

**Meeting:** Combined Fire Authority**Date:** 10<sup>th</sup> February 2016**Subject:** Integrated Risk Management Plan Public Consultation Feedback**Report by:** The Chief Fire and Rescue Officer**Author:** Deputy Chief Fire and Rescue Officer**For:** Information

## **1. Purpose**

The purpose of this report is to present the consolidated feedback following the completion of public consultation in relation to the Integrated Risk Management Plan (IRMP) 2016/20 proposals.

## **2. Recommendations**

The Combined Fire Authority (CFA) is requested to note the contents of this report and the detailed consultation summary document attached as appendix 1.

## **3. Executive Summary**

- 3.1. The CFA has a legal duty in accordance with the Fire and Rescue Services Act 2004 and the National Framework to periodically review its fire and rescue service provisions to ensure that they are fit for purpose and appropriate to community needs. In September 2015, the CFA agreed to take a number of draft IRMP proposals to public consultation.
- 3.2. The 10 week period of public consultation concluded on 4<sup>th</sup> December 2015 and the outcomes of all responses have now been collated and analysed and are attached as **Appendix 1** to this report.

## **4. Report Detail**

The details and outcomes of the public consultation are presented in **Appendix 1** to this report.

## **5. Report Implications / Impact**

### **5.1. *Legal (including crime and disorder)***

In delivering the public consultation, the CFA has complied with 'best practice' as described by the 'Gunning' principles. In addition, the CFA has also complied with all IRMP related legal duties.

5.2. ***Financial (including value for money, benefits and efficiencies)***

Delivery of the IRMP 2016/20 public consultation strategy incurred costs of £1,126. By way of comparison, the public consultation that took place in 2014 cost £44,865.

5.3. ***Risk (including corporate and operational, health and safety and any impact on the continuity of service delivery)***

Through compliance with 'best practice' principles as described by the 'Gunning' principles, the CFA has eliminated risk associated with the delivery of its public consultation.

5.4. ***Staff, Service Users and Stakeholders (including the Equality Impact Assessment)***

- a) The detail and full analysis of participation in the public consultation are contained in **Appendix 1** that is attached to this report.
- b) The public consultation Equality Impact Assessment was completed prior to the commencement of the consultation.

5.5. ***Environmental***

None identified

5.6. ***Impact upon Our Plan Objectives***

Consultation feedback will be considered in relation to the development of the final IRMP recommendations that will be presented to the CFA for approval.

**6. Background Papers**

- a) CFA Paper September 2017 – Draft IRMP Proposals for Public Consultation
- b) IRMP 2016/20 Consultation Document

**7. Appendices**

Consultation Summary Report.

# What You Told Us!



## INTEGRATED RISK MANAGEMENT PLAN

### // PUBLIC CONSULTATION SUMMARY

**LEICESTERSHIRE**  
**FIRE and RESCUE SERVICE**



[www.leicestershire-fire.gov.uk/irmp](http://www.leicestershire-fire.gov.uk/irmp)

*protecting our communities*

# INTEGRATED RISK MANAGEMENT PLAN

## // PUBLIC CONSULTATION SUMMARY

### Contents

<b>1</b>	<b>INTRODUCTION.....</b>	<b>03</b>
	IRMP .....	03
	Proposals .....	03
<b>2</b>	<b>CONSULTATION .....</b>	<b>04</b>
	Gunning Principles .....	04
	Consultation Method .....	04
	Consultation Plan .....	04
	Response to the Consultation .....	05
	Feedback on the Consultation.....	06
<b>3</b>	<b>RESPONDENT PROFILE.....</b>	<b>07</b>
	Questionnaire Respondent Composition.....	07
	Location .....	07
	Demographics .....	08
	Ethnicity .....	09
	Religious Belief or Faith .....	09
	Disability.....	10
	Sexual Orientation .....	10
<b>4</b>	<b>FINDINGS ON PROPOSALS.....</b>	<b>11</b>
	Background.....	11
	Response to the Overall Package of Proposals .....	11
	Response to Individual Proposals .....	12
	<b>Individual Proposal Responses:</b>	
	Proposal 1 - Loughborough.....	13
	Proposal 2 - Central .....	14
	Proposal 3 - Wigston .....	15
	Proposal 4 - Market Harborough .....	16
	Proposal 5 - Kibworth.....	17
	Proposal 6 - Lutterworth .....	18
	Proposal 7 - Melton Mowbray .....	19
	Proposal 8 - Coalville .....	20
	Proposal 9 - Billesdon .....	21
	Proposal 10 - Hinckley .....	22

# 1. INTRODUCTION

This report summarises the main findings from the public consultation on proposals from the Integrated Risk Management Plan (IRMP) 2020. It was carried out by Leicestershire Fire and Rescue Service (LFRS) on behalf of the Combined Fire Authority (CFA). In addition to the consultation proposals, the report contains details on how the consultation was carried out and a summary of the public response.

The IRMP consultation took place over a ten week period from 25 September 2015 until 4 December 2015. The Service received 1,395 responses to the formal questionnaire. In addition, there were 12 public forums in each of the districts most affected, involving approximately 740 people; as well as specific forums for staff and briefings for Members of Parliament and local public bodies.

## IRMP

The IRMP sets out how the CFA will manage and reduce the risks of fire and other emergencies to the people, property and environment of Leicester, Leicestershire and Rutland. The Government requires that the IRMP is regularly reviewed, accurately reflects local risk and demonstrates how the CFA will use its resources to mitigate risk in a cost effective way. In the prevailing economic conditions, this needs to be done in the context of a reducing budget available to the Authority.

Maintaining a dialogue with the communities we serve is an important part of effective risk management and particularly so when making significant changes to service delivery. We believe consultation leads to a closer relationship between decision makers and those affected by the decisions made; strengthening local accountability. Given the tough decisions ahead, the involvement of local communities in shaping service delivery is vital.

## Proposals

- Reduce the number of wholetime crewed fire engines at Loughborough Fire Station
- Close Central Fire Station
- Establish Wigston Fire Station as a wholetime crewed two fire engine station
- Establish Market Harborough Fire Station as a wholetime crewed single fire engine station
- Close Kibworth Fire Station.
- Establish Lutterworth Fire Station as a wholetime day-crewed single fire engine station between 07:00-19:00 hours Monday to Friday, with an on-call provision outside of these times
- Remove the second fire engine at Melton Mowbray Fire Station and replace it with a Tactical Response Vehicle (TRV)
- Remove the second fire engine at Coalville Fire Station and replace it with a TRV
- Remove the fire engine at Billesdon Fire Station and replace it with a TRV
- Remove the second fire engine at Hinckley Fire Station

# 2. CONSULTATION

## Gunning Principles

The consultation was carried out in accordance with the Gunning Principles, which are the obligations a public body must fulfil. These specify that a public consultation should be done at a formative stage when there is still time to change an authority's decision; give sufficient information for the public to make an informed response, and provide enough time to formulate and submit responses. The results of the consultation will be considered, along with other relevant information, prior to any decisions being made on the proposals.

## Consultation Method

There were various opportunities for the public to understand, scrutinise and feedback on the proposals, including: completing the online questionnaire; attending a forum, and submitting written correspondence. In addition, there were separate meetings held for all staff to discuss the proposals.

