

Tell Us What You Think!



TOWARDS 2020 INTEGRATED RISK MANAGEMENT PLAN // PROPOSALS FOR CONSULTATION

LEICESTERSHIRE
FIRE and RESCUE SERVICE



www.leicestershire-fire.gov.uk/irmp

protecting our communities

FOREWORD

The future funding of Leicestershire Fire and Rescue Service continues to be a very real challenge. During the last five years we have seen our budget reduce significantly. The emergency budget announcements in July 2015 mean that we must plan for further budget cuts between now and 2020.

In 2014 we consulted upon, and then agreed, a number of changes to our fire and rescue response arrangements. We are now working towards implementing these and they include:

- The removal of a fire engine from the Leicester City area (now confirmed as Western Fire Station)
- The removal of the second fire engine from Oakham Fire Station
- The removal of the Resilience Team
- The introduction of the new Day Crewing Plus Duty System at Wigston Fire Station
- The reduction of standard fire engine crewing levels from five to four
- The introduction of new 'pooled' crewing arrangements for wholetime stations

Implementing these new arrangements will result in Leicestershire Fire and Rescue Service making significant financial savings. Despite this, we estimate that the further planned budget cuts mean that we will have to make additional savings in the region of £1.3 million if we are to balance our budget every year until 2020.

Even with these financial challenges, we continue to provide a high performing, low cost service. Our track record is excellent and during the last 10 years, we have seen a 42% reduction in the number of fires, road traffic collisions and other emergency incidents that we attend. This trend is set to continue and is mainly attributable to our community education, prevention and protection work. However, we do recognise that the rate of reduction is likely to slow down. Along with this high level of performance; at a cost of £34 per head of population, Leicestershire Fire and Rescue Service is the lowest cost Combined Fire Authority in the country.

The proposals set out in this consultation document represent our operational response plans as we move forwards to 2020. In presenting them to you we want to assure you that they are:

Safe

If we implement these proposals we will still be able to immediately respond to every emergency incident that occurs. We are also satisfied that the safety of our communities and firefighters will not be compromised in any way.

Proportionate

The proposals are focused on the redistribution of existing staff and resources. They are based upon our analysis of risk, i.e. where, what and how likely emergency incidents are to occur. We are satisfied that these proposals will better match our operational resources to the risks in our communities and this will mean that we will be able to respond to them more effectively.

Affordable

The proposals we are presenting, as a package, will result in savings of approximately £1.5 million per year, essential if we are to balance our budgets and deliver a fire and rescue service that is fit for purpose in 2020. They will reduce the cost of our revenue (salaries) and capital (assets) budgets, and the financial income from the sale of some of our assets will be used to fund future technological developments in the service without having to borrow money and pay interest.

We have been through a very thorough process of evaluation and analysis in developing these proposals and we are content that they represent the best way forward for Leicestershire Fire and Rescue Service.

We also value your views and want to find out what you think. We are therefore asking for your views on our proposals set out in this document. The Combined Fire Authority (CFA) will use this feedback to assist in making their final decisions.



Richard Chandler

Chief Fire and Rescue Officer
and Chief Executive



Nicholas Rushton

Chair of the
Combined Fire Authority

GUIDE TO TERMINOLOGY

Automatic Fire Alarm	Emergency incidents caused by the automatic operation of either a fire alarm or firefighting equipment (e.g. sprinklers) and, on arrival, there was no fire present
Day Crewing Plus	Fire engine crewed by wholtime employees who work a self-rostered 24 hour shift system and are immediately available to respond to emergency incidents
False Alarm Other	Emergency incidents that are attended and turn out to be false alarms, either for malicious or other reasons
On-Call	Fire engine crewed by employees who are available to respond to emergency incidents from home or work, alerted by a pager
Pooled Crewing	Proposed wholtime duty system using pooled staff resources
Primary Fires	Fires involving casualties, property or any other items that are insurable
Resilience Team	A team of wholtime operational staff employed to provide support and cover to the On-Call duty system
Secondary Fires	Small fires, such as grass, rubbish, derelict or abandoned vehicles
Special Service other	Any emergency incident that we attend that is not a fire or a road traffic collision (e.g. water rescue)
Special Service RTC	Any emergency incident that involves a road traffic collision
Tactical Response Vehicle	A smaller fire engine designed to deal entirely with smaller incidents, but also able to undertake initial actions at larger incidents prior to the arrival of supporting fire engines
Wholtime	Fire engine crewed by wholtime employees who work a shift system and are immediately available to respond to emergency incidents

OUR REVIEW

In carrying out our review, we have used a community risk model to identify those areas most likely to experience serious fires and other emergency incidents. Our model is based on fire injury and fatality data; and on incidents more likely to result in serious injury or loss of life (domestic and commercial fires, road traffic collisions and special service life risk incidents such as water and rope rescues). It also incorporates lifestyle information from the index of multiple deprivation (IMD) which helps to predict the likelihood of incidents occurring. We have also considered current and future developments, such as new housing, transport and road infrastructures.

Using this data, we have analysed exactly where our highest risk areas are; and what the best match of resources is to these areas. The outcomes of the review have resulted in the proposals for change that are set out in this document.

NB: non-questionnaire consultation responses, including the names and addresses of respondents, will be made publicly available on request, unless confidentiality is specifically requested or disclosure would prejudice third parties.

HOW TO RESPOND: TELL US WHAT YOU THINK

To respond to any of the proposals in our consultation document, **Towards 2020: Integrated Risk Management Plan**, please visit our dedicated consultation website at:

www.leicestershire-fire.gov.uk/irmp

If you would like any further information regarding the consultation, please contact us:

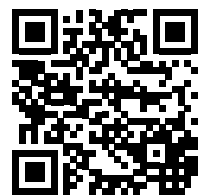
email: **consultation@lfrs.org**

telephone: **0116 287 2241**

To attend one of our public engagement events, look at our programme of events on our website or visit your nearest fire station.

LEICESTERSHIRE
FIRE and RESCUE SERVICE

You can also follow the consultation on our social media platforms.



The consultation period ends on 4 December 2015

The statutory consultation period commences on 25 September 2015 and is open until 4 December 2015. Responses received after 4 December 2015 will not be taken into consideration. At the end of our consultation period, the Combined Fire Authority will consider all of the responses before any final decisions are taken with regard to the proposals.

1. LOUGHBOROUGH FIRE STATION

We propose to remove one of the two wholtime-crewed fire engines from Loughborough Fire Station.

