



**MEETING OF CHESHIRE FIRE AUTHORITY
WEDNESDAY, 1 JULY 2020
Time : 10.30 am**

ITEM 2 – INTEGRATED RISK MANAGEMENT PLAN 2020-24

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Appendix 5	Independent Review of Cheshire FRS Emergency Response Proposals 2020-24

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CHESHIRE FIRE AUTHORITY

MEETING OF: CHESHIRE FIRE AUTHORITY
DATE: 1 JULY 2020
REPORT OF: CHIEF FIRE OFFICER AND CHIEF EXECUTIVE
AUTHOR: GRAEME WORRALL

SUBJECT: INTEGRATED RISK MANAGEMENT PLAN 2020-2024

Purpose of Report

1. To secure approval of the Integrated Risk Management Plan 2020-2024 (IRMP).

Recommended: That Members:

- [1] Note the contents of the report and appendices;
- [2] Approve the Integrated Risk Management Plan 2020-2024; and
- [3] Authorise the Chief Fire Officer and Chief Executive to make any final changes to the Integrated Risk Management Plan 2020-2024 prior to publication.

Background

2. Members approved the publication of the draft IRMP for consultation at the meeting of Fire Authority on 11 December 2019. An initial 13-week consultation was launched, originally due to close on 20 March 2020. The consultation was extended by a further five weeks until 24 April 2020 due to the publication of some supplementary information to support the consultation, which is explained in paragraph 83.
3. Members received an initial update at the Authority meeting of 12 February 2020. A further update was given to Members at the Planning Meeting on 10 June 2020.

Information

4. This report and appendices contain a significant amount of information. They cover the following: the consultation process; the feedback received from the consultation; summaries and conclusions which take account of the feedback; a revised IRMP and an independent review of the response proposals.

5. These are the Appendices to the report, with a brief description of what they contain:
- **Appendix 1: Draft IRMP 2020-2024 Consultation Feedback Report.**
This document provides a summary of the feedback received through the consultation process.
 - **Appendix 2: Consultation Feedback Report – Consultation Responses and Additional Resources.**
This document contains all of the feedback received during the consultation.
 - **Appendix 3: Review of Response Plans Following Consultation.**
This document has been created using some additional consultation materials that were published. It has been developed to explain how various options have been considered and why a particular option has been recommended.
 - **Appendix 4: Integrated Risk Management Plan 2020-2024.**
This is the IRMP that has been updated as a result of the consultation.
 - **Appendix 5: Independent Review of Cheshire FRS Emergency Response Proposals 2020-2024.**
This document has been prepared by Greenstreet Berman. It provides assurance on the validity and reliability of the data and the methodology used to assess options in the development of the final response plan proposals.

Consultation Process

6. The consultation process involved engagement with: the public; staff and representative bodies; and with wider stakeholders. Further details are provided in Appendices 1 and 2 to this report. The report also outlines the way in which the consultation process was adapted to address the impact of the the Covid-19 pandemic.

7. The table below provides a summary of the various methods used to engage with consultees.

Group	Methods of engagement
Public	<ul style="list-style-type: none"> • Online survey • 13 public roadshows across Cheshire • Features on the homepage of the Service’s website • Regular social media advertising • Use of online Alert and Firelink newsletters • Use of Cheshire, Halton and Warrington Race and Equality Centre’s (CHAWREC) BAME resident consultation panel • Raising awareness amongst community and voluntary groups across Cheshire • Online and telephone focus groups • Two deliberative workshops • Press releases and coverage in third party social media channels.
Staff	<ul style="list-style-type: none"> • Online survey • Features on the homepage of the Service’s intranet • Articles in Service newsletters • Management conference and four staff conferences • Individual team visits by senior managers • Engaging with representative bodies through the JCNP process
Stakeholders	<ul style="list-style-type: none"> • Letter/email out to key stakeholders encouraging comment on draft IRMP • Stakeholders contacted include local MPs, statutory partners, town and parish councils, and community groups. • Briefings to sub-regional partners and individual meetings with David Rutley MP, Esther McVey MP, Mike Amesbury MP, Macclesfield Town Council

8. In total 1,147 members of the public and 75 staff responded via the consultation survey. This was accompanied by feedback received through public focus groups, deliberative workshops and staff visits and conferences. 16 stakeholder or partner organisations responded.

Consultation Feedback

9. The following section provides a summary of the feedback received through the consultation process. Due to rounding, some percentages referenced in the report may not total 100%.

10. An overview of feedback is provided in Appendix 1. All responses are contained in a supplementary document to the consultation feedback report, which is included as Appendix 2 to this report.

Overall View of Cheshire Fire and Rescue Service

11. The public survey asked consultees how strongly they valued Cheshire Fire and Rescue Service (the Service), their overall satisfaction with the Service's performance and whether they had been in contact with the Service over the past three years.
12. 97% of respondents stated that they valued the Service and 86% were satisfied with its overall performance. 50% of respondents had not had contact with the Service in the past three years. Only 8% of respondents came into contact with the Service via a fire incident or road traffic collision.

Expanding the Safe and Well Programme

13. The draft IRMP featured a proposal to revise the existing Safe and Well programme to include a focus on single adult and lone parent households.

Overview of Feedback

14. 91% of public and 81% of staff survey respondents agreed with the proposal to expand Safe and Well visits to single adult and lone parent households, compared to 2% of public and 13% of staff respondents who disagreed. Additional feedback indicated broad support and a recognition that vulnerability didn't just arise because of age.
15. Some comments stated that aspects of the Safe and Well visits should be the responsibility of partner agencies. Feedback from focus groups suggested incorporating young people living on their own for the first time and developing bespoke fire safety content for residents with learning disabilities.
16. Staff feedback recognised the benefit of a wider target audience but also highlighted the need for: accurate data; the right technology; staff training; and appropriate targets. Additionally staff felt there was a need to consider public expectations.
17. Feedback from the Police and Crime Commissioner, Cheshire Constabulary, Warrington Borough Council and Disley Parish Council reinforced support for the proposal, which it was felt would further assist those most at risk within the community.

Conclusion

18. The expansion of the Safe and Well programme to incorporate single adult and lone parent households is considered appropriate. Consultation feedback will be used to identify additional improvements to the programme.

Developing a Strategic Road Safety Plan

19. The consultation asked which issues consultees felt should be included as a priority in a road safety plan to be developed with partner agencies.

Overview of Feedback

20. Several clear themes emerged when considering responses. Feedback from the public survey suggest that priorities should include:

- Action on irresponsible parking to improve safety and access for emergency vehicles.
- Improving road conditions such as fixing potholes, road repairs and ensuring road signage is clear to read.
- More education on road safety.
- Action around speeding.

21. Focus group work with young people suggested producing road safety campaign materials in formats that would appeal to younger drivers, rather than more traditional leaflets or posters.

22. Staff comments mirrored some of the focus areas above. A question was raised as to how greater emphasis on road safety would be factored into existing work and budgets. It was reiterated that road safety work is best delivered on a multi-agency basis.

Conclusion

23. Stakeholders who provided feedback were supportive of the proposal. Reducing the numbers of people killed or seriously injured on the roads was recognised as a key priority, as was the importance of working with partners to deliver improvements. It is appropriate to work with partners to develop and deliver a Strategic Road Safety Plan.

Reviewing the Risk Based Inspection Programme

24. The consultation asked consultees what they felt were the most important issues to take into account when reviewing the risk-based inspection programme of non-domestic properties.

Overview of Feedback

25. 52% of public responses highlighted the importance of regular inspections or increasing their frequency. A further 9% considered it important to focus on key public messaging e.g. through leaflets and posters and that inspection results need to be easy to understand and publicly available.
26. Staff feedback emphasised the importance of having sufficient staff with the required skills and knowledge; placing greater focus on timber framed construction and the importance of evacuation training and procedures in non-residential buildings.

Conclusion

27. The feedback will help inform the refinement of the risk based inspection plan; it will be considered by the project lead.

Houses in Multiple Occupation (HMO) Safety Campaign

28. The consultation asked consultees for their views on what should be areas of focus in a safety campaign specific to HMO.

Overview of Feedback

29. Many responses felt there should be stricter controls on these properties (30% of comments) or more inspections to ensure compliance with legislation (29% of comments). Other feedback suggested increasing education for owners and occupiers or working with builders at the design phase of new build projects to improve safety at an early stage in the construction process.
30. Staff feedback highlighted the need to make owners of HMOs aware of their responsibilities (21% of comments) and educate occupiers on fire safety (15% of comments). Other feedback suggested producing more HMO-specific information, including materials in other languages.

Conclusion

31. The feedback will help inform the development of the HMO safety campaign; it will be considered by the project lead.

Replacing the Third Aerial Appliance with a High Reach Fire Engine

32. The draft IRMP contained a proposal to replace the third aerial appliance (and a fire engine) at Macclesfield with a High Reach Fire Engine (HRFE). A HRFE combines the attributes of a traditional fire engine with an extendable boom and spike which allows water to be applied from height and, where necessary, through materials such as roofs and walls in order to fight fires.

Overview of Feedback

33. Of 1,087 public responses, a total of 56% agreed with the proposal. Of 75 staff that responded 59% agreed. 9% of the public and 27% of staff stated they disagreed. Additional comments received in support of the proposal highlighted the benefit of new technology and the capability of the HRFE to apply water from height.
34. Feedback from deliberative workshops was largely positive, emphasising the benefit of new technology and the positive impact on firefighter safety. Other comments raised concerns about the loss of a resource that was capable of rescuing people from height.
35. Some feedback, particularly from staff, queried where the optimal location in Cheshire would be for such a resource and if there was a plan for more of these vehicles in the future.
36. Responses from the Fire Brigades Union (FBU), Macclesfield Town Council and Disley Parish Council, all offered support for the proposal. The FBU was keen to establish how the Service would manage the reduced number of aerial appliances.
37. The key concerns were a loss of rescue capability and reduced resilience. There were a number of comments about where the HRFE should be located. Appendix 3 provides further information about the proposal and considers the concerns. Appendix 5 contains an independent review of the proposal.
38. To reflect consultation feedback and the conclusions reached in the independent review, the IRMP has been updated and now contains a commitment to review the use and location of the HRFE after 12 months. Any proposal to make changes as a result of that review would be subject to further consultation.

Conclusion

39. The consultation did not raise any unexpected issues. The issues that were raised have been considered and the replacement of the third aerial appliance (and fire engine) at Macclesfield with a HRFE is considered to be appropriate.

Introducing a Day Crewing Duty System at Wilmslow Fire Station

40. The draft IRMP contained a proposal to change the crewing arrangements at Wilmslow Fire Station from a Nucleus Duty System to a Day Crewing Duty System.

Overview of Feedback

41. Overall, 69% of public respondents agreed with the proposal compared to 5% who disagreed. When considering respondents who indicated that they lived locally to Wilmslow (SK9 postcode), support for the proposal increases to 80%.
42. 44% of free text comments about this proposal were supportive, believing that the proposal would resolve crewing issues associated with the on-call duty system at Wilmslow. A further 32% of comments suggested that Wilmslow should be crewed on a wholetime basis to meet local risks such as Manchester Airport.
43. Deliberative consultation highlighted that both land and accommodation are at a premium in the Wilmslow area and that this should be considered as part of the decision-making process to ensure the proposal is feasible. It was felt that a contingency option should be clarified in case land cannot be secured. Other comments included the need to ensure good fatigue management is embedded within day crewing operating practices and that current staff on station should be fully engaged as part of any redeployment process.
44. The majority, 72%, of staff responses supported the proposal, with 19% opposing. Comments recognised that the proposal made financial sense and would resolve staffing issues. Some consultees did query whether the station could instead be crewed on a wholetime basis.
45. Feedback from stakeholders was broadly supportive. The FBU offered qualified support for the proposal, while stating a preference for a an fire engine crewed wholetime.
46. Key considerations arising from the consultation included whether a wholetime duty system would be more appropriate for the station and how risk is managed in relation to Manchester Airport. The feedback also highlighted the need to consider an alternative provision if the required land cannot be secured. Further information about the proposal and consideration of the issues identified during the consultation (and summarised above) is provided in Appendix 3. An independent review of the proposal is contained within Appendix 5
47. As a result of consultation feedback, the IRMP has been updated to provide further detail regarding land and a statement regarding alternative considerations should land availability impact on the feasibility of this proposal.

Conclusion

48. Introducing a Day Crewing duty system at Wilmslow Fire Station is considered appropriate when taking account of local risks and activity, while providing a resolution to ongoing issues regarding the management of overnight fire cover.

Relocating Ellesmere Port's Second Fire Engine

49. Consultees were asked for their opinion on the proposal to relocate the second fire engine at Ellesmere Port Fire Station to Powey Lane Fire Station. This would also see the move of the current Powey Lane fire engine back to Chester Fire Station. The outcome of this proposal would be to provide one fire engine at Ellesmere Port, one fire engine at Powey Lane and two fire engines in Chester.

Overview of Feedback

50. When analysing responses by geographic location, there is considerable support for the proposal from those in the Chester area (a postcode analysis shows 84%), while there is a majority opposition from those within the Ellesmere Port area (a postcode analysis shows 57%). Of respondents who live nearest to Powey Lane, 74% of respondents agreed with the proposal compared to 16% who disagreed.
51. The public provided 313 additional comments. 165 comments stated the need for Chester to have two engines, which would be the net outcome of this proposal. Feedback highlighted the need to cover heritage risks within Chester and the larger population of the city compared to Ellesmere Port. Comments from some respondents stated they saw this proposal as a rebalancing of existing resources across Cheshire West and Chester.
52. There were 37 comments stating a preference to keep two engines at Ellesmere Port. Reasons given included the industrial risks in the area, specifically Stanlow Oil Refinery, as well as the growing population in the town.
53. Individual email responses were received from 12 residents. Of these, 11 supported the proposal as this would result in a second fire engine being returned to Chester and highlighted the increased population and heritage risks within the City. One further email supported the placement of two fire engines at Powey Lane given the ability of the station to support a wider geographic footprint.
54. 47% of staff surveyed agreed with the proposal compared with 32% who disagreed. Comments referred to the need to address COMAH risks within Ellesmere Port and, conversely, to ensure that heritage risks within Chester are sufficiently covered.
55. Some comments felt there was a risk of relying on Powey Lane as a second engine for Ellesmere Port, given the use of special appliances at the station as county-wide resources. Some staff questioned the practicalities of moving a fire engine across to Chester before the new station is completed. Others were concerned about relocating and the number of jobs that would be available at each station. They asked if the review of specialist resources, which could impact upon this question, could be brought forward.

56. Some were concerned about the current second fire engine response time in Chester, while others felt there was an imbalance of resources between Ellesmere Port and Chester. Others queried the need for Ellesmere Port Fire Station since Powey Lane covers the area within 10 minutes. It was also suggested that a second engine at Chester should be crewed on an on-call basis.
57. Several stakeholders provided a response in support of providing two fire engines in Chester, including Chris Matheson MP; Chester Retired Firefighters; Chester Racecourse; Chester Residents Associations Group and four Cheshire West and Chester councillors representing wards within Chester. Feedback highlighted heritage risks, the population size and density within Chester and the importance of the City as a visitor attraction to the wider economy. One councillor, while supporting the proposal, called for implementation to be delayed until more is known about the impact of the Coronavirus pandemic.
58. Responses from the FBU and one Cheshire West and Chester councillor representing a ward within Ellesmere Port opposed the proposal. Reasons included the concentration of industrial premises around Ellesmere Port, as well as an ageing and growing local population. The FBU response called for an additional fire engine to be placed in Chester and funded through existing budgets, or if this wasn't possible to maintain two fire engines in Ellesmere Port and have two fire engines in Chester with Powey Lane becoming a hub for specialist appliances.
59. The Member of Parliament for Ellesmere Port and Neston, Justin Madders MP, created a petition calling for the retention of two fire engines at Ellesmere Port Fire Station. At the close of the consultation, the petition had secured 3,893 signatures. Further information will be supplied to Members. Signatories to the electronic version could provide a reason for their signature. These included:
- A desire to maintain current levels of resource within Ellesmere Port.
 - The forecast growth in population around Ellesmere Port and associated housing developments.
 - Industrial risk within the Ellesmere Port area, notably the oil refinery at Stanlow and nuclear facility at Capenhurst.
 - The proximity of the motorway network and its associated risk.
60. A significant amount of feedback was received about this proposal. The main issues that require consideration include:
- Addressing risk, such as population growth, housing and specific risks, e.g. Chester's heritage and the industry around Ellesmere Port.
 - Responding to an incident at COMAH sites e.g. Stanlow Oil Refinery.
 - The balance of resources across Cheshire West and Chester.
 - The use of Ellesmere Port's second fire engine for operational resilience.

- The impact on response times
 - Aligning the timing of implementation to the completion of the new fire station in Chester.
61. Further information regarding the proposal and consideration of the above issues is provided in Appendix 3. An independent review of the proposal is contained within Appendix 5.
62. In response to consultation feedback, the IRMP has been updated with additional information on operational response to a major incident, alongside further detail in relation to the use of the second fire engine at Ellesmere Port for resilience purposes. Staff concerns will be considered by the project manager, including the feasibility of bringing forward the specialist resources review and ensuring that the moves align with completion of the new fire station in Chester.

Conclusion

63. The relocation of the second fire engine from Ellesmere Port to Powey Lane Fire Station (and Powey Lane's fire engine to Chester, making Chester a fire station with two fire engines) is appropriate and the best use of resources in Cheshire.

Expanding our response to road traffic collisions

64. The draft IRMP contained a proposal to expand our response to road traffic collisions. This would involve placing RRRU at each primary on-call fire station, including replacing the two existing RRRU at Sandbach and Holmes Chapel Fire Stations.

Overview of Feedback

65. 79% of public respondents agreed with the proposal, with 8% disagreeing. 29% of additional comments expressed support for the proposal, with a further 11% highlighting the benefit of a quicker response time to road traffic collisions (RTCs). Key concerns related to ensuring sufficient risk assessments were in place and the risk to firefighters as a crew of two.
66. 60% of staff survey respondents agreed with the proposal compared to 25% who disagreed. Feedback highlighted general support due to improvements in response times and enabling on-call firefighters to attend more incidents, which would lead to improved retention of staff. Some suggested that the role of RRRU could be expanded to include attendance at cardiac incidents, gaining entry and small fires.

67. Some comments questioned the risk to firefighters staffing the RRRU and how introducing one of these appliances to an on-call fire station would then affect the availability of the fire engine on station.
68. Stakeholder responses were broadly supportive of this proposal, highlighting the beneficial impact this could have on improving road safety. In its submission, the FBU outlined its opposition to the proposal, citing concerns over the risk to firefighter safety when attending motorway incidents using RRRU.
69. Consultation feedback centred on ensuring that those operating RRRU are safe and how the vehicles are used to respond to certain types of incident. To reflect this, the IRMP has been updated to provide reassurance regarding safety and the role of RRRU in providing emergency response. Further information regarding the proposal and consideration of the feedback is provided in Appendix 3. Appendix 5 provides an independent review of the proposal.

Conclusion

70. The expansion of the RRRU fleet would help to improve response to RTCs and should proceed. RRRU could respond to a wider range of incidents in the future. They would provide on-call firefighters with more opportunities to respond to emergencies, thus helping with recruitment and retention of on-call staff.

Review of Water Rescue and Response

71. The draft IRMP sought views on the review of water incident response and rescue provision across Cheshire. Feedback received through the staff survey and conferences supported a review and recognised an increase in flooding incidents. Some comments suggested various models of water response capability, type and distribution across fire stations. Some comments called for an increase in swift water capacity within the Cheshire East area.
72. Consultation with focus groups considered water from a safety perspective. Feedback suggested that open or fast moving water would present challenges to many individuals, particularly if that person had a disability. It was highlighted that more young people are not opting to swim regularly. Feedback suggests there could be benefit in targeted prevention activity focused on learning to swim and the risk of flooding or entering open/fast-moving water.

Conclusion

73. The review of water response should proceed. The project manager will consider the feedback received through the consultation and will establish a staff working group to develop the future response model.

Developing a Wildfire Capability

74. Staff were asked for their views on the development of a capability to respond to wildfire. Feedback most frequently highlighted the need for dedicated equipment, as some elements of personal equipment felt unsuitable for the conditions presented at such incidents. Location of resources was referenced as a key consideration, with respondents highlighting the risk of incidents around Macclesfield, bordering the Peak District and the Staffordshire Moorlands. A staff working group has already started and has recommended specific equipment, vehicles and locations for wildfire resources.

Conclusion

75. There is a need to develop specialist capability. Feedback received through the consultation process will be considered by the project manager and working group who are undertaking a programme of work to develop and implement this proposal.

Review of Specialist Appliances

76. The draft IRMP sought views on the review of the Authority's specialist appliances. Comments reflected the need to consider the type and distribution of specialist appliances. Some suggested more of a spread of vehicles across Cheshire rather than in hubs, which would also ease the training requirement for personnel on particular stations. Other concerns highlighted that some vehicles, such as rope or animal rescue units, often travel long distances to incidents. It was felt that investment in a water carrier would be beneficial, though some responses questioned how often this would be used and where it would be located.

Conclusion

77. The review of special appliances should take place. The project manager will consider all of the feedback and will set up a staff working group to develop the best model to operate these resources.

Overall Opinion on the Draft IRMP

78. A total of 83% of public survey respondents and 68% of staff expressed support for the IRMP overall, compared to 3% of the public 11% of staff who opposed it. A further 14% of public respondents and 20% of staff indicated that they neither supported nor opposed the draft Plan or did not know.
79. Consultees were able to provide any further comments. Key themes include stating support for the draft IRMP overall (38 comments) or expressing a wish for a second fire engine at Chester (21 comments). Analysis of all 152 comments is contained within Appendix 1.

Independent Support

Independent Assessment of the Consultation

80. The IRMP is a key document, which can have a significant impact. It contains aspects that are relatively complex and not easy to explain. The Consultation Institute is an independent body that promotes good practice in consultation.
81. The Institute was contracted to assess the consultation under its Quality Assurance programme, in order to give reassurance that the consultation process and documentation meets recognised standards of practice.
82. To meet good practice, additional elements and consultation materials formed part of this consultation programme. This included developing a consultation mandate, equality impact assessments and a frequently asked questions section on the website.
83. The Institute also recommended the publication of additional supporting documentation to assist individuals in providing considered opinion. The documents contained an assessment of the various options considered for the emergency response proposals as part of the Whole Service Review, as well as the rationale behind deciding to consult on the subsequent proposal.
84. The Institute also facilitated two deliberative workshops, in which members of the public were informed about how various options were assessed to develop the response plans that were subject to consultation.
85. Assessment work is still underway with officers expecting the consultation to be rated as achieving good practice. Additional skills and knowledge acquired through this assessment process will be applied to future consultations.

Independent Review of the Response Proposals

86. Greenstreet Berman are specialist consultants in risk analysis who have undertaken previous work with the Authority (and other fire authorities), and central government. For the draft IRMP, the company provided an independent review of each of the response plans to assist the Authority in its decision making process.
87. The review aims to provide assurance on the validity and reliability of the data and methodology used by the Service to assess options in the development of the final emergency response consultation proposals. The review of Greenstreet Berman is included as Appendix 5 to this report.

Financial Implications

88. At its meeting on 12 February 2020, the Authority approved the 2020/21 Capital Strategy. This Strategy included several items relating to the draft IRMP that were approved in principle, subject to the outcome of the IRMP consultation.

89. The following list shows the scheme details and in approving the IRMP Members would approve these figures.

Scheme	£000
RRRU	520
Wildfire Capability - enhanced RRRU	25
Wildfire Capability - All Terrain Vehicle and Trailer	55
Water carrier / Water Bowser	140
Total	740

90. Other activities will require additional funding, but these will need to be brought back to the Fire Authority prior to implementation.
91. £20k was budgeted for the commissioning of the independent review by Greenstreet Berman. £18k funded the Quality Assurance undertaken by the Consultation Institute, while consultation materials were funded through existing resource budgets.

Legal Implications

92. The National Framework for Fire and Rescue Authorities in England requires the Fire Authority to have an IRMP and the requirements within the Framework have been taken into account in preparing the IRMP.

Equality and Diversity Implications

93. Consultation activity was undertaken to provide an opportunity for a range of diverse groups across the community to take part, with further detail provided within the consultation feedback report. Equality Impact Assessments were also developed to support the consultation. These will be reviewed as the proposals are implemented.

Environmental Implications

94. Some proposals within the draft IRMP relate to the response to environmental incidents, including the development of a wildfire capability and review of water provision.

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BACKGROUND PAPERS:

Appendix 1: Draft Integrated Risk Management Plan 2020-2024 Consultation Feedback Report

Appendix 2: Draft Integrated Risk Management Plan 2020-2024 Consultation Feedback Report: Consultation Responses and Additional Resources

Appendix 3: Review of Response Plans Following Consultation

Appendix 4: Integrated Risk Management Plan 2020-2024

Appendix 5: Independent Review of Cheshire FRS 2020-24 IRMP – Greenstreet Berman



Draft Integrated Risk Management Plan 2020-2024

Consultation Feedback Report

June 2020



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Introduction

This report sets out the results of the programme of public; staff and partner consultation on Cheshire Fire Authority's draft Integrated Risk Management Plan for 2020-2024 (IRMP), which ran between 16th December 2019 and 24th April 2020.

The purpose of this report is to enable the Authority to understand the differing level of opinion among all groups to the proposals set out in the draft IRMP, in order to assist the Authority in giving consideration to the results of the consultation in its decision making process. This feedback will be among the issues considered by the Fire Authority prior to approval of the final version of the IRMP. This report comprises six sections, as follows:

- An executive summary, which describes the consultation programme, feedback received and how this has been incorporated into the final IRMP.
- Details of independent work undertaken to assess the consultation and the draft proposals within it.
- An outline of the methods used when consulting with the public, staff and internal stakeholders
- A description of the work undertaken to assess and evaluate the consultation against previous consultations.
- Detailed results of the survey that underpinned the consultation
- Demographic profiles of respondents

This report has been made available to public and partners on the Service's website - www.cheshirefire.gov.uk/consultation - and to staff on the Intranet. The website also contains the accompanying reports and covering report presented to Cheshire Fire Authority on 1 July 2020.

This report is complemented by a supplementary document containing individual consultation responses received throughout the consultation process and additional resources. To view free text comments and individual consultation responses, please view that document in conjunction with this report.

Report prepared by:

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June 2020

Executive Summary

This report details activity undertaken during the consultation on Cheshire Fire Authority's draft IMRP 2020-2024 between 16th December 2019 and 24th April 2020. The summary provides an overview of the consultation programme, feedback received through the consultation and information on how this feedback has been incorporated into the final IRMP.

Consultation Programme

The consultation programme is split into three key strands; public, staff and stakeholder consultation. This is the approach that Cheshire Fire and Rescue Service (CFRS) has undertaken for a number of years and the same approach was adopted for this consultation. Details of the consultation methods used in each are provided below.

Public Consultation

A standard online consultation survey was developed to gauge opinion amongst the public. This was promoted online via the homepage of www.cheshirefire.gov.uk through the course of the consultation. Additional information was also placed on the website to help consultees consider their response, such as supplementary information, additional analyses and frequently asked questions. Consultation activity was supported through regular updates on the social media accounts of CFRS, while consultees could also provide feedback via email or telephone.

In addition, 3,250 paper surveys were distributed through a series of 13 roadshow events across the main population centres in Cheshire. Primarily, these roadshows were held in areas of heavy footfall e.g. supermarkets, public buildings, to engage with residents about the draft IRMP and provide them with information.

CFRS contracted the Cheshire, Halton and Warrington Race and Equality Centre to provide their 276-member Black and Minority Ethnic Consultation Panel with consultation surveys to give feedback. Sixty surveys were returned from panel members.

Residents could also request hard copies of the survey. Several such requests were made and 100 hard copy surveys were returned as a result. In addition, CFRS undertook a direct mailshot of residents of Pennine and Range Courts in Macclesfield. This was to provide feedback against the draft IRMP in general, but more specifically in relation to the proposed replacement of the third aerial appliance (situated in Macclesfield)

There were 1,147 survey responses received from the public consultation in total, of which 678 were via paper surveys. Other responses will have been driven through online consultation. In addition to this, 14 members of the public provided feedback via a direct email. Individual responses are provided within the supplementary document to this report, *Draft Integrated Risk Management Plan 2020-2024 Consultation Feedback Report: Consultation Responses and Additional Resources*.

Impact of Covid-19

The emergence of Covid-19 and the subsequent global pandemic meant that the consultation process had to be adapted to meet requirements of social distancing and other considerations. Given the consultation methodologies used and the timing of the consultation programme, the effect of Covid-19 was primarily relevant to consultation with members of the public.

Following the introduction of restrictions on physical meetings, it was decided to cancel the Fire Authority meeting planned for 22 April 2020, where the consultation feedback had been scheduled to be considered. This, coupled with the publication of additional supplementary information for consultees, resulted in the decision to extend the consultation by a further five weeks from 20 March 2020 to 24 April 2020.

While much of the face-to-face consultation scheduled during the consultation had already taken place, planned focus group activity had to be cancelled. This included sessions with university students, elderly persons groups and a session with disabled students. Instead, efforts were made to conduct online and telephone-based consultation activity in place of face-to-face sessions. With the exception of the focus group with Phoenix LGBT Youth Group, which took place prior to restrictions being introduced, all other sessions were facilitated remotely.

Extra advertising was promoted on CFRS's Facebook page to continue to raise awareness of the consultation programme. This included targeted advertising to engage with residents in the locality of key proposals. Additional posts were published on CFRS's Twitter account. Extra articles regarding the consultation were distributed to subscribers of the FireLink online newsletter.

Additionally, two deliberative workshop sessions were held to enable participants to consider the assessment process CFRS used in developing its consultation proposals. Due to restrictions, the advertisement, recruitment and facilitation of these sessions were carried out through online methods.

Staff Consultation

An online survey was created for staff to provide their views. This was live on the homepage of the CFRS intranet for the duration of the consultation and was supported by articles in the staff newsletter, The Green, to encourage responses.

CFRS held a conference for service managers and four staff conferences, which were open to all staff to attend. Over 120 members of staff attended across the five events. At each of these events, proposals within the draft IRMP were explained and staff were asked for their thoughts and considerations to feed into the consultation.

These conferences were then reinforced through a substantial programme of visits to individual teams across the organisation between January and March 2020. Each team was

visited by a member of the Service Management Team to discuss the draft IRMP and seek the views of the team on the proposals being consulted upon.

Representative bodies were consulted through CFRS's Joint Consultation and Negotiation Panel process, as well as being communicated to individually and encouraged to respond to the consultation.

Stakeholder Consultation

Consultation with stakeholders was focused around direct correspondence and inviting views and comments on the draft IRMP.

