

Leicester, Leicestershire and Rutland Combined Fire Authority

Towards 2020: A Proud and Inspirational Fire and Rescue Service

2016/20 Draft IRMP Proposals

Summary of Proposals

- We propose to remove one of the two wholetime crewed fire engines from Loughborough fire station.
- We propose to close Central fire station and sell the building.
- We propose to establish Market Harborough as a single wholetime crewed fire engine fire station.
- We propose to revise existing plans to introduce Day Crewing Plus at Wigston fire station by establishing a two wholetime crewed fire engine fire station.
- As a consequence of revising the crewing arrangements at Wigston and Market Harborough fire stations, we propose to close Kibworth fire station and sell the building.
- We propose to establish Lutterworth as a wholetime crewed single fire engine fire station. The wholetime fire engine will be crewed between 0700 and 1900 hours Monday to Friday. On-call cover will be maintained outside these hours all other times.
- We propose to replace the on-call fire engine at Melton fire station with a Tactical Response Vehicle.
- We propose to replace the on-call fire engine at Coalville fire station with a Tactical Response Vehicle.
- We propose to replace the fire engine at Billesdon fire station with a Tactical Response Vehicle.
- We propose to remove the on-call crewed fire engine from Hinckley fire station.

Myth Busting

- Firefighter and public safety will be put at risk – ‘Cuts Cost Lives’?
- Finance and debt - Selling HQ will solve the financial problems?
- Increases in population, dwellings and traffic - Capacity to manage increasing number of incidents?
- The reduction in fire engines – We will not be able to resource large incidents and will have no resilience?
- Operational effectiveness will be compromised - Tactical Response Vehicle’s are vans equipped with pressure washers?
- Consultation process – It is not legally compliant?

Modelling

- Risk Methodology

Externally verified by Risktec – *“The work carried out by LFRS in developing the methodology and datasets to produce the Risk Methodology is a robust and comprehensive piece of work, presenting data in a manner which is both transparent and easy to understand.”*

- Fire Engine Travel Times

Road Type determined by Ordnance Survey Mastermap Integrated Transport Network (ITN)

Road speed is based on a 3 year average of actual road speeds achieved by fire engines responding to incidents