The tables below illustrate the average reduction in emergency incidents in Loughborough over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 53% of all incidents were false alarms and 63% only required the attendance of one fire engine.

Average annual number of incidents attended in the Loughborough Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	238	38%	-58
False Alarm Other	93	15%	-16
Primary Fire	91	15%	-17
Secondary Fire	89	14%	-62
Special Service RTC	32	5%	3
Special Service Other	81	13%	-2
Total*	624	100%	-152

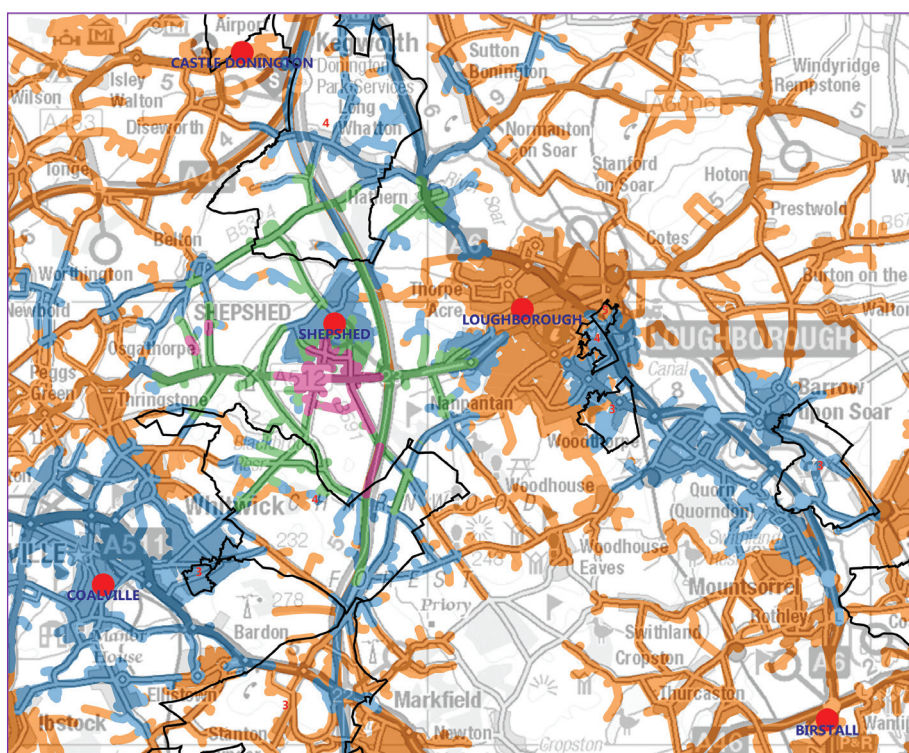
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Loughborough Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	390	63%
2	217	35%
3	10	2%
4	1	0.2%
5	1	0.2%
5+	1	0.2%
Total	620	100%

Proposed Future Response Capability: Loughborough

This map identifies the number of fire engines that will be able to respond to an emergency incident in Loughborough in 10 minutes (travel time) if we remove one of the wholtime-crewed fire engines.



What Does This Mean To You?

This map tells us that if we remove one of the wholtime-crewed fire engines from Loughborough, there will still be a high number of fire engines and firefighters available close by who will be able to respond to any emergency. This will ensure that we will be able to safely manage and resolve all of the emergency incidents we would expect in the future including incidents in all areas of significant risk.

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

● Station

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Question 1

Do you agree or disagree with our proposal to reduce the number of wholtime-crewed fire engines at Loughborough Fire Station to improve the distribution of resources, so that they are better matched to community risk?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

2. CENTRAL FIRE STATION

We propose to close Central Fire Station and sell the building.

The tables below illustrate the average reduction in emergency incidents in the Central area over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 63% of all incidents were false alarms and 77% only required the attendance of two fire engines.

Average annual number of incidents attended in the Central Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	649	51%	-33
False Alarm Other	150	12%	13
Primary Fire	126	10%	-9
Secondary Fire	165	13%	-68
Special Service RTC	35	3%	-2
Special Service Other	146	11%	-36
Total*	1271	100%	-135

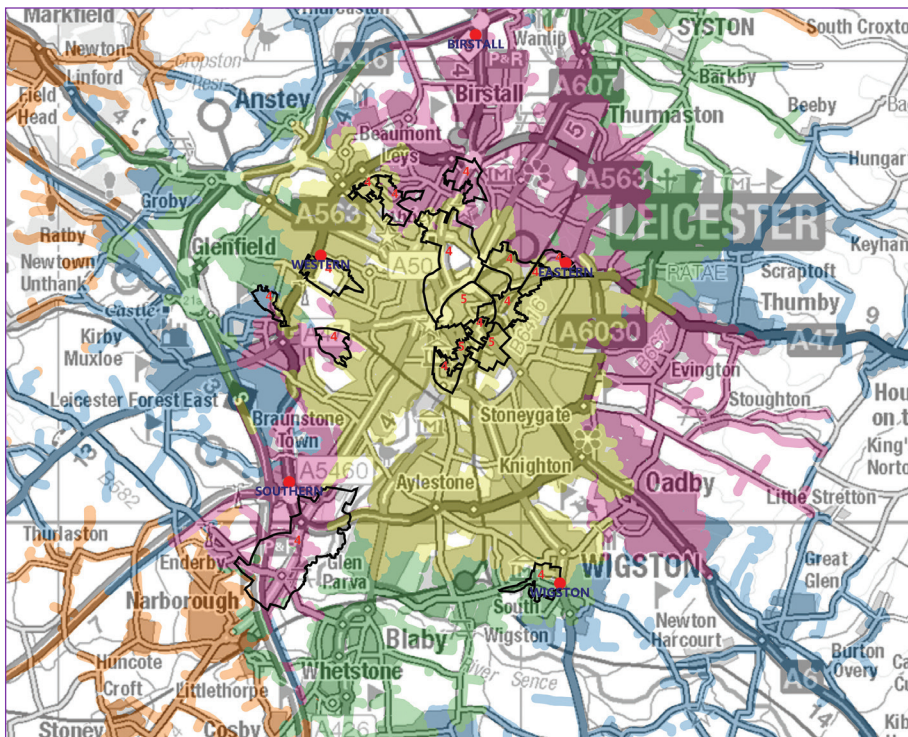
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Central Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	672	53%
2	302	24%
3	157	12%
4	128	10%
5	5	0.4%
5+	2	0.2%
Total	1266	100%

Proposed Future Response Capability: Central

This map identifies the number of fire engines that will be able to respond to an emergency incident in the central Leicester City area in 10 minutes (travel time) if we close Central Fire Station and make the proposed changes at Wigston Fire Station.



