

**NORTH WALES FIRE & RESCUE SERVICE
FIRE AUTHORITY REPORT**

DATE:	15 th March 2004
REPORT BY:	CHIEF FIRE OFFICER
PURPOSE OF REPORT:	To inform Members of the recommendations of the Executive Panel following the conclusion of consultation on "Having Your Say" the Fire Authority's draft Integrated Risk Management Plan.

1. **INTRODUCTION**

- 1.1 In December 2002 the Deputy Prime Minister made clear that there should be a programme of reform and modernisation of the framework within which the fire service operates. A key element of that programme was the need to produce fire authority Integrated Risk Management Plans (IRMPs).
- 1.2 Members of the Executive Panel met on the 23rd February 2004 to review the 34 responses to the draft IRMP received following the public consultation period which concluded on the 31st January 2004.
- 1.3 The purpose of this paper is to note the Executive Panel's proposals for inclusion in the draft IRMP following their review of the responses and subject to acceptance of the proposals adopt the draft IRMP as the Authority's plan.

2. **PROPOSALS**

The proposals have been placed in order relating to each one of the eight risk areas and the "Future Challenges" section of the draft IRMP.

2.1 Risk 1 – Fire Deaths

In addition to the current text add a paragraph in the "What we will do about it" section as follows;

'The Fire Authority has an extremely important role as the lead authority for all fire related safety issues. It is fully supportive of partnership and collaborative working and will actively promote both to achieve its aims of reducing fire deaths and injuries in North Wales.'

Members of the Executive Panel have also requested details of the number of fire deaths and the times at which the Service was called to each one of these incidents and this is shown in table format as Appendix 1.

2.2 Risk 2 – Fire & Rescue Service Presence

To be approved as drafted

2. **PROPOSALS** (continued)

2.3 Risk 3 – Automatic Fire Alarms

In addition to the current text in the “What we will do about it” section the following will be added after the first sentence.

However, it is not the Authority’s intention to adopt a policy of indiscriminate non-response to actuations from automatic fire alarms. A thorough assessment will be made of each individual call. The paragraph continues as published.

New start to second paragraph:

In seeking to increase the availability of resources to respond to genuine calls for assistance, the Authority will develop a package of measures designed to reduce the number of false alarms being generated. Then the first sentence of the second paragraph as published followed by **In addition to individual call management, this package of measures may include reviewing the scale of response to calls, and possibly charging for unnecessary turnouts – an option which may become available through future legislation..** The text then continues as published.

2.4 Risk 4 – Standards of Fire Cover

To be approved, but with further emphasis on monitoring which will include regular reviews of performance as part of the Service's performance management regime and subsequent periodic reports to the Executive Panel. New standards are being developed by the Service that measure performance on emergency call receipt, the mobilisation of resources and the overall time in attendance. These locally developed performance indicators will also be influenced by work currently taking place nationally to develop a new range of performance indicators and any developments that may be forthcoming as part of the Welsh National Framework.

2.5 Risk 5 – Shift Patterns

An option paper is attached (Appendix 2) that outlines the financial implications of a change from the proposed day crewing system in the IRMP and an alternative proposed during the meeting of 23rd February.

2.6 Risk 6 – Resource Balance

To be approved as drafted

2.7 Risk 7 – Arson

To be approved as drafted

2.8 Risk 8 – Structure

To be approved as drafted

2. **PROPOSALS** *(continued)*

2.9 Challenges for the Future

To add the following section to the three existing sections,

4) Road Safety

As rescues and responding to road traffic collisions become a statutory duty for fire and rescue authorities, a road safety strategy will be developed in future action plans as part of the IRMP process.

This will be incorporated into the action plan.

3. **RECOMMENDATIONS**

3.1 Members note the contents of the report and the attached appendices.

3.2 Members consider the Executive Panel's proposed inclusions and subject to amendments adopt the draft IRMP as the Authority's plan.

Fire Fatalities April 2000 to present

Time of Call	Date	Station Ground	Incident Number
00:50	12.05.03	E02 – Deeside	2560
01:38	01.10.01	W19 – Pwllheli	8301
02:31	10.03.03	E01 – Wrexham	17086
06:13	07.04.01	C15 – St Asaph	247
06:47	24.05.01	W19 – Pwllheli	2295
06:47	06.07.00	C05 – Betws y Coed	3931
07:09	24.02.02	W14 – Llanberis	15175
07:16	18.12.00	E02 – Deeside	11766
07:56	18.03.03	W07 – Amlwch	17655
08:22	09.12.02	E07 – Johnstown	13120
08:50	06.02.01	C15 – St Asaph	13596
09:17	05.04.01	C01 – Llandudno	190
09:37	09.06.03	E01 – Wrexham	3796
09:41	31.10.02	C03 – Rhyl	11620
10:22	17.07.02	C13 – Prestatyn	5687
11:14	30.08.03	E01 – Wrexham	8392
11:29	28.01.02	W01 – Caernarfon	13788
12:58	08.11.03	E04 – Chirk	12389
13:25	21.04.03	E05 – Flint	1646
14:20	16.04.02	C01 – Llandudno	1034
15:43	21.01.01	C03 – Rhyl	13039
15:48	16.02.04	C06 – Cerrigydrudion	16918
16:19	23.10.01	C02 – Colwyn Bay	9293
16:43	01.03.02	E01 – Wrexham	15488
17:39	18.02.02	W03 – Holyhead	14941
17:59	06.10.01	E02 – Deeside	8494
18:42	27.06.00	E08 - Mold	3551
18:48	21.04.02	E06 – Holywell	1304
19:24	29.03.02	C09 – Denbigh	17034
20:27	03.12.00	W01 – Caernarfon	11227
21:22	04.12.01	W02 – Bangor	11373