Individual briefings to stakeholders were made available on request. The Chief Fire Officer met with several stakeholders to brief them on the draft IRMP. This included meetings with four Members of Parliament (MPs for City of Chester Macclesfield, Tatton and Weaver Vale) and the chief executives of Cheshire local authorities through existing sub-regional meetings. The Assistant Chief Fire Officer briefed members of Macclesfield Town Council on the draft IRMP.

Submissions were received from 16 stakeholders and partner agencies across Cheshire. This includes representative bodies, Members of Parliament, Councillors, businesses, public sector partner agencies and local authorities.

The following section provides a summary of the consultation feedback received.

Summary of Consultation Feedback

The following section provides a summary of feedback received through the consultation process and outlines key considerations to take into account through the decision making process.

Overall Views of the Service

This was gauged via survey, which asked consultees to what extent they valued CFRS as a service provider and their overall satisfaction with CFRS's performance. Ninety-seven per cent of respondents stated that they valued Cheshire Fire and Rescue Service as a local service provider and 86% are satisfied with the overall performance of CFRS.

Half of survey respondents had not had contact with CFRS in the past three years. Of those that had come into contact with CFRS, the most frequent routes were through a Safe and Well visit (25% of total responses), followed by a station open day (12%) or an event or meeting within the community (10%). Only 8% of respondents have come into contact with CFRS through a fire incident or road traffic collision.

Expanding the Safe and Well Programme

Public Feedback

The overwhelming majority of public survey respondents (91%) agree with the proposal to expand Safe and Well visits to single adult/lone parent households, compared to 2% who disagreed.

179 qualitative comments were received through the survey regarding this proposal. There were 96 comments that indicated broad support and a recognition that vulnerability encompasses other factors apart from simply the age of the resident, such as living alone or mental health issues. The Safe and Well programme was praised by 24 respondents who had previously received a visit. However, 25 respondents commented that some of the broader activities carried out through Safe and Well visits should be the responsibility of partner agencies and not the fire and rescue service.

Feedback received from Chester FC Community Trust and the charity Hopes and Beams included suggestions to incorporate young people living on their own for the first time into the Safe and Well programme and to develop bespoke fire safety content for residents with learning disabilities.

Staff Feedback

81% per cent of staff survey responses agreed with the proposal against 13% who disagreed. Feedback received through both the survey and team visits and staff conferences highlighted that including lone persons and single parents would be beneficial and that a wider cache of addresses could produce a more efficient way of targeting households.

Other comments from staff conferences addressed the need to ensure the data the Service uses is accurate so that the right households are targeted; the right technology is used to help drive efficiency and that staff training, targets and public expectations around this service would need to be considered. It was also felt by some that there would be benefit in on-call staff carrying out Safe and Wells and working with other agencies to raise awareness and target those at risk.

Stakeholder Feedback

Feedback from several stakeholders reinforced the support for this proposal. A response from Warrington Borough Council suggested that further links be made with local partner agencies through specific departments such as Environmental Health, Trading Standards and Education to deliver improved effectiveness.

Developing a Road Safety Plan

Public Feedback

Several clear themes emerge when analysing survey responses into the proposal to develop a road safety plan with partners. Analysis of the 534 responses received suggest key elements of the plan should include:

- Improving road conditions. This includes fixing potholes and road repairs, as well as ensuring road signage is clear and free of dirt/debris and there is sufficient road lighting (95 comments).
- More education on road safety (94 comments)
- Action on irresponsible parking to improve safety/visibility but also improve access for emergency vehicles (89 comments)
- Action around speed - including focusing on speeding, introducing more 20mph in urban areas and conducting more enforcement (74 comments)

Focus group work with the Chester FC Community Trust on this issue revealed that some participants felt a sense of nervousness around being a new driver on the roads due to the number of accidents in Cheshire. Participants in the session with the Phoenix LGBT Youth Group suggested that campaign materials to promote road safety should be produced in formats that would appeal to younger drivers, rather than more traditional leaflets or posters.

Feedback from Alsager Swans Disabled Swimming and Water Therapy Club highlighted that more consideration should be given to the risks of distractions while driving. It was felt that this was a particular issue for those transporting people with a disability.

Staff Feedback

Survey comments from staff mirrored some of these focus areas, particularly in relation to speeding (12 comments), mobile phone use (nine comments), focusing on education (five comments) and the safety of other road users (five comments). Feedback from staff through visits and conferences were generally supportive of the proposal though queries

were raised as to how an additional focus on road safety would be factored into existing work and budgets and it was reiterated that this work needs to be delivered on a multi-agency basis.

Stakeholder Feedback

Stakeholders who provided feedback on this subject were supportive of the proposal. Reducing the numbers of people killed or seriously injured on the roads was recognised as a key priority by the Police and Crime Commissioner and Cheshire Constabulary. Warrington Borough Council highlighted their view of the importance of using existing community safety partnership structures within local authorities to keep partners informed and aware of developments in this area.

Reviewing the Risk Based Inspection Programme

Public Feedback

Consultees were asked for opinions on CFRSs risk based inspection programme which includes engaging with non-domestic premises (e.g. care homes, hotels or other commercial premises) to ensure they are safe and comply with fire safety legislation. 468 responses were received, with 241 comments highlighting the importance of regular inspections or increasing the frequency of them. A further 44 comments concerned the need to focus on key/public messaging such as leaflets and posters in public buildings. One such suggestion was to make information of the results of an inspection available to the public in easily understandable formats. 41 comments stressed the need for stricter laws/powers to enforce non-compliance.

Staff Feedback

Comments from staff received via the staff survey regarding the risk based inspection programme included the need to use staff with specialist knowledge on fire protection matters; placing a greater emphasis on the risks of timber-framed construction through training and awareness, and focusing on evacuation training in non-residential properties.

Houses in Multiple Occupation (HMO) Fire Safety Campaign

Public Feedback

Out of the 1,079 public survey respondents, only 5% (55) said they live in a HMO. When asked about developing a safety campaign aimed at owners and occupiers of HMO's, a total of 331 responses were received. 98 comments referred to stricter controls. 95 comments stated a wish for more inspections to ensure compliance; 65 comments stated that more education for owners and occupiers was needed and 36 comments suggested that the Service should be more involved in the design phase of new build projects.

Staff Feedback

Comments from the staff survey highlighted the need to ensure owners of such properties are made aware of their responsibilities (seven comments). Other themes include educating occupiers on fire safety (five comments); pushing for stricter penalties for those who do not

comply with regulations (four comments) and producing more information on HMO safety (three comments), including information in other languages.

Stakeholder Feedback

Disley Parish Council supported this proposal. Warrington Borough Council supported a closer working relationship between the two organisations to develop assurance regarding HMOs, given their increase within the borough. The Council's response also highlighted the importance of engaging with partners to identify areas of risk such as exploitation and people trafficking.

Replacing the third aerial appliance and a fire engine at Macclesfield with a High-Reach Fire Engine (HRFE)

Public Feedback

Out of the 1,087 public survey responses to this question, 56% agreed with the proposed replacement of the third aerial appliance at Macclesfield with a HRFE, while 9% stated they disagreed. There were 51 free text comments received supporting the proposal; these highlighted the benefit of new technology and the ability of the high-reach appliance as a water tower.

A further 88 comments concerned the lack of rescue capability on a HRFE and how this would affect individuals in high-rise buildings or firefighters needing access from height. A further 11 free text responses raised the issue of cost of the new appliance. Questions on which duty system would be used to crew the machine and where in Cheshire would be best to place it were each raised by nine respondents.

Additional work to discuss this proposal in the deliberative workshops resulted in largely positive feedback, emphasising the potential benefits of the new technology and the positive impact on firefighter safety.

Staff Feedback

Out of 75 survey responses from staff, 59% supported the replacement of the third aerial appliance, compared to 27% who opposed the proposal. Eight additional free text comments were provided which supportive of the new technology capabilities; though five comments highlighted concern at the loss of a height capability compared to a traditional aerial ladder platform. Six free text comments questioned where the optimum location for this resource would be.

Feedback received through staff conferences and team visits highlighted the potential benefit of new technology and the low number of incidents attended by the existing third aerial. The loss of a height rescue capability was highlighted. Consultees queried where the optimal location would be for such a resource and if there was a plan for more such vehicles in future.

Stakeholder Feedback

Feedback on this proposal was received from the Fire Brigades Union, Macclesfield Town Council and Disley Parish Council, all of which offered support for the proposal. The FBU did query how the Service would maintain two aerial ladder platforms with a rescue capability under the proposal.

Relocation of Ellesmere Port's second fire engine to Powey Lane

Public Feedback

Respondents were asked if they agreed with the proposal to relocate the second engine at Ellesmere Port to Powey Lane. 1,075 public survey respondents replied to the survey question, of which 52% agreed with the proposal compared to 9% who disagreed.

When analysing survey responses by geographic location, there is considerable support for the proposal from those in the Chester area (a postcode analysis shows 84%), while there is a majority opposition from those within the Ellesmere Port area (a postcode analysis shows 57%). Of respondents who live nearest to Powey Lane Fire Station, 74% of respondents agreed with the proposal compared to 16% who disagreed.

313 additional survey comments were provided to this survey question. 165 of these comments stated the need for Chester to have two engines, which would be the net effect of this proposal. Themes within this feedback highlighted the need to cover heritage risks within Chester and the increased population of the city compared to Ellesmere Port.

Comments from some respondents stated they saw this proposal as a rebalancing of existing resources across Cheshire West and Chester. 37 comments stated a preference to keep two engines at Ellesmere Port, highlighting specific industrial risks (notably Stanlow Oil Refinery) and the growing population of the town.

12 members of the public chose to provide an individual response via email or letter. Of these, 11 supported the proposal as this would result in a second fire engine being returned to Chester and highlighted the increased population and heritage risks within Chester. A further email supported the placement of two fire engines at Powey Lane given the ability of the station to support a wider geographic footprint.

Staff Feedback

When considering staff survey responses, 47% agreed with the proposal to relocate the second fire engine at Ellesmere Port compared with 32% who disagreed. Free text comments referred to the need to address COMAH risks within Ellesmere Port and, conversely, manage the heritage risk within Chester. Some survey comments questioned if this proposal undermined the original rationale for building Powey Lane.

A query was also raised regarding the use of the special appliances at the station as countywide resources increasing the risk of relying on Powey Lane as a second engine for Ellesmere Port. It was highlighted that the impact of the new Chester station build should be

considered within the decision on the proposal and any timescale for implementation. Other feedback included a wish to understand the number of jobs available at each station as a result of the proposal and if the proposed review of specialist appliances would be taken into account in any redeployment.

Stakeholder Feedback

Several stakeholders provided a formal submission on this issue. Submissions from Chris Matheson MP, Chester Retired Firefighters, Chester Racecourse, Chester Residents Associations Group and four unitary councillors representing wards within Chester supported the proposal.

Considerations highlighted in these responses included the heritage risk, population size and density within Chester, and the importance of the City to the wider economy as a visitor attraction. It should be highlighted that one councillor, while supporting the proposal, did call for implementation to be delayed until more detail is known on the impact of the coronavirus pandemic.

Submissions from the FBU and one unitary councillor representing a ward within Ellesmere Port opposed the proposal. Considerations include the concentration of industrial premises around Ellesmere Port, as well as an ageing – and growing – local population. The FBU response called for an additional engine to be placed in Chester and funded through existing budgets, or if this wasn't possible to maintain two engines each in Ellesmere Port and Chester and maintain Powey Lane as a hub for specialist appliances.

Petition

The Member of Parliament for Ellesmere Port and Neston, Justin Madders MP, created a petition calling for the retention of two fire engines at Ellesmere Port Fire Station. At the close of the consultation, the online petition had secured c.4,000 electronic and written signatures. This has been processed in accordance with the Authority's existing petitions protocol.

Signatories were able to leave comments on the petition website providing a reason for their signature. Analysis of these comments shows that key reasons include:

- A desire to maintain current levels of resource within Ellesmere Port.
- The forecast growth in population around Ellesmere Port and associated housing developments.
- Industrial risk within the Ellesmere Port area, notably the oil refinery at Stanlow and nuclear facility at Capenhurst.
- The proximity of the motorway network and its associated risk.

Introducing a Day Crewing System at Wilmslow Fire Station

Public Feedback

Overall, 69% of public survey respondents agreed with the proposal to introduce a Day Crewing duty system at Wilmslow station, and only 5% disagreed with this proposal. When considering respondents who indicated they lived locally to Wilmslow (SK9 postcode), support increases to 80%.

There were 198 additional comments received regarding this proposal. Of these, 88 were supportive, with feedback highlighting that the proposal would resolve crewing issues associated with the on-call duty system at Wilmslow. There were 48 comments suggesting that Wilmslow should be crewed on a 24/7 basis to meet local risks, such as Manchester Airport.

A further 57 comments concerned staffing at the station. Feedback was mixed between a desire to have a wholetime establishment and the recognition that it has been challenging to recruit on-call staff and thus the proposed system would resolve difficulties. Other statements reflected the importance of considering existing staff at the station within the context of proposed changes.

Further work undertaken to explore this proposal within the deliberative workshops highlighted that both land and accommodation are at a premium in the Wilmslow area and that this should be considered as part of the decision making process to ensure the proposal is practically feasible. In addition, it was felt that a contingency option should be made clear in case suitable land and accommodation is not available.

Other comments included the need to ensure good fatigue management is embedded within the operating practices of individuals working the system, particularly for new staff joining the system, and that staff should be fully engaged within any redeployment process.

Staff Feedback

Regarding the staff survey, 72% of respondents support the proposal to introduce a day crewing system at Wilmslow Fire Station, with 19% opposing. Thirteen additional free text comments expressed support for the proposal, with a further 6 stating that the station should instead revert to a fully wholetime station. One comment suggested that the station should be relocated to an area that would make on-call recruitment more sustainable, while another comment expressed concern at any possible reduction in staffing from changing duty systems.

Feedback received through conferences and visits recognised that the proposal made financial sense and would resolve staffing issues, leading to less requirements to move resources to cover the station. Some participants considered that the station should be crewed on a wholetime basis. The impact on staff working at the station was also referenced, with specific consideration for the staff working the on-call duty system at Wilmslow, and how they would be accommodated during the proposed change.

Stakeholder Feedback

Responses received from stakeholders on the issue were broadly supportive of the proposal, with the FBU offering qualified support, while stating a preference for a fully wholetime duty system at the station.

Expanding the fleet of Rapid Response Rescue Units (RRRU)

Public Feedback

Concerning the public survey, 79% of respondents agreed with the proposal to expand the fleet of RRRU, with 8% of respondents disagreeing. 260 additional comments were received around this proposal. 74 comments offered support, with a further 28 liking the quicker response a RRRU could provide. There were concerns raised surrounding crew safety when using a complement of two personnel (32 comments) and the need for effective risk assessments to deliver this service safely (48 comments). 23 comments expressed opposition the proposal, with key concerns being that when compared to a fire engine a RRRU felt like a response 'on the cheap'.

Staff Feedback

Staff survey responses were largely supportive; 60% agreed with the proposal to expand the RRRU fleet, compared to 25% who disagreed. Of the additional feedback received through the survey, 11 comments highlighted general support for the proposal. Some respondents raised concerns regarding the risk to firefighters staffing the RRRU and how introducing one of these appliances to an on-call fire station would then affect the availability of the fire engine on station.

Staff conference and team visit feedback highlighted the benefit of a quicker response time and that the proposal would help retain on-call firefighters through increased activity. The main concerns raised related to ensuring the safety of the RRRU crew and ensuring that staff have the right mix of skills to make full use of the vehicles. Given the cost of the proposal, feedback also referenced the need to utilise these vehicles to get value for money. Other suggestions included expanding the range of incidents that a RRRU can attend, for example gaining entry to premises to assist paramedics or providing cardiac response.

Stakeholder Feedback

The Cheshire Police and Crime Commissioner and Cheshire Constabulary, the Hopes and Beams charity and Disley Parish Council were supportive of this proposal, highlighting the beneficial impact this could have on improving road safety. In its submission, the FBU outlined its opposition to the proposal, citing concerns over the risk to firefighter safety when attending motorway incidents using a RRRU.

Review of Water Provision

Public Feedback

Focus group work with Alsager Swans and Cheshire East Council considered water in relation to risk of flooding and the impact of climate change. Feedback suggests that open or fast moving water would present challenges to many individuals, particularly if that person had a disability. In addition, a trend was highlighted that increasing numbers of young people are not opting to swim regularly.

These factors suggest there could be some benefit in targeted prevention activity focused on learning to swim and the risk of flooding or entering open/fast-moving water.

Staff Feedback

Comments received through the staff survey and staff visits/conferences suggested that a water carrier would be useful; though six staff survey respondents questioned whether a carrier was needed given the number of incidents it could be expected to attend. Other comments questioned where in Cheshire a water carrier would be located.

Developing a wildfire capability

Staff Feedback

Comments received from the survey and through staff conferences, most frequently highlighted the need for dedicated kit to fight wildfires, as some elements of general personal equipment were felt to be unsuitable for the conditions presented at such incidents.

The location of such resources was also mentioned as a key consideration, with some respondents highlighting the risk of such incidents around Macclesfield and areas bordering the Peak District and Staffordshire Moorlands

Stakeholder Feedback

The response from the FBU recommended that this proposal be referred to national negotiating bodies as part of wider negotiations around the pay and role of a firefighter.

Review of specialist vehicles

Staff Feedback

Survey comments reflected that the key consideration for these vehicles should be their most effective location. Some respondents suggested more of a spread of vehicles across Cheshire rather than in hub locations, which would also ease the training requirement for personnel on particular stations that house several vehicles.

Other concerns highlighted that some specialist vehicles, such as rope or animal rescue units, often travel long distances to incidents. One further comment also questioned whether an animal rescue unit could be established in the West of Cheshire.

Overall

Overall, 83% of public survey respondents and 68% of staff survey respondents expressed support for the proposals as set out in the draft plan, compared to 3% of the public and 11% of staff who opposed this. A further 14% of public respondents and 20% of staff indicated that they neither supported nor opposed the draft Plan or did not know.

Consultees were also able to provide any further comments they wished to make. Of additional comments received from the public, 38 comments expressed overall support for the draft Plan. There were 21 responses that outlined the need for a second engine in Chester (with six comments calling for the second engine at Ellesmere Port to remain at the station).

There were 11 public comments that referred to finances, either calling for more funding from government or highlighting that financial savings should not be the driver for changes to the service. 27 comments were general in nature around the service and a further 12 comments expressed a desire for more resources to provide fire cover.

21 additional comments were received via the staff survey. Seven of these expressed support for the IRMP, while a further three respondents offered qualified support to some of the proposals.

The following section explains how the consultation feedback has been incorporated into the IRMP document.

Incorporating Feedback

The following section explains how the feedback received through the consultation has been incorporated within the IRMP document.

Road Safety Plan, Review of Risk Based Inspection Programme and HMO Safety Campaign

Considerable amounts of qualitative feedback was received from consultees regarding these proposals. As these projects are implemented, managers will be referred to the consultation feedback so that the products of the consultation can inform and help to shape the final outcome. The IRMP has been updated accordingly to explain that the Authority will use consultation feedback to inform these plans.

Replacing the Third Aerial Appliance

While feedback recognised the benefit of a new capability that would be introduced with a HRFE, it was felt that this resource needed to be placed in the location in Cheshire where it could be used to best effect. This was particularly apparent amongst feedback from staff.

Therefore, the IRMP commits to reviewing the use and operation of the HRFE after 12 months to determine its optimum location within Cheshire. Any changes as a result of this review would be subject to consultation.

Introducing a Day Crewing System at Wilmslow Fire Station

The issue of land availability was a clear theme of feedback and it is recognised that it is a challenge. The IRMP has been updated to refer to current thinking regarding land and includes an alternative preference should it this not be feasible; which is to review the existing system to make improvements. Should alternative changes be proposed in place of the day crewing system, these would be subject to further consultation.

The specific risks presented by Manchester Airport were also highlighted. Additional text has been provided within the IRMP that explains that Wilmslow is often used to support the primary response provided by the airport fire service and Greater Manchester Fire and Rescue Service, which would not change under the proposed crewing system.

Relocating Ellesmere Port's Second Fire Engine

A considerable amount of feedback related to the risk presented by Stanlow Oil Refinery in particular and the impact upon emergency response of not having the second fire engine at Ellesmere Port Fire Station.

It is clear that a large fire at Stanlow in which the on-site fire service required CFRS attendance would present a major incident. It was felt that including further information within the IRMP on the operating model that CFRS uses to tackle major incidents would be beneficial for the reader and provide reassurance. The information explains how resources from across Cheshire and, where necessary, neighbouring services would be used to tackle such an incident.

Feedback from staff also referred to the use of the second fire engine at Ellesmere Port as a resilience engine to provide standby and cover at other locations. The IRMP has been updated with further information regarding this, providing data on how often this resource is in its 'home' area and highlighting that most standby calls were to provide cover into Chester.

Another query raised by staff was the impact of the Chester Fire Station rebuild on the implementation of this proposal and a desire to understand the number of jobs that would be available at each station. Feedback will be considered by the project manager, including the feasibility of bringing forward the specials review and ensuring that the fire engine moves across after the new build at Chester is complete.

Expanding the Fleet of Rapid Response Rescue Units

Feedback from public, staff and stakeholders related to the safety of crews and risk assessments to ensure RRRU can be operated safely. The IRMP has been updated to provide reassurance against this concern, highlighting that RRRU have been in operation since 2009 and committing to further review of risk assessments and training as the units are rolled out across Cheshire.

Other feedback raised concerns around the potential for RRRU in effect to act as replacement fire engines. Additional information has been inserted into the IRMP to give more clarity on the types of roles an RRRU can undertake. It was also questioned why RRRU would not be placed on a wholetime station. A rationale for this is provided within the IRMP.

Review of Water Response

Staff feedback was generally supportive of a review and there was recognition that there had been an increase in flooding incidents requiring CFRS attendance. Consultation responses from the public focused on the safety risks posed by flooding and open water, as well as the importance of being able to swim.

The project manager will consider the feedback received through the consultation and will establish a staff working group to develop the future response model. Feedback regarding prevention activities will be considered by the Service in relation to future safety campaigns on this issue.

Development of a Wildfire Capability

Staff feedback centred on the need for specialist equipment and where to place wildfire units to address specific areas of risk, notably parts of Cheshire bordering the Peak District and the Staffordshire Moorlands. Feedback received through the consultation process will be considered by the project manager and working group who will undertake a programme of work to develop and implement this proposal.

Review of Specialist Appliances

The primary consideration raised by staff was that the specialist appliances should be located within the best location to respond across Cheshire. Other feedback questioned whether it would be more effective to have a wider spread of specialist resources rather than hub stations. Consultation feedback will be considered by the project lead and a staff working group established to determine the most effective operating model.

Independent Assessment

Independent Assessment

It was decided that to provide reassurance, this consultation would be subject to independent assessment. This was provided in two elements; an assessment of the proposals from a risk analysis perspective and an assessment of the consultation process. Further details on both of these elements are provided below.

The Consultation Institute

The Service has previously contracted the Consultation Institute to provide Quality Assurance against the consultation processes it undertakes for major consultations. The Institute is the foremost independent organisation in the country providing advice, training and assurance on consultation programmes. It has previously worked with the Authority and other fire and rescue services, as well as having a significant amount of experience with other public sector agencies.

It was felt that given the period covered by this IRMP and the changes being proposed, it would be prudent to once again undergo this process to provide reassurance to members of the public and external parties that the Authority's processes are fair and transparent and that its practices meet expected standards.

Requirements to meet these standards meant that additional information was supplied as part of the consultation process. This included supplementary information detailing data analyses and rationale behind the main emergency response proposals; a consultation mandate providing clarity on what elements of the consultation were up for influence; an FAQ section of the website, and equality information. In addition, two deliberative workshops were held to engage the public on the rationale and assessment of options that led to the development of the consultation proposals.

The assessment work is ongoing and the Authority is working towards meeting the necessary requirements to achieve good practice for this consultation. The skills and knowledge acquired through this assessment process will be evaluated and applied to future consultations.

Greenstreet Berman

With other major consultations, the Authority has previously sought independent validation on its proposals and the methodologies used to determine the particular proposal. The Authority has previously engaged with Greenstreet Berman to undertake this analysis. The company specialises in risk analysis and has a wealth of experience in dealing with fire and rescue services, fire representative bodies and government departments.

For this consultation, Greenstreet Berman were appointed to undertake assessment of the emergency response proposals within the IRMP, providing scrutiny against the various data and information sources used in the development of the proposals. Their independent assessment of the proposals is provided separately to this report.

Public Consultation

Consultation Roadshows

The Service undertook a programme of public 'roadshow' style events to support the consultation. This involved going to locations across Cheshire with high footfall, such as supermarkets to engage with as many people as possible from a wide demographic profile.

The roadshows took place between 15 January and 5 March 2020 and were staffed by members of the project team, who were able to engage with the public with detailed knowledge of the proposals. They were therefore able to talk with confidence to members of the public and encourage them to complete the survey at home and to return to the Service's freepost consultation address.

Roadshows were scheduled to last for up to three hours, with the aim of distributing 250 bags at each location, with the '#TestItTuesday' tote bags containing:



- A copy of the summary document (an example is provided in appendix one of this report)
- A copy of the survey for residents (an example is provided in appendix one of this report)
- A freepost envelope and a pen
- Safety information promoting the Service's 'Cooking safety' campaign, Testing your smoke alarms and winter driving campaigns.

Thirteen roadshows were held across Cheshire, which saw 3,250 consultation packs distributed to residents. The table on the next page provides greater detail on the response levels from the roadshows.

Location	Surveys Distributed	Surveys Returned
Northwich: Asda	250	29
Ellesmere Port: Indoor Market & Asda (two separate roadshows)	500	66
Wilmslow: Sainsbury's	250	71
Birchwood: Shopping centre	250	36
Runcorn: Shopping City	250	34
Congleton: Tesco	250	41
Macclesfield: Sainsbury's	250	54
Crewe: Market Centre	250	34
Widnes: Morrison's	250	24
Warrington: Golden Square	250	34
Winsford: Brio Leisure	250	28
Chester: Tesco	250	29
2020-24 Draft Plan Consultation Roadshow Total	3,250	517

Safety advice

Safety literature was distributed with the survey packs at each of the roadshows. For this consultation, it was decided to promote the Service's Smoke alarm testing, 'Cooking safety' campaign and the Service's winter driving campaign. Surveys, summaries, pens and freepost return envelopes and giveaways carrying the relevant safety messages were distributed in branded cotton tote bags.

Although the aim of the roadshows was to engage people regarding the proposals within the draft IRMP, staff inevitably took enquiries from residents on other issues such as replacement smoke alarms and carbon monoxide detectors.

Cheshire, Halton and Warrington Race and Equality Centre

As with previous consultations, the Service contracted the Cheshire, Halton and Warrington Race and Equality Centre (CHAWREC) to distribute a copy of the summary and survey amongst their own 278-member consultation panel. Membership of the panel is drawn from ethnic minority communities from across Cheshire. Sixty responses were returned from CHAWREC, which provides for an overall response rate of 21.6%.

Survey Requests

Paper copies of surveys were made available to individuals on request. One hundred surveys were received from those who had requested paper copies, with results and feedback included within the main body of results.

Focus Groups

Several focus group sessions were held with community groups or partners as part of the consultation programme. Sessions were held with the Proud Trust LGBT Youth Group; Chester FC Community Trust; Hope and Beams; Alsager Swans Disability Swimming and Water Therapy Club and the Learning Disability and Mental Health Commissioning Team at Cheshire East Council. With the exception of the Proud Trust, the sessions were held online or over telephone due to the restrictions in place because of the coronavirus pandemic that entered into force during the consultation period.

In addition, due to restrictions, some planned sessions had to be cancelled and it was not possible to arrange an alternative during the consultation period. This included a session with students at the University of Chester, Alsager University of the Third Age (U3A) and the Russett School in Northwich.

Deliberative Workshops

Two online deliberative workshops were held as part of the consultation. The Consultation Institute as part of their Quality Assurance assessment independently facilitated both of these. The aim of these two-hour sessions was to have a 'balanced room' between the Service and the public to explain how the Service had arrived the proposals that it was consulting on and the assessment process.

Social Media and Online promotion

Efforts were made to ensure that the consultation was prominent on the Service's website www.cheshirefire.gov.uk and a 'Have Your Say' feature was on the homepage of the website throughout the consultation period. In addition, there were regular updates on the Service's social media platforms and the use of paid-for advertisements on Facebook to extend the awareness of the consultation. A link was also provided within the two editions of the Service's electronic FireLink newsletter.

Further details regarding the use of social media is contained within the *Consultation Feedback Report: Consultation Responses and Additional Resources* document.

Consulting with staff and internal stakeholders

Staff consultation

An online survey was developed for staff to provide their responses to the draft IRMP consultation; however, the focus of activity was to conduct visits to individual teams and departments across the organisation to seek views and feedback on the proposals. Each visit was facilitated by a senior manager.

The visits were scheduled to last for approximately two hours and as well as discussion around the IRMP and future plans for the Service, staff were also able to raise a range of issues that they wished to discuss.

Line managers in both operational and support roles were also invited to attend the Service's annual management briefing that was held at Sadler Road on Tuesday 4th February 2020. The briefing ran through a range of issues including the proposals within the plan and other updates from across the Service.

Four staff conferences were held during the consultation period, open to all staff to attend. These were held on Friday 24th January 2020, Friday 7th February 2020, Tuesday 11th February 2020 and Friday 14th February 2020. The format was similar to the management conference and engaged staff on the draft Plan as well as other issues across the Service. Over 75 members of staff from across the organisation attended the conferences.

Internal communications channels

The full range of internal communications channels were used to raise awareness of the consultation throughout the 18-week period. This included:

- A dedicated page on the Service intranet, plus a regular feature on the homepage of the intranet for the duration of the consultation.
- Articles in 'The Green', the Service's weekly newsletter.
- All-user emails informing staff of the consultation.

Consulting with representative bodies

The Service consulted with representative bodies through its existing Joint Consultative Negotiation Panel (JCNP) process. Representative bodies were also invited to attend the Members Planning Day on 10 June 2020 to provide their responses to the consultation.

Responses from representative bodies are included within the appendices of this report.

Stakeholder Consultation

Approach to Stakeholders

Through the course of several consultations, the Authority has adopted and refined a systemised process for identifying and engaging its stakeholders throughout the consultation process.

This included ensuring relevant partners and stakeholders were informed about the consultation process, including ways to have their say and were able to obtain information about the draft proposals.

In general, partners were communicated with via an email message that set out the proposals that were being consulted on and provided contact details for those wishing to respond. A summary of the plan was also included to enable recipients to learn about the proposals being consulted on.