- Online Questionnaire: 11 closed questions covering each proposal and the package of proposals, and a free text comment box
- Public Forums: open forums held at fire stations in the affected areas, providing the opportunity to scrutinise and debate the proposals with senior management

## Consultation Plan

Group	Method of Engagement
Public	<p>The public were able to access all relevant consultation documentation on our website and fill out an online questionnaire. Hard copies were available on request.</p> <p>An e-mail and a link to our consultation documentation was sent to our key stakeholders, who included: schools, colleges and leisure centres.</p> <p>A poster was made available to all libraries publicising the consultation.</p> <p>12 open public forums were held in a number of fire stations where attendees' views were captured.</p> <p>The consultation was promoted on local media.</p> <p>The consultation was promoted on social media.</p>

<b>Government and Local Authorities</b>	<p>We sent details of the consultation to the following:</p> <ul style="list-style-type: none"> <li>• Local MPs and elected members</li> <li>• County, Unitary, District and Parish Councils in the area</li> <li>• Neighbouring Fire and Rescue Services</li> <li>• Leicestershire and neighbouring Police Forces</li> <li>• East Midlands Ambulance Service</li> <li>• Clinical Commissioning Groups</li> </ul> <p>Senior managers attended the following meetings:</p> <ul style="list-style-type: none"> <li>• Leicester City Council Overview Select Committee</li> <li>• Leicestershire County Council Scrutiny Commission</li> <li>• Leicestershire County Council</li> <li>• Hinckley and Bosworth Borough Council</li> <li>• Harborough District Council</li> </ul>
<b>Businesses</b>	<p>We sent details of the consultation to the following:</p> <ul style="list-style-type: none"> <li>• Local businesses</li> <li>• Higher risk premises</li> <li>• Local chambers of commerce</li> </ul>
<b>Community Organisations</b>	<p>We sent details of the consultation to the following:</p> <ul style="list-style-type: none"> <li>• Community groups</li> <li>• Minority groups</li> <li>• Registered charities</li> <li>• Voluntary organisations</li> </ul>

## Response to the Consultation

In total the consultation generated over 3,000 responses, largely through petitions but also through the questionnaire and consultation forums.

Method	Number
<b>Questionnaires completed</b>	<b>1,395</b>
<b>Public Forums</b>	
Loughborough Proposal Response (2 events)	54 people
Central Proposal Response	106 people
Wigston Proposal Response	62 people
Market Harborough Proposal Response	19 people
Kibworth Proposal Response	200 people
Lutterworth Proposal Response	25 people
Melton Mowbray Proposal Response	70 people
Coalville Proposal Response (2 events)	12 people
Billesdon Proposal Response	51 people
Hinckley Proposal Response	143 people

<b>Staff Forums</b>	
Variously located forums (14 events)	278 people
<b>Correspondence Received</b>	
E-mails (including FOIs)	92
Letters	20
Telephone (including requests for hard copies)	21
Social Media	3

## Feedback on the Consultation

When questionnaire respondents were asked how they heard about the consultation, under a third indicated it was through local media and over a quarter from social media.

**Table 1. Percentage of respondents by communication method (multi-response)**

Local Media	Social Media	Direct from LFRS	Other	Poster	Total
31.1%	26.6%	20.6%	17.7%	4%	100%

The consultation attracted interest in its own right, some good and some bad. Below is a selection of views:

### Positive

- The consultation was extensive, well publicised and enabled all those wishing to comment to do so.

### Negative

- The consultation should have been more widely publicised and the ten week period did not allow sufficient time for an informed response.
- The online-only questionnaire excluded those who could not access the internet and there was not enough space in the questionnaire to express what people thought.
- The questions were worded in a misleading way.



# 3. RESPONDENT PROFILE

The consultation stimulated interest across the LFRS area. However, the total number of people who completed a questionnaire or attended a public forum was equivalent to only 0.2% of the local adult (16+) population.

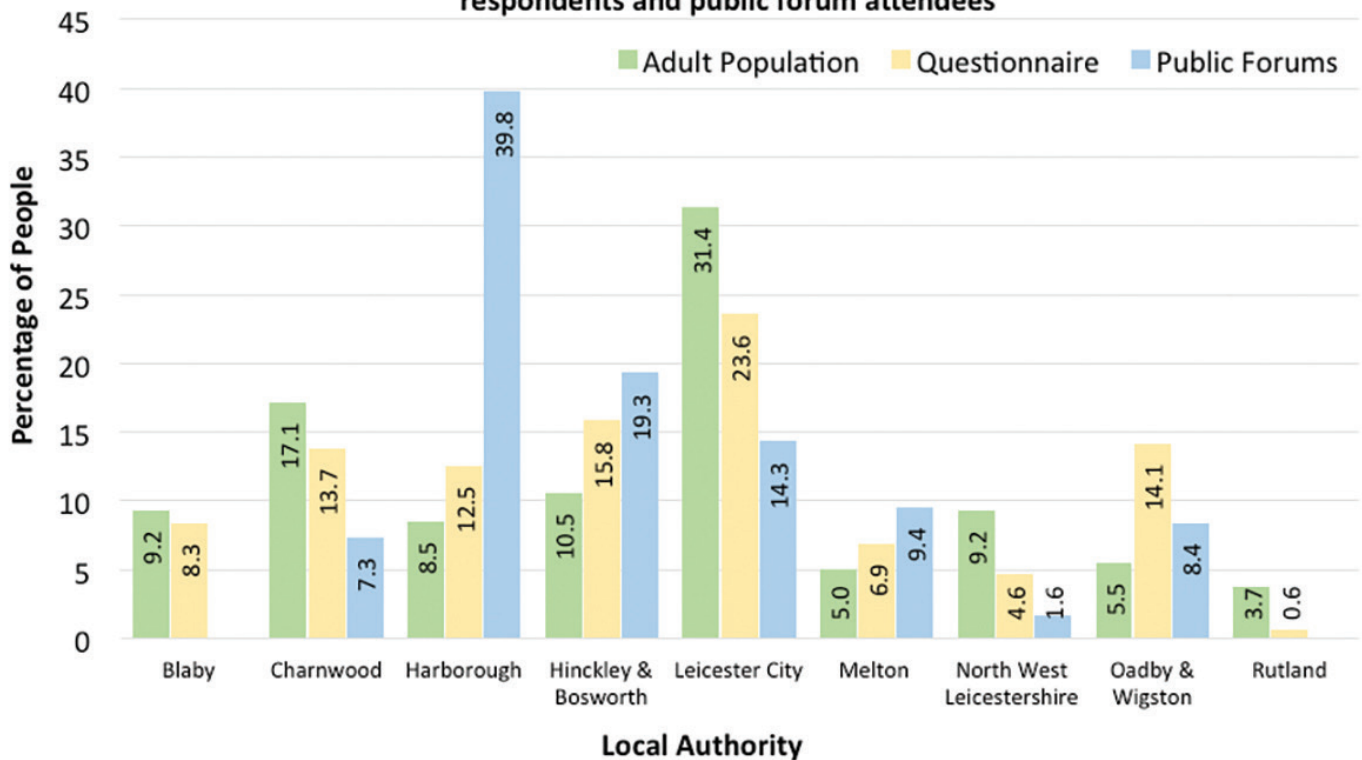
## Questionnaire Respondent Composition

- 95.6% of questionnaire respondents were individuals
- 2% were representing businesses
- 1.4% were representing organisations
- 1% were representing groups

## Location

The table below shows where the majority of respondents lived as well as how this compares to the location population. The results are taken from those people who completed a monitoring form when completing a questionnaire or attending a public forum. The affected areas generated a higher level of response, except for North West Leicestershire. Public forums were organised according to the affected stations, three were in Harborough district and none were in Blaby district and Rutland County.