What Does This Mean To You?

This map tells us that if we were to close Central Fire Station and make the proposed changes at Wigston, there will still be a high number of fire engines and firefighters close by who will be able to respond to any emergency. This will ensure that we will be able to safely manage and resolve all of the emergency incidents we would expect in the future including incidents in all areas of significant risk.

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

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Question 2

Do you agree or disagree with our proposal to close Central Fire Station to improve the distribution of resources so that they are better matched to community risk?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

3. WIGSTON FIRE STATION

We propose to revise existing plans to introduce Day Crewing Plus at Wigston Fire Station by establishing a wholetime-crewed two fire engine fire station.

The tables below illustrate the average reduction in emergency incidents in Wigston over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 49% of all incidents were false alarms and 97% only required the attendance of two fire engines.

Average annual number of incidents attended in the Wigston Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	114	32%	-16
False Alarm Other	60	17%	32
Primary Fire	57	16%	-6
Secondary Fire	51	14%	-38
Special Service RTC	29	8%	4
Special Service Other	47	13%	-18
Total*	358	100%	-42

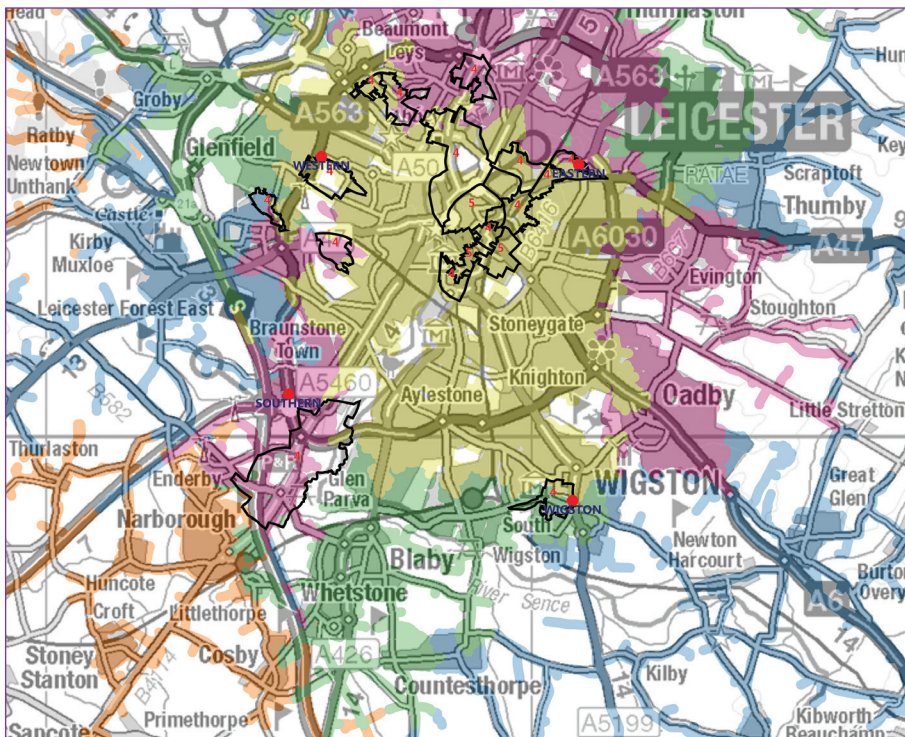
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Wigston Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	216	61%
2	127	36%
3	7	2%
4	1	0.4%
5	0.2	0.1%
5+	1	0.3%
Total	353	100%

Proposed Future Response Capability: Wigston

This map identifies the number of fire engines that will be able to respond to an emergency incident in the Wigston area in 10 minutes (travel time) if we were to change the On-Call fire engine so that it is crewed by wholetime staff.



What Does This Mean To You?

This map tells us that if we make the changes at Wigston, we will improve our response capability into the City and the South/South East area of the county. This will ensure that we will be able to safely manage and resolve all of the emergency incidents we would expect in the future including incidents in all areas of significant risk.

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

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Question 3

Do you agree or disagree that we should establish Wigston Fire Station as a wholetime-crewed two fire engine fire station to improve the distribution of resources, so that they are better matched to community risk?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

4. MARKET HARBOROUGH FIRE STATION

We propose to establish Market Harborough Fire Station as a wholtime-crewed single fire engine fire station.

The tables below illustrate the average reduction in emergency incidents in Market Harborough over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 58% of all incidents were false alarms and 54% only required the attendance of one fire engine.

Average annual number of incidents attended in the Market Harborough Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	77	40%	-4
False Alarm Other	34	18%	-7
Primary Fire	26	13%	-4
Secondary Fire	25	13%	0
Special Service RTC	12	6%	-5
Special Service Other	19	10%	4
Total*	192	100%	-16

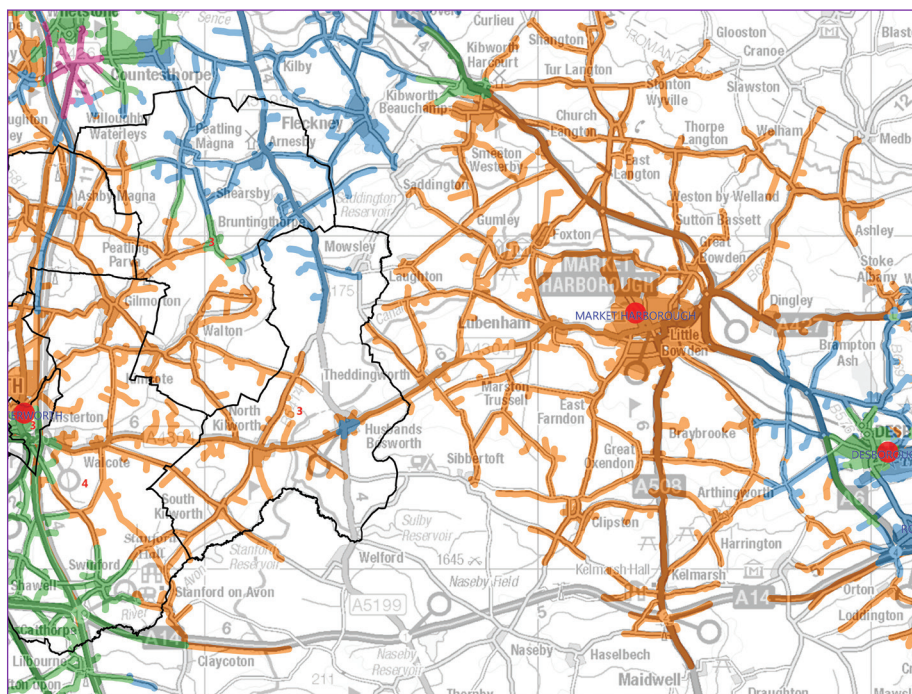
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Market Harborough Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	103	54%
2	79	41%
3	9	5%
4	1	0.3%
5	0	0%
5+	0	0%
Total	191	100%

Proposed Future Response Capability: Market Harborough

This map identifies the number of fire engines that will be able to respond to an emergency incident in Market Harborough in 10 minutes (travel time) if we were to remove the On-Call fire engine and establish the remaining fire engine so that it is crewed by wholtime staff, and make the proposed changes at Lutterworth Fire Station.



