

**Leicester, Leicestershire and  
Rutland Combined Fire  
Authority**

**Towards 2020: A Proud and Inspirational Fire and  
Rescue Service**

**2016/20 Draft IRMP Proposals**

# 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

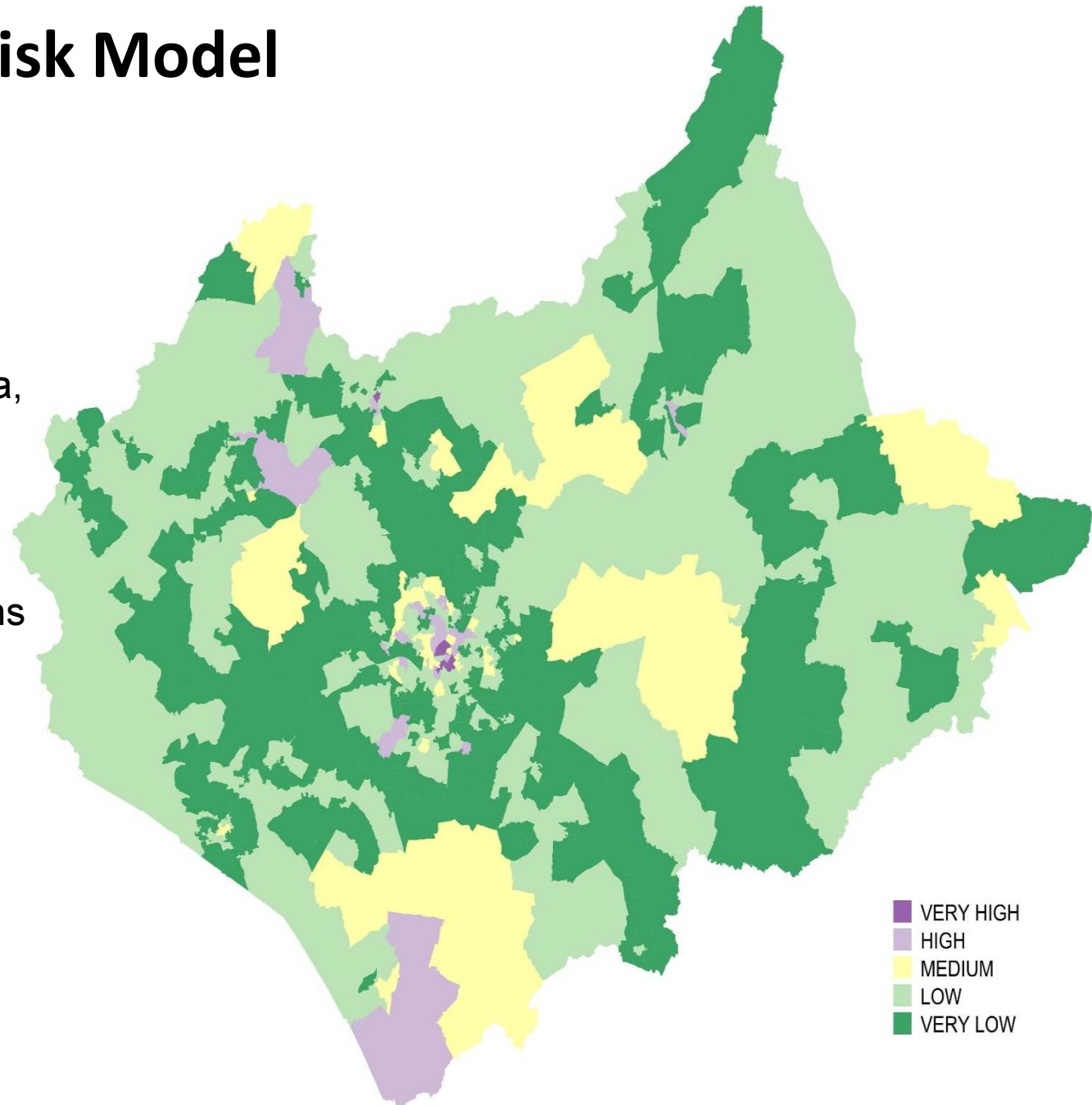
# Community Risk Model

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



# 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.

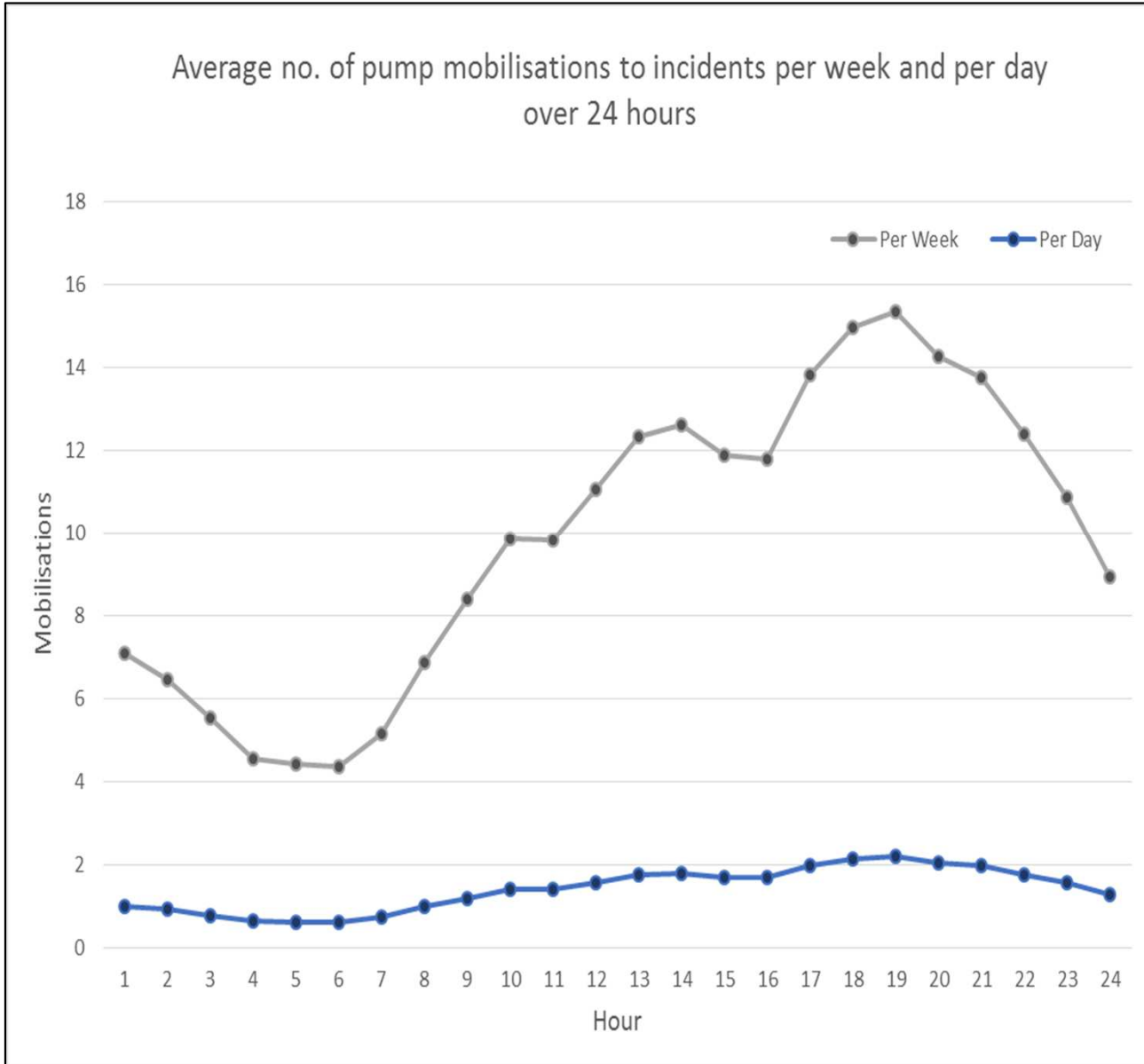
Technical specifications vary dependant on risk profile.

# Tactical Response Vehicles

**No. and % of incidents per year by station area as well as retained fire engine availability, averaged over five years (2010-15)**

Station Area	Primary Property Fires		All Other Incidents		Total	Retained Fire Engine Availability
Coalville	41.2	8.6%	438	91.4%	<b>479.2</b>	96.5%
Melton Mowbray	33.4	10.7%	277.6	89.3%	<b>311</b>	89.1%
Billesdon	3	6.5%	43.2	93.5%	<b>46.2</b>	74.2%