**Chart 1. Percentage comparison of adult population to location of questionnaire respondents and public forum attendees**



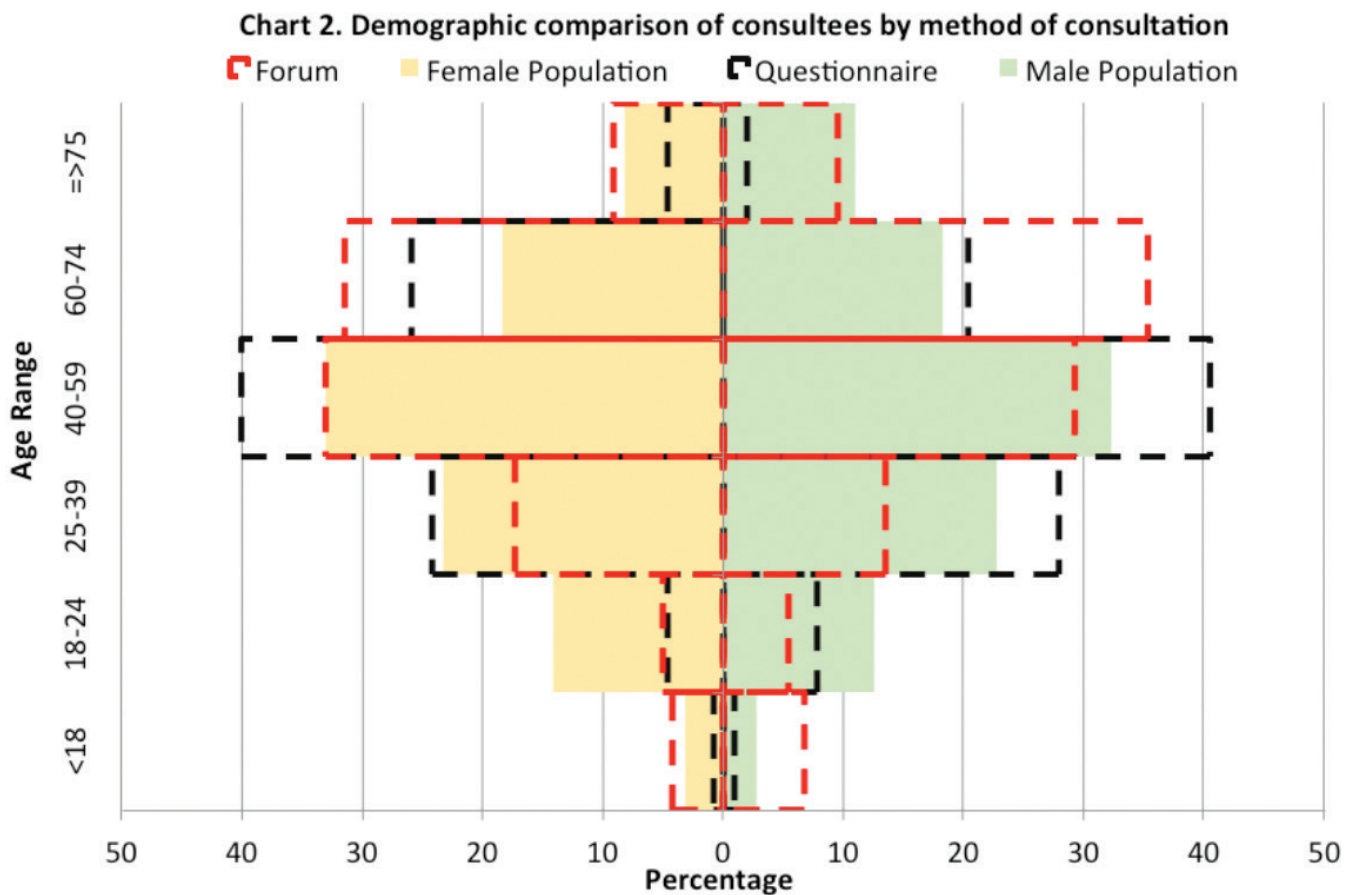
\* Population Data Source: Mid 2014 Population Estimates: ONS

# Demographics

This information is based on all respondents who completed a questionnaire and 39% of public forum attendees who completed an equality monitoring form. 54% of people who completed the questionnaire were male, as were 55% who attended the public forums. This is slightly higher than the local male population figure of 51%.

Around half the local population is aged 40-74 and both questionnaire and forum respondents were over-represented for this age range.

The chart below shows the comparison between the local population (according to age and gender) and those responding to the consultation via either questionnaire or attendance at a local forum.



\* The Under 18 population is defined as 16-17 year olds, but the questionnaire and forums had no lower age limit.

## Ethnicity

Both the questionnaire respondents and public forum attendees illustrated a similar demographic in terms of ethnicity. The table below shows that both questionnaire respondents and forum attendees were especially under-represented for Asian communities.

**Table 2. Percentage of consultees by ethnicity compared to the local population**

Ethnic Group	Population%	Questionnaire%	Forums%
White	78.3	94.5	97.4
Asian	16.1	2.5	0.4
Black	2.4	0.3	0.7
Mixed	2.0	2.0	1.5
Other	1.2	0.7	0.0
<b>TOTAL</b>	<b>100</b>	<b>100</b>	<b>100</b>

## Religious Belief or Faith

The table below shows that a higher percentage of questionnaire respondents and forum attendees chose not to state their religion. It also shows that the local Hindu and Muslim populations were significantly under-represented.

**Table 3. Percentage of consultees by religion compared to the local population**

Religion	Population	Questionnaire	Forums
Christian	51.6	44.5	62.7
No Religion	25.6	29.2	22.8
Muslim	6.9	0.9	0.7
Sikh	2.2	0.7	0.7
Hindu	6.7	0.7	0.0
Buddhist	0.3	0.5	0.0
Jewish	0.1	0.1	0.0
Other	0.4	2.1	1.7
Not Stated	6.2	21.3	11.4
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>

## Disability

The table below shows the percentage of respondents stating that they have a disability, compared to the local population.

**Table 4. Percentage of consultees reporting a disability**

	Population %	Questionnaire	Questionnaire %	Forums	Forums %
Disabled	16.5%	134	10.6%	29	11.2%

## Sexual Orientation

A significant proportion of consultees chose not to disclose their sexual orientation. Of those that did, 4.2% of questionnaire respondents and 3.1% of forum attendees were from the gay, lesbian and bisexual communities.

**Table 5. Percentage of consultees by sexual orientation**

Sexual Orientation	Questionnaire	Questionnaire%	Forums	Forums%
Bisexual	26	1.9%	6	2.3%
Gay/Lesbian	32	2.3%	2	0.8%
Heterosexual	950	68.1%	206	80.5%
Prefer not to say	387	27.7%	42	16.4%
<b>Grand Total</b>	<b>1,395</b>	<b>100%</b>	<b>256</b>	<b>100%</b>

The table below shows the percentage of respondents stating that they are transgender.

**Table 6. Percentage of transgender consultees**

	Questionnaire	Questionnaire%	Forums	Forums%
Transgender	8	0.6%	4	1.5%

# 4. MAIN FINDINGS

## Background

This section reports on the content of the responses received from both the public and stakeholders through questionnaires, forums and letters. The statistics are based on questionnaire responses only, but the theme summaries are based on all written responses, including letters and emails, as well as views captured at each forum. LFRS appreciate the time taken by all respondents to make their views known.

The proposals generated strong emotions, particularly from residents, staff and stakeholders that felt they were most likely to be affected. There were active campaigns by current and former LFRS staff which galvanised and influenced public opinion and this was reflected in the wide use of fire service specific terminology in some responses.

Those who attended public forums were encouraged to complete questionnaires and it was observed that some respondents attended multiple public forums.

## Response to the Overall Package of Proposals

Of the questionnaire respondents:

- 90% (1,210) disagreed with the overall package of proposals
- 5.8% (79) were in agreement
- 4.2% (56) did not have a view

A minority of respondents agreed with the package expressing the view that they were a measured response to the reduced funding from central government. Respondents also made reference to: declining incident numbers, changing smoking habits, higher safety standards and improved fire detection and vehicle safety. There was also mention of the improvement in response cover in the south of Leicestershire; placing trust in LFRS managers to keep people safe, and living within a new budgetary reality.

The majority of respondents expressed concern about the impact on public safety which was attributed to increasing response times and insufficient resources. The view was that there could be problems when there were simultaneous or serious incidents. This could then lead to less resilience and place more reliance on neighbouring fire and rescue services.

TRVs were viewed as limiting the firefighting and rescue options available, in comparison to traditional fire engines. With fewer crew, they could also put pressure on firefighters to contravene safe working practices at serious incidents. Some thought that TRVs should be used to complement existing fire engines rather than replace them.