What Does This Mean To You?

This map tells us that if we make the changes at Market Harborough and the proposed changes at Lutterworth, we will be able to manage and resolve all of the emergency incidents we would expect in the future, including incidents in all areas of significant risk. It will also improve response times and the total geographical area that can be covered within 10 minutes (travel time).

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

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Question 4

Do you agree or disagree that we should establish Market Harborough Fire Station as a wholtime-crewed single fire engine fire station to improve the distribution of resources, so that they are better matched to community risk?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

5. KIBWORTH 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.

The tables below illustrate the average reduction in emergency incidents in Kibworth over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 41% of all incidents were false alarms and 62% only required the attendance of one fire engine.

Average annual number of incidents attended in the Kibworth Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	18	24%	-3
False Alarm Other	13	17%	-2
Primary Fire	12	15%	8
Secondary Fire	13	17%	-1
Special Service RTC	11	15%	5
Special Service Other	9	12%	1
Total*	75	100%	8

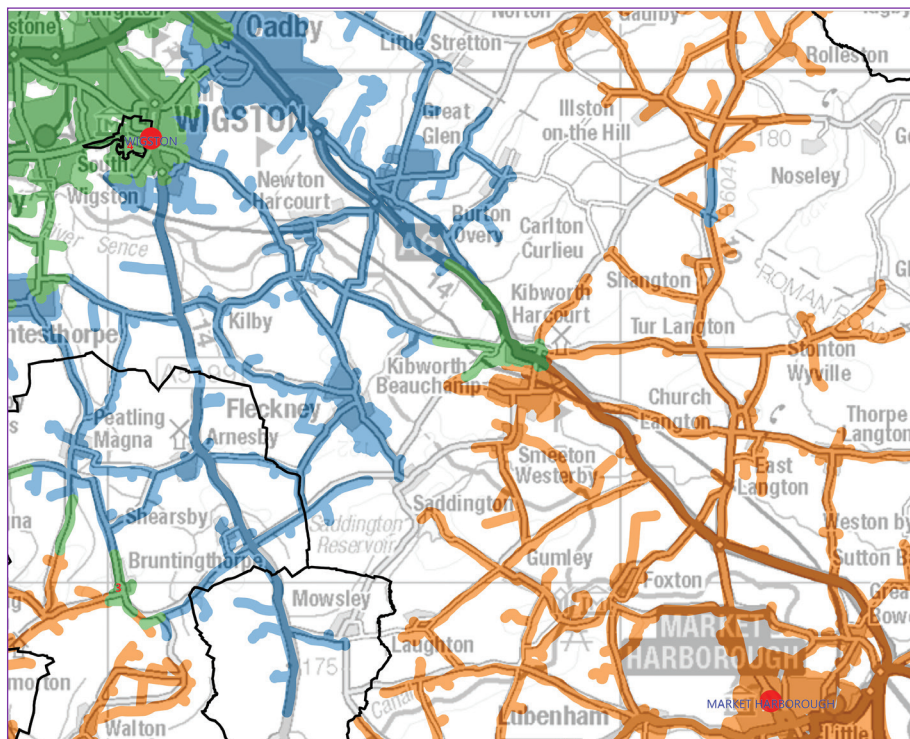
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Kibworth Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	46	62%
2	25	34%
3	2	3%
4	1	1%
5	0.4	1%
5+	0	0%
Total	74	100%

Proposed Future Response Capability: Kibworth

This map identifies the number of fire engines that will be able to respond to an emergency incident in the Kibworth area in 10 minutes (travel time) if we make the proposed changes at Wigston and Market Harborough Fire Stations, and close Kibworth Fire Station.



What Does This Mean To You?

This map tells us that if we were to close Kibworth Fire Station and make the proposed changes at Wigston and Market Harborough, there will still be sufficient fire engines and firefighters close by who will be able to respond to any emergency. This will ensure that we will be able to safely manage and resolve all of the emergency incidents we would expect in the future including incidents in all areas of significant risk.

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

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Question 5

Do you agree or disagree with our proposal to close Kibworth Fire Station?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

6. LUTTERWORTH FIRE STATION

We propose to establish Lutterworth Fire Station as a wholtime day-crewed single fire engine fire station between 07:00 – 19:00 hours Monday to Friday, with an On-Call provision outside of these times.

The tables below illustrate the average reduction in emergency incidents in Lutterworth over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 46% of all incidents were false alarms and 72% only required the attendance of one fire engine.

Average annual number of incidents attended in the Lutterworth Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	53	28%	-38
False Alarm Other	35	18%	-11
Primary Fire	35	19%	0
Secondary Fire	17	9%	-9
Special Service RTC	37	20%	-6
Special Service Other	12	6%	8
Total*	188	100%	-56