Stakeholder Email

One of the key methods of engagement with stakeholders was the use of an electronic mail out.

Over 250 individuals and organisations were written to or emailed with a paper or electronic copy of the summary plan and a link to a dedicated online survey for partners. The letter and email read as follows, with slightly different versions tailored to various audiences such as Members of Parliament, voluntary bodies and public sector partners.

Dear

I am writing to let you know that Cheshire Fire Authority has launched a consultation on its draft Integrated Risk Management Plan (IRMP) 2020-2024. The plan provides information on the risks facing Cheshire Fire Authority and details how the organisation is structured and operates to mitigate these risks. It also details how the Authority is funded and outlines key prevention, protection and emergency response plans over the next four years, which include:

- Extending the scope of our programme of home safety visits (Safe and Well) to incorporate a broader range of vulnerable people.
- Working with partner agencies to develop a strategic road safety plan to reduce the number of people killed or seriously injured on the roads.
- Reviewing the Service's risk-based inspection programme of non-domestic properties.
- Launching a service-wide campaign aimed at owners and occupiers of houses in multiple occupation (HMOs).
- Relocating the second fire engine at Ellesmere Port Fire Station to Powey Lane Fire Station, with the current fire engine at Powey Lane moving to Chester Fire Station.
- Replacing a fire engine and the aerial appliance at Macclesfield Fire Station with a High-Reach Extendable Turret (HRET) vehicle.
- Changing the duty system at Wilmslow Fire Station from nucleus to day-crewing.
- Introducing a fleet of Rapid Response Rescue Units across all 13 primary on-call fire stations in Cheshire.

Attached with this email is a copy of the draft IRMP and a summary document outlining the issues that are being consulted upon. Further information is available on our website <https://www.cheshirefire.gov.uk>

I would very much welcome your thoughts and comments on the proposals contained in the draft IRMP and encourage you to provide any comments that you may have before the close of the consultation on Friday 20 March 2020.

Please get in touch by either replying to this email, emailing consultation@cheshirefire.gov.uk or by posting to Freepost Cheshire Fire Consultation.

Once the consultation has closed, Members of Cheshire Fire Authority will consider any feedback and make any changes before approving a final Plan on 22 April 2020.

I look forward to hearing from you and receiving your feedback.

Yours sincerely,

Mark Cashin
Chief Fire Officer and Chief Executive,
Cheshire Fire and Rescue Service

Stakeholder Responses

Copies of written responses from stakeholders are included within the Consultation Feedback Report: Additional Resources and Consultation Responses document. So too is a list of organisations that were communicated with.

Key Stakeholders

The Service wrote directly to all 11 Cheshire Members of Parliament (MPs) and provided copies of both the summary draft plan and the full draft document. The Service also contacted councillors in each of the four unitary authorities; Cheshire East, Cheshire West and Chester, Halton and Warrington, as well as other statutory partners.

Individual meetings were sought with all MPs across Cheshire. During the consultation period, meetings were held between the Chief Fire Officer and Esther McVey MP (Tatton, Friday 7 February 2020), David Rutley MP (Macclesfield, Friday 7 February 2020), Mike Amebury MP (Weaver Vale, Friday 14 February 2020) and Chris Matheson MP (City of Chester, Friday 13 March 2020).

In addition, Principal Officers updated local partners on the draft IRMP consultation at meetings of the Cheshire and Warrington Sub-Regional Management Board on 17 January 2020 and 6 March 2020.

Local Town and Parish Councils

An email message was sent to the clerks of all town and parish councils within Cheshire. This message mirrored the text contained in the message attached on the previous page and encouraged local councils to respond through submitting a written response. A list of all town and parish councils that were sent consultation material is included as an Appendix to this report.

In addition, briefings were made available on request. Assistant Chief Fire Officer Alex Waller delivered a presentation on the draft IRMP to Macclesfield Town Council on 28th February 2020.

Other stakeholders

Correspondence was also sent to the various equality and diversity teams at local authority partners with a request to cascade the message to their relevant contacts within local community, faith and voluntary groups.

Evaluation and Communicating Outcomes

The following section provides details on the review and evaluation of consultation activity and outlines the proposed methods to communicate the outcomes of the consultation. As with other consultation programmes, the consultation will be reviewed to ensure continued improvement and the Service can continue to engage effectively with a wide and representative range of communities across Cheshire.

Evaluation

Following evaluation of previous consultation programmes, it was decided to continue to focus the roadshows on areas of high population and high footfall; with roadshows situated at supermarkets wherever possible so that staff could engage with a high number and wide demographic range of residents. The main giveaways this year were leaflets and the tote bags with the 'Test it Tuesday' message to act as a draw to encourage people to respond.

A further evaluation will be held following this consultation that will consider the effectiveness of partner, staff and stakeholder consultation; as well as an evaluation of media and social media engagement. The consultation advice and guidance received through the process from the Consultation Institute will also be reviewed and incorporated into future consultation planning.

Accessibility

The consultation section of the Service's website – itself designed to be accessible to people with special information needs and with a translation function – made it clear that information about the proposals and the survey was available in alternative languages and formats, such as large print, Braille and audio on request.

Communicating Outcomes

Following the decisions taken by Members and subject to final approval of the plan, feedback on the consultation will be provided to those who participated in the process. This feedback will be communicated to the public, staff and stakeholders via the following methods:

Public

- Press releases
- Next years' Annual Report
- Using the Service's website and social media channels.
- Letters/emails to those who submitted written statements.

Staff

- Departmental and team briefings
- Articles within internal newsletters and bulletins
- Internal email messages

Stakeholders

- Correspondence to elected councillors and local partners.
- Responses to written statements submitted
- Email messages to the stakeholders who participated.

Survey Results

Overview

There were 1,147 responses received from the public consultation in total, of which 678 were via the paper survey. This provides a margin of error of +/-3.76% and enables the Service to have a 95% confidence level that the results fall within this range.

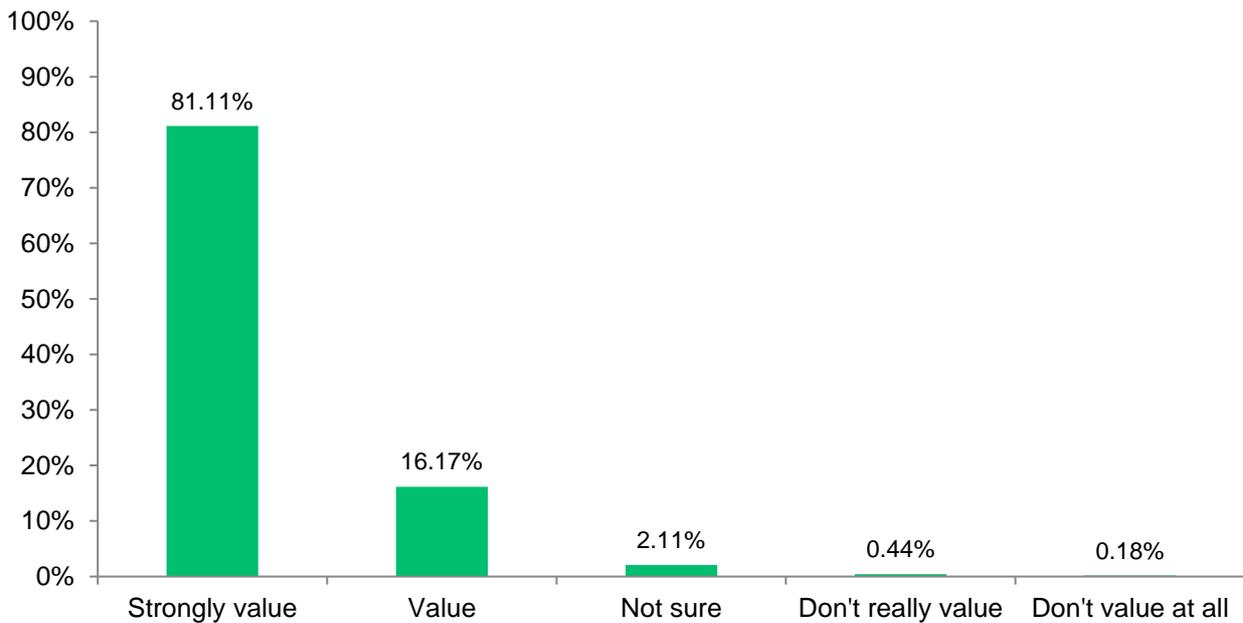
This section sets out survey responses from the residents and staff in detail. The legend underneath each chart shows how many individuals from each group answered that particular question and the overall level of support or agreement from each group to the proposal.

Public Survey

Your Fire and Rescue Service

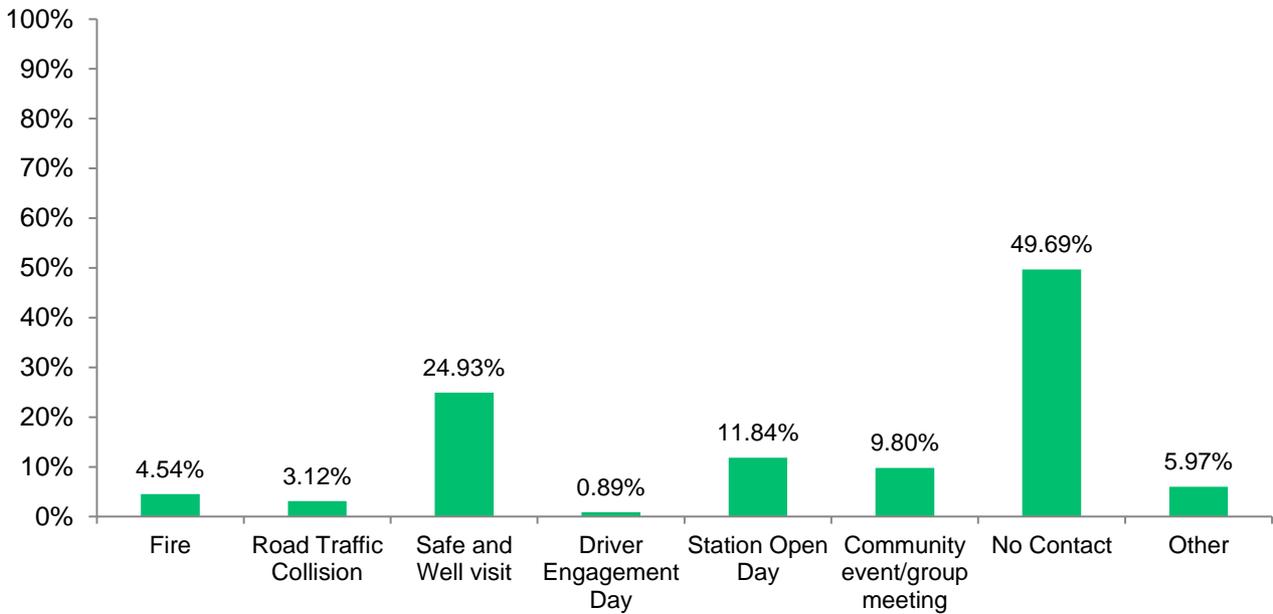
Question 1:

How strongly do you value Cheshire Fire and Rescue Service as a local service provider? (1,138 responses)



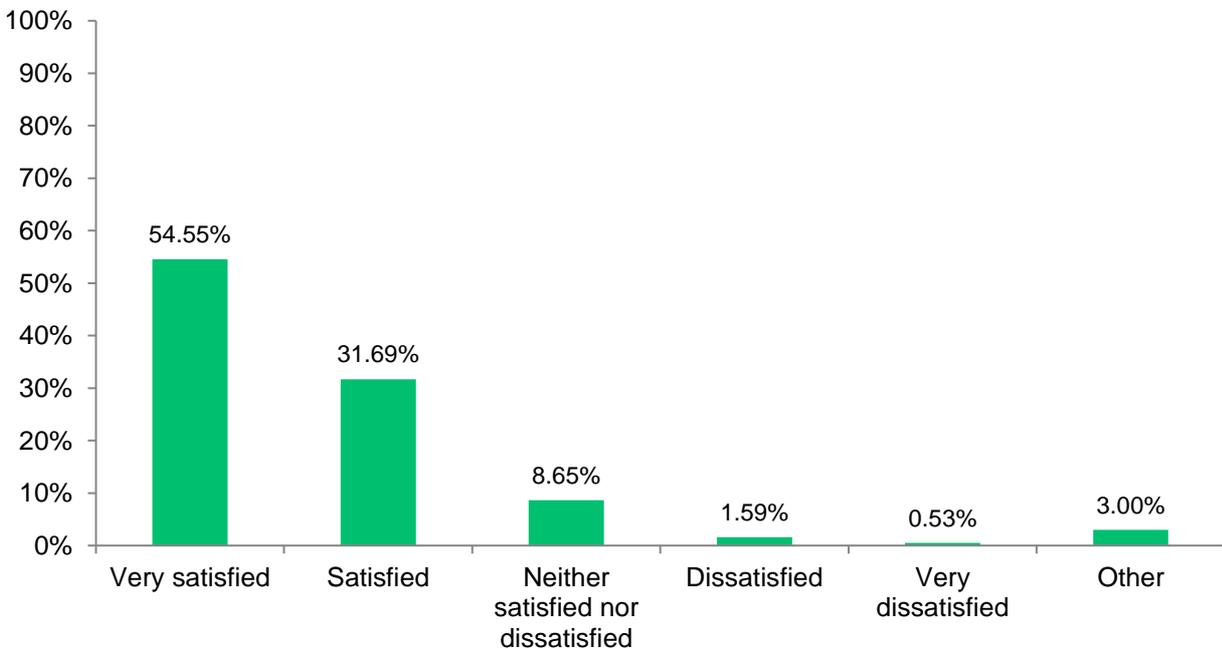
Question 2

In the past three years, have you had contact with Cheshire Fire and Rescue Service in any of the following ways? (1,123 responses)



Question 3

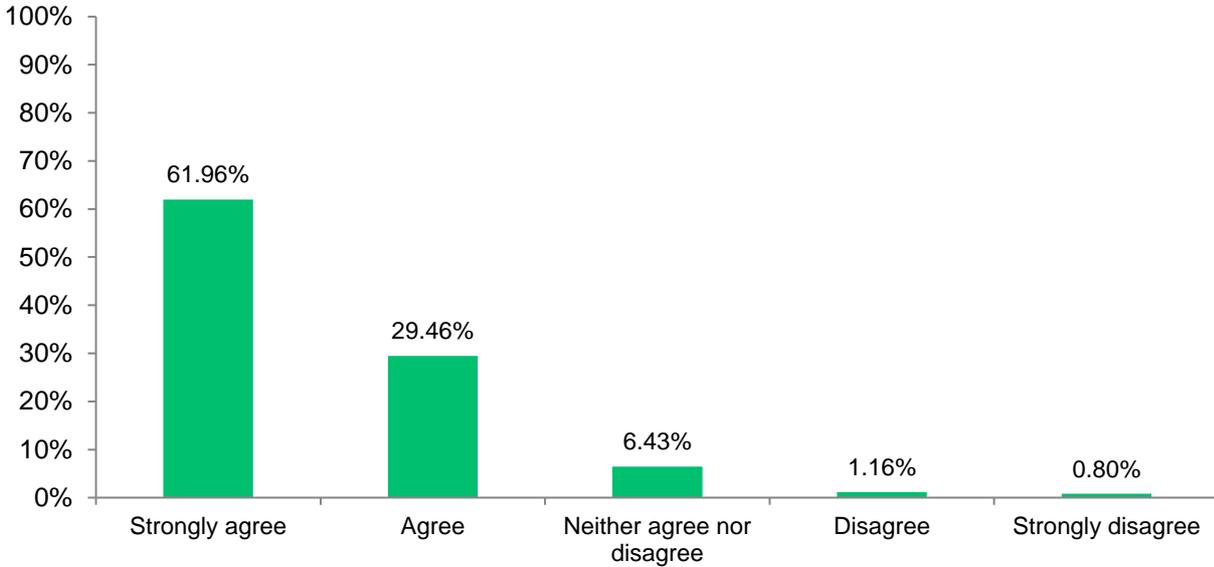
Taking everything into account that you know about the Service, how satisfied are you with the overall performance of Cheshire Fire and Rescue Service? (1,133 responses)



* Of the 34 'Other' comments, 18 respondents stated a wish to see two fire engines in Chester, three provided a positive comment, four left a negative comment and three provided a general comment regarding staffing levels. A further six respondents stated they had no further comment.

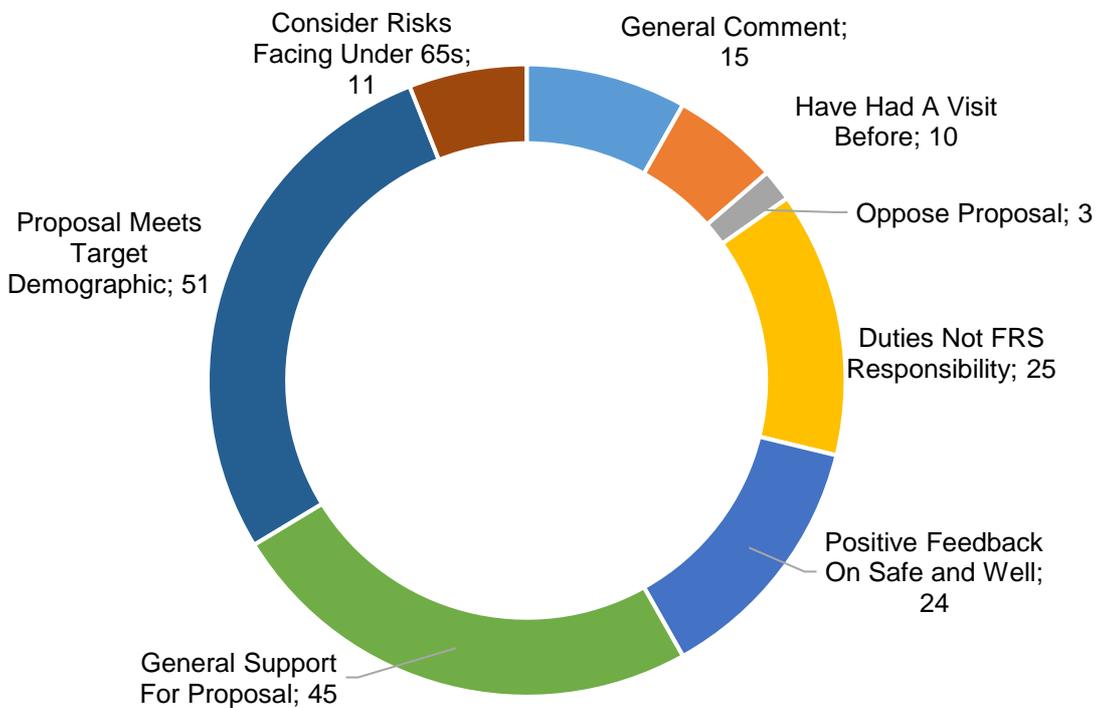
Question 4

Do you agree with the proposal to extend the Safe and Well visits to include those in single adult or lone parent households? (1,120 responses)



Free Text Comments (179 comments)

The chart below summarises the free text comments provided, excluding those who stated they had no further comment or entered N/A. The chart total differs from the total number of responses, as some comments will cover multiple categories. All free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.



Question 5

Are there any particular road safety issues you think we should be prioritising through this plan? (534 comments)

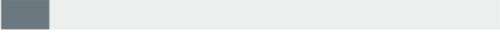
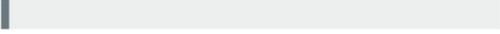
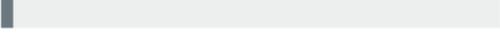
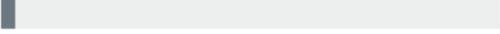
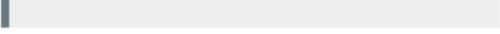
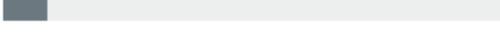
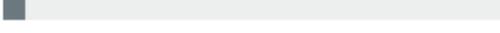
The list below provides a summary of the main themes of the comments provided. The total may differ from the total number of responses, as some comments will cover multiple categories. Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Driver Behaviour		1.50%	8
Excess Traffic		0.75%	4
FRS Resources		1.69%	9
General		2.25%	12
Local Authority		5.24%	28
Mobile Phones		3.00%	16
More education		17.60%	94
Motorways		3.18%	17
Multi-agency		6.18%	33
None or n/a		10.67%	57
Other Road Users		3.37%	18
Parking/Access		16.67%	89
Road Condition		17.79%	95
roadworks		0.37%	2
Speeding/Limits		13.86%	74

Question 6

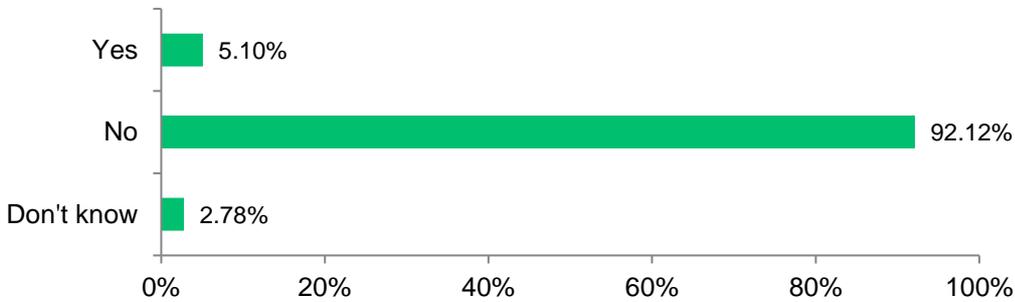
Are there any particular issues that you think we should be focusing on to ensure that non-domestic premises (e.g. care homes, hotels or other commercial premises) are safe and comply with fire safety legislation? (468 comments)

The list below provides a summary of the main themes of the comments provided. The total may differ from the total number of responses, as some comments will cover multiple categories. Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Check Care Homes		0.64%	3
Safe Cladding		2.56%	12
None, N/A		14.74%	69
Publish Public Info		9.40%	44
Regular/More Checks		51.50%	241
More Resources		1.50%	7
Safe Access		2.14%	10
S.Alarm/Fire Door		2.78%	13
Install Sprinklers		1.50%	7
Stronger Laws/Powers		8.76%	41
More Training		4.49%	21

Question 7

Do you live in a House in Multiple Occupation (HMO)? (1,079 responses)



Question 8

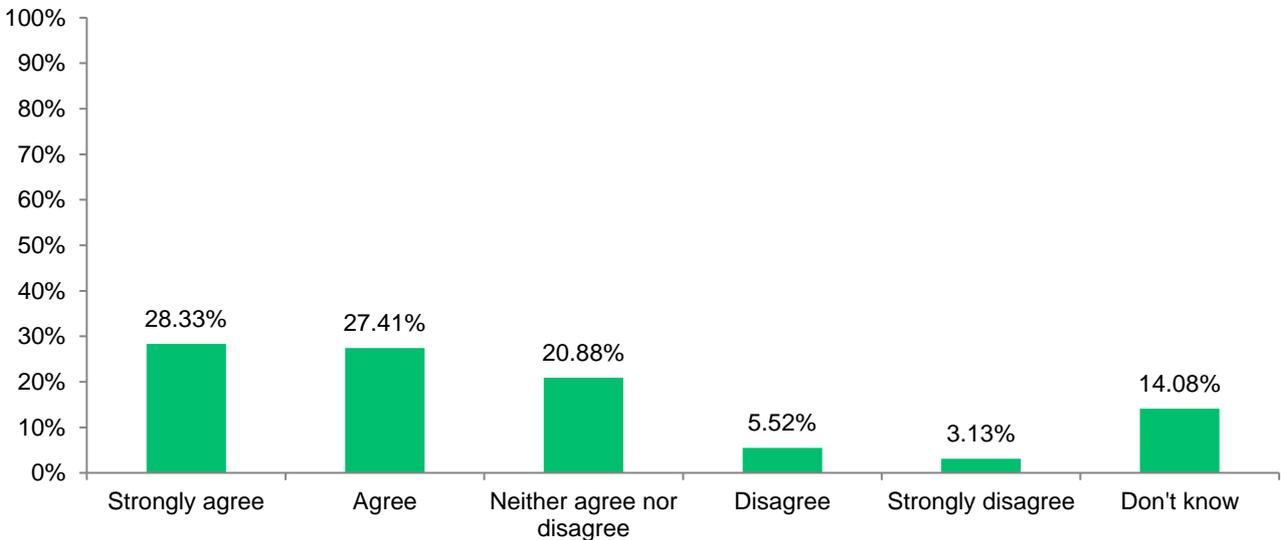
Is there anything you would like us to consider when developing a safety campaign aimed at the owners and occupiers of HMOs? (331 comments)

The list below provides a summary of the main themes of the comments provided. The total may differ from the total number of responses, as some comments will cover multiple categories. Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Building Design		10.88%	36
Clear Evacuation Plans		3.32%	11
Education		19.64%	65
Good Engagement		1.21%	4
Cladding		1.81%	6
More Inspections		28.70%	95
None/NA		12.69%	42
Other		3.63%	12
Partnership Working		0.60%	2
More Awareness		11.48%	38
Stricter Controls		29.61%	98

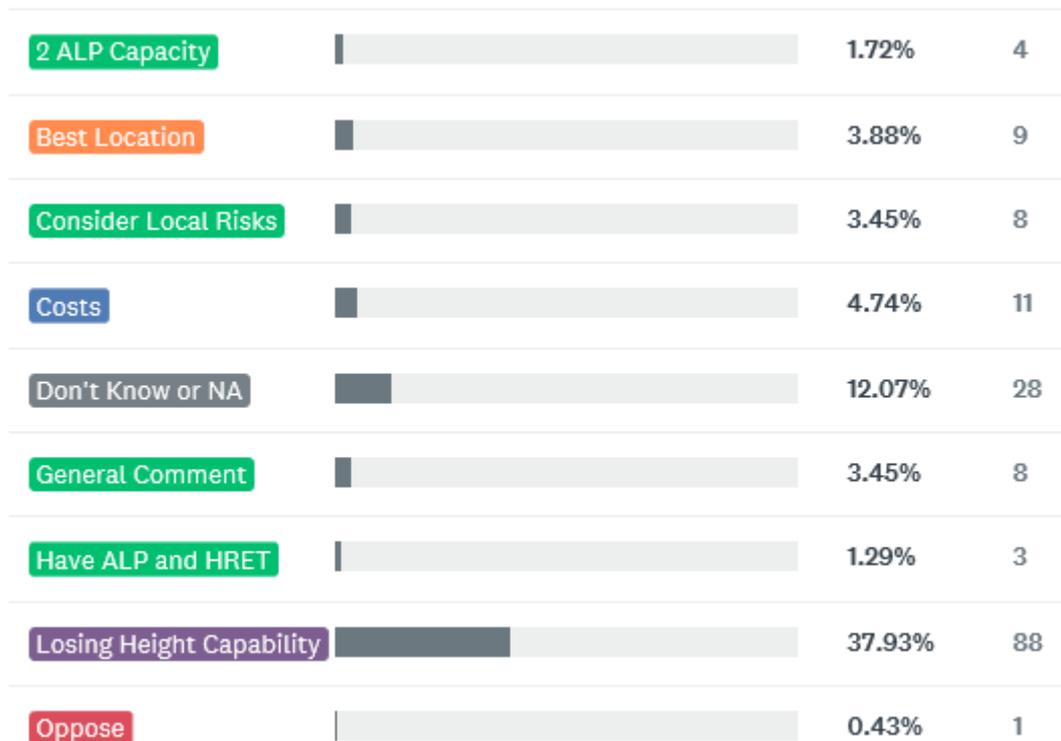
Question 9

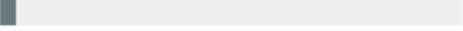
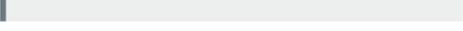
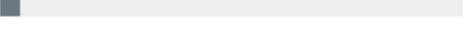
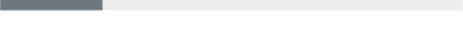
Do you agree with the proposal that the third aerial appliance and fire engine at Macclesfield should be replaced with a HRET vehicle? (1,087 responses)



Free Text Comments (232 comments)

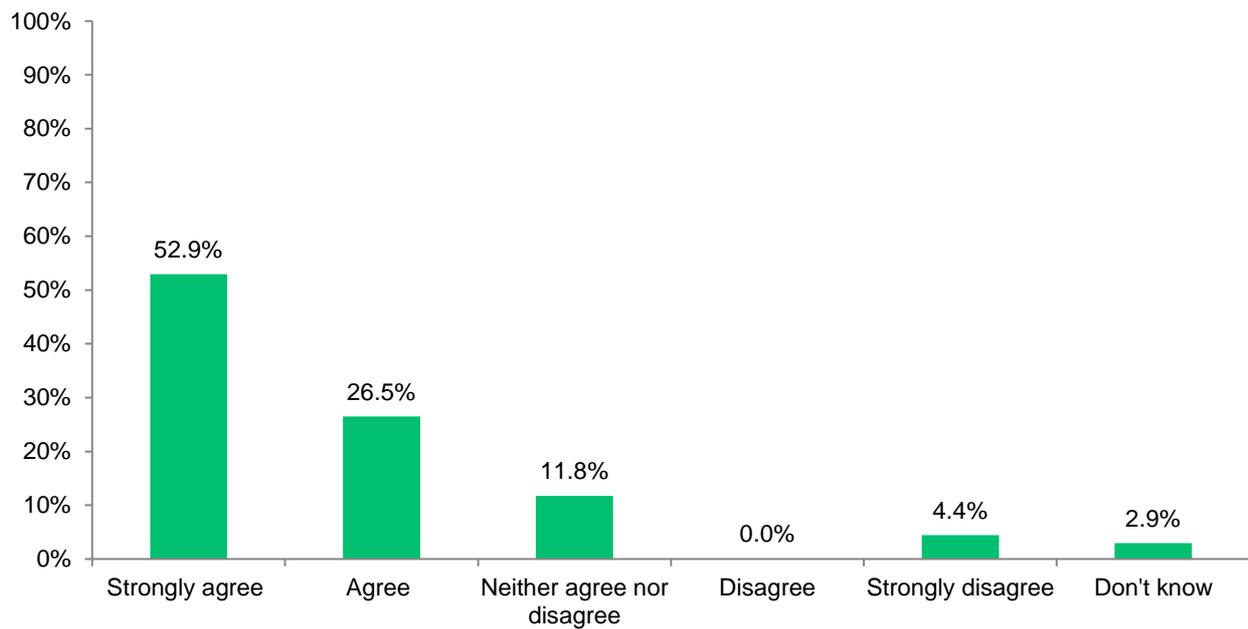
The chart below provides a summary of the main themes of the comments provided. The total may differ from the total number of responses, as some comments will cover multiple categories. Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.