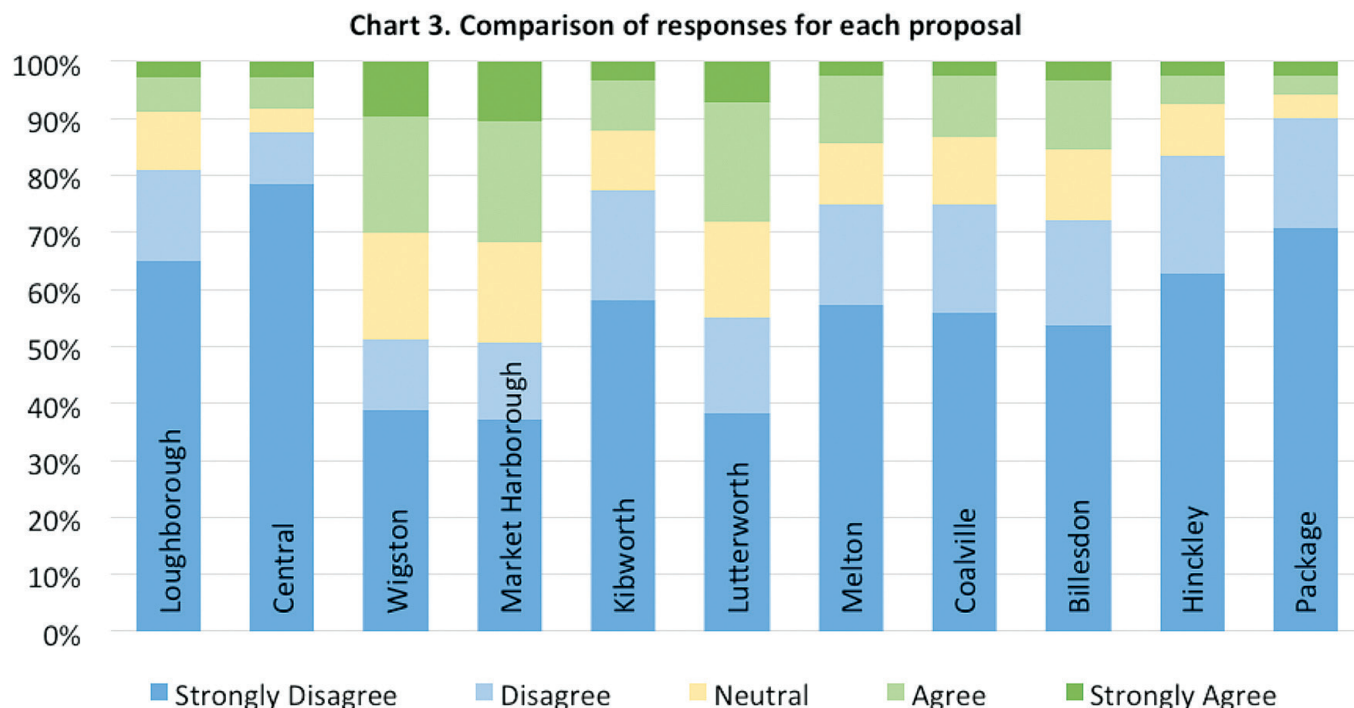
There was a view that the current provision of on-call firefighters provided a cost effective level of cover which is proportionate to risk, and removing on-call fire engines completely would reduce fire cover for only marginal savings. Some thought that changing on-call firefighters to wholetime firefighters in selected areas would increase costs.

A number of people felt that money should be saved elsewhere in the organisation or income generation increased. A number of alternative suggestions for making the savings required are summarised below:

- **Birstall Headquarters.** There was a view that the building is under occupied and does not contribute to emergency response. It should be leased or sold.
- **Management and Support Functions.** There was a view that these functions should be reduced or shared with other public authorities.
- **Council Tax.** There was a view that a small increase in Council Tax will offset the reduction in central government funding and bring LFRS in line with other similar sized FRs.
- **Local Levy.** There was a suggestion to create a mechanism to allow local communities to contribute more for their own local service over and above that provided by LFRS.
- **Generate Revenue.** There was a suggestion to lease office space throughout the estate, provide commercial training and charge for false alarms and road traffic collisions.
- **Blue Light Collaboration.** There was a suggestion to share stations with other emergency services, to share training with other FRs and to respond to medical emergencies.

## Response to Individual Proposals

Whilst the vast majority of questionnaire respondents were in disagreement with the whole package, this was not the case for individual proposals which had much more variation.



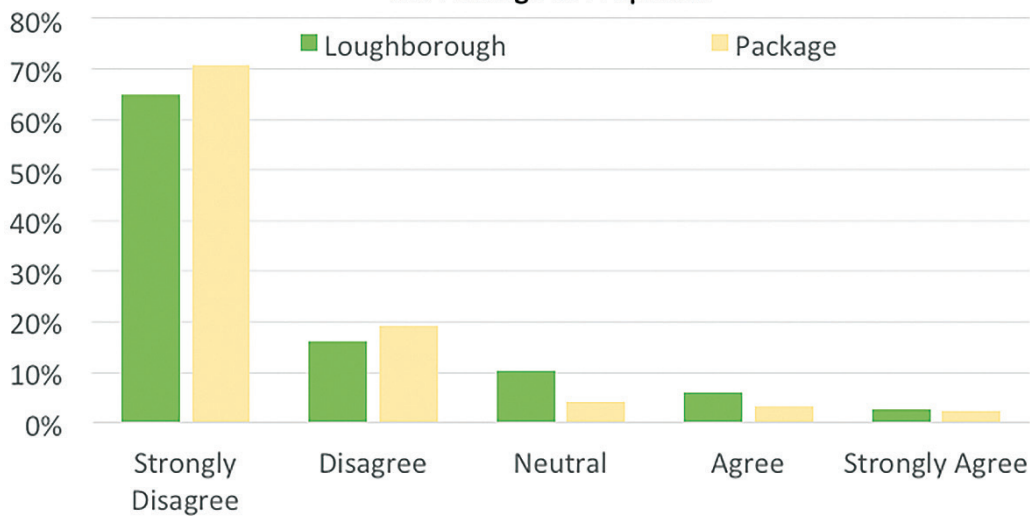
# Proposal 1 – Loughborough

To reduce the number of wholetime crewed fire engines at Loughborough Fire Station to improve the distribution of resources, so that they are better matched to community risk.

## Respondents

- 1,316 (94.3%) questionnaire respondents replied to this proposal
- 186 (14.1%) questionnaire respondents were located in Charnwood
- The percentage of questionnaire respondents equals 0.13% of the local adult population
- 54 people attended the 2 public forums held at Loughborough Fire Station

**Chart 4. Results for the Loughborough Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 81.1% (1,067) disagreed with the proposal
- 8.7% (115) were in agreement
- 10.2% (134) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Disproportionate to Local Risks.** As the second most populated area, one fire engine is disproportionate to local risks posed by the population, housing, traffic and industry.
- **Increasing Response Times.** The response times for a second attending fire engine, at the same or different incident, would be longer resulting in a delay in action.
- **Reduced Capacity.** There would be fewer fire engines to deal with simultaneous or large scale incidents, leaving such incidents under resourced.
- **No Cover.** The remaining fire engines would become busier and the area would frequently have no timely or sufficient response cover.
- **Local Growth.** A reduction in fire engines would leave the area unable to meet new risks as a result of future population, traffic and industry growth.

The following were alternative suggestions to the Loughborough proposal:

- **Close Shepshed Station.** The neighbouring fire station at Shepshed should be closed and the fire engine moved, as is, to Loughborough Station.
- **Introduce a TRV.** The second fire engine should be replaced with a TRV at Loughborough Station.