# Fire Engine Demand



## 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%
<b>Total</b>	<b>8402</b>	<b>100.0%</b>

Based on time of call to time stop message received



# Loughborough Incident Profile

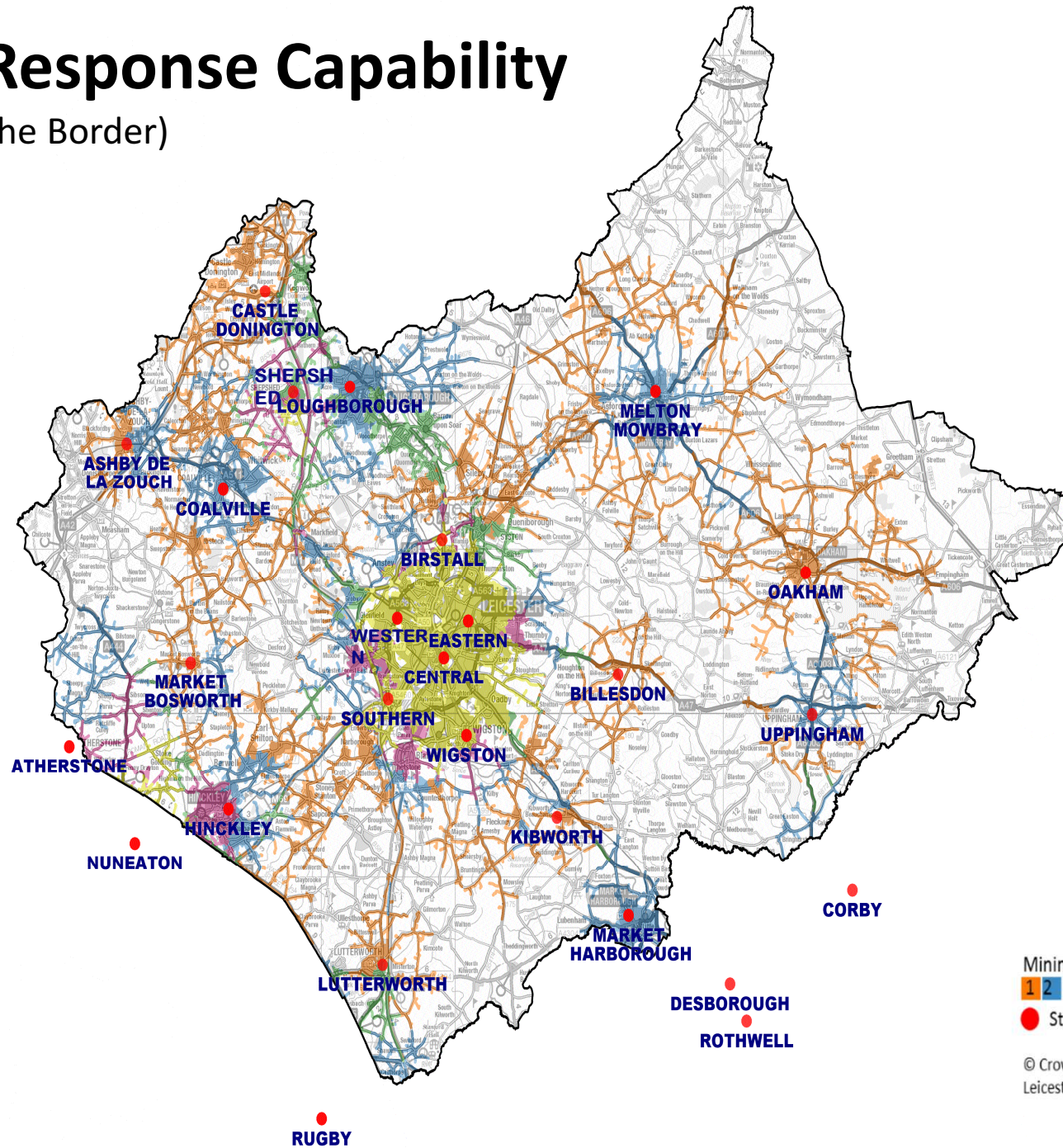
Incident Type	1	2	3	4	5	5+	Total
False Alarm	196.8	131.6	2.4	0.0	0.0	0.0	<b>330.8</b>
Primary Fire	37.6	45.6	5.6	1.0	0.5	0.8	<b>91.1</b>
Secondary Fire	82.4	6.6	0.2	0.0	0.0	0.0	<b>89.2</b>
Special Service Other	62.0	13.2	0.8	0.2	0.0	0.0	<b>76.2</b>
Special Service RTC	11.2	20.4	0.6	0.0	0.0	0.0	<b>32.2</b>
<b>Grand Total</b>	<b>390.0</b>	<b>217.4</b>	<b>9.6</b>	<b>1.2</b>	<b>0.5</b>	<b>0.8</b>	<b>619.5</b>

# Central Incident Profile

Incident Type	1	2	3	4	5	5+	Total
False Alarm	342.0	217.4	123.8	113.8	1.4	0.0	<b>798.4</b>
Primary Fire	34.0	43.0	29.8	13.6	3.4	1.6	<b>125.4</b>
Secondary Fire	157.2	6.0	1.4	0.4	0.0	0.0	<b>165.0</b>
Special Service Other	123.8	16.4	1.4	0.4	0.2	0.0	<b>142.2</b>
Special Service RTC	14.8	19.2	0.4	0.0	0.0	0.0	<b>34.4</b>
<b>Grand Total</b>	<b>671.8</b>	<b>302.0</b>	<b>156.8</b>	<b>128.2</b>	<b>5.0</b>	<b>1.6</b>	<b>1265.4</b>