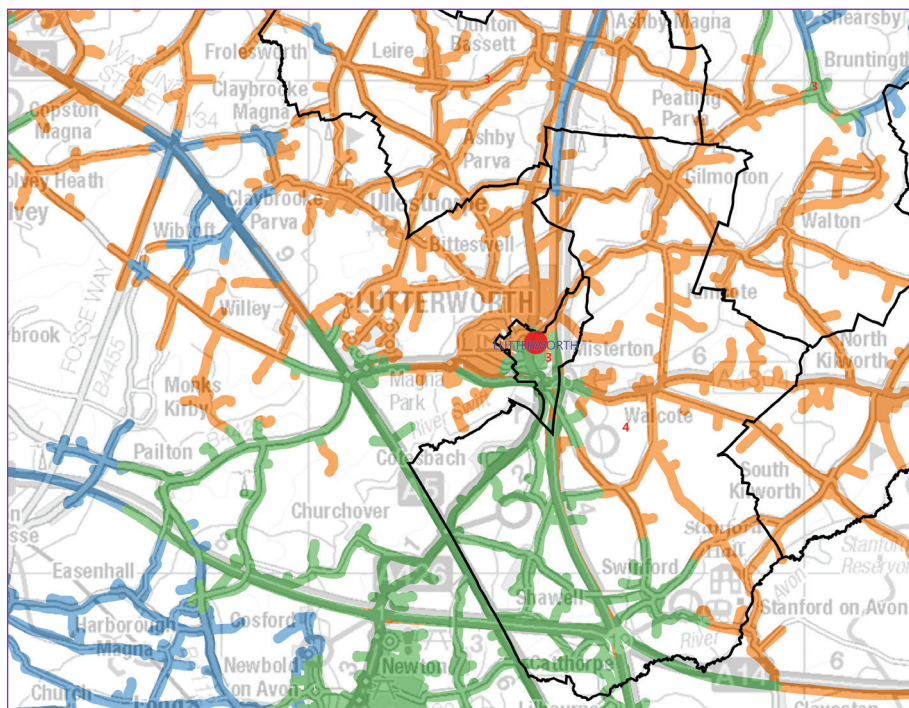
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Lutterworth Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	134	72%
2	36	19%
3	11	6%
4	4	2%
5	0	0%
5+	1	1%
Total	187	100%

Proposed Future Response Capability: Lutterworth

This map identifies the number of fire engines that will be able to respond to an emergency incident in the Lutterworth area in 10 minutes (travel time) if we were to establish the fire engine so that it is crewed by wholtime staff between 07:00 and 19:00 hours, Monday to Friday, and we make the proposed changes at Market Harborough Fire Station.



What Does This Mean To You?

This map tells us that if we make the changes at Lutterworth and the proposed changes at Market Harborough, we will be able to manage and resolve all of the emergency incidents we would expect in the future, including incidents in all areas of significant risk. It will also improve response times and the total geographical area that can be covered within 10 minutes (travel time).

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

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Question 6

Do you agree or disagree that we should establish Lutterworth Fire Station as a wholtime day-crewed single fire engine fire station between 07:00 – 19:00 hours Monday to Friday, with an On-Call provision outside of these times to better match community risk?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

7. MELTON MOWBRAY FIRE STATION

We propose to replace the On-Call fire engine at Melton Mowbray Fire Station with a Tactical Response Vehicle.

The tables below illustrate the average reduction in emergency incidents in Melton Mowbray over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 36% of all incidents were false alarms and 65% only required the attendance of one fire engine.

Average annual number of incidents attended in the Melton Mowbray Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	69	22%	-25
False Alarm Other	44	14%	19
Primary Fire	64	21%	-7
Secondary Fire	60	19%	-26
Special Service RTC	40	13%	10
Special Service Other	35	11%	-18
Total*	311	100%	-47

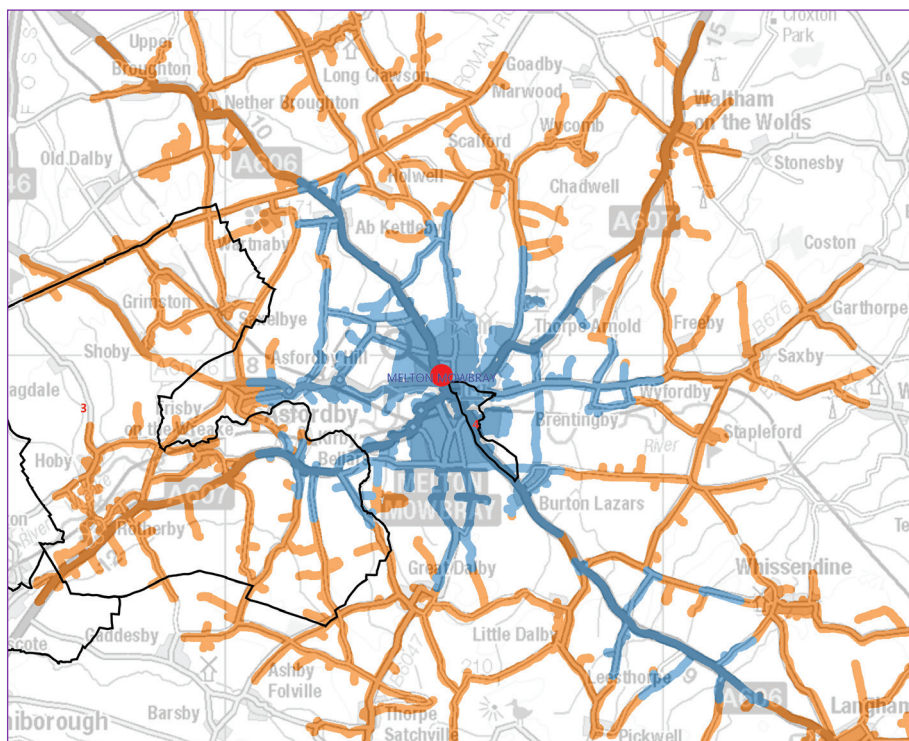
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Melton Mowbray Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	200	65%
2	100	32%
3	5	1%
4	1	0.5%
5	0.6	0.2%
5+	1	0.3%
Total	308	100%

Proposed Future Response Capability: Melton Mowbray

This map identifies the number of fire engines that will be able to respond to an emergency incident in the Melton Mowbray area in 10 minutes if we were to replace the second On-Call crewed fire engine with a Tactical Response Vehicle.



What Does This Mean To You?

This map tells us that if we replace the On-Call fire engine with a Tactical Response Vehicle at Melton Mowbray there will be no impact on the operational response capability. This will ensure that we will be able to safely manage and resolve all of the emergency incidents we would expect in the future including incidents in all areas of significant risk. In addition, the availability of the On-Call fire engine will be improved.

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

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Question 7

Do you agree or disagree that we should remove the second fire engine at Melton Mowbray Fire Station and replace it with a Tactical Response Vehicle to better match community risk?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

8. COALVILLE FIRE STATION

We propose to replace the On-Call fire engine at Coalville Fire Station with a Tactical Response Vehicle.

The tables below illustrate the average reduction in emergency incidents in Coalville over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 43% of all incidents were false alarms and 69% only required the attendance of one fire engine.