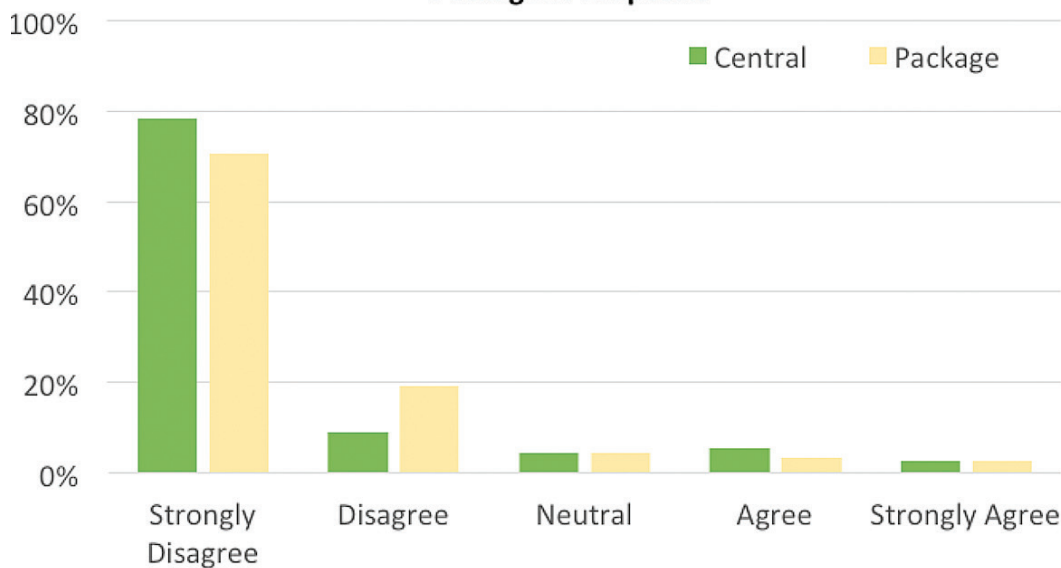
# Proposal 2 – Central

To close Central Fire Station to improve the distribution of resources, so that they are better matched to community risk.

## Respondents

- 1,330 (95.3%) questionnaire respondents replied to this proposal
- 319 (24%) questionnaire respondents were located in Leicester City
- The percentage of questionnaire respondents equals 0.12% of the local adult population
- 106 people attended the public forum held at Central Fire Station

**Chart 5. Results for the Central Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 87.5% (1,164) disagreed with the proposal
- 8.2% (109) were in agreement
- 4.3% (57) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Disproportionate to Local Risks.** As the highest risk area, the closure of the nearest fire station is disproportionate to local risks posed by public services and commerce.
- **Reduced Capacity.** In a busy area of high risk, there would be fewer fire engines to deal with simultaneous or large scale incidents leaving it under resourced.
- **Increasing Response Times.** In a busy, congested area the response times for an attending fire engine would be longer in peak periods resulting in a delay in action.
- **No Cover.** The remaining fire engines would become busier and the area would frequently have no timely or sufficient response cover.
- **Local Growth.** A reduction in fire engines would leave the area unable to meet new risks as a result of future population, traffic and industry growth.

The following were alternative suggestions to the Central proposal:

- **Alternative Provision.** The provision of a reduced or roaming presence in the City Centre to ensure response times are unaffected.



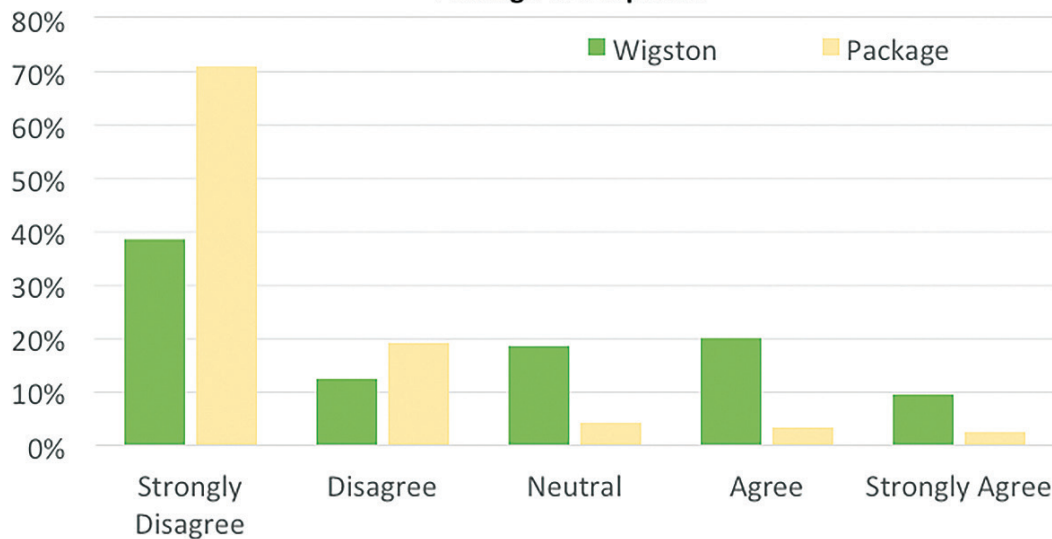
# Proposal 3 – Wigston

To establish Wigston Fire Station as a wholetime crewed two fire engine station to improve the distribution of resources, so that they are better matched to community risk.

## Respondents

- 1,307 (93.7%) questionnaire respondents replied to this proposal
- 166 (12.7%) questionnaire respondents were located in Oadby and Wigston
- The percentage of questionnaire respondents equals 0.36% of the local adult population
- 62 people attended the public forum held at Wigston Fire Station

**Chart 6. Results for the Wigston Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 51.3% (671) disagreed with the proposal
- 30% (392) were in agreement
- 18.7% (244) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Wrong Location.** The local area has a lower risk profile and does not require a second wholetime fire engine which would spend most of its time travelling into the City.
- **Increasing Response Times.** The response times for attending fire engines in the City Centre would be longer than that currently achievable, resulting in a delay in action.
- **No Cover.** The remaining fire engines would become busier covering the City and the local area would frequently have no timely or sufficient response cover.

The following were alternative suggestions to the Wigston proposal:

- **Relocate Second Fire Engine.** The proposed second wholetime fire engine would be better placed at Western Fire Station.

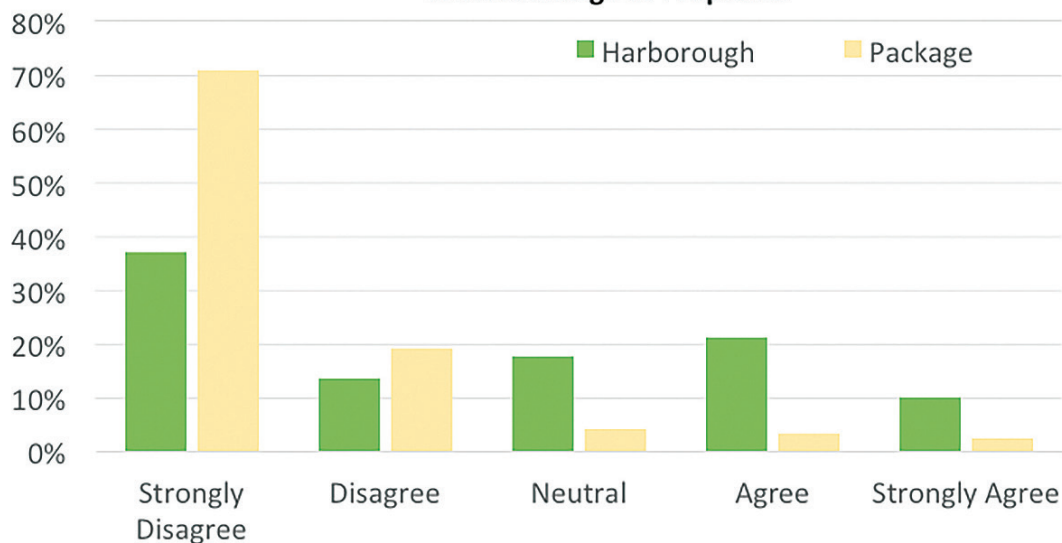
# Proposal 4 – Market Harborough

To establish Market Harborough Fire Station as a wholetime crewed single fire engine station to improve the distribution of resources, so that they are better matched to community risk.