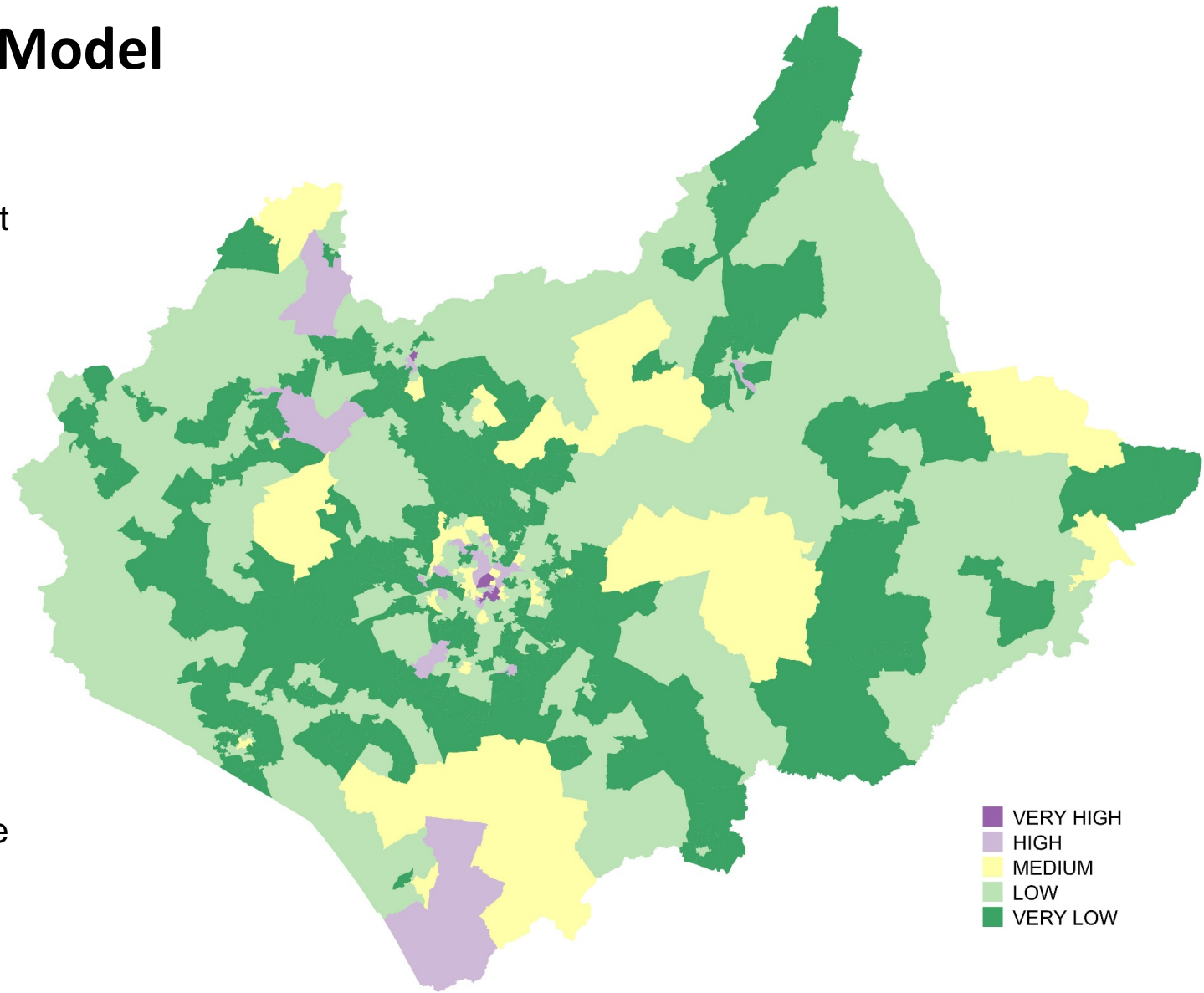
Community Risk Model

Based on lower super output areas (LSOA)

5 years of incident data, including:

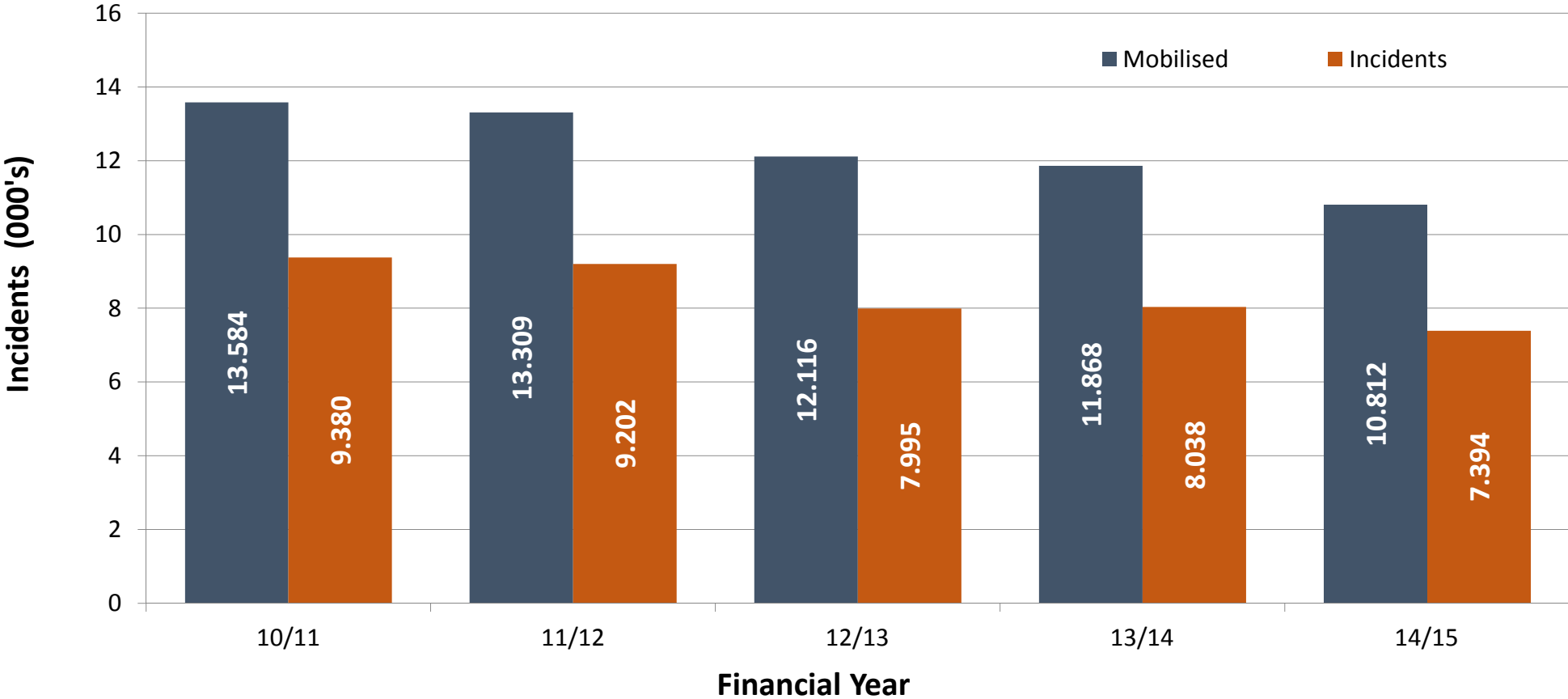
- Building fires
- Road traffic collisions
- Life risk special service
- Fatalities
- Casualties