Average annual number of incidents attended in the Coalville Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	127	27%	8
False Alarm Other	79	16%	-5
Primary Fire	92	19%	-18
Secondary Fire	81	17%	-46
Special Service RTC	57	12%	-17
Special Service Other	43	9%	-14
Total*	479	100%	-92

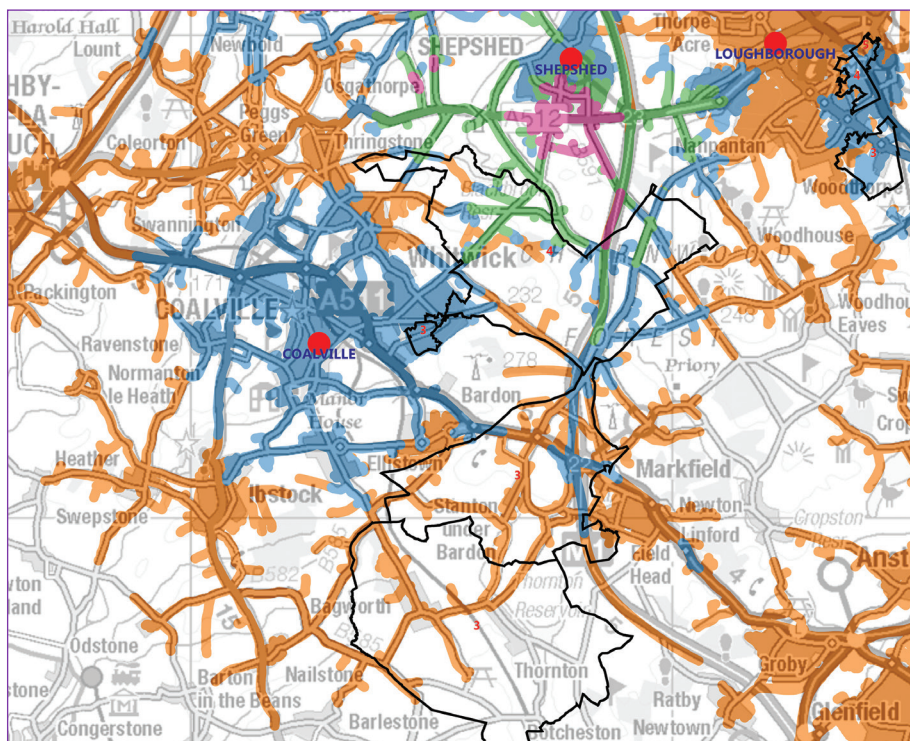
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Coalville Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	328	69%
2	129	27%
3	13	3%
4	2	0.4%
5	1	0.2%
5+	2	0.3%
Total	475	100%

Proposed Future Response Capability: Coalville

This map identifies the number of fire engines that will be able to respond to an emergency incident in the Coalville area in 10 minutes if we were to replace the second On-Call crewed fire engine with a Tactical Response Vehicle.



What Does This Mean To You?

This map tells us that if we replace the On-Call fire engine with a Tactical Response Vehicle at Coalville there will be no impact on the operational response capability. This will ensure that we will be able to safely manage and resolve all of the emergency incidents we would expect in the future including incidents in all areas of significant risk. In addition, the availability of the On-Call fire engine will be improved.

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

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Question 8

Do you agree or disagree that we should remove the second fire engine at Coalville Fire Station and replace it with a Tactical Response Vehicle to better match community risk?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

9. BILLEDON FIRE STATION

We propose to replace the On-Call fire engine at Billesdon Fire Station with a Tactical Response Vehicle.

The tables below illustrate the average reduction in emergency incidents in Billesdon over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 28% of all incidents were false alarms and 44% only required the attendance of one fire engine.

Average annual number of incidents attended in the Billesdon Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	10	22%	-8
False Alarm Other	3	6%	1
Primary Fire	8	17%	1
Secondary Fire	6	13%	0
Special Service RTC	10	23%	-11
Special Service Other	9	19%	-26
Total	46	100%	-43

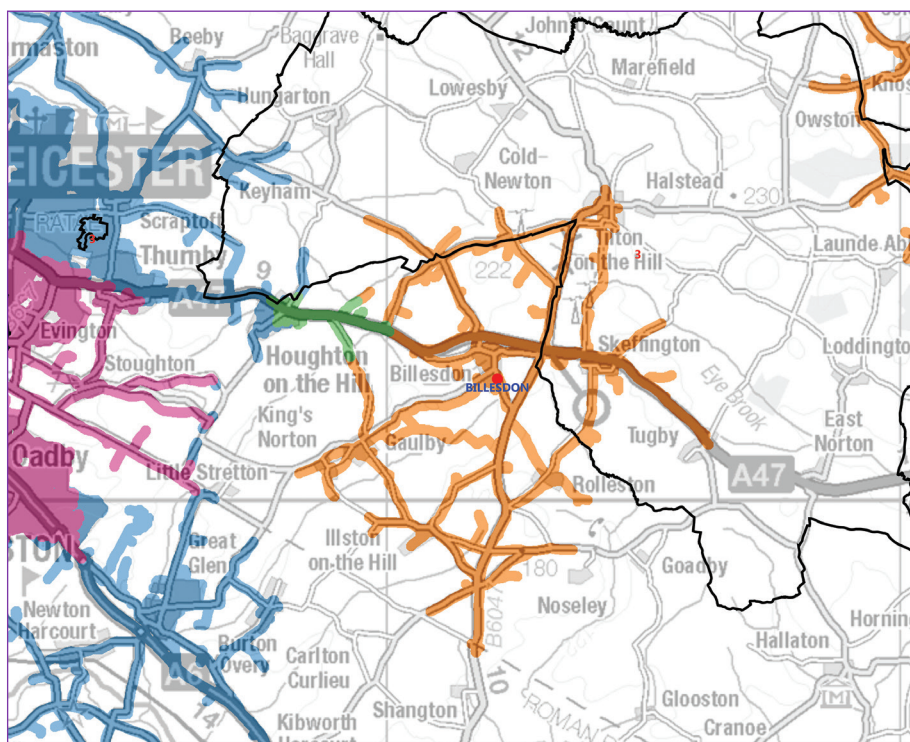
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Billesdon Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	18	44%
2	19	48%
3	2	5%
4	1	2%
5	0	0%
5+	0	0%
Total	41	100%

Proposed Future Response Capability: Billesdon

This map identifies the number of fire engines that will be able to respond to an emergency incident in the Billesdon area in 10 minutes if we were to replace the On-Call crewed fire engine with a Tactical Response Vehicle.



What Does This Mean To You?