The table has a total of 32 fire fatalities and has been sorted in order of time from midnight.

APPENDIX 2

Option Paper

The representations below show the differences between the shift patterns set out in the draft IRMP and an 'Alternative' proposal made at the Executive Panel.

IRMP Proposal

09:00 – 10:00	10:00 – 12:00	12:00 – 22:00	22:00 – 09:00
		Standby Wholetime Off Station Retained & Wholetime alerted to Station	Main Working Day Wholetime On Duty On Station Retained alerted to crew 2 nd Pump

The shaded areas are when both the Retained and Wholetime are Off Station and are paid when alerted to attend incidents 09:00 to 10:00 and 22:00 to 09:00.

Alternative Proposal

09:00 – 19:00	19:00 – 21:00	21:00 – 22:00	22:00 – 09:00
<u>Main Working Day</u> Wholetime on Duty On Station Retained alerted to crew 2 nd Pump	Standby Wholetime Off Station Retained & Wholetime alerted to Station		Retained & Wholetime Off Station

The shaded areas are when both the Retained and Wholetime are Off Station and are paid when alerted to attend incidents 21:00 to 22:00 and 22:00 to 09:00.

To quantify more easily the cost implications of the 'Alternative' against the IRMP proposal the same costs to both systems have been discounted. This means that

the period during the day from 12:00 to 19:00 and the night period of 22:00 to 09:00 have been discounted.

Therefore the comparison is made around the standby periods and where the two systems overlap.

The table below shows the five day crewing stations and the number of incidents each attended in 2002/3 for comparison of costs.

Station	09:00 – 10:00	10:00 – 12:00	19:00 – 21:00	21:00 – 22:00
C01 Llandudno	23	26	100	31
C02 Colwyn Bay	16	54	89	33
W01 Caernarfon	12	38	98	34
W02 Bangor	38	73	123	49
W03 Holyhead	17	37	69	16
TOTAL	106	228	479	163

Using the two shift system representations a comparison can be made of the financial implications when using the incident data.

The dark shaded areas of the two shift system representations are a time when both the Wholetime and Retained would be alerted to their Station to attend an incident. In the IRMP proposal this happens between 09:00 and 10:00, a total of 106 incidents. In the 'Alternative' proposal this happens between 21:00 and 22:00, a total of 163 incidents - an additional payment of 57 incidents compared with the IRMP.

The standby period for both shift systems is a time when both the Wholetime and Retained would be alerted to their Station to attend an incident, but only the Retained may claim payment as this period of time has already been accounted for in Wholetime pay and conditions. In the IRMP proposal this happens between 10:00 and 12:00, a total of 228 incidents. In the 'Alternative' proposal this happens between 19:00 and 21:00, a total of 479 incidents - an additional payment of 251 incidents compared with the IRMP.

The draft IRMP identified the release of £75,000 from the proposed change in the day crewing system. In contrast to identifying savings the purpose of this option paper is to identify and compare costs.

The cost associated with the IRMP proposal and the 'Alternative' proposal are not new costs. The Service would incur costs of attending the incidents shown in the table whether working the current system, the IRMP proposal or the 'Alternative' proposal. However, there is still a difference in these costs. The costs of implementing the IRMP proposal are £69,495. The costs for implementing the 'Alternative' proposal are £87,228, an additional £17,733 to the IRMP proposal.

ODPM in all its guidance emphasised that the primary objective of IRMPs was to make the Service more responsive to locally identified needs and better able to deliver community fire safety. It is important to note that this primary objective was fully taken on board and when originally conceived the IRMP proposal was advocated on the basis of efficiency in two specific areas;

- The gain for community fire safety in being able to engage the public while in their own homes between the hours of 5 to 8p.m. and;
- The reduction of turnout times at a period when the Service was at its busiest. In this respect the 'Alternative' proposal would see an increased turnout time for 672 incidents compared to 334 under the IRMP proposal.

The financial benefits that will be realised from the IRMP proposal are as a consequence to these two areas and not the primary motivator for change.