As well as indices of multiple deprivation



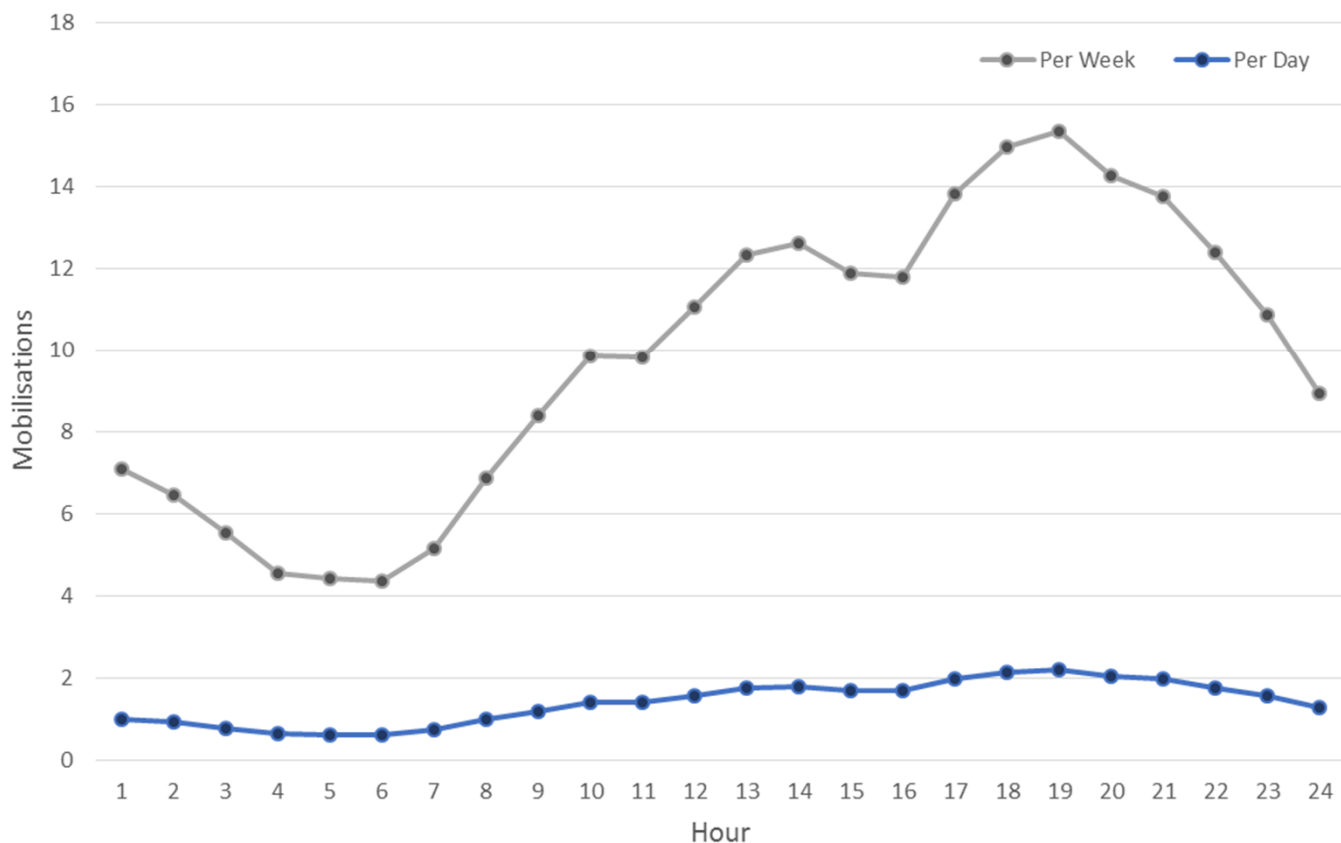
Overview of Emergency Incident Activity 2010-2015

