

PART TWO

Confidential facts and advice

London Fire Brigade Wildfire Vehicle pilot

Information may have to be disclosed in the event of a request under the Freedom of Information Act 2000. In the event of a request for confidential facts and advice, please consult the Governance Team for advice.

This information is not for publication because:

The report contains information which is commercially sensitive.

Legal recommendation on the grounds of keeping the information confidential:

In the event the information contained in this Part Two and/or its appendix is the subject of a request for information under section 1 of the Freedom of Information Act 2000 (the "Act"), it is considered that access can be denied on the basis that such information constitutes exempt information under:

Section 43(2) of the Act is to protect the commercial interests of the London Fire Commissioner by keeping information about its budget confidential until any procurement exercise has been completed. The recommended period of non-publication of Part 2 is up to the date when the procurement process is completed.

The recommended period for non-publication of Part 2 is the date the procurement exercise is completed

Legal Adviser

I make the above recommendations that this information should be considered confidential at this time.

Name: Nimi Amaso

Date: 06/10/2025

Confidential decision and/or advice

Financial comments

The report seeks approval to incur expenditure of £660,100 in respect of the purchase of four terrain support vehicles. LFB have purchased two of the four vehicles at a purchase price of £149,000, with a further £171,000 cost to purchase the remaining two vehicles. These vehicles are slightly more expensive than the first two procured (£74,500 each) at a maximum of £85,500 per vehicle as they are a newer model of vehicle.

The capital purchase of the vehicles will be funded through external borrowing. Interest payable has been assumed at a rate of 5.8%, £18,560 pa, with Minimum Revenue Provision charged over 7 years from 2026/27, giving total financing costs of £450,100.

Taken with the annual maintenance costs identified in the report of £7,500 per vehicle, the total cost over an assumed 7-year useful life is £660,100 as set out in the table below.

	Year 0 2025/26 £	Year 1 2026/27 £	Year 2 2027/28 £	Year 3 2028/29 £	Year 4 2029/30 £	Year 5 2030/31 £	Year 6 2031/32 £	Year 7 2032/33 £	Total £
Purchase of Vehicles - x2	149,000	0	0	0	0	0	0	0	149,000
Purchase of Vehicles - x2	171,000	0	0	0	0	0	0	0	171,000
TOTAL Capital	320,000	0	320,000						
Capital Financing - Minimum Revenue Provision	0	45,714	45,714	45,714	45,714	45,714	45,714	45,714	320,000
Capital Financing - Interest Payable	9,300	18,600	18,600	18,600	18,600	18,600	18,600	9,200	130,100
Capital Financing Costs to Revenue	9,300	64,314	64,314	64,314	64,314	64,314	64,314	54,914	450,100
Maintenance Costs - £7.5k pa per vehicle over 7 years	15,000	30,000	30,000	30,000	30,000	30,000	30,000	15,000	210,000
TOTAL Costs to Revenue	24,300	94,314	94,314	94,314	94,314	94,314	94,314	69,914	660,100

	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total
	2025/26 £	2026/ 27 £	2027/ 28 £	2028/ 29 £	2029/ 30 £	2030/ 31 £	2031/ 32 £	2032 /33 £	£
Purchase of Vehicles - x2	149,000	0	0	0	0	0	0	0	149,000
Purchase of Vehicles - x2	171,000	0	0	0	0	0	0	0	171,000
TOTAL Capital	320,000	0	320,000						

Capital Financing - Minimum Revenue Provision	0	45,714	45,714	45,714	45,714	45,714	45,714	45,714	320,000
Capital Financing - Interest Payable	9,300	18,600	18,600	18,600	18,600	18,600	18,600	9,200	130,100
Capital Financing Costs to Revenue	9,300	64,314	64,314	64,314	64,314	64,314	64,314	54,914	450,100
Maintenance Costs - £7.5k pa per vehicle over 7 years	15,000	30,000	30,000	30,000	30,000	30,000	30,000	15,000	210,000
TOTAL Costs to Revenue	24,300	94,314	94,314	94,314	94,314	94,314	94,314	69,914	660,100

This will result in revenue expenditure of £24,300 in 2025/26 and £94,314 annually from 2026/27.

It is planned that the purchase price of the vehicles is reallocated from future years approved capital programme held in respect of Hose Layer Units, with the Specialist Capability Review informing longer term plans. As a result, capital financing costs in the table above from 2026/27 are already planned for in revenue budgets. The £9,300 revenue cost of capital in 2025/26, as a result of bringing forward existing capital programme, can be absorbed into existing budgets given current forecast slippage on the wider in-year capital programme.

The annual maintenance costs of £30,000 are not currently held in the approved revenue budget. Whilst the report indicates that these can be offset by reductions elsewhere associated with the Specialist Capability Review, this has not yet been agreed. An investment bid has been submitted as part of budget planning to meet the £30,000 annual maintenance cost from 2026/27 onwards. Should that investment bid not be approved, and savings not delivered through the Specialist Capability Review, then alternative savings will require to be found with this being managed through the budget planning process. Maintenance costs incurred for 2025/26 will require to be absorbed into existing revenue budgets, and will be managed as part of in-year budget monitoring.

The report also identifies the requirement for a permanent staffing model and this will be achieved within existing resources, linked to wider service planning. All relevant staff at the current vehicle

locations have been appropriately trained and no additional training costs have been identified. A review of feedback on specialist PPE will be taken forward through the PPE project and therefore no financial implications are identified at this time. The report also refers to feedback from staff on skills payments and should that be explored it will be subject to a separate governance paper at a later date.

Procurement Comments

Route to market

The route to market for this requirement has been the LFC Fleet and Operational Equipment Items Management and Maintenance Contract (reference 5522) with Babcock Critical Services (BCS). This contract was competitively tendered via under PCR 2006 regulations. BCS were awarded the contact as the successful tenderer. This contract has the provision to source additional fleet and equipment items via BCS supply chain.

Procurement Process

LFC identified that there was an opportunity to explore whether a new type of operational vehicle would prove effective in managing wildfires where the current fleet could not access. The Fleet and Operational Equipment Items Management and Maintenance Contract (reference 5522) was the chosen route to lease temporarily, 4 units that satisfied this requirement.

In December 2024 after the wildfire vehicle pilot (now known as Terrain Support Vehicles - TSV) concluded, the business identified that they required the ongoing use of such vehicles to fulfil this role.

BCS were instructed to approach the market via the Fleet and Operational Equipment Items Management and Maintenance Contract (reference 5522). To identify suppliers who could supply, modify and deliver vehicles for this purpose within the timescales required.

LFC provided an Output Based Specification (OBS) to BCS for issue to their supply chain.

Three suppliers were identified (Angloco, Emergency One and North Fire Engineering) and approached and asked to supply pricing, compliance with the OBS and delivery schedules, if they were successful.

All three submitted complaint responses which were evaluated by BCS.

Angloco submission was the lowest priced complaint bid and was recommended by BCS to LFC which the LFC accepted.

Procurement Risks.

LFC Procurement do not consider this requirement to have any risks of challenge. The route to market is compliant with public sector regulations, the process is in alignment with the BCS contract.

Legal comments

Please see Part 1 for Legal Comments

Confidential appendices and supporting papers