## Respondents

- 1,306 (93.6%) questionnaire respondents replied to this proposal
- 162 (12.4%) questionnaire respondents were located in Harborough
- The percentage of questionnaire respondents equals 0.23% of the local adult population
- 19 people attended the public forum held at Market Harborough Fire Station

**Chart 7. Results for the Market Harborough Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 50.6% (661) disagreed with the proposal
- 31.6% (413) were in agreement
- 17.8% (232) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Local Growth.** A reduction in fire engines would leave the area unable to meet new risks as a result of future housing and population growth.
- **Reduced Capacity.** In a large rural area, there would be fewer fire engines to deal with simultaneous or large scale incidents leaving them under resourced.
- **No Cover.** The remaining fire engine would be busier and the local area would frequently have no timely or sufficient response cover.
- **On-call Costs Less.** It is more cost effective to maintain on-call crews than replace with wholetime crews.
- **Cannot Rely on Neighbours.** Greater reliance on neighbouring FRSs may not be feasible due to different operating procedures and reductions in their own capacity.

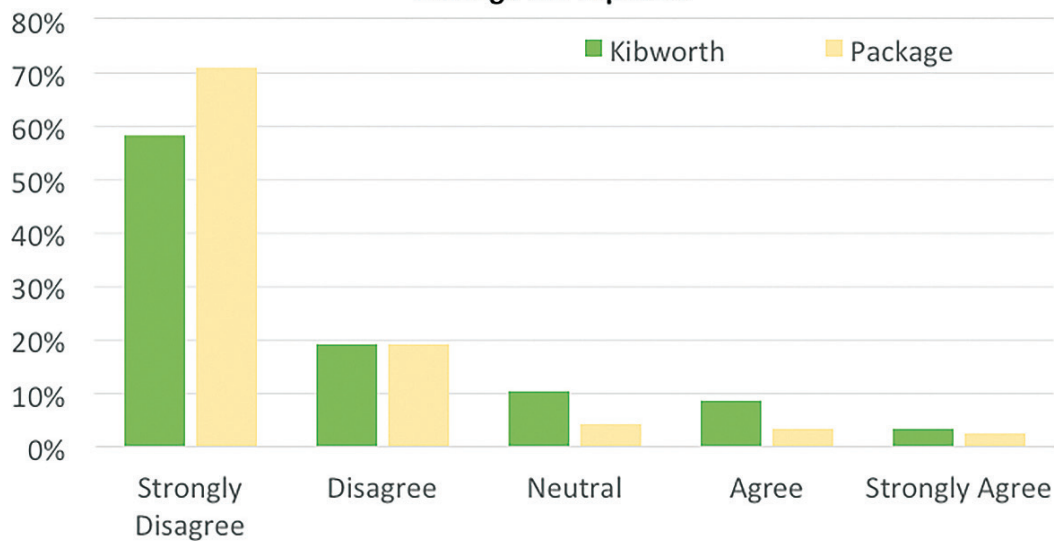
# Proposal 5 – Kibworth

To close Kibworth Fire Station.

## Respondents

- 1,311 (94%) questionnaire respondents replied to this proposal
- 166 (12.7%) questionnaire respondents were located in Harborough
- The percentage of questionnaire respondents equals 0.23% of the local adult population
- Approx. 200 people attended the public forum held at Kibworth Fire Station

**Chart 8. Results for the Kibworth Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 77.5% (1,016) disagreed with the proposal
- 12.1% (159) were in agreement
- 10.4% (136) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Increasing Response Times.** In a more remote, rural area the response times for any attending fire engine would be longer resulting in a delay in action.
- **Reduced Capacity.** There would be fewer fire engines to deal with simultaneous or large scale incidents, leaving such incidents under resourced.
- **No Cover.** The remaining fire engine would be busier and the local area would frequently have no timely or sufficient response cover.
- **Local Growth.** A reduction in fire engines would leave the area unable to meet new risks as a result of future housing and population growth.

The following were alternative suggestions to the Kibworth proposal:

- **Close Billesdon Fire Station.** The nearby station in Billesdon, which attends fewer incidents, should be closed instead of Kibworth Fire Station.

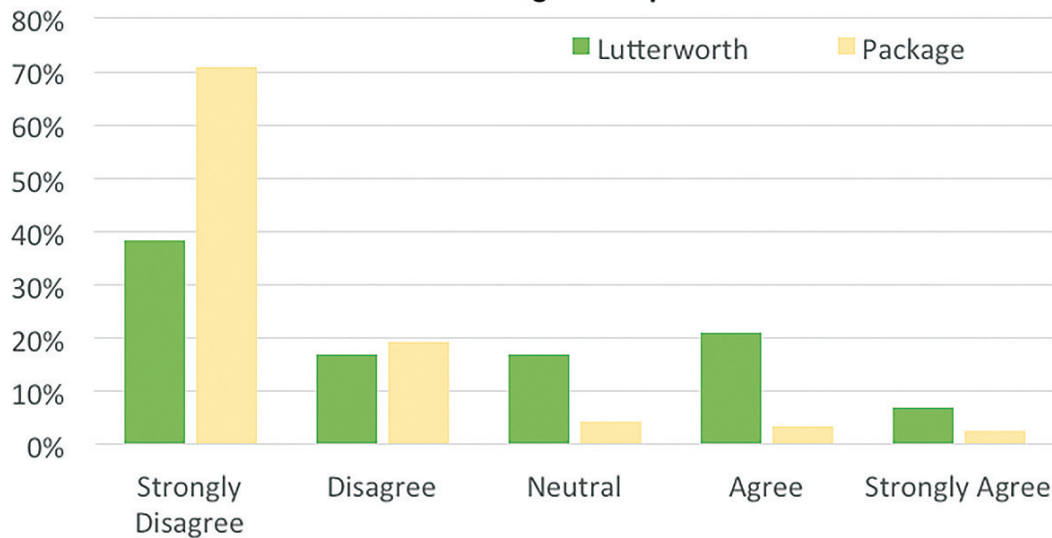
# Proposal 6 – Lutterworth

To establish Lutterworth Fire Station as a wholetime day-crewed single fire engine station between 07:00-19:00 hours Monday to Friday, with an on-call provision outside of these times to better match community risk.

## Respondents

- 1,303 (93.4%) questionnaire respondents replied to this proposal
- 162 (12.4%) questionnaire respondents were located in Harborough
- The percentage of questionnaire respondents equals 0.23% of the local adult population
- 25 people attended the public forum held at Lutterworth Fire Station

**Chart 9. Results for the Lutterworth Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 55.1% (718) disagreed with the proposal
- 28% (365) were in agreement
- 16.9% (220) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Reduced Capacity.** In a large rural area, fewer fire engines would be available to deal with simultaneous or large scale incidents, leaving them under resourced.
- **Cannot Rely on Neighbours.** Greater reliance on neighbouring FRSs may not be feasible due to different operating procedures and reductions in their own capacity.
- **On-call Costs Less.** It is more cost effective to maintain on-call crews than replace with wholetime crews.
- **Off Peak Cover.** It is more difficult to recruit on-call cover for evenings and weekends only and this may affect availability during these times.
- **Local Growth.** A reduction in fire engines would leave the area unable to meet new risks as a result of future population, traffic and industry growth.

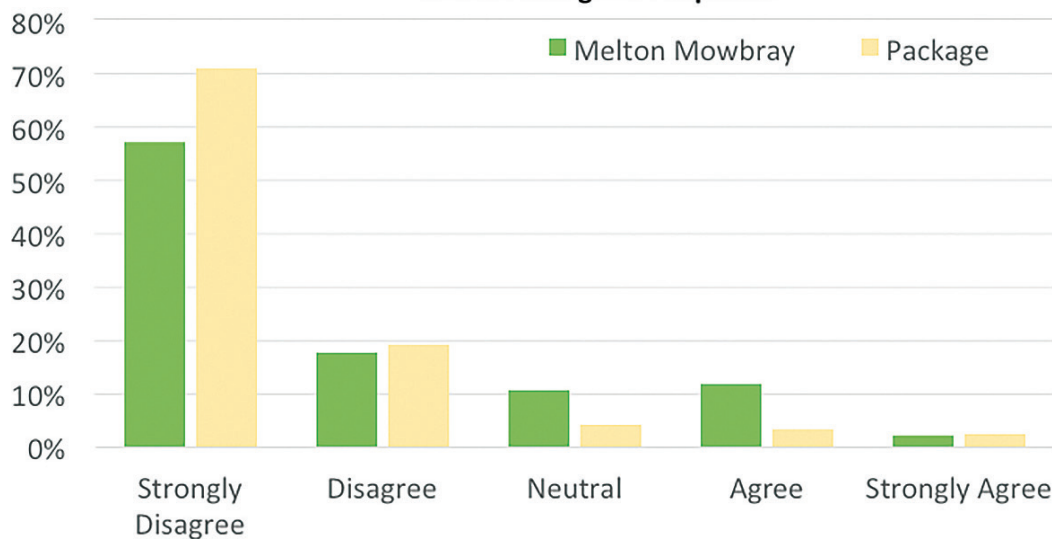
# Proposal 7 – Melton Mowbray

To remove the second fire engine at Melton Mowbray Fire Station and replace it with a TRV to better match community risk.