Number of Fire Engine Mobilisations and Total Number of Incidents 2010-2015



Fire Engine Demand

Average no. of pump mobilisations to incidents per week and per day over 24 hours



Average time spent dealing with incidents

Minutes	Annual Average	
	No.	Percent
0-15	2991	35.6%
15-30	3342	39.8%
30-60	1470	17.5%
60-120	442	5.3%
120-240	85	1.0%
240+	71	0.8%
Total	8402	100.0%

Based on time of call to time stop message received

Tactical Response Vehicles (TRV)



Example of Tactical Response Vehicles used in other service areas

Specifications:

- Two crew members
- Water capacity between 150 – 200 litres with foam capability
- Dedicated four wheel drive
- Cost circa £50,000

Advantages:

- Low cost and relatively short lead time compared to standard fire appliances
- Small and versatile off road capable vehicle
- Retains some fire-fighting capability
- Attendance at incidents for scene assessment and intervention, resolving many small incidents
- Multi purpose – can be used for Emergency First Responding
- More fuel efficient than standard fire engines
- Fewer crew increases availability, at a lower cost

Tactical Response Vehicles

Used or being considered by (not exhaustive):

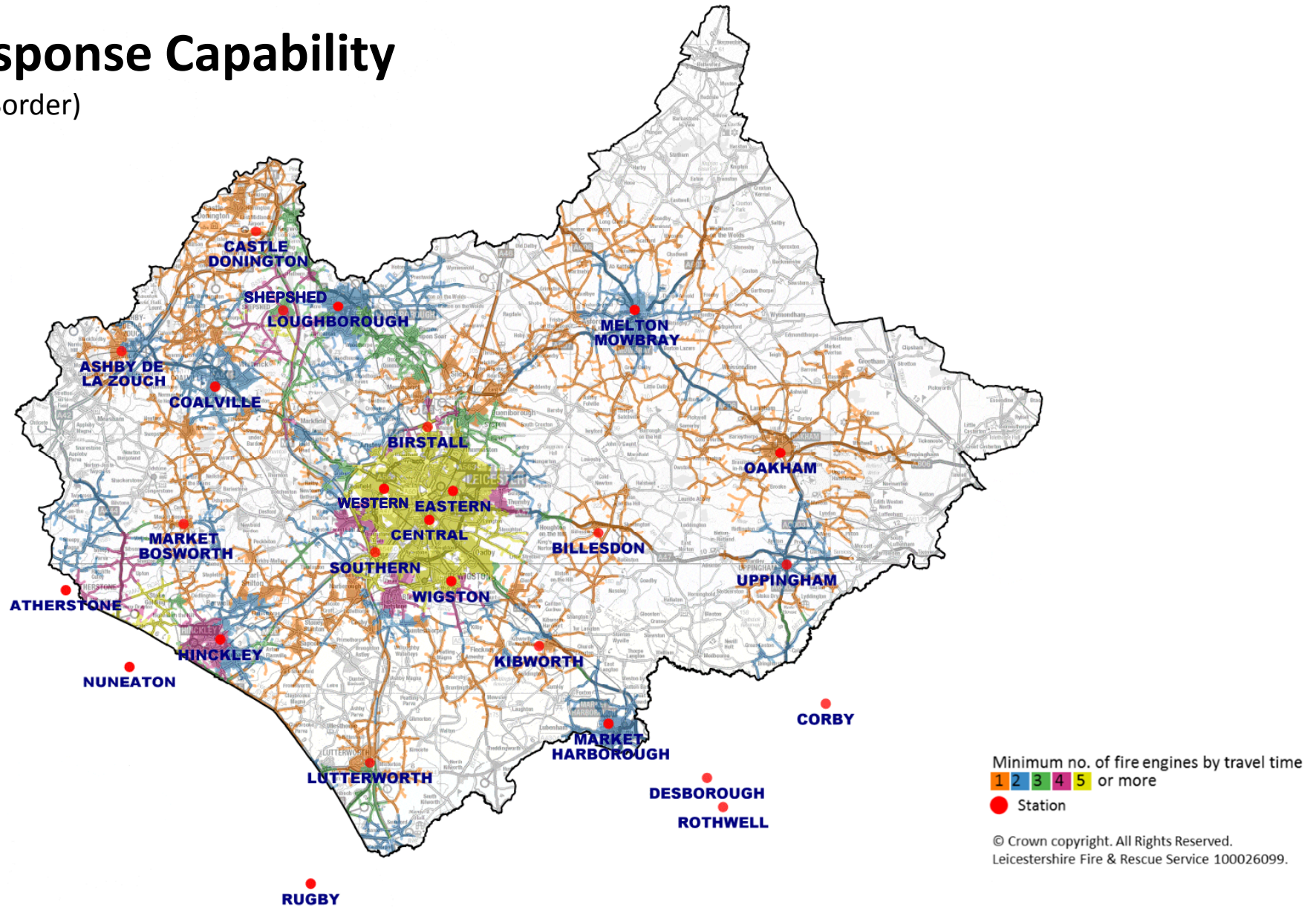
- West Midlands
- South Yorkshire
- West Yorkshire
- Humberside
- Devon and Somerset
- Staffordshire
- Tyne and Wear
- Durham and Darlington
- Cheshire

Suited for small fires and initial activity at other incidents. Used in conjunction with traditional fire engines at property fires.

Technical specifications vary dependant on risk profile.