# Current Response Capability

(Includes Over the Border)



Minimum no. of fire engines by travel time

1 2 3 4 5 or more

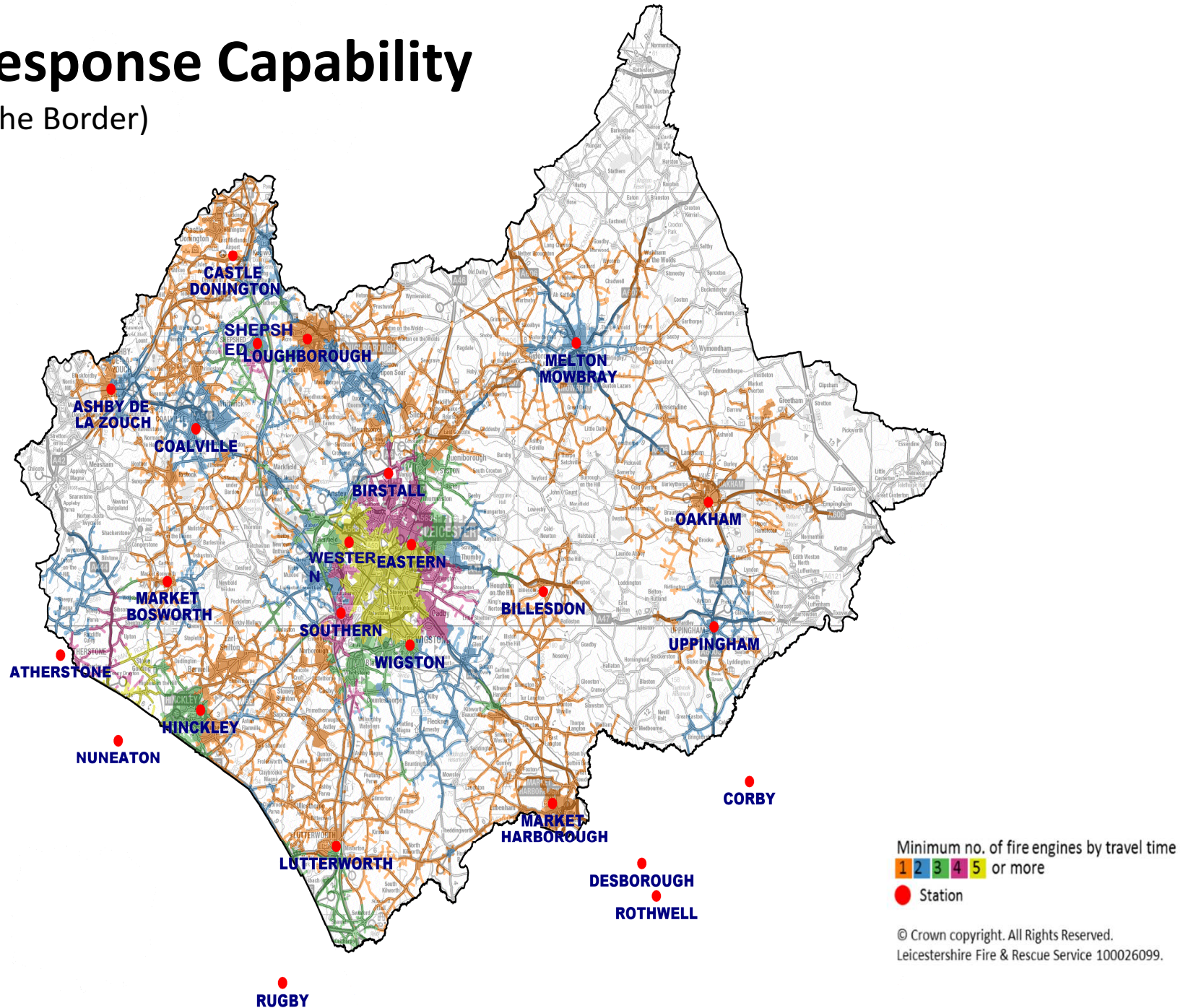
● Station

© Crown copyright. All Rights Reserved.

Leicestershire Fire & Rescue Service 100026099.

# 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

# Consultation – Responses

Responses received as at 3 November 2015 are as follows:

1,088 Questionnaires submitted

13 Freedom of Information requests

89 Enquiries of which:

61 Emails

14 Phone calls

8 Letters

3 Social media comments

3 Visits

**Leicester, Leicestershire and  
Rutland Combined Fire  
Authority**

**Towards 2020: A Proud and Inspirational Fire and  
Rescue Service**

**2016/20 Draft IRMP Proposals**