

**Status of Report:** Public

**Meeting:** Combined Fire Authority

**Date:** 19 June 2019

**Subject:** Tactical Response Vehicles

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**For:** Information

### **Purpose**

1. The purpose of this report is to update the Combined Fire Authority (CFA) on the progress made with the deployment of the Tactical Response Vehicles (TRVs) following a request by the CFA at its meeting on 27 September 2018.

### **Recommendation**

2. The CFA are requested to note the progress made with the deployment of the Tactical Response Vehicles in the Leicestershire Fire and Rescue Service.

### **Executive Summary**

3. This report sets out the progress that has been achieved in relation to the deployment of TRV's and responds to questions raised by the CFA at its meeting in September 2018.

The areas covered in this report include:

- Background
  - Locations
  - Incidents
  - Purchase and Running Costs
  - Looking Forward
4. The report demonstrates the benefits a TRV can bring to the organisation, in particular, in areas where stations with a standard appliance have difficulty in maintaining availability due to low numbers. This can be increased with the provision of a TRV.

### **Background**

5. At its meeting in September 2018, the CFA received an update on operational performance, and this included the introduction of Tactical Response Vehicles. Members agreed that further information on their usage, effectiveness in delivering the service and the type of incident attended, would be beneficial. It

was agreed to bring a report to the CFA after TRVs had been in use for more than one year, when sufficient data was available.

### Locations

6. In April 2017, Leicestershire Fire and Rescue Service (LFRS) began the introduction of TRV's across the Service, by January 2018 a total of 5 were fully operational. The main benefit of introducing the TRV is an increase in the availability of emergency vehicles where crewing numbers are low. Incidents continue to be dealt in accordance with the principles set out in National Operational Guidance (NOG).
7. The TRV's are currently based at the following stations:
  - Loughborough – Crewed by wholetime staff
  - Coalville – Crewed by On Call staff
  - Oakham – Crewed by On Call staff
  - Market Harborough – Crewed by On Call staff
  - Lutterworth – Crewed by On Call staff

These locations were based upon the incident profile of the station and the limited availability of staff to crew the vehicles.

### Incidents

8. The TRV can be mobilised to all incidents with a crew of no less than 2, either in addition to a standard fire engine or on its own to 7 incident categories including:
  - Flooding – scene assessment;
  - Fires in the open;
  - Late fire call – fires now out;
  - Person(s) Locked In/Out.
  - Assist other Agencies;
  - Road Traffic Collision – Make Safe;
  - Minor Release;
9. From April 2018 – March 2019, the TRV's attended 626 incident types:

| Incident Type               | No. of Incidents | %           |
|-----------------------------|------------------|-------------|
| Fire alarm due to Apparatus | 132              | 21%         |
| Primary Fire                | 116              | 19%         |
| Good Intent false alarm     | 98               | 16%         |
| Secondary Fire              | 84               | 13%         |
| Assist other agencies       | 37               | 6%          |
| RTC Make vehicle safe       | 32               | 5%          |
| Malicious False Alarm       | 16               | 3%          |
| No action (not false alarm) | 12               | 2%          |
| Effecting entry/exit        | 11               | 2%          |
| Flooding                    | 10               | 2%          |
| Other                       | 78               | 12%         |
| <b>Total</b>                | <b>626</b>       | <b>100%</b> |

10. During the 12 month period the TRV's attended the above incidents as a single resource on 34% of occasions. The single attendance was to the 7 incident types noted in paragraph 8 above, the remaining were part of a multi-appliance attendance which required the attendance of more than 1 vehicle, to incidents such as a property fires.

| No. of Appliances | No. of Incidents | %    |
|-------------------|------------------|------|
| 1                 | 213              | 34%  |
| 2                 | 177              | 28%  |
| 3                 | 170              | 27%  |
| 4 or more         | 66               | 11%  |
| Total             | 626              | 100% |

### Purchase and Running Costs

11. The current cost of a standard fire appliance is in the region of £250,000 compared the approximate cost of a TRV at £125,000.
12. Early indications also demonstrate improved fuel efficiency compared to that of a standard fire appliance. However, it is too early to assure the CFA of the longer term efficiency of the vehicle from a maintenance perspective.

### Looking Forward

13. A further 2 TRV's were purchased in December 2018 as part of the CFA agreed Fire Appliance replacement strategy and are due to become operational from August 2019. These are being deployed to On-Call stations where standard appliance availability is poor. The locations will be chosen based upon professional judgement and the organisational requirements at the time.
14. In relation to the Service's Key Performance Indicators (KPI) 5.15 (On-Call appliance availability), the table below gives a prediction as to how the TRV's will improve availability at On-Call stations, based upon the current availability data:

| Station   | Current Availability | Availability with a TRV | Increase in Availability |
|-----------|----------------------|-------------------------|--------------------------|
| Hinckley  | 50%                  | 80%                     | 30%                      |
| Billesdon | 34%                  | 63%                     | 29%                      |
| Wigston   | 40%                  | 67%                     | 27%                      |
| Kibworth  | 43%                  | 66%                     | 23%                      |
| Uppingham | 50%                  | 73%                     | 23%                      |

\* Figures are based upon March 2019 On-Call availability with an EFAD driver and Safe to Command.

## Report Implications/Impact

15. Legal (including crime and disorder)

None identified within this report.

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

There are financial savings made both in terms of the cost differential between a fire appliance (approx. £250,000) and the tactical response vehicle (approx. £125,000) and we anticipate significant improvement in vehicle fuel economy.

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

Although the TRV may attend structural fires, when crewed with less than 4, it has limited capabilities on first attendance until further resources arrive which has the potential to be interpreted by our staff as a reputational risk to the service. That said, like any first attendance it can make an early intervention and incident assessment whilst awaiting further support.

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

The benefits to the local community are improved appliance availability.

19. Environmental

With the introduction of TRV's, there is an improved environmental impact due to the better fuel consumption compared to that of a standard fire appliance.

20. Impact upon Our Plan Objective

By utilising TRV's on stations with limited staff, the service is able to respond effectively to incidents by increasing appliance availability with a reduced crew.

## Officers to Contact

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