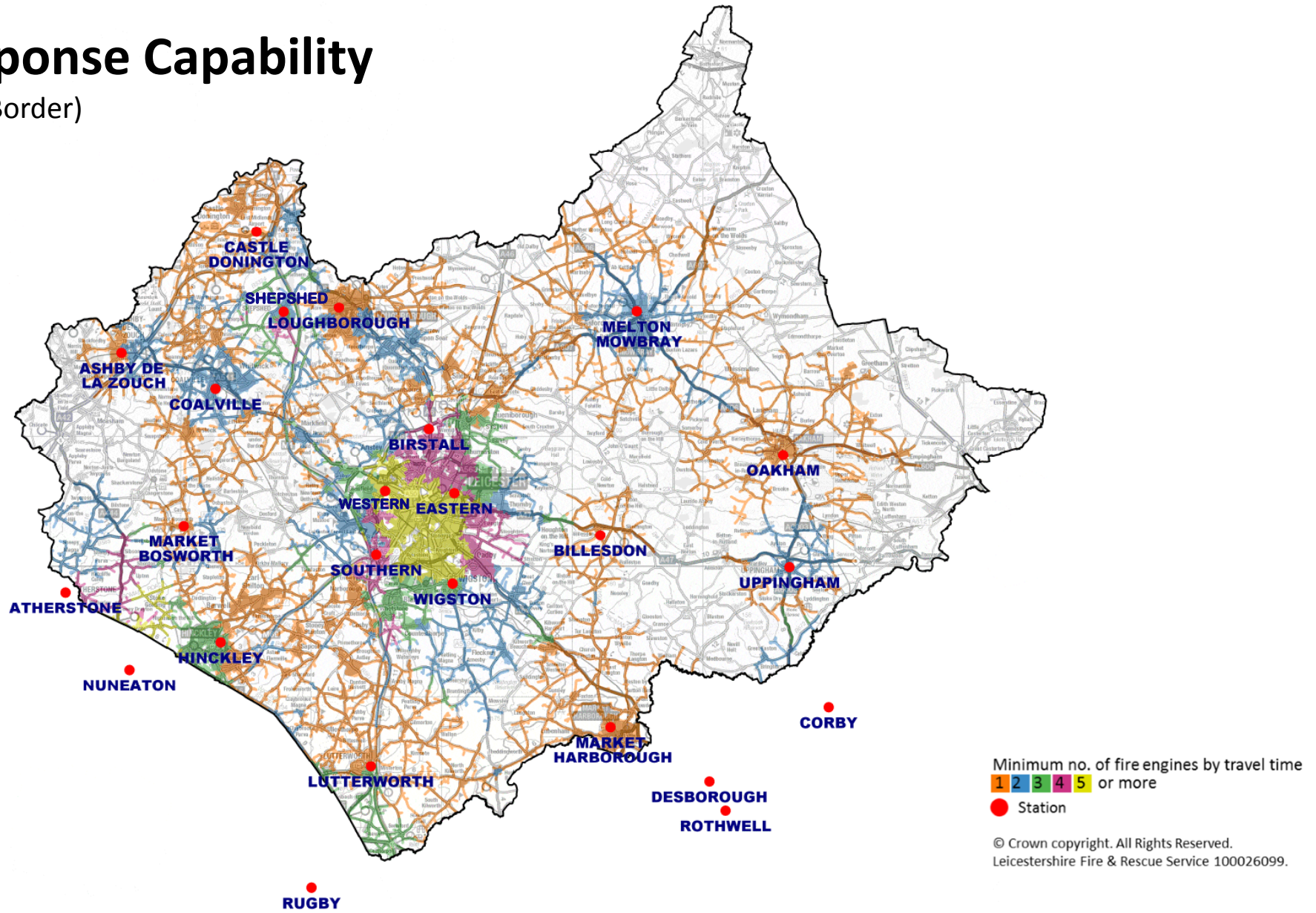
Current Response Capability

(Includes Over the Border)



Future Response Capability

(Includes Over the Border)



Consultation Activity

Consultation commenced 25 September 2015, closes 4 December 2015
(10 weeks)

Communicated electronically through email, social media and website

Over 2,100 stakeholders contacted via email including business, community and statutory organisations

Over 10,000 accessed details via Facebook

10 Public Engagement Events attracting approximately 710 attendees

2 additional events planned at Coalville and Loughborough in November

Wholetime and On-Call employees engaged with

Extensive press coverage

Consultation – Responses

Key Points from Engagement Events:

- Increase in council tax precept
- Government funding reductions
- Fewer resources affecting resilience
- Other fire and rescue authorities shrinking reducing support
- Fewer firefighters available
- No fire engines within the city centre
- Tactical Response Vehicles are untested and is not a fire engine
- Unsighted on rejected proposals
- Headquarters – options of use

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