Professional Judgement		3.45%	8
Replace with ALP		1.29%	3
Staffing		4.31%	10
Support		21.98%	51

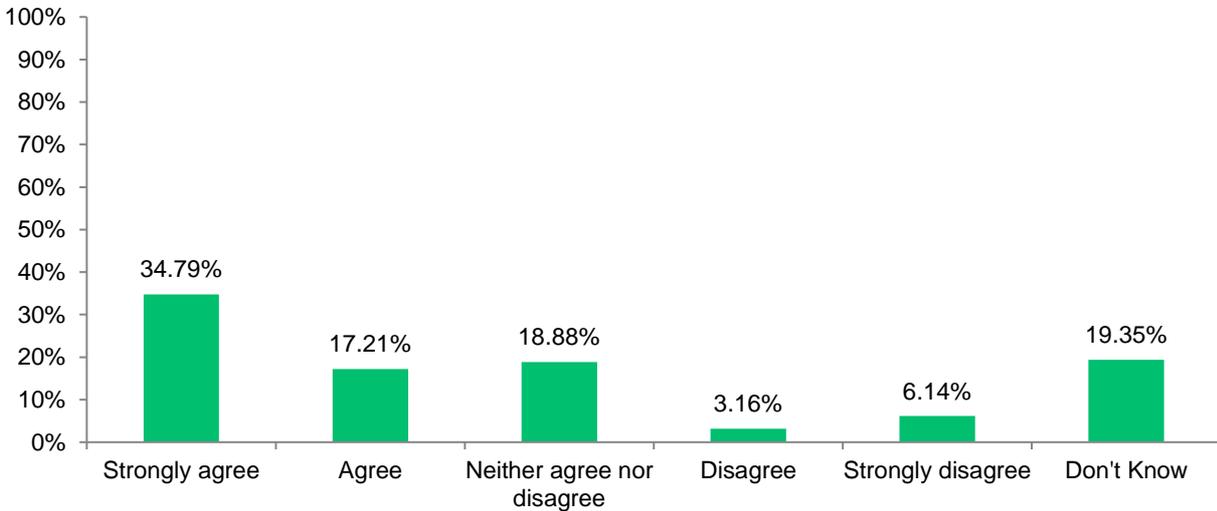
Geographic Analysis

The chart below provides an analysis of the 68 respondents who identified as having a Macclesfield postcode (SK10 or SK11)



Question 10

Do you agree with the proposal to relocate Ellesmere Port's second fire engine to Powey Lane? (1,075 responses)



Free Text Comments (313 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

2 at EP and Chester	5.75%	18
2 at Powey lane	0.32%	1
2 engines for Chester	52.72%	165
General Comment	5.11%	16
General support	9.27%	29
Keep 2 at E Port	11.82%	37
Move engine to Neston	0.32%	1
Not local/dont know	12.46%	39
Powey Lane Rationale	0.96%	3
South Chester cover	0.64%	2
Use as Resilience Pump	0.32%	1
Use HRFE at Chester	0.32%	1

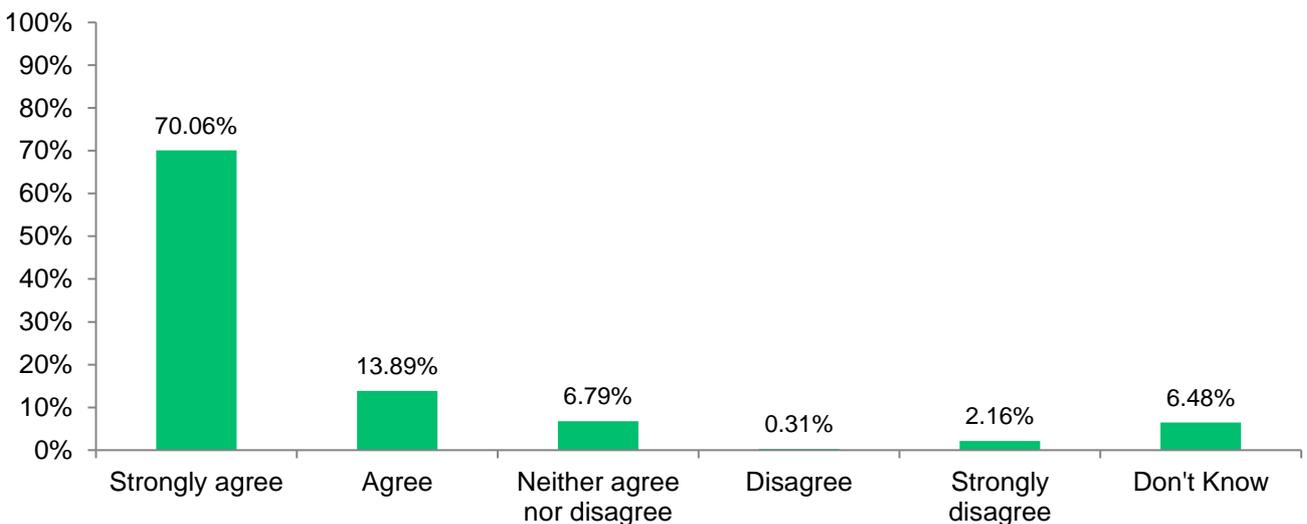
Geographic Analysis

The charts below provide an analysis based on the geographic area of the respondent. Two types of analysis have been undertaken. Firstly, analysis by postcode split between an Ellesmere Port (CH64, CH65, and CH66) and Chester (CH1, CH2, CH3, CH4) postcode area.

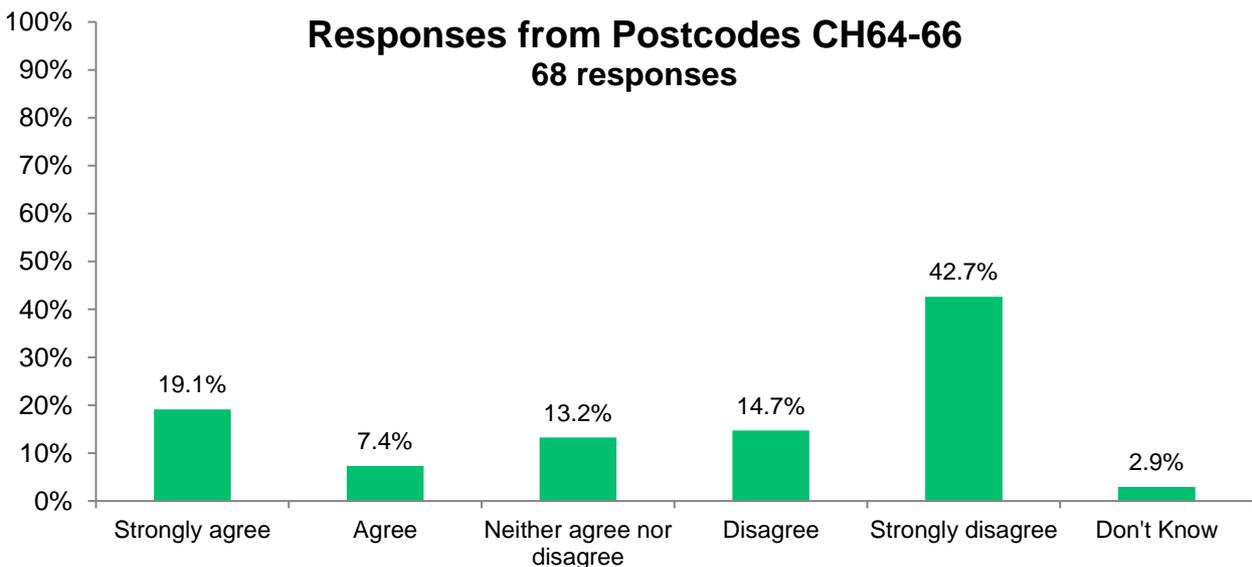
The second analysis provides a breakdown according to respondents who selected their nearest fire station as either Ellesmere Port, Powey Lane or Chester. This additional reporting allows for responses of those nearest to Powey Lane and those in outlying parts of the Chester postcode area, who may in fact be nearer to Malpas or Tarporley fire stations, to be factored in to responses.

Postcode analysis

Responses from Postcodes CH1-4 324 responses



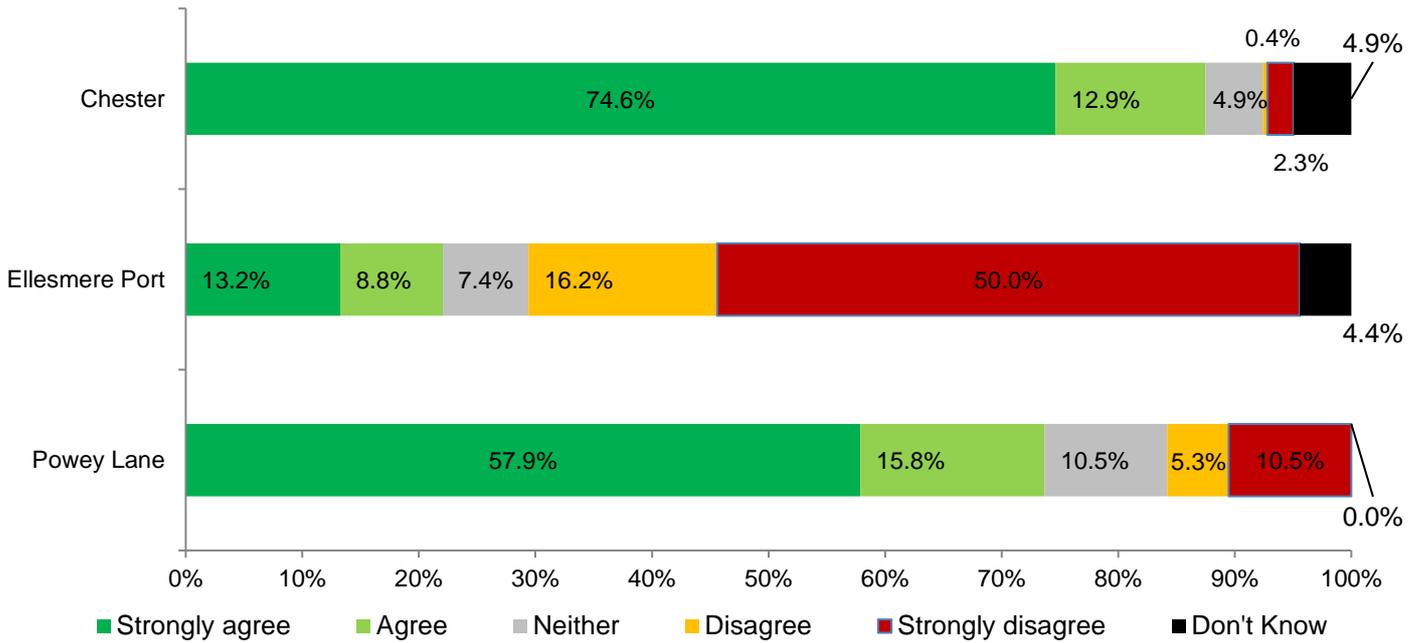
Responses from Postcodes CH64-66 68 responses



Response by nearest fire station

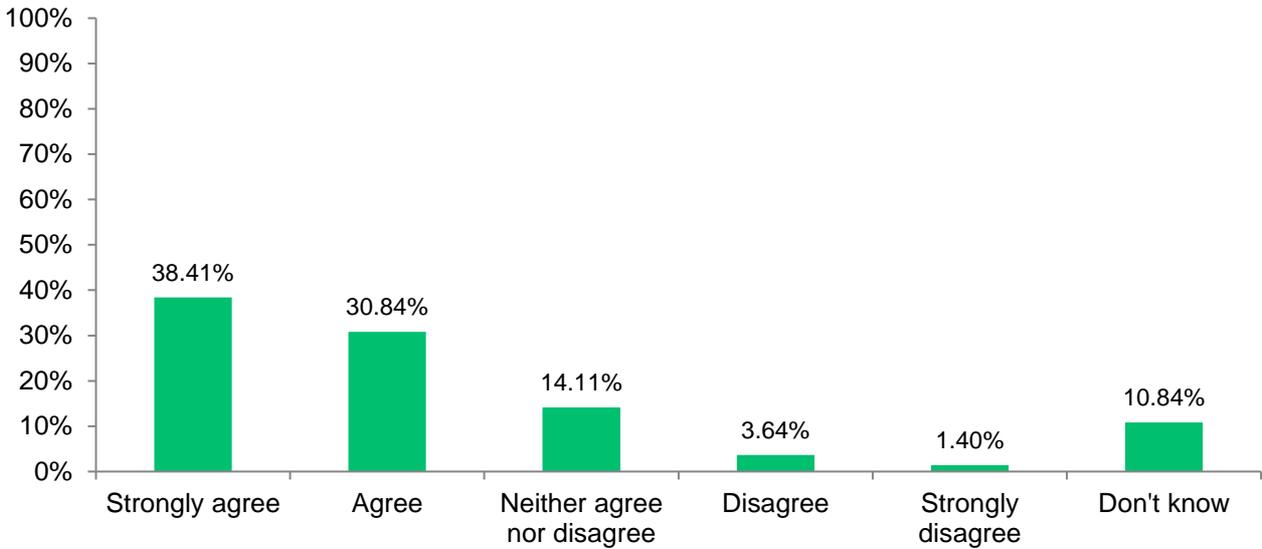
The chart below shows responses from those who selected their nearest fire station as either Chester (264 responses), Ellesmere Port (68 responses) or Powey Lane (19 responses).

Responses by nearest fire station



Question 11

Do you agree with the proposal to introduce a Day Crewing system at Wilmslow Fire Station? (1,070 responses)



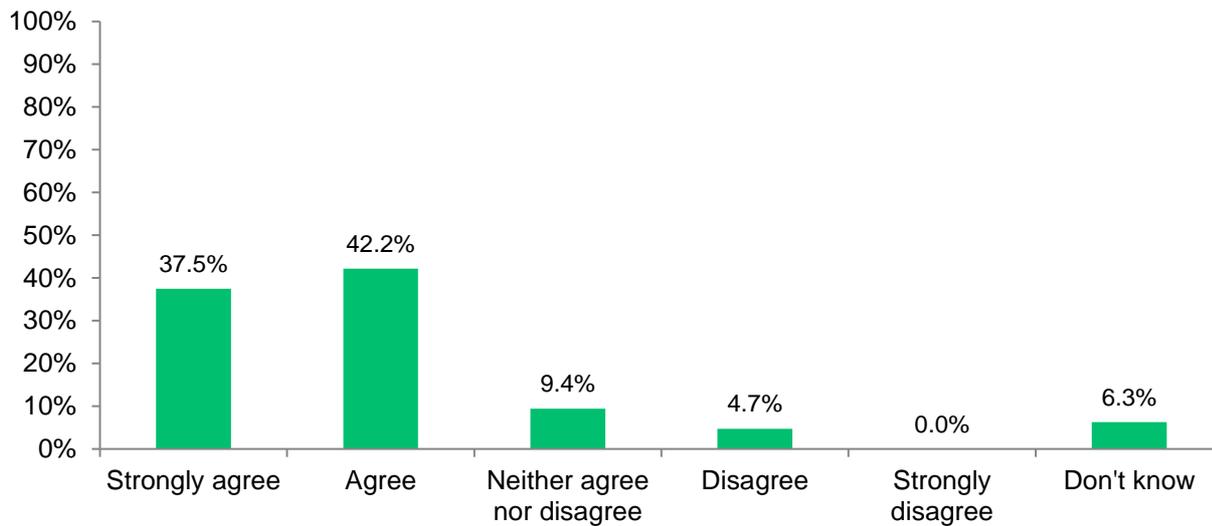
Free Text Comments (198 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Airport Cover 24/7	24.24%	48
Dont Know or N/A	11.62%	23
Funding	9.60%	19
Housing needs	2.02%	4
Oppose	1.52%	3
Question	6.06%	12
Recruitment	2.53%	5
Response Times	6.57%	13
Staffing Impact	28.79%	57
Support	44.44%	88

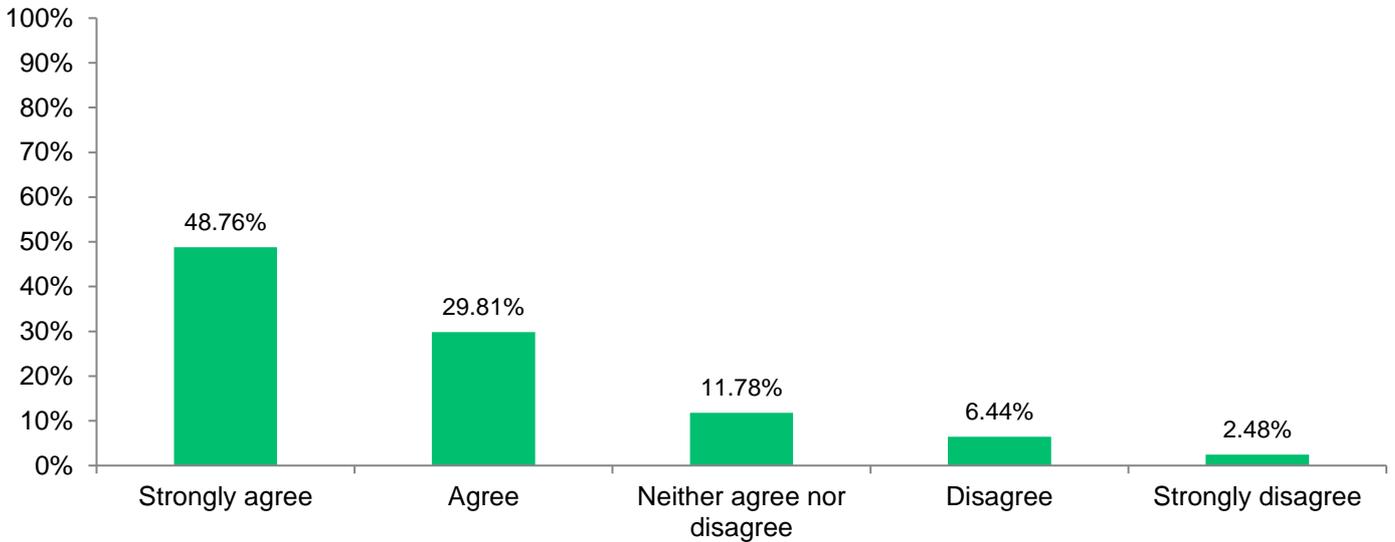
Geographic Analysis

The chart below shows the 64 responses from those who provided their postcode and were within the Wilmslow postcode area of SK9.



Question 12

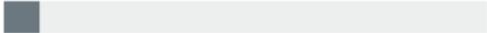
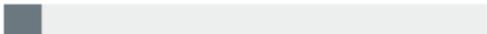
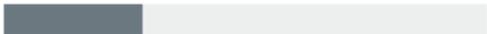
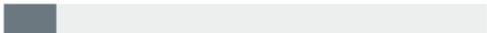
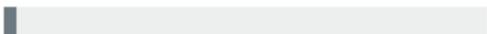
Do you agree with the proposal to introduce a fleet of Rapid Response Rescue Units? (1,087 responses)



Free Text Comments (260 comments)

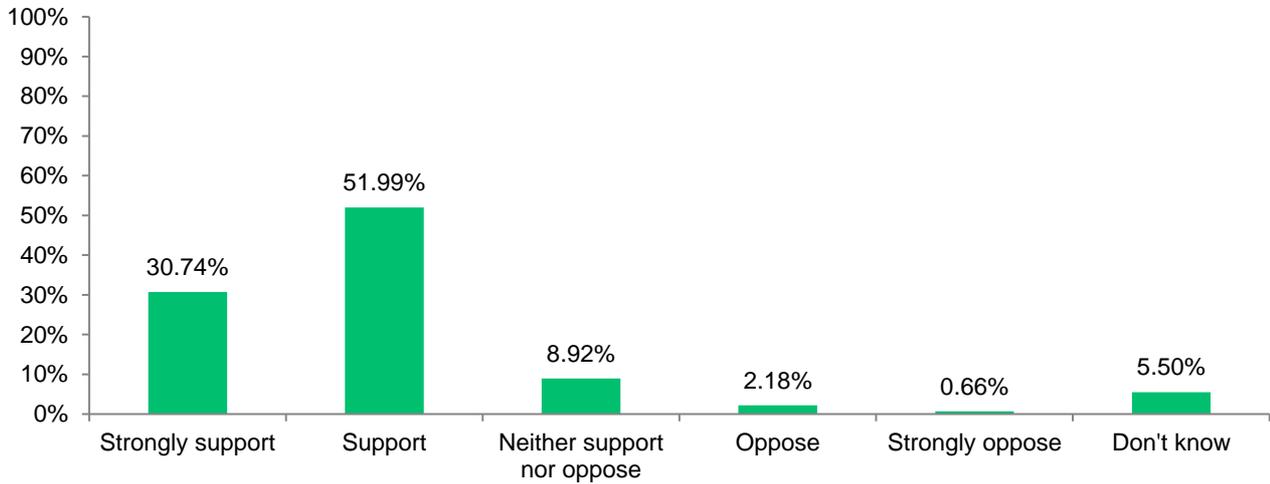
Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Crew Safety		12.31%	32
Flood Response		1.54%	4
Concern Over Cost		5.38%	14
Unit Location		5.77%	15
Other Uses		2.69%	7
Oppose		8.85%	23
Work With Partners		3.46%	9
Questions		1.92%	5
Risk Assessment		18.46%	48

Like Focus on RTCs		7.31%	19
Staffing		7.69%	20
Support		28.46%	74
Like Quicker Response		10.77%	28
What Kind Of Vehicle		2.31%	6

Question 13

Overall, to what extent do you support or oppose the proposals as set out in the draft Integrated Risk Management Plan? (1,054 responses)



Question 14

Overall, to what extent do you support or oppose the proposals as set out in the draft Integrated Risk Management Plan? (152 responses)

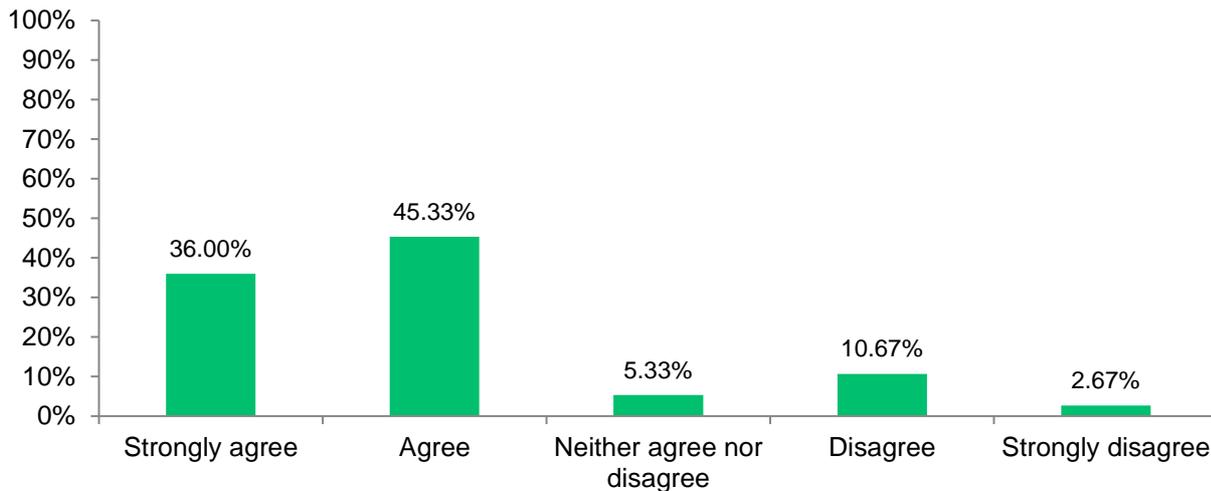
Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Engagement	5.92%	9
Finances	7.24%	11
Flood/Wildfire	4.61%	7
General Support	25%	38
General Comment	17.76%	27
Keep 2 at E Port	3.95%	6
Need More Resource	7.89%	12
Need more info	7.24%	11
Oppose	1.32%	2
N/A	1.32%	2
On-call	2.63%	4
Return Chester 2nd	13.82%	21
Road Safety	3.29%	5

Staff Survey

Question 1

Do you agree with the proposal to extend the Safe and Well visits to include those in single adult or lone parent households? (75 responses)



Free Text Comments (18 comments)

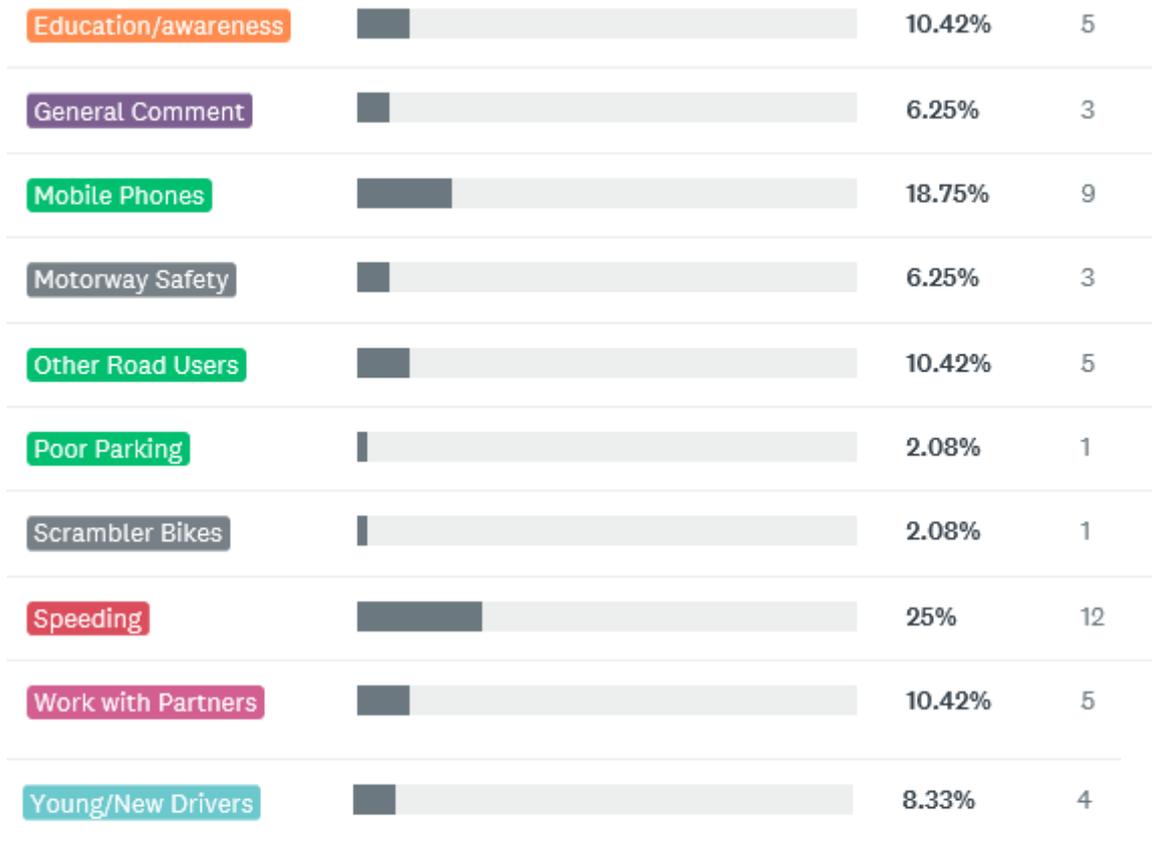
Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Getting Right Data		5.56%	1
Pay/Funding		11.11%	2
Support		5.56%	1
Targets Too High		11.11%	2
Widen Target Audience		66.67%	12

Question 2

Are there any particular road safety issues you think we should be prioritising through this plan? (48 comments)

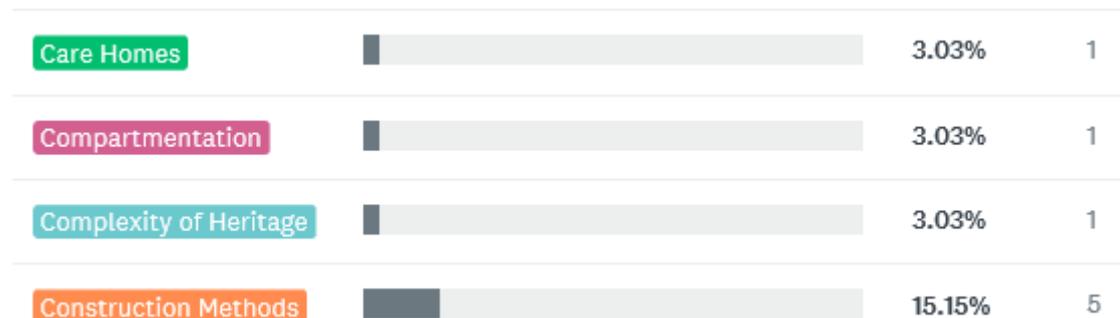
Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.



Question 3

Are there any particular issues that you think we should be focusing on to ensure that non-domestic premises (e.g. care homes, hotels or other commercial premises) are safe and comply with fire safety legislation? (33 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Additional Resources and Consultation Responses document.



Educating Owners		6.06%	2
Evacuation Training		15.15%	5
General Comment		15.15%	5
Legislation		6.06%	2
Predetermined Attendance		6.06%	2
Sprinklers		3.03%	1
Use Specialist Staff		21.21%	7
Water Supply		3.03%	1

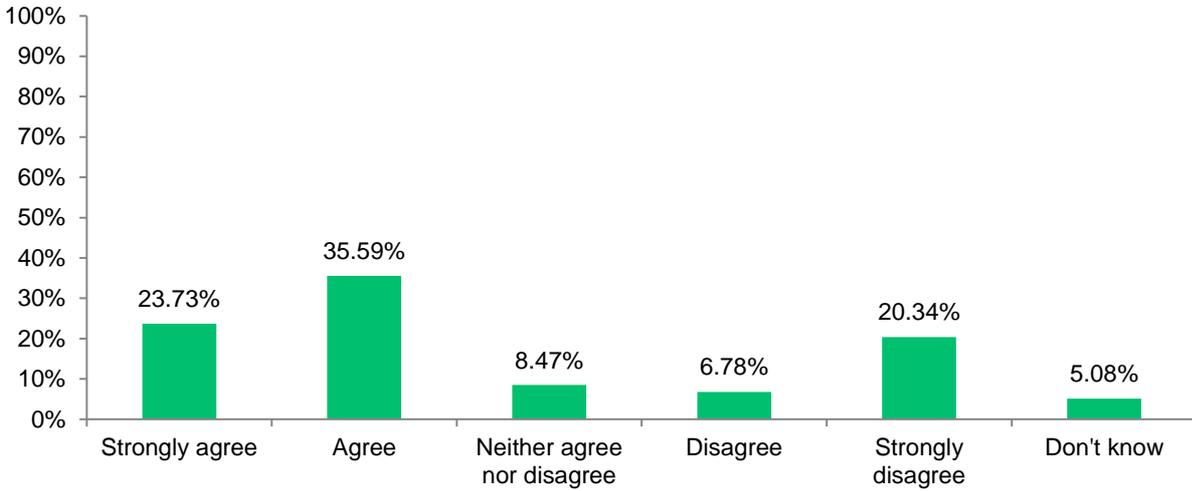
Question 4: Is there anything you would like us to consider when developing a safety campaign aimed at the owners and occupiers of HMOs? (33 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Additional Resources and Consultation Responses document.