## Respondents

- 1,307 (93.7%) questionnaire respondents replied to this proposal
- 92 (7%) questionnaire respondents were located in Melton
- The percentage of questionnaire respondents equals 0.22% of the local adult population
- 70 people attended the public forum held at Melton Mowbray Fire Station

**Chart 10. Results for the Melton Mowbray Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 74.9% (979) disagreed with the proposal
- 14.3% (187) were in agreement
- 10.8% (141) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Downgrading Cover.** The introduction of a TRV will limit the range of firefighting and rescue options available to that crew, compared to a traditional fire engine.
- **Reduced Capacity.** There would be fewer firefighters to deal with simultaneous or large scale incidents, leaving such incidents under resourced.
- **Increasing Response Times.** The response times for second and subsequent attending fire engines would be longer resulting in a delay in action.
- **Less Cover.** The remaining fire engine would become busier and the area would frequently have insufficient response cover.
- **Local Growth.** Only having one fire engine would leave the area unable to meet new risks as a result of future population, traffic and industry growth.

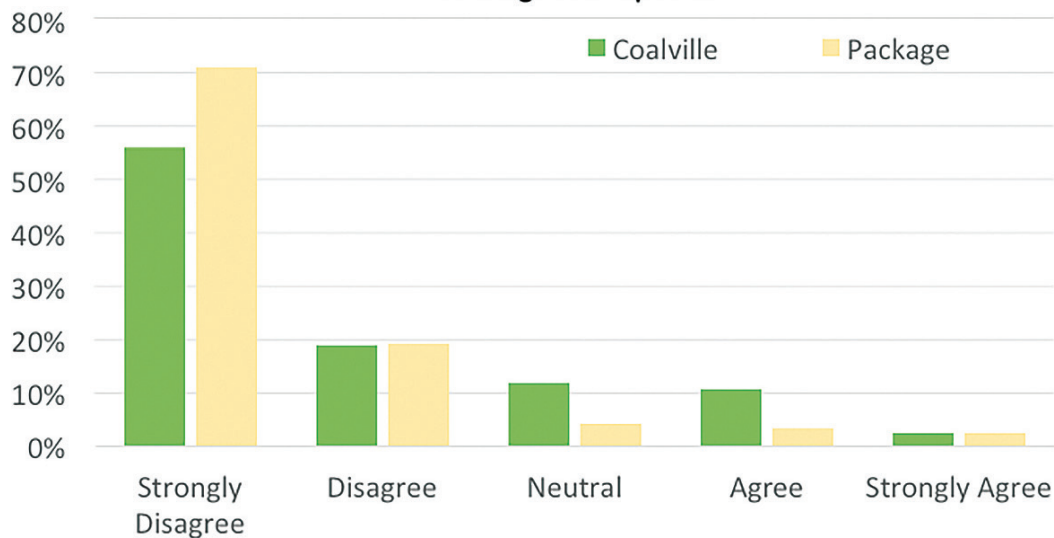
# Proposal 8 – Coalville

To remove the second fire engine at Coalville Fire Station and replace it with a TRV to better match community risk.

## Respondents

- 1,301 (93.3%) questionnaire respondents replied to this proposal
- 61 (4.7%) questionnaire respondents were located in North West Leicestershire
- The percentage of questionnaire respondents equals 0.08% of the local adult population
- 12 people attended the 2 public forums held at Coalville Fire Station

**Chart 11. Results for the Coalville Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 75% (976) disagreed with the proposal
- 13.2% (172) were in agreement
- 11.8% (153) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Downgrading Cover.** The introduction of a TRV will limit the range of firefighting and rescue options available to that crew, compared to a traditional fire engine.
- **Reduced Capacity.** There would be fewer firefighters to deal with simultaneous or large scale incidents, leaving such incidents under resourced.
- **Increasing Response Times.** The response times for second and subsequent attending fire engines would be longer resulting in a delay in action.
- **Less Cover.** The remaining fire engine would become busier and the area would frequently have insufficient response cover.
- **Local Growth.** Only having one fire engine would leave the area unable to meet new risks as a result of future population, traffic and industry growth.

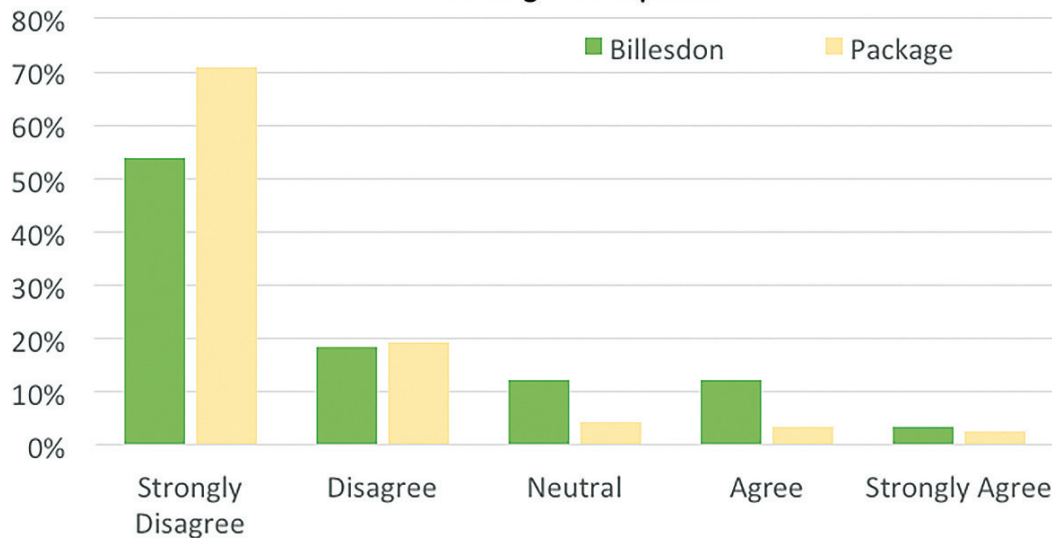
# Proposal 9 – Billesdon

To remove the fire engine at Billesdon Fire Station and replace it with a TRV so that we can secure a better level of resource provision and improve the quality of our operational service delivery.

## Respondents

- 1,306 (93.6%) questionnaire respondents replied to this proposal
- 165 (12.6%) questionnaire respondents were located in Harborough
- The percentage of questionnaire respondents equals 0.23% of the local adult population
- 51 people attended the public forum held at Billesdon Fire Station

**Chart 12. Results for the Billesdon Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 72.2% (943) disagreed with the proposal
- 15.5% (202) were in agreement
- 12.3% (161) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Downgrading Cover.** The introduction of a TRV will limit the range of firefighting and rescue options available to that crew, compared to a traditional fire engine.
- **Reduced Capacity.** There would be fewer firefighters to deal with simultaneous or large scale incidents, leaving such incidents under resourced.
- **Increasing Response Times.** The response times for attending fire engines would be longer resulting in a delay in action.
- **Less Cover.** The surrounding fire engines would become busier and the area would frequently have no timely or sufficient response cover.
- **Local Growth.** Only having a TRV would leave the area unable to meet new risks as a result of future population, traffic and industry growth.