This map tells us that if we replace the On-Call fire engine with a Tactical Response Vehicle at Billesdon there will be no impact on the operational response capability. This will ensure that we will be able to safely manage and resolve all of the emergency incidents we would expect in the future including incidents in all areas of significant risk. In addition, the availability of the On-Call fire engine will be improved.

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

● Station

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Leicestershire Fire and Rescue Service 100026099.

Question 9

Do you agree or disagree that we should remove the fire engine at Billesdon Fire Station and replace it with a Tactical Response Vehicle so that we can secure a better level of resource provision and improve the quality of our operational service delivery?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

10. HINCKLEY FIRE STATION

We propose to remove the On-Call crewed fire engine from Hinckley Fire Station.

The tables below illustrate the average reduction in emergency incidents in Hinckley over the past five years, and the average proportion of incidents by the number of fire engines required to respond. Around 48% of all incidents were false alarms and 73% only required the attendance of one fire engine.

Average annual number of incidents attended in the Hinckley Fire Station area showing type, % and actual change over the period (2010-15)

Incident Type	Av.	%	+/-
Automatic Fire Alarm	141	31%	-29
False Alarm Other	78	17%	-18
Primary Fire	74	16%	-35
Secondary Fire	65	14%	-37
Special Service RTC	48	10%	-9
Special Service Other	55	12%	-5
Total*	461	100%	-133

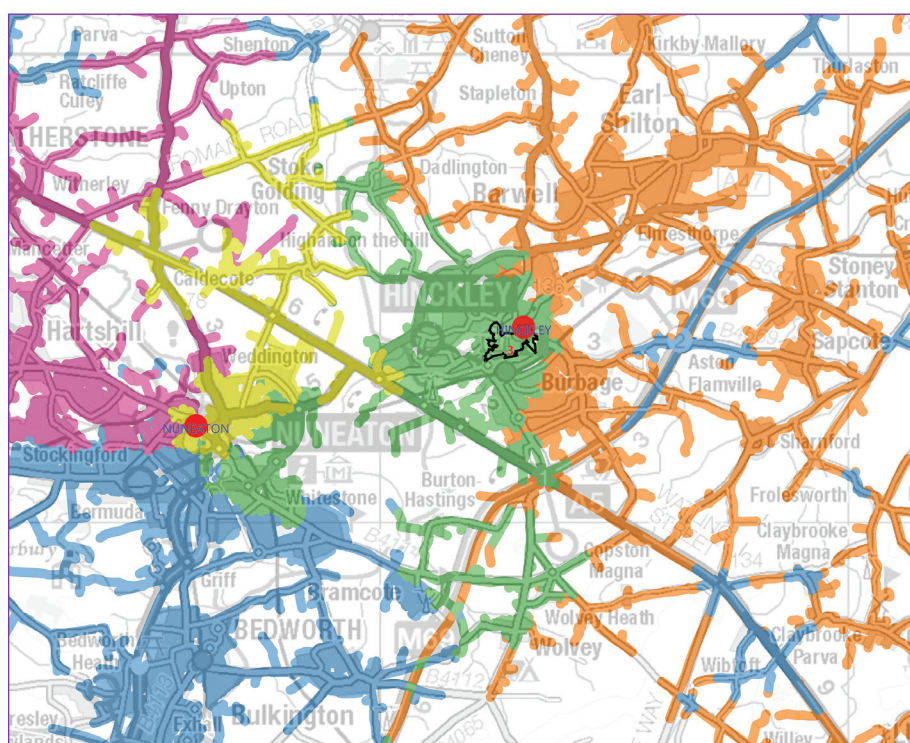
* includes incidents where an officer only attended (no fire engines)

Average annual number of incidents in the Hinckley Fire Station area by number of responding fire engines (2010-15)

Number of Responding Fire Engines	Av.	%
1	334	73%
2	112	24%
3	8	2%
4	2	0.4%
5	1	0.2%
5+	1	0.2%
Total	458	100%

Proposed Future Response Capability: Hinckley

This map identifies the number of fire engines that will be able to respond to an emergency incident in Hinckley in 10 minutes (travel time) if we were to remove the On-Call fire engine.



What Does This Mean To You?

What Does This Mean To You?
This map tells us that if we were to remove the On-Call fire engine from Hinckley Fire Station, there will still be a high number of fire engines and firefighters close by who will be able to respond to any emergency. This will ensure that we will be able to safely manage and resolve all of the emergency incidents we would expect in the future including incidents in all areas of significant risk.

Minimum no. of fire engines by travel time
1 2 3 4 5 or more

□ Risk Area: 3 = Med, 4 = High, 5 = Very High

● Station

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Question 10

Do you agree or disagree that we should remove the second fire engine at Hinckley Fire Station?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

SUMMARY OF PROPOSALS

We propose to:

1. Remove one of the two wholetime-crewed fire engines from Loughborough Fire Station.
2. Close Central Fire Station and sell the building.
3. Establish Market Harborough Fire Station as a wholetime-crewed single fire engine fire station.
4. Revise existing plans to introduce Day Crewing Plus at Wigston Fire Station by establishing a wholetime-crewed two fire engine fire station.
5. As a consequence of revising the crewing arrangements at Wigston and Market Harborough Fire Stations, close Kibworth Fire Station and sell the building.
6. Establish Lutterworth Fire Station as a wholetime-crewed single fire engine fire station. The fire engine will be wholetime-crewed between 07:00 and 19:00 hours, Monday to Friday, with On-Call crewing at all other times.
7. Replace the On-Call fire engine at Melton Mowbray Fire Station with a Tactical Response Vehicle.
8. Replace the On-Call fire engine at Coalville Fire Station with a Tactical Response Vehicle.
9. Replace the On-Call fire engine at Billesdon Fire Station with a Tactical Response Vehicle.
10. Remove the On-Call crewed fire engine from Hinckley Fire Station.