Educate Occupier		15.15%	5
Home Safety		9.09%	3
Housing Standards		3.03%	1
More Awareness by FRS		6.06%	2
More Information		6.06%	2
N/A		15.15%	5
Other Languages		3.03%	1
Owner Responsibilities		21.21%	7
Sprinklers		3.03%	1
Stricter Penalties		12.12%	4
Work with Partners		6.06%	2

Question 5

Do you with agree with the proposal that the third aerial appliance and fire engine at Macclesfield should be replaced with a HRET vehicle? (59 responses)



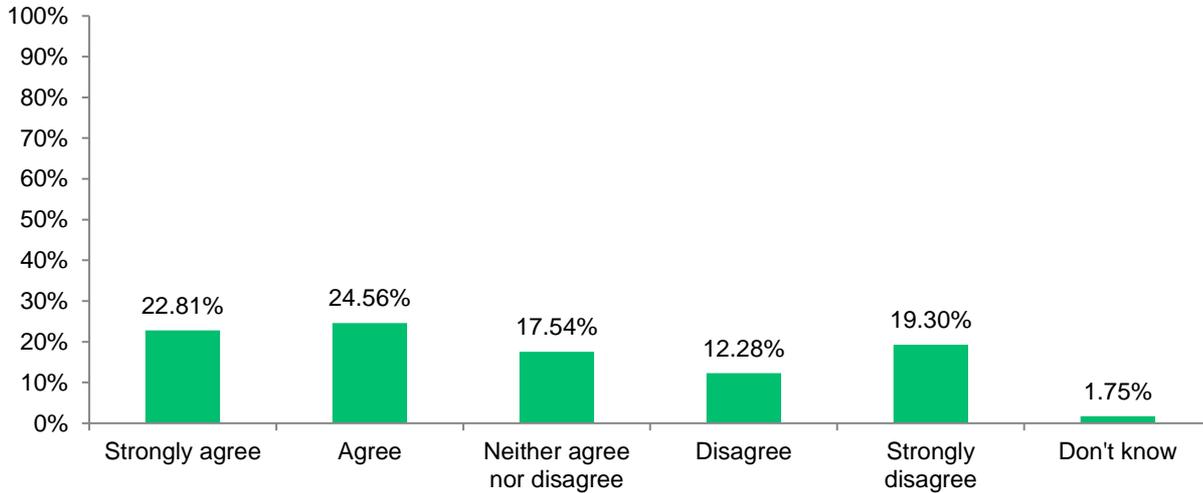
Free Text Comments (26 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Any Benefit?		7.69%	2
Location		23.08%	6
Loss of Capability		19.23%	5
Narrow Roads		7.69%	2
Staffing		11.54%	3
Support		30.77%	8

Question 6

Do you agree with the proposal to relocate Ellesmere Port's second fire engine to Powey Lane? (57 responses)



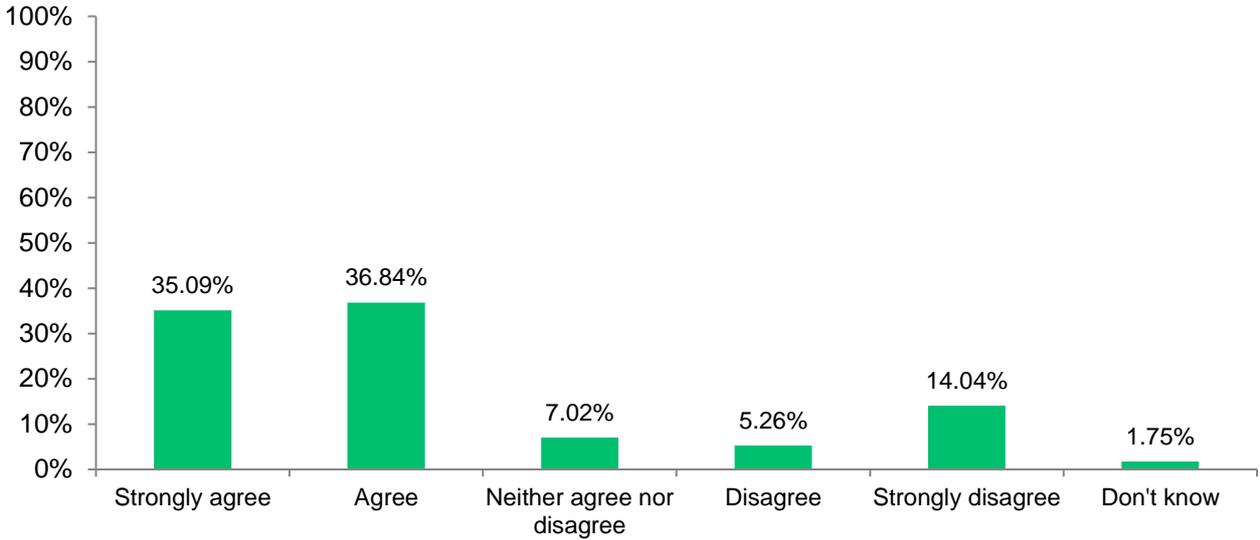
Free Text Comments (20 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Make A Decision		20%	4
PL impact		40%	8
Remain As Now		5%	1
Risks		20%	4
Send Pump Out of CWAC		5%	1
Support		10%	2

Question 7

Do you agree with the proposal to introduce a Day Crewing system at Wilmslow Fire Station? (57 responses)



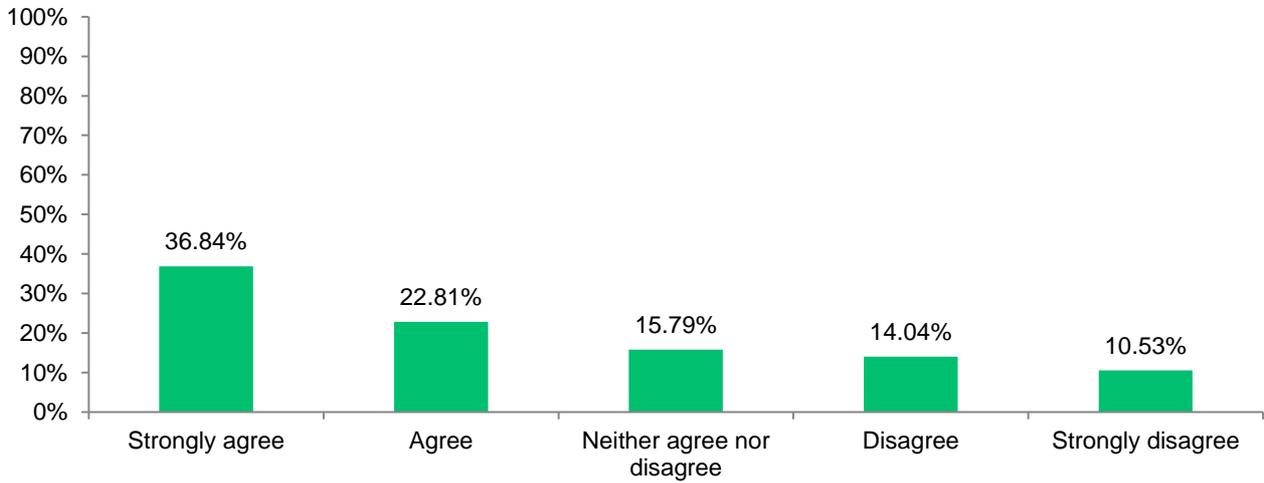
Free Text Comments (21 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Additional Resources and Consultation Responses document.

Different Location		4.76%	1
Oppose		4.76%	1
Support		61.90%	13
Make Wholetime		28.57%	6

Question 8

Do you agree with the proposal to introduce a fleet of Rapid Response Rescue Units?
(57 responses)



Free Text Comments (28 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Comment Category	Percentage	Count
Concern Attending Fires	10.71%	3
Cost	3.57%	1
Impact on Availability	14.29%	4
FF Risk	14.29%	4
What Kit Included?	14.29%	4
Oppose	3.57%	1
Support	39.29%	11

Question 9

Do you have any comments that you want us to consider as part of this review of our water strategy? (30 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Carrier Location		23.33%	7
Is Carrier Needed		20%	6
N/A		6.67%	2
Needs Bigger Focus		6.67%	2
Support		36.67%	11
SWT In East		6.67%	2

Question 10

Do you have any comments that you want us to consider as part of the development of a wildfire capability? (23 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Demand		13.04%	3
Flooding Comment		8.70%	2
General Comment		17.39%	4
Kit Issues		17.39%	4
Listen To Practitioners		8.70%	2
Location of Units		21.74%	5
Pay		4.35%	1
Support		8.70%	2

Question 11

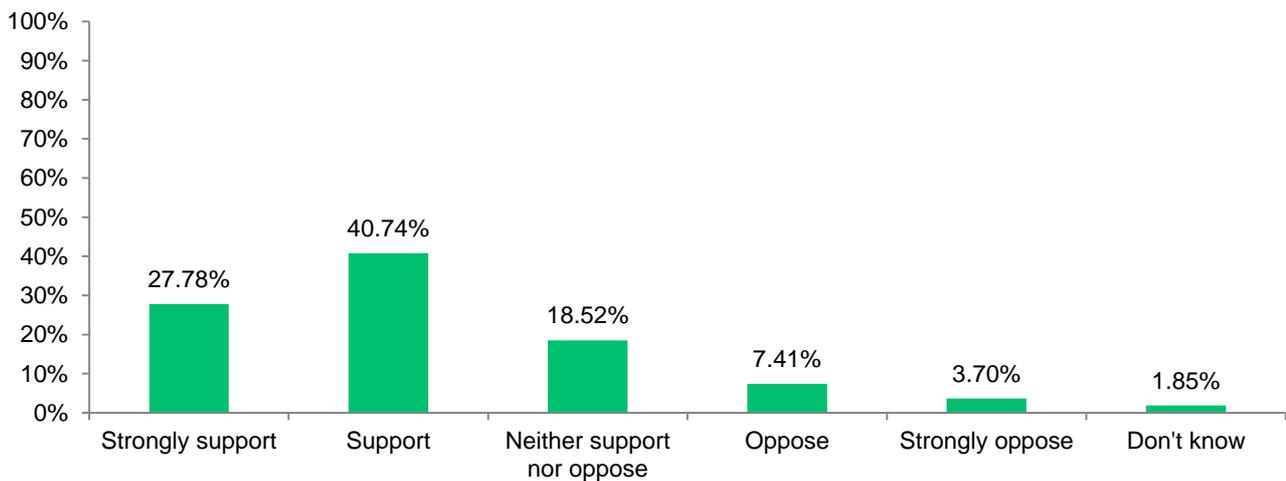
Do you have any comments that you want us to consider when reviewing our specialist vehicles? (26 comments)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.

Buy Correct Vehicles		11.54%	3
Listen To Ideas		3.85%	1
Location		57.69%	15
N/A		15.38%	4
Need For Specials?		3.85%	1
Training		7.69%	2

Question 12

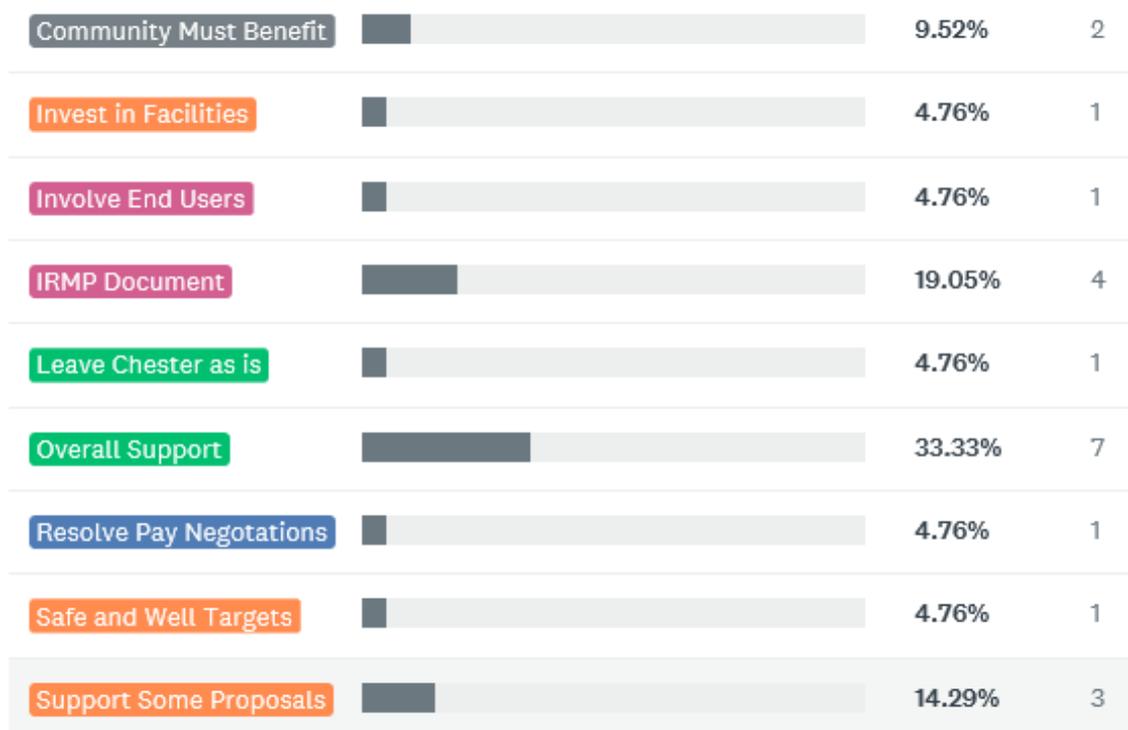
Overall, to what extent do you support or oppose the proposals as set out in the draft Integrated Risk Management Plan? (54 responses)



Question 13

Do you have any other comments on the draft Plan that you would like us to consider? (21 responses)

Please note that all free text responses to this question are included within the Consultation Feedback Report: Consultation Responses and Additional Resources document.



Profile of Respondents - Public

The following section provides an analysis of public respondents.

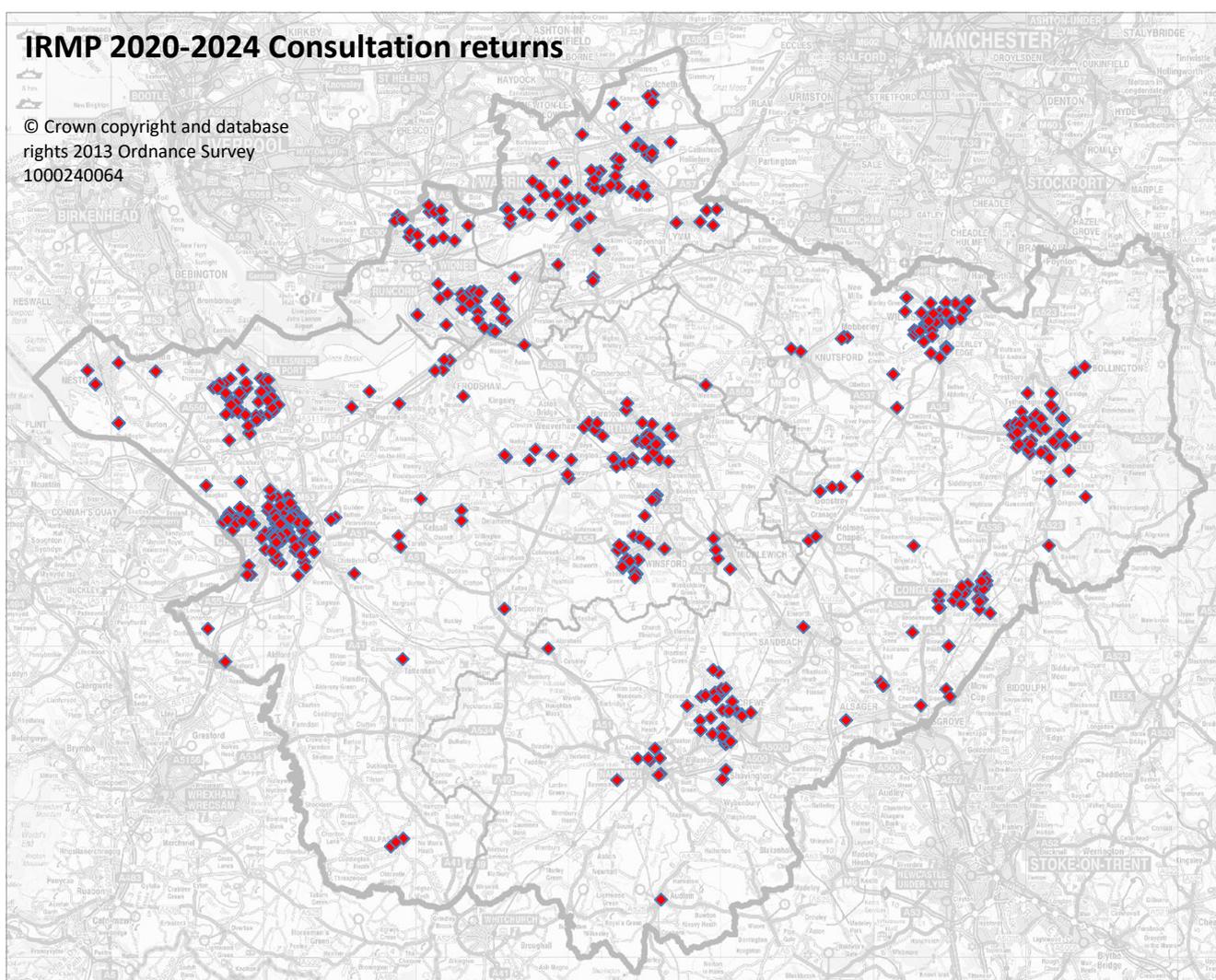
Public Response Demographics

This section provides a demographic analysis of the responses provided by members of the public.

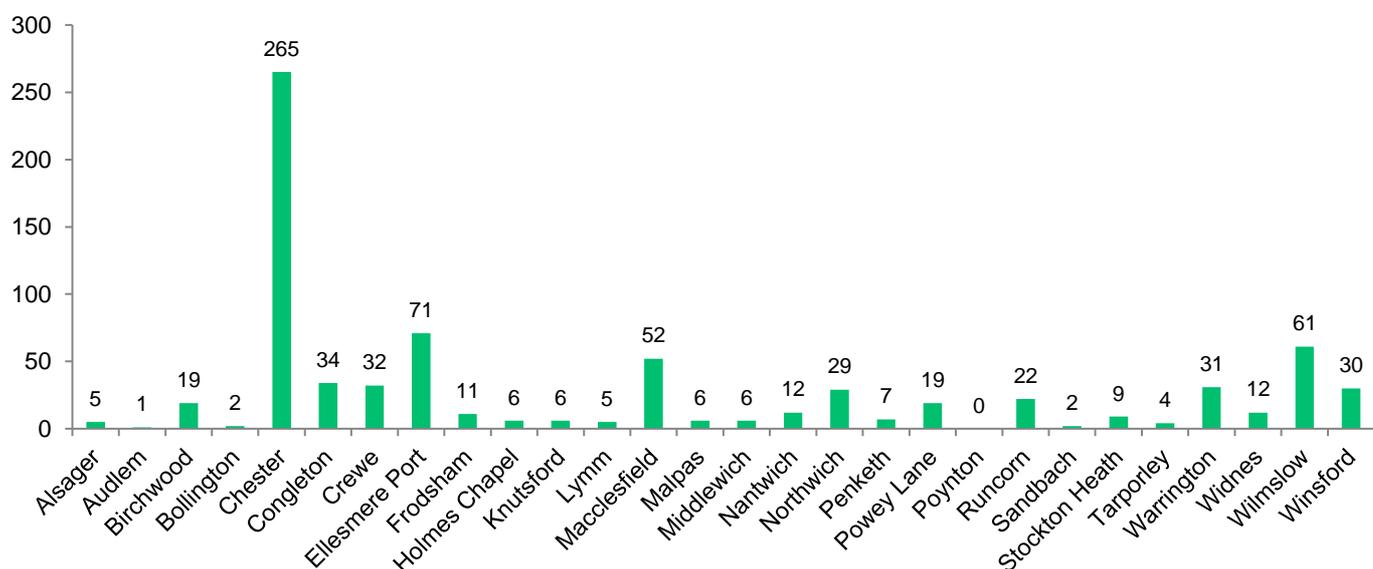
Which area do you live?

Unit ary	Cheshire East	Cheshire West and Chester	Halton	Warrington
No. responses	303	571	70	94
% of total	29%	55%	7%	9%

What is your postcode?



Where is your nearest fire station?



Demographic Profile

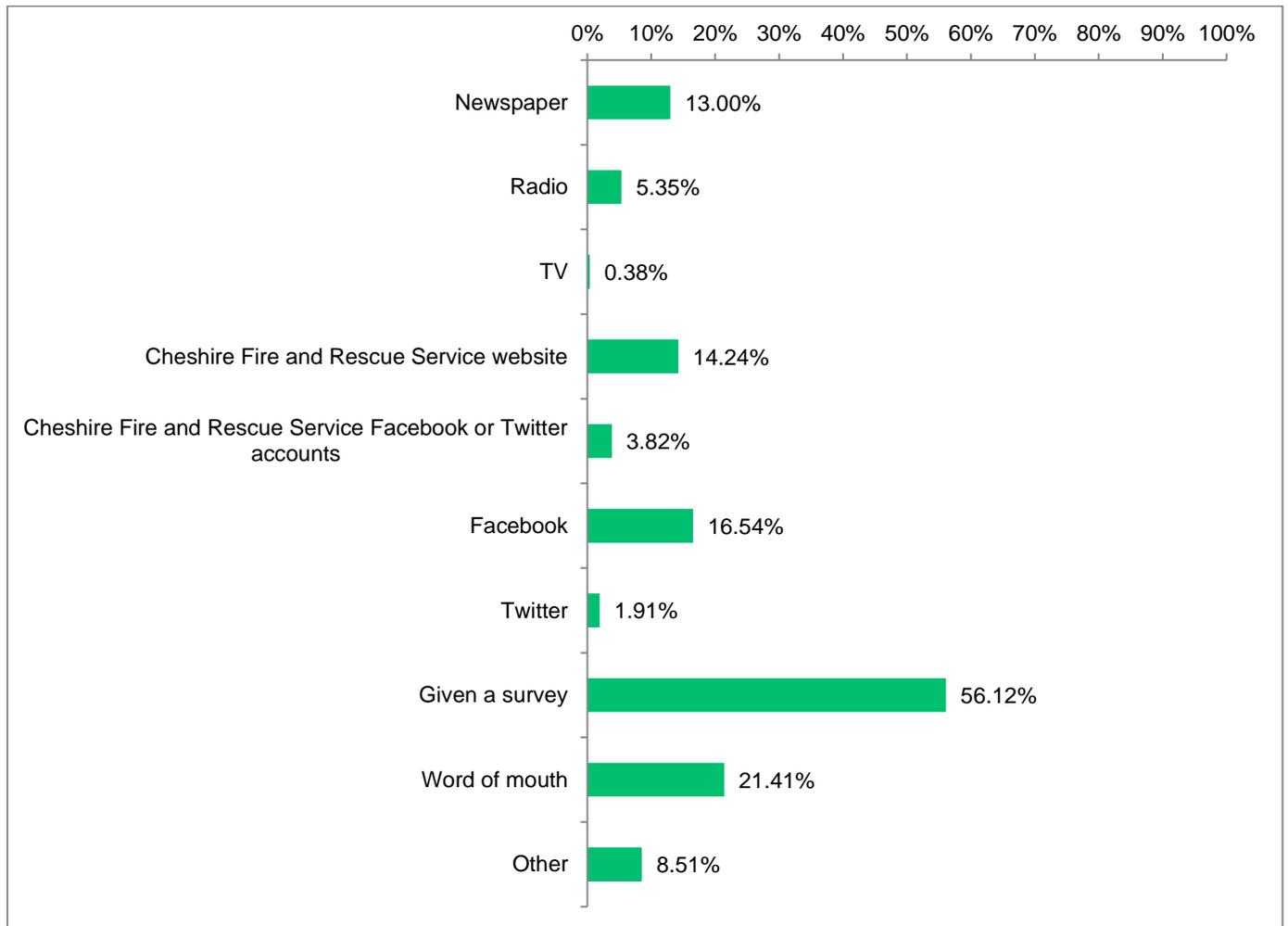
Please note that respondents could skip demographic questions, therefore the sum total may be less than the total number of survey respondents.

Reporting Demographic	Number of responses	% of total
Gender		
Male	432	46.1%
Female	485	51.8%
Prefer Not To Say (PNTS)	20	2.1%
Gender Identity Same As Birth		
Yes	691	95.2%
No	3	0.4%
PNTS	32	4.4%
Age Range		
Under 18	12	1.2%
18-24	26	2.5%
25-34	67	6.5%
35-44	138	13.5%
45-54	157	15.3%
55-64	199	19.4%
65-74	237	23.1%
75+	173	16.9%
PNTS	15	1.5%

Ethnicity		
<i>White British</i>	798	79.25%
<i>White Irish</i>	55	5.46%
<i>Gypsy or Irish Traveller</i>	14	1.39%
<i>Any other white background</i>	31	3.08%
<i>White and black Caribbean</i>	11	1.09%
<i>White and black African</i>	7	0.70%
<i>White and Asian</i>	15	1.49%
<i>Indian</i>	14	1.39%
<i>Pakistani</i>	3	0.30%
<i>Bangladeshi</i>	11	1.09%
<i>Chinese</i>	5	0.50%
<i>Any other Asian background</i>	8	0.79%
<i>African</i>	2	0.20%
<i>Caribbean</i>	0	0.00%
<i>Any other black/African/Caribbean/black British background</i>	3	0.30%
<i>Arab</i>	1	0.10%
<i>Any other ethnic background</i>	4	0.40%
<i>PNTS</i>	25	2.48%
Religion		
<i>Buddhist</i>	1	0.14%
<i>Christian</i>	287	41.06%
<i>Hindu</i>	10	1.43%
<i>Jewish</i>	1	0.14%
<i>Muslim</i>	14	2.00%
<i>Sikh</i>	2	0.29%
<i>No religion</i>	124	17.74%
<i>PNTS</i>	52	7.44%
<i>Other</i>	208	29.76%
Disability		
<i>Yes</i>	150	18.4%
<i>No</i>	634	77.9%
<i>PNTS</i>	30	3.7%
Sexual Orientation		
<i>Heterosexual/Straight</i>	756	88.5%
<i>Gay/Lesbian</i>	15	1.7%
<i>Bi</i>	4	0.5%
<i>PNTS</i>	107	12%
<i>Prefer to Self-Describe</i>	13	1.5%

How did you hear about this consultation? (1,046 responses)

Respondents could select multiple options.



Response Analysis by Demographic

The table below provides an analysis of levels of public support to each question by various demographic profiles.

	Valuing the Service	Satisfaction with performance	Extending Safe and Well	HMO Occupancy (% living in HMO)	Replacing the Third Aerial Appliance	Relocating Ellesmere Ports Second Engine	Day Crewing at Wilmslow	Expanding the RRRU fleet	Overall Support for IRMP
 Most supportive (%)									
 Least supportive (%)									
Reporting Demographic									
Unitary Authority	% Agree								
Cheshire East (303 responses)	98.3	89.3	93.7	5.0	67.9	36.9	68.6	93.0	85.4
Cheshire West & Chester (571)	97.2	83.4	91.3	4.5	50.0	64.9	71.2	67.9	82.9
Halton (70)	100	94.3	92.8	7.1	54.3	30.9	60.3	87.1	70.6
Warrington (94)	96.8	85.9	93.6	7.7	60.7	41.1	67.4	91.3	86.4
Gender									
Male (432)	99.3	85.5	88.6	6.4	51.8	60.7	72.2	72.4	86.4
Female (485)	99.0	92.3	96.2	4.3	59.1	41.4	67.3	88.1	83.7
Age									
Under 18 (12)	83.3	58.3	100	8.3	66.7	83.3	100	41.7	91.7
18-24 (26)	100	92.3	96.2	20.0	68.0	64.0	76.0	92.0	91.7
25-34 (67)	95.5	86.6	91.0	7.6	56.7	62.1	85.9	85.1	87.9
35-44 (138)	99.3	88.4	90.6	6.6	56.2	66.4	78.1	69.6	84.7
45-54 (157)	98.1	85.4	92.4	5.8	54.8	63.7	73.1	70.7	81.7
55-64 (199)	98.9	88.2	89.2	3.6	53.6	52.3	67.9	75.9	81.5
65-74 (237)	100	91.8	95.7	3.1	56.5	35.5	62.2	88.0	82.9
75+ (173)	98.8	88.1	96.4	5.6	60.3	39.3	61.7	93.6	86.5
Disability									
Yes (150)	100	93.2	94.6	7.5	60.4	50.0	69.5	85.7	82.5
No (634)	98.7	86.4	91.8	5.1	53.5	52.4	69.8	79.1	83.7
Ethnicity (Individual ethnicities with under ten respondents are grouped together within the Other BAME category for analysis)									
White British (798)	98.9	90.9	94.4	5.5	59.9	46.0	65.5	85.0	82.7
White Irish (55)	100	78.2	83.3	9.3	38.2	85.5	90.9	54.6	92.6
Gypsy or Irish Traveller (14)	100	71.4	84.6	7.7	42.9	92.9	92.9	35.7	100
Other White Background (31)	96.8	87.1	93.3	3.2	41.9	77.4	90.3	64.5	89.7
White and Black Caribbean (11)	100	100	90.9	0.0	36.4	81.8	90.9	72.7	100
White and Asian (15)	100	80.0	86.7	13.3	53.3	86.7	93.3	66.6	100
Indian (14)	100	78.6	100	0.0	71.4	42.9	76.9	85.7	85.7
Bangladeshi (11)	100	81.8	72.7	0.0	9.1	45.5	54.5	54.5	90.9
Other BAME (33)	100	78.1	96.9	3.0	60.6	65.6	75.8	78.8	90.9
Sexual Orientation (Individual categories for Lesbian, Gay and Bi are grouped together as LGB for analysis)									
Heterosexual (756)	98.8	88.4	93.0	4.9	57.2	51.5	69.0	81.3	83.1
LGB (19)	100	89.5	100	10.5	73.7	52.6	79.0	72.7	88.9
Religion									

(Individual religious beliefs with under ten respondents are grouped within the Other Religion category for analysis. Please note this category also contains those who did not identify as Christian, though self-identified within this category as a member of a Christian denomination e.g. Catholicism, Anglicanism, Methodism)

<i>Christian (287)</i>	99.3	89.8	91.2	2.8	54.1	59.1	68.6	74.0	85.9
<i>Hindu (10)</i>	100	100	90.0	0.0	80.0	60.0	90.0	100	100
<i>Muslim (14)</i>	100	85.7	92.9	7.1	35.7	78.6	71.3	57.2	100
<i>Other Religion (212)</i>	100	94.8	95.7	7.0	60.4	42.0	65.1	91.4	85.9
<i>No Religion (124)</i>	100	92.8	90.3	4.9	64.2	57.7	83.7	82.3	87.1

Profile of Respondents - Staff

The following section will provide demographic details of staff respondents.