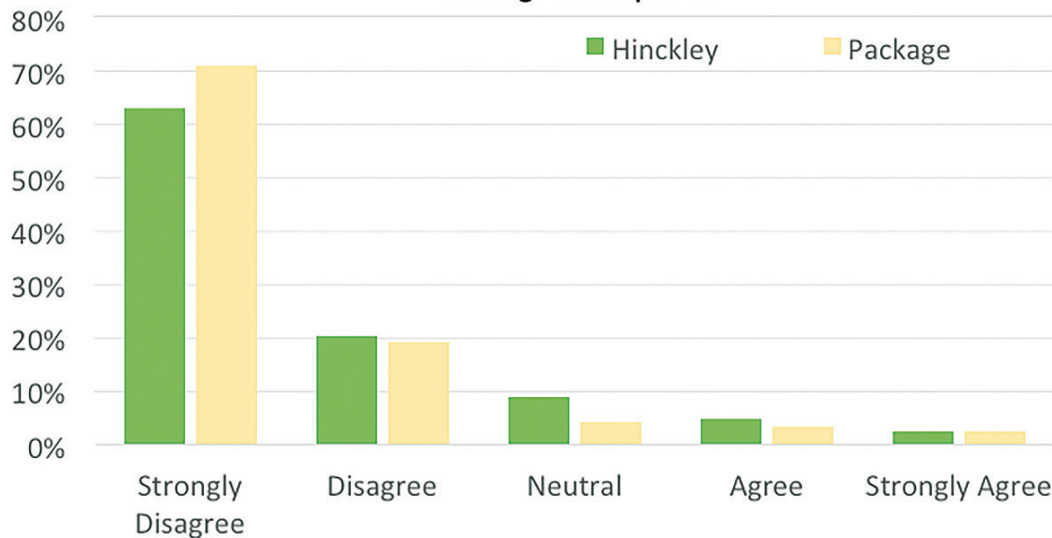
# Proposal 10 – Hinckley

To remove the second fire engine at Hinckley Fire Station.

## Respondents

- 1,329 (95.3%) questionnaire respondents replied to this proposal
- 212 (16%) questionnaire respondents were located in Hinckley and Bosworth
- The percentage of questionnaire respondents equals 0.18% of the local adult population
- 143 people attended the public forum held at Hinckley Fire Station

**Chart 13. Results for the Hinckley Proposal Compared to the Package of Proposals**



## Of the questionnaire respondents:

- 83.4% (1,109) disagreed with the proposal
- 7.6% (100) were in agreement
- 9% (120) did not have a view

The points below summarise the most frequently occurring views expressed by all respondents:

- **Disproportionate to Local Risks.** As a populated area, one fire engine is disproportionate to local risks posed by the population, housing, traffic and industry.
- **Reduced Capacity.** There would be fewer fire engines to deal with simultaneous or large scale incidents, leaving such incidents under resourced.
- **Increasing Response Times.** The response times for a second attending fire engine, at the same or different incident, would be longer resulting in a delay in action.
- **Cannot Rely on Neighbours.** Greater reliance on neighbouring FRSs may not be feasible due to different operating procedures and reductions in their own capacity.
- **Local Growth.** A reduction in fire engines would leave the area unable to meet new risks as a result of future population, traffic and industry growth.

The following were alternative suggestions to the Hinckley proposal:

- **Introduce a TRV.** The second fire engine should be replaced with a TRV at Hinckley Station.



## If you ask, we can provide the information in this document in another format such as large print, Braille, an alternative language or audio version.

If you or anyone you know would like help in reading or understanding this document please contact us, providing your name, address and explaining the type of help that you need.

આ દસ્તાવેજની કોઈપણ બાબત સમજવામાં જો આપ કોઈ મદદ ઇચ્છતાં હોય તો મહેરબાની કરી લેસ્ટરશાયર ફાયર એન્ડ રેસ્ક્યૂ સર્વિસ (Leicestershire Fire and Rescue Service) Headquarters, 12 Geoff Monk Way, Birstall, Leicester, LE4 3BU પર સંપર્ક કરવો. મહેરબાની કરી આપનું નામ અને સરનામું પૂરું પાડવું અને કયા પ્રકારની મદદ કે જે આપને જોઈએ છે, તે વિગતવાર જણાવવું.

এই ডকুমেন্ট এর যে কোনটি বুঝতে যদি আপনার সহায়তা দরকার হয় তবে অনুগ্রহ করে যোগাযোগ করুন: লেস্টারশায়ার ফায়ার ও রেসকিউ সার্ভিস (Leicestershire Fire and Rescue Service) Headquarters, 12 Geoff Monk Way, Birstall, Leicester LE4 3BU দয়া করে আপনার নাম ও ঠিকানা এবং আপনার কি ধরনের সহায়তা দরকার তা উল্লেখ করবেন।

ਜੇਕਰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੇ ਕਿਸੇ ਵਿਸ਼ੇ ਨੂੰ ਸਮਝਣ ਲਈ ਤੁਸੀਂ ਕੋਈ ਮਦਦ ਲੈਣੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਲੈਸਟਰਸ਼ਾਇਰ ਫ਼ਾਇਰ ਐਂਡ ਰੈਸਕਿਊ ਸਰਵਿਸ (Leicestershire Fire and Rescue Service) Headquarters, 12 Geoff Monk Way, Birstall, Leicester, LE4 3BU ਨਾਲ ਸੰਪਰਕ ਕਰੋ। ਮਿਹਰਬਾਨੀ ਕਰਕੇ ਆਪਣਾ ਨਾਂ ਅਤੇ ਸਿਰਨਾਵਾਂ ਨਾਲ ਦਿਉ ਅਤੇ ਦੱਸੋ ਕਿ ਤੁਹਾਨੂੰ ਕਿਸ ਤਰਾਂ ਦੀ ਮਦਦ ਦੀ ਲੋੜ ਹੈ।

如需要協助理解本文件內任何資料請聯絡：里斯特郡消防及救援服務 (Leicestershire Fire and Rescue Service) Headquarters, 12 Geoff Monk Way, Birstall, Leicester LE4 3BU 請提供閣下姓名和地址以及說明哪條文需要幫助。

Jelzeli potrzebujesz pomocy w zrozumieniu treści tego dokumentu, skontaktuj się z (Leicestershire Fire and Rescue Service) Headquarters, 12 Geoff Monk Way, Birstall, Leicester LE4 3BU, podając swoje imię, nazwisko i adres i wyjaśniając, jakiej pomocy potrzebujesz.

यदि इस दस्तावेज़ के किसी विषय को समझने के लिए आप कोई मदद लेना चाहते हैं तो कृपया लैस्टरशायर फ़ायर एंड रैस्क्यू सर्विस (Leicestershire Fire and Rescue Service) Headquarters, 12 Geoff Monk Way, Birstall, Leicester, LE4 3BU से संपर्क कीजिए। कृपया अपना नाम तथा पता साथ भेजें और बताएं कि आपको किस प्रकार की सहायता की जरूरत है।

اگر آپ کو اس دستاویز کے کسی بھی حصے کو سمجھنے کیلئے کسی قسم کی مدد درکار ہے تو براہ کرم لیسٹرشائر فائر اینڈ ریسکیو سروس (Leicestershire Fire and Rescue Service) Headquarters (Service Rescue), 12 Geoff Monk Way, Birstall, Leicester, LE4 3BU سے رابطہ کریں۔ براہ کرم اپنا نام اور پتہ فراہم کریں اور آپ کو جس قسم کی مدد درکار ہے اس کی وضاحت کریں۔

**LEICESTERSHIRE**  
**FIRE and RESCUE SERVICE**



Headquarters, 12 Geoff Monk Way, Birstall, Leicester, LE4 3BU

Tel: 0116 287 2241 Fax: 0116 227 1330

Email: info@lfrs.org

[www.leicestershire-fire.gov.uk](http://www.leicestershire-fire.gov.uk)