Question 11

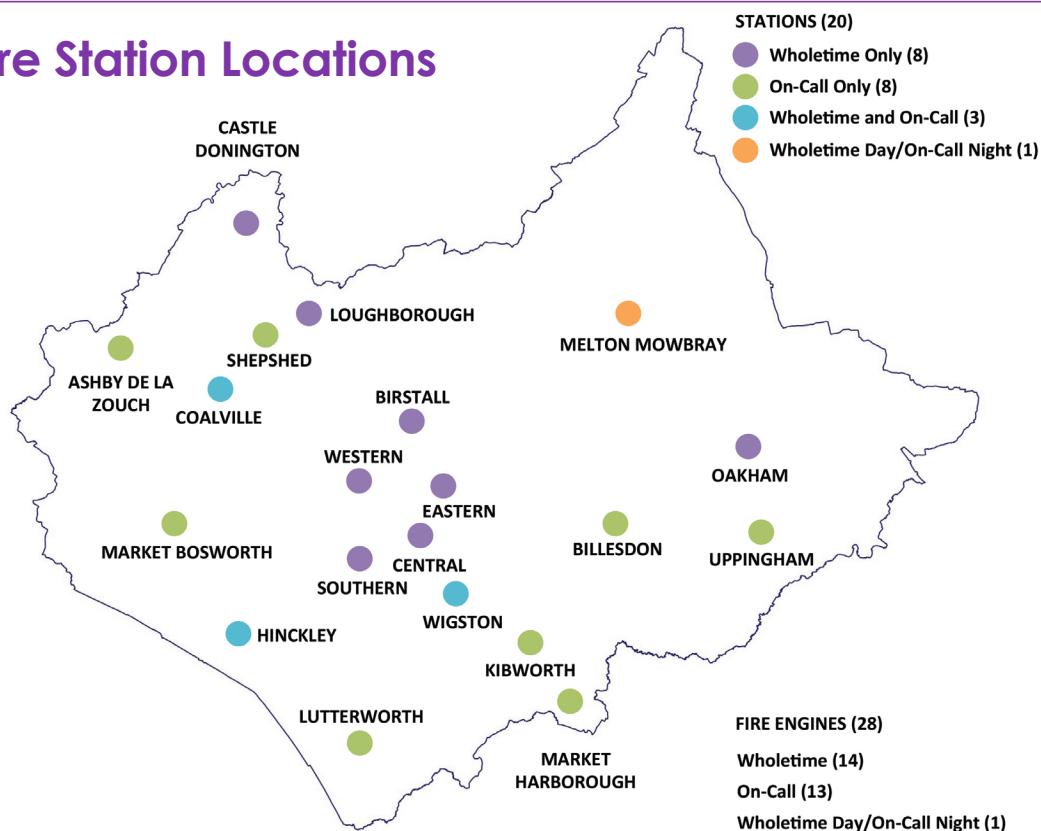
Do you agree or disagree with our package of proposals?

To answer this and any of the questions please refer to the online questionnaire where you can tell us what you think.

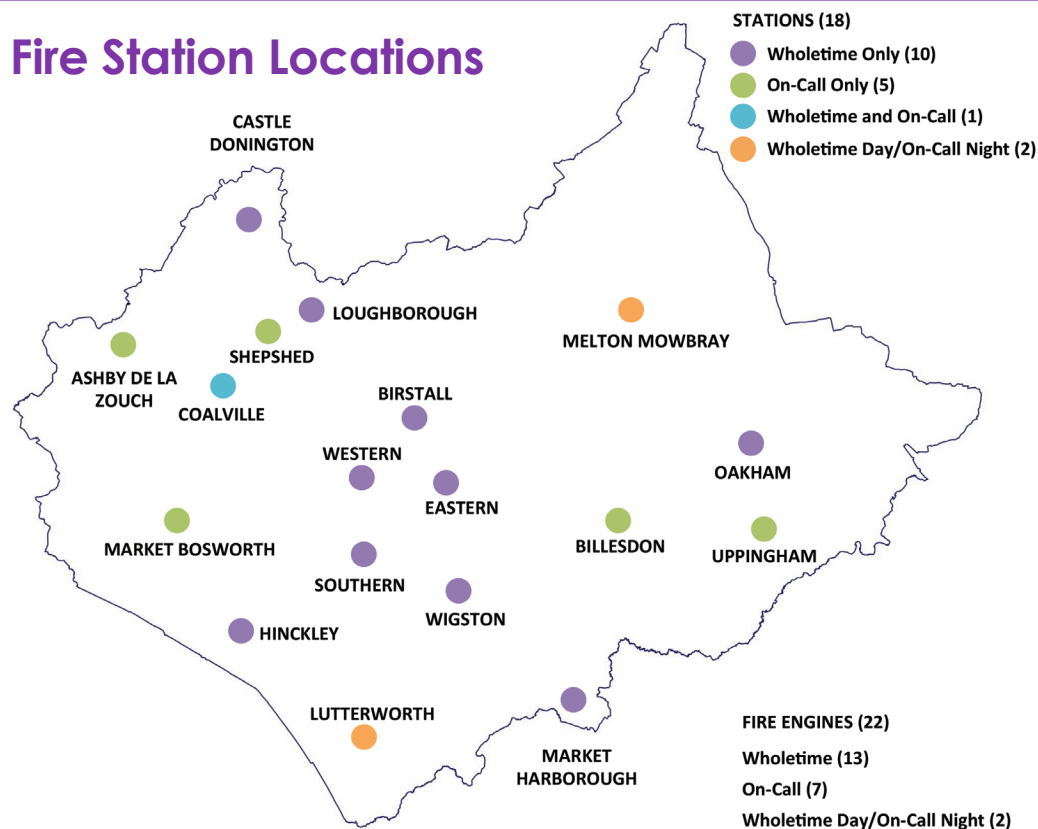
WHAT WILL WE LOOK LIKE IN 2020?

The maps below show how Leicestershire Fire and Rescue Service look now, and how we will look if all of the proposals are implemented

Current Fire Station Locations



Proposed Fire Station Locations



HOW TO RESPOND: TELL US WHAT YOU THINK

To respond to any of the proposals in our consultation document, Towards 2020: Integrated Risk Management Plan, please visit our dedicated consultation website at:

www.leicestershire-fire.gov.uk/irmp

If you would like any further information regarding the consultation, please contact us:

email: consultation@lfrs.org

telephone: 0116 287 2241

To attend one of our public engagement events, look at our programme of events on our website or visit your nearest fire station.

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You can also follow the consultation on our social media platforms.



NB: non-questionnaire consultation responses, including the names and addresses of respondents, will be made publicly available on request, unless confidentiality is specifically requested or disclosure would prejudice third parties.

The consultation period ends on 4 December 2015

The statutory consultation period commences on 25 September 2015 and is open until 4 December 2015. Responses received after 4 December 2015 will not be taken into consideration. At the end of our consultation period, the Combined Fire Authority will consider all of the responses before any final decisions are taken with regard to the proposals.

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 ઈચ્છતાં 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 પાડશો અને કયા પ્રકારની મદદ કે જે આપને જોઈએ છે, તે વિગતવાર જણાવશો.

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 ऐंड 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۔

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