Reporting Demographic	Number of responses
Department	
<i>Governance and Commissioning</i>	2
<i>Operational Policy and Assurance</i>	8
<i>Prevention</i>	4
<i>Protection and Organisational Performance</i>	5
<i>Service Delivery</i>	27
<i>Service Management Team</i>	1
<i>Joint Corporate Services</i>	1
Primary Role	
<i>Operational</i>	28
<i>Support Staff</i>	20
Primary Workplace Location (Note only locations with responses are included)	
<i>Bollington Fire Station</i>	2
<i>Chester Fire Station</i>	2
<i>Clemonds Hey</i>	3
<i>Congleton Fire Station</i>	1
<i>Crewe Fire Station</i>	5
<i>Ellesmere Port Fire Station</i>	2
<i>Holmes Chapel Fire Station</i>	1
<i>Lymm Fire Station</i>	1
<i>Macclesfield Fire Station</i>	1
<i>Penketh Fire Station</i>	2
<i>Powey Lane Fire Station</i>	1
<i>Sadler Road</i>	10
<i>Sandbach Fire Station</i>	1
<i>Warrington Fire Station</i>	2
<i>Widnes Fire Station</i>	1
<i>Wilmslow Fire Station</i>	1
<i>Winsford Fire Station</i>	5
Gender	
<i>Male</i>	29
<i>Female</i>	10
<i>Prefer Not To Say (PNTS)</i>	11
Gender Identity Same As Birth	
<i>Yes</i>	37
<i>No</i>	0
<i>PNTS</i>	12
Age Range	

<i>Under 18</i>	0
<i>18-24</i>	2
<i>25-34</i>	4
<i>35-44</i>	6
<i>45-54</i>	18
<i>55-64</i>	9
<i>65-74</i>	0
<i>75+</i>	0
<i>PNTS</i>	8
<i>Ethnicity</i>	
<i>White British</i>	36
<i>White Irish</i>	0
<i>Gypsy or Irish Traveller</i>	1
<i>Any other white background</i>	0
<i>White and black Caribbean</i>	0
<i>White and black African</i>	0
<i>White and Asian</i>	0
<i>Indian</i>	0
<i>Pakistani</i>	0
<i>Bangladeshi</i>	0
<i>Chinese</i>	0
<i>Any other Asian background</i>	0
<i>African</i>	0
<i>Caribbean</i>	1
<i>Any other black/African/Caribbean/black British background</i>	0
<i>Arab</i>	0
<i>Any other ethnic background</i>	1
<i>PNTS</i>	9
<i>Religion</i>	
<i>Buddhist</i>	0
<i>Christian</i>	20
<i>Hindu</i>	2
<i>Jewish</i>	0
<i>Muslim</i>	0
<i>Sikh</i>	0
<i>No religion</i>	14
<i>PNTS</i>	9
<i>Other</i>	2
<i>Disability</i>	
<i>Yes</i>	3
<i>No</i>	37
<i>PNTS</i>	9
<i>Sexual Orientation</i>	
<i>Heterosexual/Straight</i>	33

<i>Gay/Lesbian</i>	2
<i>Bi</i>	0
<i>PNTS</i>	14
<i>Prefer to Self-Describe</i>	0

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Draft Integrated Risk Management Plan 2020-2024

Consultation Responses and Additional Resources

June 2020



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Introduction

This document contains individual responses to Cheshire Fire Authority's consultation on its draft Integrated Risk Management Plan 2020-2024, as well as a range of additional information and evidence of its consultation programme.

It is important that this document be read in conjunction with the Draft Integrated Risk Management Plan 2020-2024 Consultation Feedback Report, as well as the covering report submitted to the meeting of Cheshire Fire Authority for its meeting on 1 July 2020. These documents can be accessed electronically at www.cheshirefire.gov.uk

The list below outlines the information contained within this document.

Additional Resources

Additional information and evidence is provided, including information on the Authority's social media and online activity to promote the consultation; copies of the IRMP summary and questionnaire consultation materials, and a list of partner agencies communicated with during the consultation.

Public Consultation Responses

All free text responses to the online survey are included, as well as individual responses from members of the public. Notes from focus groups and deliberative workshops are also included, as well as third party comments provided by signatories to the electronic petition created by Justin Madders MP, calling for the retention of the second fire engine within Ellesmere Port Fire Station.

Staff Consultation Responses

All free text responses to the online survey are included. Also included are notes taken capturing feedback from staff visits and conferences during the consultation period.

Partner Consultation Responses

Individual responses from stakeholders and partner agencies are included.

Social media activity

Social media

In addition to the roadshows, the Service utilised its social media channels (shown below) to widen the reach of messages promoting the consultation. The Service's Facebook page currently has 28,670 people who 'like' it and receive updates, while 49,100 people follow the Service's Twitter feed.

Facebook

The Service made use of its Facebook account to raise awareness of the consultation and promote the roadshows that were held in each of the locations across Cheshire.

The table below lists the date and content of all consultation posts on the Service's Facebook page

Date and content of consultation posts on the Service's Facebook page.

Date	Content of post	People Reached	Clicks	Likes/Comments/Retweets
16/12/2019	We've published our draft plans for 2020-2024. You can read them on our website http://socsi.in/GD0k7 . Have your say by filling out the short survey.	5,668	120	26 likes 2 comments 11 retweets
15/01/2020	We're at Asda in Northwich today from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and say hi and #HaveYourSay - http://socsi.in/MVbUx	5,122	17	18 likes 1 comments 9 retweets
16/01/2020	We'll be at Ellesmere Port market tomorrow from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and say hi and #HaveYourSay http://socsi.in/011CO	3,555	11	9 likes 1 comments 7 retweets
19/01/2020	We'll be at Sainsbury's in Wilmslow tomorrow from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit http://socsi.in/g8hYG	4,332	10	16 likes 0 comments 4 retweets
23/01/2020	We'll be at Birchwood Shopping Centre tomorrow from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit http://socsi.in/cSCoA	2,780	5	5 likes 0 comments 4 retweets
27/01/2020	We'll be at Runcorn Shopping Centre tomorrow from 11am, consulting with residents on our draft plans for 2020-2024. If	2,670	8	7 likes

	you are in the area please come along and #HaveYourSay. For more information visit http://socsi.in/sltLv			0 comments 3 retweets
04/02/2020	We'll be at Tesco in Congleton today from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit http://socsi.in/C0zPt	2,659	2	7 likes 0 comments 2 retweets
05/02/2020	Have you had your say on our draft plans for 2020-24? Please share your views by filling in our short survey on our website http://socsi.in/TDGmK	2,204	10	7 likes 0 comments 0 retweets
24/02/2020	📅 One for your calendars 📅 We'll be at ASDA in Ellesmere Port on Tuesday 3 March (11am-1pm), consulting with residents on our draft plans for 2020-2024. Please come along and #HaveYourSay. For more information visit http://orlo.uk/X7NeN	3,860	4	8 likes 0 comments 2 retweets
03/03/2020	Thanks to everyone who came to see us in Ellesmere Port today. We spoke to lots of residents about our draft plans for 2020-2024. If you didn't get chance to pop in you can still #HaveYourSay by visiting our website 🌐 http://orlo.uk/M9glQ	3,350	2	25 likes 1 comments 2 retweets
05/03/2020	We'll be at Tesco in Chester today from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit - http://orlo.uk/DrdiK	2,196	2	8 likes 0 comments 1 retweets

Paid for advertising

Five paid for advertisements were run on Facebook by the joint digital media team. Details of the adverts are below:

Campaign Name	Budget	Results	Reach	Impressions	Cost per result	Amount spent	Starts	Ends
IRMP - March 2020	£5.00 Daily	1,728 Link Clicks	79,280	197,160	£0.09 Per link click	£157.91	23-Mar-20	23-Apr-20
IRMP Macclesfield - March 2020	£10.00 Daily	382 Link Clicks	14,240	28,538	£0.19 Per link click	£73.03	04-Mar-20	11-Mar-20
IRMP Wilmslow - March 2020	£10.00 Daily	343 Link Clicks	18,120	28,078	£0.24 Per link click	£83.06	04-Mar-20	12-Mar-20
IRMP Cheshire and Ellesmere Port	£10.00 Daily	793 Link Clicks	21,195	35,686	£0.10 Per link click	£83.08	04-Mar-20	12-Mar-20

IRMP - Feb 2020	£10.00 Daily	769 Link Clicks	34,272	64,431	£0.19 Per link click	£149.68	11-Feb-20	26-Feb-20
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Twitter

'Tweets' were posted onto the Service's Twitter page, with each post tagged with a #HaveYourSay hashtag and also containing a link to the consultation page on the Service website.

Tweets on the Service's Twitter page

Date	Content of tweet	People Reached	Clicks	Retweets
16/12/2019	We've published our draft plans for 2020-2024. You can read them on our website http://socsi.in/rWBOY . Have your say by filling out the short survey.	52,616	58	6
15/01/2020	We're at Asda in Northwich today from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and say hi and #HaveYourSay - http://socsi.in/4HKdV	51,811	8	6
16/01/2020	We'll be at Ellesmere Port market tomorrow from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and say hi and #HaveYourSay http://socsi.in/rU4lw	54,968	5	5
19/01/2020	We'll be at Sainsbury's in Wilmslow tomorrow from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit http://socsi.in/8drAM	71,426	8	5
23/01/2020	We'll be at Birchwood Shopping Centre tomorrow from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit http://socsi.in/2VZuY	50,415	6	5
27/01/2020	We'll be at Runcorn Shopping Centre tomorrow from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit http://socsi.in/6k1pH	50,611	37	5
04/02/2020	We'll be at Tesco in Congleton today from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit http://socsi.in/Bay0a	48,649	8	1
05/02/2020	Have you had your say on our draft plans for 2020-24? Please share your views by filling in our short survey on our website http://socsi.in/rGpCd	48,906	19	3

11/02/2020	We'll be at Sainsbury's in Macclesfield tomorrow from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit - http://socsi.in/W8JfW	61,485	22	5
24/02/2020	📅 One for your calendars 📅 We'll be at ASDA in Ellesmere Port on Tuesday 3 March (11am-1pm), consulting with residents on our draft plans for 2020-2024. Please come along and #HaveYourSay. For more information visit http://orlo.uk/vSFQy	49,227	13	1
03/03/2020	Thanks to everyone who came to see us in Ellesmere Port today. We spoke to lots of residents about our draft plans for 2020-2024. If you didn't get chance to pop in you can still #HaveYourSay by visiting our website 📄 http://orlo.uk/pbQoM	48,743	4	0
05/03/2020	We'll be at Tesco in Chester today from 11am, consulting with residents on our draft plans for 2020-2024. If you are in the area please come along and #HaveYourSay. For more information visit - http://orlo.uk/toEiU	48,798	4	1

Use of the Service's website

A page was created on the Service's website (www.cheshirefire.gov.uk/consultation) which summarised the ways in which people could have their say, provided a full and summary draft IRMP for download and a link to the online public survey. In addition, there was a regular feature placed prominently on the homepage of the website.

Key statistics relating to visits to the website are as follows:

Website traffic relating to the consultation		
	Page views	Unique visitors
Visits to www.cheshirefire.gov.uk from 16 December – 24 April	425,964	373,417
IRMP specific web-page	4,829	4,800
IRMP FAQs page	128	121

Use of the Cheshire Fire Alert

The consultation was a feature of the Service's electronic Firelink newsletter, which was issued in December 2019, January, February and March 2020. This was distributed via the Alert system to over 17,000 residents. Copies of these are provided over the page.

December 2019 Link Newsletter

Have your say on our draft plans for 2020/2024



Cheshire Fire Authority has published its draft Integrated Risk Management Plan (IRMP) covering the period from 2020 to 2024.

The plan provides information on the risks facing Cheshire Fire and Rescue Service and details how the organisation is structured and operates to mitigate these risks. It also details how Cheshire Fire Authority is funded and outlines plans over the next four years. Have your say by filling out a short survey on our website.

[Find out more - Read our draft plans for 2020/2020 and have your say](#)

January 2020 Link Newsletter

Give us your views on our Draft IRMP 2020-2024

Cheshire Fire Authority has now published its draft Integrated Risk Management Plan (IRMP) covering the period from 2020 to 2024.

The plan provides information on the risks facing Cheshire Fire and Rescue Service and details how the organisation is structured and operates to mitigate these risks. It also details how Cheshire Fire Authority is funded and outlines plans over the next four years, which include:



- Extending Safe and Well home visits to focus interventions for a broader range of vulnerable people
- Working with public sector partners to create a strategic road safety plan that will have real impact on reducing the number of people killed or seriously injured on our roads.
- Reviewing our risk based inspection programme.
- Launch a Service-wide campaign aimed at owners and occupiers of Houses in Multiple Occupation.
- Replace the Authority's third aerial appliance with a new High Reach Extendable Turret (HRET) vehicle.
- Introduce a Day Crewing duty system at Wilmslow Fire Station
- Move the second fire engine at Ellesmere Port to Powey Lane Fire Station and move the current fire engine at Powey Lane back to Chester Fire Station.
- Introduce a fleet of 13 Rapid Response Rescue Units at our on-call fire stations.
- Review our water response provision, including potentially investing in a large water carrier, which could be based at Ellesmere Port Fire Station.
- Develop our capacity to respond to wild fires

Please use the link below to view a copy of the full Integrated Risk Management Plan (IRMP) for 2020-2024 and a summary:

[Draft IRMP 2020-24 \(new window, PDF 4630KB\)](#)

[Draft summary for IRMP 2020-24 \(new window, PDF 8877KB\)](#)

We are now consulting on key proposals within our Plan. The consultation is open until Friday 20 March 2020 and we would welcome any views you may have. Please take the opportunity to fill in this online survey through the link below:

[Draft IRMP 2020-2024 survey \(opens in new window\)](#)

[Find out more - Give us your views on our Draft IRMP 2020-2024.](#)

February 2020 Link Newsletter



Welcome to the February edition of the Cheshire Fire and Rescue Service e-Newsletter

Give us your views on our Draft IRMP 2020-2024



Cheshire Fire Authority has published its draft Integrated Risk Management Plan (IRMP) covering the period from 2020 to 2024.

The plan provides information on the risks facing Cheshire Fire and Rescue Service and details how the organisation is structured and operates to mitigate these risks. It also details how Cheshire Fire Authority is funded and outlines plans over the next four years.

[Find out more - Give us your views on our Draft IRMP 2020-2024](#)

March 2020 Link Newsletter

Draft IRMP Consultation Extended to 24 April



We have extended the deadline on our draft Integrated Risk Management Plan (IRMP) consultation until Friday 24 April. This will give more time for people to have their say on plans for the future of Cheshire Fire and Rescue Service. Please visit our [website](#) to find out more information on our proposals and have your say by completing a short online survey.

You can also provide feedback to us by emailing consultation@cheshirefire.gov.uk or in writing to Freepost Cheshire Fire Consultation (no stamp required).

In light of the current guidance regarding the COVID-19 coronavirus, we will not be holding further consultation roadshows in the community. However, in addition to the methods above we will be looking to try and gather a range of views in different ways such as through telephone or Skype focus groups. If you would like to take part in one of these and provide your comments on our plans, then please provide your name, age, location and email address to consultation@cheshirefire.gov.uk and we can send you some more information.

List of Stakeholders Communicated With

Representative Bodies and Organisations		
Cheshire Members of Parliament	Cheshire Members of the House of Lords	Cheshire Police and Crime Commissioner
Unitary Councillors	Fire Brigades Union	Fire Officers Association
UNISON	West Cheshire and North Wales Chamber of Commerce	South Cheshire Chamber of Commerce
Warrington Chamber of Commerce	Halton Chamber of Commerce	East Cheshire Chamber of Commerce
Macclesfield Chamber of Commerce		

Town and Parish Councils			
Alsager Town Council (TC)	Bollington TC	Congleton TC	Crewe TC
Knutsford TC	Macclesfield TC	Middlewich TC	Nantwich TC
Poynton TC	Sandbach TC	Wilmslow TC	Frodsham TC
Neston TC	Northwich TC	Winsford TC	
Acton, Edleston & Henhull	Adlington	Alderley Edge	Aldford, Saughton and District
Alraham	Alvanley	Anderton with Marbury	Antrobus
Appleton	Arclid	Ashley	Ashton Heyes
Aston	Aston-by-Budworth	Audlem	Backford and District
Barnton	Barrow	Barthomley	Beeston
Betchton	Bickerton & Egerton	Birchwood	Bosley
Bostock	Bradwall	Brereton	Brindley & Faddiley
Broxton and District	Buerton	Bulkeley & Ridley	Bunbury
Burland	Burtonwood and Westbrook	Byley	Calveley
Capenhurst and Ledsham	Chelford	Choldmondeston & Wettenhall	Cholmondeley and Chorley
Chorley	Christleton	Church Lawton	Church Minshull
Churton	Clotton Hoofield	Coddington and District	Comberbach
Cranage	Crewe Green	Croft	Crowton
Cuddington	Cuddington (Malpas)	Cuerdley	Culceth and Glazebury
Daresbury	Darnhall	Davenham	Delamere
Disley	Dodcott-cum-Wilkesley	Doddington and District	Doddleston and District
Duddon	Dunham on the Hill and Hapsford	Dutton	Eaton
Eaton, Eccleston and Claverton	Elton	Farndon	Foulk Stapleford

Gawsworth	Goostrey	Grappenhall and Thelwall	Great Boughton
Great Budworth	Great Warford	Guilden Sutton	Hale
Halebank	Handforth	Hankelow	Hartford
Haslington	Hassall	Hatherton and Walgherton	Hatton
Helsby	Henbury	High Legh	Higher Hurdsfield
Holmes Chapel	Hough and Chorlton	Huntington	Huxley
Ince	Kelsall	Kingsley	Kingsmead
Knutsford	Lach Dennis	Lea By Backford	Little Budworth
Little Leigh	Little Stanney & District	Little Warford	Littleton
Lostock Gralam	Lower Peover (Nether Peover)	Lower Withington	Lyme Handley
Lymm	Malpas	Manley	Marbury & District
Marston	Marton	Mere	Mickle Trafford & District
Millington	Minshull Vernon & District	Mobberley	Mollington
Moore	Moston	Mottram St. Andrew	Mouldsworth
Moulton	Nether Alderley	Newbold Astbury-cum-Moreton	Newhall
No Man's Heath and District	Norley	North Rode	Oakmere
Odd Rode	Ollerton and Marthall	Penketh	Peover Inferior
Peover Superior	Pickmere	Plumley with Toft and Bexton	Pott Shrigley
Poulton and Pulford	Poulton with Fearnhead	Prestbury	Preston Brook
Puddington and District	Rainow	Rixton with Glazebrook	Rope
Rostherne	Rowton	Rudheath	Rushton
Sandymoor	Saughall and Shotwick Park	Shavington-cum-Gresty	Shocklach Oviatt and District
Siddington	Smallwood	Snelson	Somerford
Sound & District	Sproston	Spurstow	Stapeley & District
Stockton Heath	Stoke & Hurleston	Stretton	Styal
Sutton	Swettenham	Tabley	Tarporley
Tarvin	Tattenhall & District	Thornton-le-Moors	Threapwood
Tiverton and Tilstone Fearnall	Tushingam, Macefen and Bradley	Twemlow	Tilston
Upton-by-Chester and District	Utkinton	Walton	Wardle
Warmingham	Waverton	Weaverham	Weston & Basford
Whitegate and Marton	Whitley	Willaston	Wincham

Winwick	Wistaston	Woolston	Worleston & District
Wrenbury-cum-Frith	Wynbunbury		

Public sector organisations		
Cheshire East Council	Cheshire West and Chester Council	Halton Borough Council
Warrington Borough Council	Cheshire Constabulary	North West Ambulance Service
Cumbria Fire and Rescue Service	Derbyshire Fire and Rescue Service	Greater Manchester Fire and Rescue Service
Lancashire Fire and Rescue Service	Merseyside Fire and Rescue Service	North Wales Fire and Rescue Service
Shropshire Fire and Rescue Service	Staffordshire Fire and Rescue Service	National Probation Service Cheshire and Greater Manchester
Countess of Chester Hospitals NHS Trust	East Cheshire NHS Trust	Mid Cheshire Hospitals NHS Trust
Warrington and Halton Hospitals NHS Trust	5 Boroughs Partnership NHS Trust	Cheshire and Wirral Partnership NHS Trust

IRMP Summary and Survey

The summary document was available from the Service's website and intranet and hard copies were given out with the questionnaire and a response envelope. The survey was also handed out at the roadshows and was accessible through the Service's website.

Draft IRMP Summary



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Draft Integrated Risk Management Plan

2020-2024: summary

The draft Integrated Risk Management Plan (IRMP) sets out Cheshire Fire Authority's plans between 2020-2024 to prevent and protect our communities from fire and other emergencies and our plans for providing emergency response.

This summary document is intended to provide an overview of the key proposals within the Authority's plan for the next four years. We are consulting on these proposals so we would like you to let us know what you think.

For more information about this consultation or the proposals below please visit www.cheshirefire.gov.uk



www.cheshirefire.gov.uk

Prevention

Expanding our Safe and Well programme

Since 2017, firefighters and advocates have been providing Safe and Well visits to vulnerable residents and those over 65. As well as traditional fire safety advice, the visits also provide health information on behalf of partner agencies.

This has proven very successful in reducing the risk of fire for older residents in Cheshire when compared to the rest of the country. Our data has shown that fires are now occurring more frequently in homes occupied by single parents or lone persons (both over and under pensionable age).

The Authority is therefore proposing to extend its offer of Safe and Well visits to a broader range of people, particularly single adult and lone parent households.

Focusing on Road Safety

2018 saw 46 people die on the roads in Cheshire. This is double the amount of the previous year and this increase appears to be continuing into 2019. The Authority already has a road safety plan and carries out lots of activities promoting road safety across the county. But we need to do more.

The Authority is proposing to work with partners across the public sector to develop a strategic plan that will have a real impact on reducing the number of people killed or seriously injured on our roads.

Protection

Reviewing Our Risk Based Inspection Programme

The Authority has responsibility for enforcing fire safety legislation in non-domestic properties under the Regulatory Reform (Fire Safety) Order 2005. It does this through a risk based programme, which prioritises inspections on premises that pose the greatest risk to life.

The Authority is proposing to review its inspection programme to ensure it is suitable and addresses risks to businesses and improves safety.

Safety in Houses of Multiple Occupation

Houses in Multiple Occupation (HMOs) are properties where at least three tenants live and form more than one household (members of the same family would count as one household). The tenants share certain common areas, such as kitchens and bathrooms. Some HMOs, particularly larger properties with five or more tenants, require a licence from the council.

The Authority already works with local partners to manage fire safety in these properties and carries out some inspections of common areas. It is proposing to develop a campaign to inform the owners and residents of HMOs of the regulatory requirements in terms of fire, as well as any specific risks that may be presented by this type of accommodation.



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Integrated Risk Management Plan for 2020-2024

Emergency Response

Replacing the Authority's third aerial appliance

The Authority has three aerial appliances, specialist vehicles with an extendable platform that can apply water to fires from height. Two of these vehicles were recently replaced with new models. A review was carried out that considered the need for three aerial appliances in Cheshire.

Officers believe that while it is feasible to reduce to two aerial appliances, there are operational benefits to replacing the third aerial appliance – which is in need of replacement due to its age – with a new type of appliance called a High Reach Extending Turret (HRET).

As well as providing the functionality of a traditional fire engine, a HRET also has an extendable boom that is very good at applying water from height and can pierce through materials such as roofs to fight fires.

The Authority is therefore proposing to replace the fire engine and aerial appliance at Macclesfield with a HRET vehicle.

Relocating Ellesmere Port's second fire engine

The Fire Authority opened a new station at Powey Lane, Mollington in 2017 using a fire engine from Chester. The new station lies 3.3 miles from Ellesmere Port Fire Station. It has been very successful and has improved response times across a large area. Its fire engine can respond to most of the Ellesmere Port area within ten minutes.

Because of this, the Authority intended to change one of the two fire engines at Ellesmere Port Fire Station from wholetime to on-call. However, after consideration the Authority did not believe this to provide value for money or be sustainable, so asked officers to review the best location in Cheshire to place this resource to meet these requirements.

The outcome of this review is therefore to propose to move Ellesmere Port's second fire engine to Powey Lane Fire Station. The existing fire engine at Powey Lane would then move back to Chester Fire Station. This would maintain the benefits of the new station while ensuring response times in both Chester and Ellesmere Port are amongst the best in Cheshire.

Changing the crewing arrangements at Wilmslow Fire Station from Nucleus Duty System to a Day Crewing Duty System

Wilmslow Fire Station currently operates the Nucleus Duty System. This involves having firefighters work at the station between 7am – 7pm and then have on-call firefighters provide cover during night-time hours (7pm – 7am). On-call firefighters live or work within five minutes of the fire station and respond to emergencies after being notified by a pager.

In Wilmslow it has proved difficult to recruit and retain sufficient on-call firefighters. This has meant bringing additional resources into Wilmslow from elsewhere in Cheshire to provide emergency cover.

A day-crewing duty system involves having a crew of full-time staff who are receive additional pay to for providing on-call cover overnight. This system is already in place elsewhere in Cheshire and is very efficient and effective. It would also guarantee 24/7 availability of the fire engine without needing to bring in other resources.

If approved, a day crewing system would cost c. £200k per year less than the current system. These savings would be used to provide living accommodation next to the fire station for staff. The average response time at night-time is expected to be 1.5 minutes quicker, though the response during daytime hours at weekends is expected to be 2 minutes slower.

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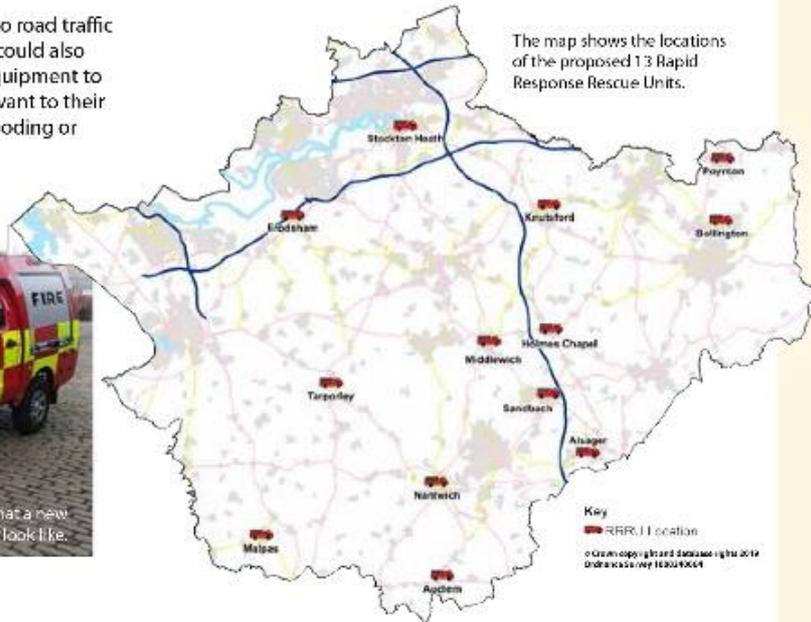
Integrated Risk Management Plan for 2020-2024

Expand our response to road traffic collisions

As described above, the increasing number of people killed or seriously injured on the roads in Cheshire is an issue of growing concern. To address this in relation to our emergency response, the Authority is proposing to introduce a fleet of 13 Rapid Response Rescue Units (RRRU), mainly in rural areas where response times tend to be slower.

These 4x4 vehicles would be an extra resource alongside the fire engines already on these stations. They would be crewed by two firefighters and would allow for a quicker response to road traffic collisions and help to undertake initial assessments and casualty care prior to the arrival of the rest of the team on the fire engine.

In addition to responses to road traffic collisions, these vehicles could also be fitted with bespoke equipment to address specific risks relevant to their local area, for example flooding or moorland fires.



Have Your Say

We are currently consulting on our draft IRMP 2020-2024 so please take the opportunity to have your say and help shape the future of your fire and rescue service.

If you were given this form at one of our consultation roadshows, please fill in the survey accompanying this summary and post it using the envelope supplied or to **FREEPOST CHESHIRE FIRE CONSULTATION** (no stamp required). Our consultation is open until **Friday 20 March 2020** so please provide your responses before then. Alternatively, you can fill out our consultation survey online by visiting our website www.cheshirefire.gov.uk.

You can also contact us via Twitter (@CheshireFire), Facebook (Cheshire FRS), by emailing consultation@cheshirefire.gov.uk or calling 01606 868700.

If you require this document in an alternative language or format, please get in touch using the details above.

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@CheshireFRS



@CheshireFire



@CheshireFRS



Integrated Risk Management Plan for 2020-2024

Draft IRMP Consultation Survey



Draft Integrated Risk Management Plan 2020-2024: residents' survey

Thank you for taking time to complete this questionnaire and telling us what you think about our plans. Please ensure you read the **draft IRMP summary document** or the full draft plan before completing the form.

If you require more information or would like to see a copy of the full plan please visit www.cheshirefire.gov.uk

SAVING LIVES, CHANGING LIVES, PROTECTING LIVES

Your Fire and Rescue Service

Q.1 How strongly do you value Cheshire Fire and Rescue Service as a local service provider?

- Strongly value Value Not sure Don't really value Don't value at all

Q.2 In the past three years, have you had contact with Cheshire Fire and Rescue Service in any of the following ways? (Tick all that apply)

- Fire Incident Road traffic Incident Home Safety Assessment Driver Engagement Day Station Open Day
 Community event/group meeting No, I have not had contact in the past three years
 Other (please give details) _____

Q.3 Taking everything into account that you know about the Service, how satisfied are you with the overall performance of Cheshire Fire and Rescue Service?

