video	BMW/Volvo	36	150000
T09	Traffic Marked 4x4	BMW/Volvo	36	150000



Class Code	Class Description	Fleet Policy Vehicle Type	Replacement Criteria (Months)	Replacement Criteria (Miles)
T10	Traffic Marked Motor Cycle	BMW/Yam	36	30000
T22	Traffic Un-Marked Large Saloon	BMW/Volvo	36	150000
T24	Traffic un marked med saloon video	BMW/Volvo	36	150000
T25	Traffic Un-Marked Medium Estate - Video	BMW/Volvo	36	150000
T26	Traffic Un-Marked Large Saloon - Video	BMW/Volvo	36	150000
T28	Traffic Un-Marked 4x4	BMW/Volvo	36	150000
T29	Traffic Un-Marked Motor Cycle	BMW/Yam	36	30000
X1	Executive car	BMW/Volvo	36	120000
X5	Superintendents Med Saloon	Peugeot/Volvo/Vauxhall/Toyota/Ford	36	120000
X6	Superintendents Med Estate	Peugeot/Volvo/Vauxhall/Toyota/Ford	36	120000
Z01	Trailer/Plant	Various		



## Appendix 2

### North Yorkshire Fire and Rescue Service Vehicle Classifications and Replacement Guidelines

Note due to low mileage covered fire vehicles are managed on age only

Class Code	Class Description	Fleet Policy Vehicle Type	Replacement Criteria (Months)
A50	GP Marked Med Sal	Peugeot/Toyota/Ford/Volvo/Vauxhall	60
A51	GP Marked Med Est	Peugeot/Toyota/Ford/Volvo/Vauxhall	60
A52	GP Marked Minibus	Ford/Peugeot/Vauxhall	60
A53	GP Marked 4x4	Ford/Vauxhall/Toyota/Nissan	60
A54	GP Marked (4x4 AWD)	Ford/Vauxhall/Toyota/Nissan	60
A55	GP Marked Large Van	Peugeot/Ford/Vauxhall/Renault/Nissan	84
A56	GP Marked Med Van	Peugeot/Ford/Vauxhall/Renault/Nissan	84
A57	GP Marked Small van	Peugeot/Ford/Vauxhall/Renault/Nissan	84
B50	GP Medium Saloon	Peugeot/Toyota/Ford/Volvo/Vauxhall	60
B51	GP Large Saloon	Peugeot/Toyota/Ford/Volvo/Vauxhall	60
B52	GP Medium Estate	Peugeot/Toyota/Ford/Volvo/Vauxhall	60



Class Code	Class Description	Fleet Policy Vehicle Type	Replacement Criteria (Months)
<b>B53</b>	GP Large Estate	Peugeot/Toyota/Ford/Volvo/Vauxhall	60
<b>B54</b>	GP Small Van	Peugeot/Ford/Vauxhall/Renault/Nissan	84
<b>B55</b>	GP Medium Van	Peugeot/Ford/Vauxhall/Renault/Nissan	84
<b>B56</b>	GP Large Van	Peugeot/Ford/Vauxhall/Renault/Nissan	84
<b>B57</b>	GP MPV	Ford/Vauxhall/Skoda	84
<b>B58</b>	GP Marked Small Car	Peugeot/Toyota/Ford/Volvo/Vauxhall	60
<b>B59</b>	GP 4x4	Ford/Vauxhall/Toyota/Nissan	48
<b>B61</b>	GP Large Motorcycle	BMW/Yam	60
<b>B62</b>	GP 4x 4 Double Cab	Ford/Vauxhall/Toyota/Nissan	60
<b>D50</b>	ICU	Fire ICU	180
<b>D51</b>	ISU	Fire ISU	180
<b>D52</b>	HRU	Fire HRU	180
<b>D53</b>	IRU	Fire IRU	180
<b>F50</b>	Marked WRL	Fire Appliance Large	180
<b>F51</b>	Marked HGV	Driving Training - MAN	180



Class Code	Class Description	Fleet Policy Vehicle Type	Replacement Criteria (Months)
F52	Marked WRL 4x4		180
F54	Marked Water Bowser	Fire Marked Water Bowser	180
F55	Marked TRV	Fire Marked Tactic Response Vehicle	180
F58	Marked 4x4 Double Cab	Ford/Vauxhall/Toyota/Nissan	60
G51	Boat (4,8)	Fire Boat (4,8)	120
J50	Marked ALP	Fire Marked Aerial Ladder Platform	180
K50	Mechanic Van	Peugeot/Ford/Vauxhall/Renault/Nissan	84
M53	Welfare Support unit	Fire Welfare Support unit	84
N50	Argocat	Fire Argocat	120
T50	Trailer (Car)	Fire Trailer (Car)	84
T51	Trailer (Bike)	Fire Trailer (Bike)	84
T52	Trailer (Boat)	Fire Trailer (Boat)	84
T53	Trailer (Large Box)	Fire Trailer (Large Box)	84
T54	Trailer (Small Box)	Fire Trailer (Small Box)	84
T55	Trailer (Aryocat)	Fire Trailer (Aryocat)	84





Class Code	Class Description	Fleet Policy Vehicle Type	Replacement Criteria (Months)
T56	Trailer (Feeding)	Fire Trailer (Feeding Unit)	84
T57	Trailer (TBC)	Fire Trailer (TBC)	84