- Very satisfied Satisfied Neither satisfied nor dissatisfied Dissatisfied Very Dissatisfied
 Other (please give details) _____

Expanding our Safe and Well visits

Q.4 Do you agree with the proposal to extend the Safe and Well visits to include those in single adult or lone parent households?

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

Do you have any comments on this proposal that you want us to consider?

Developing a strategic road safety plan

Q.5 Are there any particular road safety issues you think we should be prioritising through our road safety plan?

Reviewing our risk based inspection programme

Q.6 Are there any particular issues that you think we should be focusing on to ensure that non-domestic premises (e.g. care homes, hotels or other commercial premises) are safe and comply with fire safety legislation?

Safety in Houses of Multiple Occupation (HMOs)

Q.7 Do you live in a HMO?

Yes No Don't know

Q.8 Is there anything you would like us to consider when developing a safety campaign aimed at the owners and occupiers of HMOs?

Replacing the third aerial appliance

Q.9 Do you agree with the proposal to replace the aerial appliance and a fire engine at Macclesfield Fire Station with a High Reach Extendable Turret (HRET) vehicle?

Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree
 Don't know

Do you have any comments on this proposal that you want us to consider?

Relocating Ellesmere Port's second fire engine to Powey Lane

Q.10 Do you agree with the proposal to relocate Ellesmere Port's second fire engine to Powey Lane?

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree
 Don't know

Do you have any comments on this proposal that you want us to consider?

Introducing a Day Crewing system at Wilmslow Fire Station

Q.11 Do you agree with the proposal to introduce a Day Crewing system at Wilmslow Fire Station?

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree
 Don't know

Do you have any comments on this proposal that you want us to consider?

Expanding our response to road traffic collisions

Q.12 Do you agree with the proposal to introduce a fleet of Rapid Response Rescue Units?

- Strongly agree Agree Neither agree nor disagree Disagree Strongly disagree

Do you have any comments on this proposal that you want us to consider?

Your Overall Opinion

Q.13 Overall, to what extent do you support or oppose the proposals as set out in the draft Integrated Risk Management Plan?

- Strongly support Support Neither support nor oppose Oppose Strongly oppose
 Don't know

Q.14 Do you have any other comments on the draft Plan that you would like us to consider?

About You

You do not have to answer the following questions, however we collect this data to help ensure we are speaking to all parts of the community. We do not share this information with anyone else and our data is held in accordance with data protection legislation. For more information please visit our website www.cheshirefire.gov.uk

Which area do you live in?

- Cheshire East
 Cheshire West and Chester

Your postcode: _____

- Halton
 Warrington

Where is your nearest fire station? _____

Gender

- Male Female Prefer not to say

Is your gender the same as that assigned to you at birth?

- Yes No Prefer not to say

Age range Under 18 18-24 25-34 35-44 45-54 55-64 65-74 75+

Ethnic origin

- White British White Irish
 Gypsy or Irish traveller Any other white background
 White and black Caribbean White and black African
 White and Asian Indian
 Pakistani Bangladeshi
 Chinese Any other Asian background
 African Caribbean
 Any other black/African/Caribbean/black British background Arab
 Any other ethnic background

Religion: _____

Do you consider yourself to have a disability?

- Yes No Prefer not to say

Sexual orientation Heterosexual/straight Gay/Lesbian
 Prefer to self-describe _____

- Bi Prefer not to say

How did you hear about this consultation (tick all that apply)?

- Newspaper Facebook
 Radio Twitter
 TV Given a survey
 Cheshire Fire and Rescue Service's website Word of mouth
 Cheshire Fire and Rescue Service's Facebook or Twitter accounts
 Other (please specify) _____

All responses need to be submitted no later than Friday 20th March 2020.

Once completed, post your survey to:

FREEPOST CHESHIRE FIRE CONSULTATION

(this is the full address and no stamp is required)

If you require this in larger print or an alternative format please contact us on
01606 868775 or email consultation@cheshirefire.gov.uk



@CheshireFRS



@CheshireFire



@CheshireFRS



Cheshire Fire & Rescue Service
Winsford Cheshire
CW7 2UA

t: 01606 868700

www.cheshirefire.gov.uk

Additional Public Responses

Respondents to the consultation could also email or write instead of completing the online survey. Copies of such responses are provided below.

Email Response (Name supplied)

Dear Sir /Madam

Q10

My response.

It's imperative that Chester gets its second fire Engine back. Your own statistics demonstrate this. Chester's current Fire Engine has more turnouts than the combined total of the 3 appliances of Ellesmere Port and Powey Lane.

Please convey my views.

Regards

Email Response (Name supplied)

Dear Consultations Department

I would like to make the following comment regarding your ongoing consultation on Draft IRMP2020-24.

RESPONSE PROPOSAL 3

I fully support this proposal which provides a Second Fire Engine at St Anne Street Fire Station in Chester.

Of the FOUR Fire Engines in the Chester and Ellesmere Port area, THREE are currently located north of the A5117.

The THREE Fire Engines located to the north of the A5117 service a population of 91,500 whereas the ONE Fire Engine in St Anne Street, Chester services 97,600.

Furthermore, currently the sole Chester Fire Engine services 207 Listed Buildings, this is 43% of the total number of Listed Buildings found in the entire area covered by Cheshire Fire and Rescue Service. It is important that Chester's unique heritage is protected for future generations and to do this it is essential to have appropriate fire cover.

I consider that the Fire Authority have made the correct decisions in keeping FOUR Fire Engines in the Chester and Ellesmere Port area and by proposing to re-balance resources

by returning the Fire Engine which was moved to Powey Lane in 2017 back into the City Centre.

Thank you.

Email Response (Name supplied)

Good afternoon Sir/ Madam

I have recently been back in the UK to attend to some family matters. Whilst I was there I noticed there was a “road show” advertised on the web site to be held in Tesco Chester. I arrived I was very underwhelmed with the lack of engagement and energy being displayed by the supporting team members. It lacked impact and conviction as people were just standing in Tesco handing out “shopping bags” and this was a Road Show.

As a senior manager I felt your representatives failed to demonstrate any corporate knowledge in relation to IRMP, to either myself or my friend.

I approached the “Road Show“ expecting knowledgeable representatives, to be frank my impression was that this was a tick box exercise, that said, I appreciate that this was not your intention.

For clarity my first point of contact was, and I paraphrase, “ Would you like a shopping bag? Contained within is a document relating to a consultation, it also contains an explanation and a free post envelope”.

When I asked why Chester only had one fire engine they suggested I contact HQ, “The numbers on the consultation.”

If this has been the standard, Cheshire wide, with no knowledgeable staff able to respond to questions then this does not constitute a road show, in my view.

Having now had the opportunity to read the explanation of IRMP

Q10

I’m still of the opinion that Chester requires Two Fire Engines to protect the heritage city of Chester and the surrounding area.

Hopefully this concurs with your recommendations. Look forward to hearing for you shortly

Regards

Email Response (Name supplied)

Dear Consultations Department

I would like to make the following comment regarding your ongoing consultation on Draft IRMP2020-24.

RESPONSE PROPOSAL 3

I fully support this proposal which provides a Second Fire Engine at St Anne Street Fire Station in Chester.

Of the FOUR Fire Engines in the Chester and Ellesmere Port area, THREE are currently located north of the A5117.

The THREE Fire Engines located to the north of the A5117 service a population of 91,500 whereas the ONE Fire Engine in St Anne Street, Chester services 97,600.

Furthermore, currently the sole Chester Fire Engine services 207 Listed Buildings, this is 43% of the total number of Listed Buildings found in the entire area covered by Cheshire Fire and Rescue Service. It is important that Chester's unique heritage is protected for future generations and to do this it is essential to have appropriate fire cover.

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Thank you.

Email Response (Name supplied)

To whom it may concern,

Having considered the 3 tables showing the response reach coverage for the three areas of Powey Lane, Ellesmere port and Chester, i feel that the service should put the second pump at Powey Lane rather than Chester because the response reach is bigger whilst also providing resilience to provide a response for further incidents, Standby cover and enabling the specialist appliances to be more readily available rather than having to wait for a backup crew from other parts of Cheshire.

Yours sincerely

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Thank you.

Email Response (Name supplied)

Consultations Department

We would like to make the following comment regarding your ongoing consultation on Draft IRMP2020-24, with reference to Response Proposal 3.

We fully support this proposal which provides a Second Fire Engine at St Anne Street Fire Station in Chester.

When one appliance from Chester was moved to Powey Lane in 2017 it left three of the four fire engines in the Chester and Ellesmere Port area located north of the A5117.

While the three appliances located to the north of the A5117 service a population of 91,500, the one appliance in St Anne Street, Chester covers 97,600. As well as this the Chester area includes a large proportion of what are considered to be "life risks" (hotels, hospitals, care homes, student accommodation etc.) and it contains nearly half of all the listed buildings to found in the entire area covered by Cheshire Fire and Rescue Service. It is essential that Chester's unique heritage is protected for future generations and to do this we must have sufficient fire cover.

We consider that with this proposal the Fire Authority will have made the correct decisions in keeping at least four appliances in the Chester and Ellesmere Port area and redressed the balance of resources by returning an appliance to the City Centre.

Thank you,

Email Response (Name supplied)

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Many thanks

Email Response (Name supplied)

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Thank you.

Email Response (Name supplied)

The plan is extremely detailed and probably covers everything achievable in the present economic climate.

However I still get concerned over the apparent ability of multi-occupation premises to open for business without meeting strict fire safety criteria and certificated annual fire inspections. Years ago I had a guest house which needed an annual fire safety certificate. Without it we could be closed down and fined if we stayed open.

Mineral insulated cable for fire alarms, smoke blocks on door edges, annually checked fire extinguishers and regularly tested fire alarms, were just four of the improvements I had to install.

Using this system surely the Grenfell tower block and Bridgemere would never have been built never mind occupied.

How did the Bridge mere fire spread so relentlessly to engulf 95% or so of the entire complex? Plastic in the walls again?

Who is checking the design plans for new buildings of any type. Surely the fire safety experts should give final approval BY LAW.

I can see no better ways to reduce deaths from fire in this country,

Kind Regards

Social Media Comments



Tony Clarke IRMP?

Like · Reply · Message · 3d



Author

Cheshire Fire and Rescue Service Hi Tony, it's Integrated Risk Management Plan.

Like · Reply · Commented on by Ash Lawton [?] · 3d



1



Tony Clarke Thanks! Sounds like an excuse to "save money".

Like · Reply · Message · 2d



Reply as Cheshire Fire and Rescue Service



Maureen Mainwaring They have never been paid enough and they put lives in danger every time they get a call 🙌🙌🙌🙌🙌

Like · Reply · Message · 3d · Edited



Maureen Mainwaring



Like · Reply · Message · 4d



Maureen Mainwaring Well done yo you all 🙌

Like · Reply · Message · 4d



Author

Cheshire Fire and Rescue Service Thanks for all your comments



Please have your say on our plans for the future by filling out the survey on our website.

Like · Reply · Commented on by Ash Lawton [?] · 2w



Karen Pugh Cheshire Fire and Rescue Service is it ok for people to light fires in the morning please on pride of port someone complaining about one lots of comments saying its ok. I am not of that opinion

Like · Reply · Message · 1w



Author

Cheshire Fire and Rescue Service Hi Karen - we're asking people to avoid lighting fires at the moment if possible for a few reasons - the impact it will have on emergency services if it goes out of control, impact on people local to the fire because of smoke and so on. More information here; <://www.cheshirefire.gov.uk/.../garden-fires-are-a-cause...>



Like · Reply · Commented on by Orlo [?] · Remove Preview · 1w



Karen Pugh Cheshire Fire and Rescue Service thank you don't do getting on websites lol its an age thing saw someone on Facebook lighting a fire to burn thing at about ten am people commented as usual different opinions etc

Like · Reply · Message · 1w



Maureen Mainwaring People need our fire service but once the flames are out there forgotten..never by me tho 👍👍

Like · Reply · Message · 4d

 **Maureen Mainwaring** There are fires here next to me in the yard

Like · Reply · Message · 4d

 Reply as Cheshire Fire and Rescue Service    

 **Maureen Mainwaring** There wonderful took the time too come and bring me a new fire alarm.Ty so much 🙌

Like · Reply · Message · 4d · Edited

 **Tim Hall** Can you clearly identify what (if any) additional risk to life there is in central Cheshire at night from not having any local (less than 30 min travel time) full time fire station? At first glance the distribution seems bizarre and puts everyone Nort... [See more](#)

Like · Reply · Message · 6d · Edited

 **Tim Hall** Why does the Northwich station webpage say it is 24/7 crewed 'wholetime' yet the IRMP indicates it is day time only? Which is it? If it's changing why hasn't this been clearly outlined in the IRMP?

Like · Reply · Message · 5d

  Author
Cheshire Fire and Rescue Service Hi Tim, our fire stations at Northwich, Winsford and Congleton operate on a day-crewing system. These are staffed by full-time firefighters who also live in Service housing next to the fire station. While they may not physically be in the fire station ... [See more](#)

Like · Reply · Commented on by Ash Lawton [?] · 5d

 **Tim Hall** Cheshire Fire and Rescue Service Can I strongly suggest you clear up the confusion in both the IRMP and the website. The wording as read by a layman suggests we've got day time cover only. Hopefully the fire crews are clear on what they're supposed to do.

Like · Reply · Message · 5d



Brenda Hughes Great service.x

Like · Reply · Message · 5d



Maureen Mainwaring



Like · Reply · Message · 1w



Eric Bowe Nothing
But
Ya all doing a great job
Says it all really

Well done all

Like · Reply · Message  1 · 1w



Maureen Mainwaring There soon forgotten when the flames are out
...This Service is special !

Like · Reply · Message · 1w



George Worrall MP GET 10,000 TO WORK FROM HOME FIRE
SERVICE HAVE TO GO OUT TO WORK AND RISK THERE LIVES
DAY IN DAY OUT SHOULD KEEP ALL OF THEM

Like · Reply · Message · 1w



Maureen Turner Love u allx  1

Like · Reply · Message · 1w



Brian Dawn the fire service do a great job but not by taking one of the engines away from Ellesmere port your own union agrees it should stay the fire fighters say it should stay the people of Ellesmere port say it should stay <https://www.cheshire-live.co.uk/.../ellesmere-port-mp...>



CHESHIRE-LIVE.CO.UK

Ellesmere Port MP Justin Madders campaigns to keep two fire engines in...



Like · Reply · Message · 3w



Author

Cheshire Fire and Rescue Service Hi Brian, thanks for getting in touch. Please have your say by filling out the survey on our website. [://www.cheshirefire.gov.uk/.../have-your-say-on-our-draft...](https://www.cheshirefire.gov.uk/.../have-your-say-on-our-draft...) Thanks



CHESHIREFIRE.GOV.UK

Update: IRMP consultation extended until 24 April

Like · Reply · Commented on by Orlo [?] · Remove Preview · 3w



Brian Dawn Cheshire Fire and Rescue Service i did have my say thank you but we all know it's so you can say we asked . but the people of Ellesmere port .the fireman the unions the local MP Says it should stay Ellesmere port is getting bigger its a industrial town AND YOU WANT TO LEAVE US ONE MORE TENDER SHORT YOU ASK US EACH YEAR TO PAY MORE IN OUR council tax towards the fire service then you want to take a tender away if you pay more you should be getting a better service and nothing should be taken away



Dave Markland We desperately need these vital services, and dedicated personnel, thankyou so,so much,you are fantastic people 🥺🥺🥺



Like · Reply · Message · 2w



Christine Edwards Fire Service do a fantastic job...You are saving lives day and night...It takes a very special kind of person to do your job....We need all of you and all our Fire Stations..X

Like · Reply · Message · 2w



Alan Mainwaring Thank u so much for your hard work your my hero's my dad is a volunteer in the fire station he loves it in Runcorn

Like · Reply · Message · 2w



Heather Faulkner Brilliant fire service and very brave we couldn't do with out you take care and stay safe we need you x

Like · Reply · Message · 2w





Wendy Marion You saved me and my children's lives back in the nineties - then went back in and saved our dodderly old dog - I'm behind you all the way ❤️

Like · Reply · Message · 2w · Edited



Dave Markland Fantastic people, thankyou,thankyou,thankyou. 😊😊😊



Like · Reply · Message · 2w



Gary Bebbington You'll need it with all the fires in tameside at the moment

Like · Reply · Message · 2w



Ben Deakin Gary Bebbington surely that would be covered by GMFRS?

Like · Reply · Message · 2w



Gary Bebbington Have you ever heard of mutual aid

Like · Reply · Message · 2w



Derek Robert Lucas Yes Ben not Cheshire

Like · Reply · Message · 2w



Sheila Haggart My father was a firefighter

Like · Reply · Message · 2w



Elma Peter Bond



Like · Reply · Message · 2w



Dave Markland Thankyou for your tireless dedication. Heroes, Heroes, Heroes 👍👍👍

Like · Reply · Message · 2w



Mike Unsworth Heroes! 🚒👍

Like · Reply · Message · 3w



Glynis Lomax Risk management plans

Like · Reply · Message · 3w



Chris Lawley Great heroes not noticed until we need them. My dad was in Chester retain when there were several fire tenders. Now as always we need such people

Like · Reply · Message · 3w



Mark Autonomy Unfortunately We are paying the price for cutting services to the bone, learn by your mistakes and invest in these must have services !

Like · Reply · Message · 3w



Howard Pinkham IRMP?

Like · Reply · Message · 3w



Author

Cheshire Fire and Rescue Service Hi Howard, sorry IRMP means integrated risk management plan. So our plans for 2020 to 2024. Thanks

Like · Reply · Commented on by Orlo [?] · 3w



Reply as Cheshire Fire and Rescue Service





Brian Dawn i can go along with you asking people for views but why ask peoples Ethnicity and religion it's got nothing to do with who we are or what we are it's to do with you taking a engine away from Ellesmere port and leaving us just with one AS I SAID the fire service do a great job but not by taking one of the engines away from Ellesmere port your own union agrees it should stay the fire fighters say it should stay the people of Ellesmere port say it should stay <https://www.chesterstandard.co.uk/.../18177980.thousands.../>



CHESTERSTANDARD.CO.UK

Thousands sign MP's petition to keep second fire engine in Ellesmere Port

Like · Reply · Message · 3w · Edited



1



Diane Hewitt Need to learn what fire smells like

Like · Reply · Message · 3w



Brenda Hughes Amazing service, by brave firefighters. We could not do without them. ❤️

Like · Reply · Message · 3w



5



Lee Worrall Police Ambulance Fire should all be paid well !!! Funded by the working class!!! As should be helicopter doctors paramedics??? Run on donations from the people not government funded !!! Give billions in foreign aid tho !!!! Why ????? Charity begins at home and the core emergency services need alot more funding than foreign countries!!!! ✓✓

Like · Reply · Message · 4w



17



James McMillan Lee Worrall we agree with every word you say . We say thank you all for everything your work is end less a big thank you to everyone .

Like · Reply · Message · 4w



1



Debbie Jones My husband is a firefighter in the West Midlands & some of the things he tells me what they do & see each day is unbelievable they do not get paid enough for risking their lives to safe others 😞

Like · Reply · Message · 4w



Paul Fullard 3500 false alarms that's shocking get a grip people

Like · Reply · Message · 4w



Kathleen Beardmore Absolutely a necessity they do an amazing job where would we be without them

Like · Reply · Message · 4w



George Worrall FIRE SERVICE DOES AN AMAZING JOB THEY RISK THERE LIVES DAY IN DAY OUT YOU SHOULD KEEP ALL OF THEM

Like · Reply · Message · 4w



Andy Green Fire service does an amazing job and I thank every one of them. Just fund them and let them do their job.

Like · Reply · Message · 4w



Ian Fearn Fire service do a good job

Like · Reply · Message · 4w



Phil Summers Sorry . You should keep all of them. They risk there lives day in day out.

Like · Reply · Message · 4w



Larry Hallett A pointless exercise. Whatever outsiders say - the organisation is just going to do what it intends to do anyway.

Like · Reply · Message · 4w



Mike T'pensioner Still feel that this is just a box ticking exercise.

Like · Reply · Message · 4w



Public Survey – Free Text Comments

Several questions within the survey asked for narrative comment. Additionally, respondents were also asked if they had any further comments at the end of the survey. All responses have been provided by question number. Whereby, responses have given either N/A or stated no further comment, these have been excluded.

Q2. In the past three years, have you had contact with Cheshire Fire and Rescue Service in any of the following ways? (67 comments)

- Had visit to replace smoke alarm
- Cadets
- I refer to CFRS in my job role
- Pride event in Nantwich and Crewe
- peaks & plains, Cheshire fire service range & pennine court flawed stay put policy
- my smoke alarm was going & fire brigade responded as they were called 1.3.20
- Home safely visit at my parents house
- Conference
- Engagement through community centre
- Smoke alarm from next door
- Local events, Cheshire show & Crewe pride
- University diversity week
- Chester Pride
- Fire alarm replaced
- Cheshire fire staff are always around the area and in the schools
- We had our alarms checked - door knock
- meetings with CWAC based staff at strategic partnership events
- Live in sheltered accommodation had a bad chip pan fire in flat next door to me
- got fire alarm from station
- fire incident was in the block of flats
- Work
- Fire alarm going off in the building (flats) so fire engine comes out
- smoke alarms
- Faulty smoke alarm
- fire alarm check
- fitting a fire alarm
- several false alarms & prohibition order
- short visit -smoke alarms fitted
- replacing batteries in the fire alarm
- risk assessment on st marys church hall
- Smoke alarms replaced
- smoke alarm replacement

- fire alarm fitted
- Fire risk assessment on public building managed by the Parish Council. (I am one of the councillors)
- charity car wash
- school visit (teacher) my daughter works for cfrs
- fire alarms put in
- Excellent
- Through work
- Informed by retired fire members
- Biker Down
- information on smoke alarm ie where to obtain a replacement
- they came and put fire alarms in previous prop
- pumping out a flooded cellar
- car wash Knutsford
- Work for them
- problems with fire alarm
- Via work interaction
- traffic incident into my parents home
- Over 55 Rudheath Smurlach Chapel
- Through dialogue with FA Councillor
- To ask for advice
- Volunteer for fire cadet leader
- Fitting of fire alarm and general safety advice
- smoke alarm fitted
- replacing smoke alarms
- Whole-time recruitment
- School visit
- Ex-employee
- Provide support
- Replacement of faulty smoke alarm
- Used to work in NWFC.
- Campaign for return of Chesters 2nd Appliance
- Cadets
- CADETS AND EMPLOYMENT
- Have a go day
- Cheshire Fire And Rescue Service Cadets

Q3. Taking everything into account that you know about the Service, how satisfied are you with the overall performance of Cheshire Fire and Rescue Service? (32 comments)

- Chester should have more engines
- Return our fire engine

- Please return our fire engine to Chester
- Would be a lot happier if Chester were better provided for
- Why is there only one fire engine at Chester ?
- very satisfied with the Ellesmere port service
- Not satisfied with reduction of front line personnel and appliances that has taken place over the past few years.
- Dissatisfied with Chester only having one engine
- Would be more confident if Chester had 2 fire engines
- very dissatisfied with Cheshire fire service approving high rise flats stay put policy
- Only one fire engine in Chester
- Only one engine in Chester
- have not had need to use them so unable to say
- i think all fire stations need more appliances and staff
- Would be happier if Chester had 2 engines
- Can't be satisfied with just one engine in Chester
- Worried with only one unit in Chester
- return our fire engine
- One Engine at Chester ? Not good enough.
- Please return our fire engine
- Please return our fire engine
- Very dissatisfied. Why only one engine at Chester?
- Could be even better with more resources
- been given a smoke alarm
- never used them
- haven't used you myself so cant really comment
- A few years ago fire fighters attended our neighbours. The small fire was speedily dealt with and the staff were so supportive and kind to the parents & children at the house
- God pray I won't need them ever but I know if I do they will be here for me and my family. Which if I rang any council I would have to wait
- I understand that front line staff have been dramatically reduced why
- dissatisfied - not enough engines for Chester
- not had occasion to use them
- Very poor record on TV

Q4. Do you agree with the proposal to extend the Safe and Well visits to include those in in single adult or lone parent households? (175 comments)

- HMOs
- I am a single parent, recently separated with three young children. I would recommend visits to any family with young children. We are more likely to be struggling with relationships and tired. We both also suffer from mental illness and I wonder whether this

could be worth considering in the future. I would be surprised if mental illness did not increase the risk.

- As long as this visit a substitute Social Services.
- Are you spreading resources too thinly?
- There could be better support for polish families and other ethnic groups.
- Be more inclusive in the community. More community group visits and talks would be good, better than just using one size fit all approach.
- Subject to CV19
- The households in this category made aware of fire alarms, testing and replacing batteries when required to do so.
- More engagement in Shavington
- We have seen in recent weeks, more people that fall outside of your 65+ category are vulnerable so it would be good to see your focus broaden across other high risk groups
- Lone parents have children whom are vulnerable and therefore should be open to have an assessment. That includes lone adults it should be open to everyone.
- Prevention is better than waiting for an incident to happen. As data has shown that these groups incur fires more frequently, it seems obvious to include them.
- However your reps would benefit by checking the occupiers employment back. In my case they could move on to a person who would benefit. I spent almost 30 years in the insurance industry and carried out assessment risk inspections.
- There is a need to concentrate core business.
- There is a need to concentrate on core business.
- I live in the countryside and never see the fire service in our area. If our house caught fire my Hubby and I would not be able to get out as none of the windows open wide enough.
- Please concentrate on fire, rescue and environmental protection.
- It is unclear who you deem as vulnerable residents, but I trust that you include the homeless people and gypsy and travellers. There is an increased number of people under 65 with dementia so this group of people go under the radar.
- Keeping safe with reassurance and information is very valued.
- Yes this is excellent.
- Yes very kind, thank you.
- Because they are vulnerable as single adult who haven't got anyone to confide in, as well as lone parent.
- More regular visits if possible. Especially for the elderly.
- Important to reduce risk in this area of communities.
- Risk assessment to include impact on new housing developments in Crewe and Nantwich areas, in particular in regard to recent flooding in Nantwich areas. Also contingency arrangements for staff in the event of a crisis such as the Covid 19 concerns.
- Single Adults to be elderly
- This proposal is very appropriate in prevention terms. My only concern is whether the Fire Service will have additional human resources to accomplish this undertaking.
- Essential to ensure the fire safety of all citizens particularly in the private rented sector - ref Grenfell and recent case against private construction company in Hull!!

- There is more likelihood of accidents happening in lone parent households.
- Specially elderly residents.
- First aid.
- I've lived alone for over 3 years and no-one has contacted me.
- To make sure or arrange for elderly single adults are included as well.
- It is a very good idea. Please make sure you visit when these lone parents are at home with their children and during work hours or school run.
- Just get it done
- The idea of working with people under 65 is a good one.
- Surely this is NHS/social services remit?
- There are over 65s in my family that have never received a safety visit
- Need to concentrate grate on own responsibilities. NHS and Social Services are being propped up here.
- Your remit could include people with port mental health and depression
- There should be consideration about people living in care, they need advice as one day they will live on their own without the support they are getting at the moment.
- Although the local fire team are great at talking to the locals about fire safety.
- Important to consider young people with vulnerabilities
- People under 65 have needs too.
- More effort in Winsford
- Reach to children in schools, reach parents at school gates, reach working people through local employers and reach unemployed through job centre plus and charities who support them.
- There is so much room to engage with Bangladesh people as part of your process
- I agree to the extension of this provision as long as older people don't get left out as a result.
- I agree to extending the visits but also more regular visits would be beneficial to older people too.
- It seems obvious that there are other people under 65 that can benefit from safe well visits, people living alone is one, some families have one parent out at work all day/night, so technically you could say they are living alone too.
- You tend to be muscling in on Social services domain.
- There are immature and young students that would really benefit from safe visits from fire
- The proposal seems sensible
- I strongly agree to extending your offer to more at risk people, but it does concern me that certain people get missed out when visits are conducted. Some people are at work and lead busy life's so there have been cases where fire staff have visited households, but not returned because people were not in when they visited. Safety visits could be extended to community groups that come together regularly which would make better use of time for fire staff. No body has ever visited our group that meets every week. Local tennis club and leisure centre would be good places to contact people and arrange visits at a time that suits the home owner.

- Firefighters and advocates could benefit from engaging with homeless, people who live on canal boats and people who are alcohol dependant who are often at risk and get left out of consultations and prevention work.
- It was great to receive a visit from Georgie who fitted a smoke alarm in the hall and vibration pad under my husbands side of the bed- under the mattress. He is deaf. He is highly delighted.
- they need all the help they can get (thanks)
- Are we supplementing struggling health and social services here?
- Should concentrate on core responsibilities
- I like the idea of visiting further people outside of your usual over 65 profile group and include others who live alone, especially people with mental health issues and single parents who get no support from their ex-partners.
- I do worry about if there was a fire in my flats because I live on the 13th floor. They tell us to stay put if the fire is above or below my flat. I have asthma and would find the smoke too much for me
- Invaluable public service. CFRS could be commissioned to carry out a wider range of services as a trusted partner
- Retired people living alone should be priority. Also families with young children 0 -7 yrs old
- single adults & lone parents are just as vulnerable as old people
- Advise people about using scented candles and not to use chip pans
- That fire smoke alarms went beep. [N.B. Address removed]
- Do you think you should consider people with a disability and those with alcohol dependency under your vulnerable groups?
- Better engagement with BAME communities would help them be safer.
- It is interesting that the focus is only shifting now. The move towards helping other vulnerable people is a positive one and there are certainly people under 65 who are vulnerable.
- SS AND NHS are grossly underfunded. You picking up the slack is detracting from core responsibilities.
- Are you not supporting cash strapped NHS AND Social Services?
- Doing work of NHS and social services. Concentrate on fire safety.
- Not sure this is the responsibility of Cheshire FB?! There are other services within the Local Authority that should be doing this. Fire firefighters, crew & shift managers are forced to take on more responsibility without any extra pay.
- Are you being funded for this. It would appear you are propping up social servs and NHS. Concentrate on fire related stuff and rescues.
- You are propping up an underfunded NHS and SS. **CONCENTRATE ON CORE ACTIVITIES.**
- It really is time to re focus on the primary functions of the fire service. Health advice, slips trips and falls advice, smoking cessation and alcohol reduction are NOT primary functions of a Fire Service. Time, staff costs, vehicles, training, liaison with health and welfare bodies, and facilities used in this regard detract from bums on seats on the front line and divert critical operational training activities to these non-mandated roles. Your plan

attempts to describe these activities as 'key risks related to fires'. Yet no statistically relevant data is offered to support this claim. It is, at best, spurious, at worst it endangers firefighters and public lives.

- Parking around here is bad- could an engine get thru?
- The visits can literally be life savers thank you
- Also elderly and sheltered housing ensuring smoke alarms fitted
- Especially to adults with a disability or mental ill health
- Very good idea all homes
- keeping people safe is paramount and any improvement to the community is a good thing
- keep up the good work you are doing
- a good means of identifying vulnerable residents
- Subject to adequate resources being available at no risk to Two Engines for Chester.
- I don't agree that the Fire service should become a triage for Mental Health services. As critically underfunded as they are it seems out of place in the plan.
- I think it should include all households with children.
- If there is spare capacity, absolutely. Householder should have option to request a visit. all tenanted properties (rented) should require a visit as with gas safe
- they should be offered to all vulnerable families
- I think everybody should have a home fire safety visit
- should be available to everyone on demand
- well trained first responders is the most important especially in single adults with mobility issues
- good idea, able to spot other dangers - risks
- Came to see my dad 97, to view safety issues very welcome.
- do prevention works jobs on other areas such as falls, flue and spot any person in need
- Surely a trained workforce whose job is to concentrate on fire issues and not get drawn into social issues which should be undertaken by other professional and specially trained bodies?
- Mossway park in Wilmslow a lot of people live alone, they would welcome regular visits to re-assess their safety
- I am a single adult and you came to me
- I value your visit and getting my smoke detector
- I do, but it would be better if we had trained people or people with a good safety knowledge to do this rather than a fire fighter taken from their core job.
- safety is important for all sections of the community
- sometimes these people are very vulnerable & don't put safety as a priority
- fire man installed fire alarm 2 gave us tips in case of fire which room to use to get to safety
- the safe and well visit was excellent & much appreciated
- some seem unnecessary and personnel
- As long as this expansion doesn't come at the cost of loss visits/interest in non domestic properties of particularly HMO's you have the data on fires & incidents so nuance your visits to where you see the greatest need. it might be different - in different parts of the country

- I found it useful reminder of safety in the home
- As this is not a primary service perhaps it could be carried out by contract services at a reasonable cost to the tax payers
- wonderful, thank you
- excellent service, thank you
- information and contact numbers on what is available, in your house
- when we put everything on charge people need to be aware of risks in the house
- we need to see fireman going to see older adults
- People may resistant to interference but others may welcome the opportunity for free advice. Not all people over 65 are vulnerable but many under that age are, especially if they have no local family support.
- yes, an extra pair of eyes, particularly a well trained pair, can you spot potential dangers/hazards where one person might miss them, or a busy single parent may be too preoccupied
- Good opportunity to identify other issues
- safe & well visits benefit people who's landlords may not adhere to safety regulations
- Only if it is effective, and doesn't cause issues with the rest of the service.
- As long as it doesn't affect the service and is effective it should be good
- If they are cost effective, and don't undermine the service .that's good.
- If it doesn't affect service, then I don't have a issue with it.
- Everyone needs this level of information or reinformation to remind us of our vulnerabilities, thank you.
- Fire safety, escape routes, alarms, carbon monoxide alarms, extinguishers.
- this is a must
- Prevention being better than the cure a lot of people are not aware of pending danger in the home education is important!
- The service needs to focus on its own responsibilities, carrying out fire safety advice and education to these groups and not get involved with social care intervention.
- as a disable person it would be nice to know I have his service
- visits to the lonely people plus ages 65 and over
- As a service user I have really needed the fire service- this is good but I know very little about the fire service is best placed to run and improve the service - thank you
- university students sharing a house
- as a recipient of safe and well visits I feel this is an excellent service that would benefit others
- Cheshire fire and rescue are a very satisfactory essential service and need more funding from central government
- I had a bad experience about 7yrs ago and smoke alarms fitted throughout the house but they have fun out and I never noticed could I have them fitted again please.
- Part of a firefighters role should not be consumed with social care, would it not be easier to target lone parents and single adults using local social media groups with domestic fire safety vids on a regular basis, this'll cover only certain demographics obviously but that allows firefighters to extend their skills to those demographics more needy.

- it would be beneficial to target families with children at home - teach children and parents home fire safety procedures, escape routes etc.
- great service by great people thank you
- perhaps it should include families also
- Seems a good idea
- as a single OAP I would welcome occasional visits to check my facilities
- Based on the information on pg2 it is the right thing to do in order to reduce the risk further across Cheshire
- The lady that fitted our carbon monoxide alarm was really helpful but we did not know in advance that she was coming. Luckily we were at home. Would it be possible to know in advance when the team are in our neighbourhood?
- This is not an appropriate use for our fire professionals I want them in fire station ready to respond
- I would hope you check on supported housing flats
- I am a 90yr old & appreciate all help available
- Are low income and disabled households already included?
- The visits should be selective not all lone parents require a visit and may even find it insulting- could 'at risk' households be identified via other agencies. Equally not all over 65yr olds need a visit (including me!)
- maybe consider disabled exits to the homes
- I love the way you help keep my mum safe with her fire alarms she is 92 & can't change the batteries!
- It should be for whoever needs a working smoke alarm. I agree with the above group but surely there are also groups where there are two dependants with children which would benefit.
- Make use of single occupier council tax data from local councils to target households
- need to improve visibility to raise more awareness to the community
- elderly and single parents only
- Ensure pensioner over - 70 are regularly visited
- extra effort should be made to reach people with mental health issues/disabilities
- it is important to do these checks to hopefully prevent fire
- lone parents & single people have less support & necessitate advice
- Just keep doing what you all do best, thank you
- I would be grateful if the Fire Service could check households of people who are over a certain age, their fire alarms & carbon monoxide sensors.
- This facility needs to be made available to all, on demand, with an option for members of the public to self refer vulnerable "homes". This could include private landlords with concerns for tenants. Hoarders, failing to dispose of domestic refuse etc.
- Under consultation from Social Services vulnerable families with two parents
- Single adults are often lonely and adopt a carefree attitude when it comes to safety around the home.
- if it saves lives its worth doing
- smoke alarms are so important- need to be in every home

- you all deserve a massive rise
- great work
- For single adults and lone parents it can be beneficial to receive safe and well visits as they can be signposted to other services and help that they did not know about. I think this is a very good idea.
- Concentrate spending tax money on training staff and attending incidents
- If risk profile is changing it is right that you should target your approach in different ways.
- Really not sure if the Fire service should be involved in this! Surely this is within the social services remit?
- Aren't you reinventing the wheel? You used to target every household before changing to over 65s. Now you're slowly introducing other groups of the community again. It's great but do you really need to target 25000 homes a year. Wouldn't Firefighters' time be better spent training/drilling?
- Primary role needs to remain proactive Fire Safety and adequate proportional response to incidents
- I think it should be available to all
- I am over 65 and have had no visit from the fire department
- Not sure how visits to over 65s are planned. Over 75s might be a higher priority. How about listed buildings (domestic) which aren't covered by your strategy with regard to heritage buildings
- These should not replace the need for community support from other agencies.

Q5. Are there any particular road safety issues you think we should be prioritising through this plan? (490 comments)

- Stronger partnership working relationships with agencies with similar issues (road safety) NHS, Police, Highway England, Local Authorities etc. Stronger links to school - Road safety education (not only C. East)
- Reduce speed limits
- Rural cycling provisions
- Compulsory retest for drivers
- Improve access for fire engines to terraced streets
- The need to be able to indicate correctly when driving your car and the need to use correct lanes.
- Leaving enough space between you and vehicle in front. There is no need to hurry - dangerous drivers always take risks to save seconds off their journey. Think before you set off - if you feel ill will you be safe.
- Making sure signs are not obstructed by trees / hedges.
- We have a 20 mile speed in Mitton Road, Ellesmere Port. Not all drivers seem to care, speed can be very dangerous, we have a school.
- A visit to 6th form colleges / schools to show films on road accidents / how you dealt with them.
- Stiffer tests. Refreshes. Tougher punishments.

- Yes how about some actual measures for the central band of your area? Or even better instead of sinking funds into this area on campaigns, instead let the Police do the campaigns and you stick to the actual rescue/extraction part. Scope creep from the Fire service.
- Parking is a problem in terraced streets for fire access.
- Harsher punishment for bad driving
- Ongoing Driver training
- Bad parking restricting access for engines. Better driver education.
- Better education for a motorists
- More parking restrictions on terraced streets. Access for fire tenders.
- Better driver education
- Boy racers
- Speeding
- Clean roads signs. Too dirty and not safe in current condition.
- I believe road safety information has reduced in recent years. In light of heavy rainfall, road repairs are poorly planned resulting in large pothole developing and people left to negotiate poor driving conditions for months until the council actually do something.
- More driver awareness events.
- Observation of speed limits.
- Congested terraced streets - inconsiderate parking access?
- Council need to repair potholes.
- With number of roadworks on our major routes, access whilst responding to emergencies is imperative, otherwise it wastes precious time.
- In conjunction with local / traffic Police, more awareness of dangerous or illegal parking.
- Speed cameras to address fast cars in built up areas. Sort out potholes, especially on main a roads.
- Why are so many more accidents in rural areas. Are Police not checking speed limits?
- Still far too many drivers on mobile phone, huge issue in Cheshire. Farmers are the worst, especially the younger ones who are constantly on their phone whilst driving 20 tons tractors and trailers
- As more people appear to die on the roads, anything that can be done to reduce fatalities is welcome.
- More driver awareness days.
- Bad parking causing difficult access.
- More 20mph speed limits and also 10mph limits directly outside schools.
- Access problems on terraced streets.
- Safety of smart motorways.
- Educating in schools.
- Yes 20mph limits are being largely ignored - needs Police input.
- Review speed limits.
- Poor parking / access.
- Driving standards.
- More safety education.

- More safety education.
- Make road bumps stretch right across road, to stop people driving in middle of road to avoid them.
- Potholes are an ongoing danger to drivers and pedestrians alike some roads in locality presently in poor condition. Drainage is poor and creates slip hazard for people and skid hazard for motor vehicles,
- Flooding on A41 by Backford roundabout.
- More school visits get them early. Show videos of accidents.
- Parking in terraced streets causes problems for fire and ambulances.
- More cycle lanes and potholes worked on
- Tougher laws on parking on side streets. Access for fire engines is often very poor.
- Better education for all road users.
- Poor road conditions across Cheshire are a concern
- Parking issues potentially causing access Problems
- More education of motorists
- Part of driving test to include accident videos and talk to victims family.
- Many terraced streets are jammed with parked cars. Need tighter controls.
- Potholes, speed, more bridle paths for horses and riders as cars have flown past me doing 60 mph.
- Better education of motorists.
- Danger of smart motorways.
- Potholes
- I can't think of anything but keep on with the proposals.
- More advertising the risk and number of fatalities.
- Clear road marking, speed limits and parking space.
- There a few really bad potholes where your tyres will instantly deflate which can lead to traffic. I'm not sure if this is something for you or the council to deal with.
- Reckless driving in Parishes and villages. 2. Speed limits in national rural roads to 40mph.
- Not sure if this already happens maybe go into schools (year 10 /11) and speak to them before they learn.
- Speeding and mobile phone use.
- Put measures of CWAC to maintain road markings at junctions etc.
- Working with the Councils on conditions of roads and lighting.
- Alerts or warnings via social media or radio, prevention strategy to warn drivers to leave more time for journeys, time to de-ice windscreens etc. or slow down in bad weather, target new young or inexperienced drivers and reduce road use for environment message.
- Driving in Widnes area and on Mersey Bridge I found the road junctions and generally the roads very complicated and challenging. For a person not familiar with all those new road schemes it is very difficult to navigate. There should be additional signage well in advance to explain the various lanes to help drivers get on the right lane on time.
- Indiscriminate parking needs sorting. Compromising access for fire engines
- Driver refresher courses for all

- Crack down on illegal number plates which is epidemic in Cheshire. The Police rely on a PNR which does not pick these up. Cars driven with such plates invariably drive dangerously - causing accidents.
- I propose that each area e.g. Runcorn to have a focus contact person so that residents can bring up any road traffic issues, e.g., parked cars along the road, making driving unsafe.
- I think in Country lanes speed limits should be reduced to 30mph.
- Do more education about safer driving.
- Sandy Lane junction with the main (Tee junction) going to Chester has become more congested because of the parked cars on both sides of the road. Very dangerous to drive on cross especially during rush hours.
- Recently there had been several accidents in Runcorn area involving 'hit and run' drivers suggest to improve cameras in vulnerable junctions.
- With traffic being so heavy every aspect should be considered.
- Access to side streets can be very restricted. Needs action.
- Educate drivers better
- Parking - when cars are parked on both sides of the road and emergency vehicles can't get through.
- Carry out regular checks on illegal parking e.g. narrow street; parking space reserved for disable people etc...
- More safe and secure areas for older folk in your society. I think elderly are the last people any Service considers.
- Need more pedestrian crossings in Appleton school pick up areas and Stockton Heath.
- Pelican crossings - some are not safely allocated distance allocated i.e. soon after bends. Sometimes it is difficult to safely break in time or second vehicle behind can't see in time to slow down. I was in an accident due to that situation.
- More surveillance / police presence watching traffic flow especially hotspot A roads across Cheshire.
- Ensure street lighting are always monitor and well maintained.
- Should be safety plan considered in residential area.
- Ensure the Smart Motorway response times are the best they can be. Needs a full police/fire/motorway camera monitoring operation followed by all
- Educate school children
- Potholes need to be filled.
- a lot of roads need road humps lowering some are too high
- Holes in the road we do get potholes in the winter but I have noticed holes that have been there for years, unrepaired. I feel like its a game of dodge the pothole and its putting everyone at risk
- pot holes loose paving slabs
- to work with Cheshire police to ensure that all road works contractors provide temporary traffic lights & warning signs
- Unlawful parking in Audlem and local town centres is an issue for people who wish to drive safely.
- More education for motorists.

- Bad access for fire engines in some streets.
- Speeding past the schools and build up areas
- More publicity of the results of bad driving at driver awareness days.
- More education events
- Clamp down on illegal parking which can lead to people overtaking in silly places at putting themselves and others at risk
- The priorities in the area are cars speeding into Malpas, poor parked cars on the main roads which restrict access and cyclists with no or poor lighting
- There are many road signs that are old, dirty and damaged in Malpas, Tilston and Whitchurch.
- Priority area should include reducing speeding in villages and near school, closer monitoring of older people driving dangerously, shocking road surface conditions and encouraging HGVs to avoid going through villages and rural areas to take short cuts.
- More speed cameras in 30mph and 40mph zones.
- We are in a rural area, but the roads have been in below standard in terms of condition. Potholes have caused major issues in and out of Malpas including all routes. Cheshire west really need to look at this issue.
- Distraction driving
- There is a particular issue with farmers leaving mud on roads coming from A49. New Taylor wimpy housing estate on the edge of Winsford is muddy and hazardous at times.
- Clearly more resources need to be put into road safety work.
- Tractors and agriculture equipment is so big and dangerous overlapping road lines. Tractors are damaging the roads too.
- Roads safety in a difficult situation with dangers in potholes and hanging trees in recent storms not cleaned up quickly.
- There is limited car park spaces in Crewe. On road parking is a hazard and poor line marking in various parts of Crewe which causes issues with incorrect parking and hazards for passing cars.
- The high number of deaths and near misses can be highlighted further to scare people into thinking about their speeding and actions.
- Help keep cyclists safe.
- There are growing concerns that the council are not addressing potholes which impact road safety.
- Work with other agencies, e.g. schools, ambulance.
- "Access" sort out bad parking.
- Definitely a priority area for the future. More cars, more traffic, more distractions than ever, fancy technology is not always good for the car, so better awareness and education for drivers about the hazards would be useful.
- Improve access to terraced streets
- Improve education for all drivers
- Lots of students have just passed their tests, move to the roads and they don't know the roads. Some city folk have never seen a tractor or milk tanker!
- bad driving

- Video on website?
- Car (i.e. Taxi) parking at bus stop bottom of grace road Ellesmere Port. on the left passengers can't get off bus
- Potholes have been a major issue this year and both Cheshire east and Chester council have not responded to this issue fast enough. Cyclists have been having a difficult time riding on local roads and cars swinging out and there has been some narrow misses in the A49 and A41.
- Same old story really people driving too fast on local roads. Also, in rural areas, people drive too slow which is a hazard when people take risks to overtake in silly places.
- can't think of any
- Road safety awareness appears to have dropped recently, there are more deaths than ever! It is confusing who actually manages the road safety plan and who is accountable. This is not clear to the general public.
- please get the council to fill pot-holes Keep the speed limit low- speed kills no tail gaiting by lorries (lorry on car & lorry on lorry)
- I find park cars on main road very unsafe
- Better access needed esp. in terraced streets. Poor parking needs sorting.
- More driver education events.
- Lots more needs to be done to raise road safety in Cheshire. I am confused to why you need to work in partnership when this should be your main focus due to the high demand road safety issues now places on Cheshire deaths and RTC incidents. Local council should not be leading this area of work based on their performance in recent years.
- Cars parked opposite junctions and as advised by the highway code
- Monitor 20mph zones more closely
- Make A41 safer
- We need an integrated approach to this which goes beyond traditional partnership working. As a county we could commission CFRS to deliver various elements of the prevention and direct response to RTCs and road safety agenda. Engineering interventions would remain with the various highways authorities. We need a modern, engaging and well thought through psychological approach to dealing with driver behaviour across a wide age spectrum along with a more dynamic action plan
- Reduce M6 accidents
- Entrance to Yewdale drive should have a concealed entrance sign on it as it's on a bend on a busy road, sycamore drive
- Consult with council re pot holes
- Need more talks at schools and colleges to alert children and young people to dangers
- speed & aggressive driving
- stop cyclists going thru red lights
- Smart motorways are a particular concern. Pressure on local/national authorities to repair poor road surfaces particularly pot holes
- Enforcing speed limits especially in residential areas (20mph)
- if the police get a grip of cars racing around Ellesmere Port you wouldn't need to attend so many accidents

- Cheshire fire and rescue need to fight to take over this area of work because the current system under the council is simply not working. Fire and rescue cover road safety in most counties and council keep cutting staff and this important area of work is always impacted negatively as a result. From my experience of fire services they take this work very seriously and councils do not put the same energy or resource in this work. i.e. you will never see a council worker at night or on the weekend, whereas fire staff are everywhere. MPs need to understand this issue urgently.
- Overseas visitors driving on the wrong side of the road. I personally seen this happen at Delamere forest last year where American women crashed her car in to an tree.
- The fire service should be given more funding to cover this area of work. The council do NOT do the prevention work very well as a result of poor community engagement and inability to reach out to vulnerable people/groups. The fire service are better positioned to cover road safety along side fire prevention work they do so well.
- Better education of motorists
- Access for engines in terraced streets is a problem
- Video showing dangerous parking restricting emergency access should be made and shown. Jointly funded by fire, police and amb.
- More driver awareness e vents
- More driver awareness events
- Sort out access issues in terraced streets
- Smart motorways have real dangers due to lack of hard shoulder
- As I proposed in 2007, the scenes of fatal accidents should be clearly indicated to road users using a striking graphic such as those in use on the continent, particularly in France. I was pleased to see the adoption of signs declaring accident numbers some years ago but, as with the graphic depiction of the effects of smoking shown on cigarette packets, a high impact indicator on Cheshire's roads would lead the UK in serious petition of road safety.
- Regular safety roadshows in busy areas
- More safety roadshows
- Mobile phones, use of sat navs,
- 2 fire engines in Chester
- Talk to Magistrates and Judges and try to get them to impose realistic sentences for driving offences.
- More road safety events with police too.
- Make it a prosecutable offence to obstruct emergency vehicle access.
- Yes when planning officer approve plans for building they should take more responsibility about the roads when you ring up to raise a concern they fob you off
- Possibly widening new hall road so as cars can park and pass safely instead of on pavement as my partner is visually impaired with a guide dog and they have to go on the road a lot of the time
- Road safety and strategic road safety plans are not the remit of the fire service, but of the police & local councils.
- inspect more often

- Very bad parking problems in all terraced streets
- Parking around here is bad, fire engines would struggle to get through
- School visits where not only talk about fire safety but also safety whilst on bicycles (i.e. no lights, no signals, jumping from pavements to roads etc.)
- Parking on both sides of the road and not leaving enough room for emergency vehicles
- The number of collisions on the M56
- Better visibility of speed limit signs even in 30mph zones either marked on the road or hung up on lampposts
- Outside Whitegate primary school during pick up and drop off time it is very dangerous
- Car drivers giving LGV drivers more room to
- Don't drive
- speeding is one of the main problems and I feel that the present deterrent does not go far enough
- Road traffic is on the increase. a minor accident on any of the motorways M6, M56, M62 surrounding Warrington results in severe congestion throughout the town
- The dirt transferred to the junction of Derby rd. and barrows green lane - by vehicles leaving the quarry site. this is very dangerous when wet and could cause accidents
- enforcing parking on double yellows
- the poor condition of the road 1 causing people to spend more time looking out for pot holes rather than concentrating on driving
- Liverpool road
- M6 safety is an issue and consideration of a new station on Capricorn park should be made giving faster response access to the m6 as well as providing a state of the art station to serve the increased population of Sandbach
- harsher punishments to deter culprits
- tighter parking controls- clear/free access for emergency vehicles
- lower speed limits on main roads
- more 20 MPH local speed limits
- Speeding, poor driving and parking particularly at school times and general driver education are priorities.
- Lack access for fire engines in terraced streets
- More education of drivers
- More driver awareness days
- Sort out dangerous obstructive parking. Access for FB!
- Better education events by FS
- Number of incidents that close or block m56
- Maybe put pressure on council to improve road surfaces. Pot holes
- Road safety roadshows focussing on the results of bad driving
- Work with council to sort dangerous parking problems. Hinder access.
- Keep roads clear of bad parking to allow access.
- Street parking is causing a lot of problems around Wilmslow, particularly access for larger vehicles.
- No it's the driving of the younger generation always in a rush

- Motorway driving
- faded white lines on roads
- speeding
- speeding and using phone while driving
- Assessment of safety on rural lanes.
- parking on the corner of a junction and double parking
- longer yellow lines in front of school
- poor access to new build housing estate
- speeding
- At night is hard to see people on zebra crossings. Dundalk for example
- Yes - priority should be on firefighter fitness; spending hundreds of thousands of pounds, and thousands of man hours developing a firefighter specific functional fitness test, it is pathetic that this is not the annual fitness test for all active firefighters. Operational fitness is of paramount importance, and when a huge number of CRFS are overweight and/or obese it is a danger to public safety at incidents when these firefighters are not maintaining their overall health and fitness, along with their weight.
- Advice for new drivers
- Too many potholes!
- New drivers
- use of mobile phones whilst driving is not enforced and I see near misses on a daily/weekly basis
- dedicated web site for downloads
- Computer modelling of incident with targeted responses from all blue light organisations
- people using mobile phones
- Reduction in road deaths, dash cam evidence portal. should be available
- Disseminate a focused leaflet to households summarising the information commonly explained at speed awareness courses. expand school liaison visits, kids can influence parents
- drivers still using mobile phones when driving, smart motorways- major safety concerns
- some roads IE Daresbury by pass should be double white line, the two lanes at the traffic lights are dangerous people race to get past other vehicles
- unaware
- pot holes
- Mill green, Congleton. cars - licensed - but parked on road - people not living in area- a traffic hazard on mill green
- targeting people from a young age so its education rather than knowledge showing videos , the emergency car scene and live talkers who have been here i.e. previous drink drivers who have been in a crash talking to high school age children
- am concerned about the speed of traffic along Mersey road Runcorn
- Contamination of road, vehicles pushing back to back causing potential back to back and injuries to drivers/& passengers difficult to extract
- lower speed limits
- Arrange more road safety roadshows

- Sort out congested terraced streets. Parking is dangerous
- organise more awareness days
- reduce speed limits
- Pavements need to be checked there are many uneven pavements with pot holes so many people feel the need to walk on the road
- road surfaces/ potholes driver awareness of rules regarding zebra crossings, so dangerous at corner of chapel lane
- speed limits on side roads
- review of speed limits on rural roads especially on roads with no street lighting
- zebra crossing near lindow primary school double yellow lines on the corner of cumber lane
- People don't have enough education on road safety, particularly with bikes. people take them over too fast and in curves
- Parking at school drop off and pick up times
- parking
- Encouraging local authorities to maintain road surfaces to prevent deep pot holes and drain clearing to prevent flooding
- To look out?
- poor road surfacing which could cause problems
- Liaise with police to stop indiscriminate parking which can obstruct fire engines passing through.
- Can you do more safety roadshow's
- Variable speed limits in built up areas and how they can benefit drivers and residents/communities alike.
- Lower speeds in built up areas.
- more crossing
- parking in Wilmslow
- speeding
- parking on both sides
- Alderley edge by pass is dangerous in its current form
- speeding and driving under the influence of alcohol, drugs and prescription drugs
- mobile phone using speeding
- parking on pavements- dangerous for pedestrians that have to walk on the roads
- busy schools time
- We need more traffic officers on patrol. This I feel is a policing issue that like fire fighters are short staffed. I've never seen so many cars driving at night with one head light on or one rear light.
- pot holes
- many of the main roads around Penketh are used like rat race tracks & huge numbers of ambulances use the dual carriageway out of Penketh towards Liverpool & Widnes There needs to be better lighting & the plant pots stuck on the central reservations make it impossible to cross safely at times
- Mobile phone users

- not sure how much you engage with new drivers - particularly young males - also with older drivers - 65yrs +
- ? don't drive
- no cars
- Nowhere near enough pedestrian crossings in Congleton. With shared vehicle/pedestrian areas the cars dominate and pedestrians have to take risks
- Dangerous drivers and speeders
- Keep up the good work
- Road speed
- Yes, Oxford Rd. Park lane. Congleton rd., Ivy Lane Junction - motorists become so frustrated trying to get thro. Filters for R turn would alleviate this. highly dangerous numbers who blatantly go thro on red
- I'm a regular cyclist I would like to see cycle lanes on the roads to make it safer for me on busy roads in the Macclesfield area
- Potholes - many particularly at the edge of the road, are really dangerous. So many motorists (me included) are swerving about looking for them when driving along instead of watching the wider road traffic
- Yes, Macclesfield road/Priory lane/B5087 - 2 new roundabouts works very well. However many many cars just race across on the B5087 as if no roundabouts. They don't stop - have to be very careful turning left from Macclesfield road
- Not sure what working with partner involves? Promoting road safety is useful but wouldn't this bet better via schools & community groups or traffic officers?
- Less signage and support posts. Regular and timely repairs to chevron signs on bends and roundabouts. repair potholes
- parking close to corners in Wilmslow preventing passage of emergency vehicles
- parked cars
- yes parking
- Parking obstructions for emergency vehicles when attending jobs.
- More organised driver awareness days
- making sure signs are clean and visible
- pot holes advertising for safe road crossing (no looking down at phones)
- districting driving
- Lighting on motorways, major roads and dangerous junctions. The recent reductions put in place by Cheshire East seem to have disregarded risk.
- pot holes, poor quality roads surface, speeding
- parking issues on roads leading into Wilmslow
- Lower speed limits a cross all residential areas
- Tell the govt that smart m ways are dangerous
- Speed limits in residential areas should be lowered
- Use of mobile phones and distractions
- London road through Northwich needs more attention
- pot holes

- People not obeying the Highway Code. You can look at the statistic and tackle the worst one.
- traffic lights on A49 in Cuddington
- speeding in urban areas motorists awareness of cyclists/horses tailgating & aggressive driving
- very close working with police & ambulance
- There needs to be a much bigger police presence on the roads, to encourage people to drive safely and for them to pick out the people who have trouble driving through their age or disability.
- the council should repaint road signs i.e. "do not go into any box unless free to go thro" a lot are almost worn out
- keep roads in good order
- dangerous pot holes poor street lighting
- pot holes
- pressure on government to improve repair rates of potholes
- cyclists riding on footpaths suitable footpaths i.e. along HGV routes (avoid having to cross to get to footpaths) speed of invalid scooters
- Better and more cycle lanes - painted and signposted so that they are clearly visible. more speed cameras & speed limits - speed kills 20 is plenty
- Cycle lanes - too narrow to be safe, safety of cyclists generally. Visibility reduced on lanes by high hedging
- pot wholes
- More 20mph limits in built up areas would help
- Show results of accidents a shocking deterrent at roadshows.
- Reduce speed limits in built up areas.
- Rapid Response to incidents
- Needs to be a multi agency affair.
- I think this should be a joined up awareness scheme including Police Vosa, and local authorities.
- Lower speed limits on housing estates. Some have now got 20Mph
- More 20 mph areas
- Parking issues are potentially high risk to life. Solutions to this does not generate income like speeding.
- No they are all equally important
- Yes Mobile phone use whilst driving
- Enforcement of mobile phone use whilst driving
- Work closer with the Police
- Speeding
- Utilise dash cam footage
- Create a film of RTCs and their consequences to distribute and show at events.
- More publicity
- More publicity
- more publicity of dangers

- mini roundabouts in Sutton way
- General safety and awareness programmes, regarding the many and varied weather situations we are now facing.
- More traffic calming measures
- Ensuring the public have their dipped headlights at correct height/intensity to avoid stunning other road users
- target manufacturers, better safety equipment in all vehicles and not just higher up the product range, more average speed cameras - too many drivers take too little notice of speed limits
- vital response vehicles should be a priority
- parking issues blocking roads causing issues for your vehicle
- Yes, you do good work. Expand!
- anything that improves road safety is welcomed
- have more road safety events
- work closer with police
- concerned over the raising number of road deaths in Cheshire
- show pictures of accidents at road safety events
- More hard hitting pics and publicity events
- More awareness days / roadshows
- Why had it taken so long to act
- Cheshire Oaks excessive traffic issues.
- Speeding in residential areas. Council take absolutely no notice. Just putting up 20mph signs does not work. Asking for speed bumps just falls on deaf ears
- Reducing peoples speed and improve on peoples poor driving.
- Quick response, may be fire engine is not required?
- Education is the key and road user training is essential, larger organisations could be involved to help educate their own staff. Policing needs to be enforced with harsher penalties for offenders.
- slow drivers down
- put signs up for mad drivers who think the road belongs to them
- A540 A49
- Increase relationship with Police
- continue working on your road safety plan and work on maintaining roads, repairing potholes and improving street lighting
- we have a minor issue with new footpath by moor lane Wilmslow development "riflemens close" there does not seem to be enough space to get an emergency vehicle past any parked car due to the footpath being built out of line with rest of the street
- none I'm sure cars has it in hand
- road safety is an issue that need reviewing due to the amount of traffic
- cars on pathways pavement you cant get passed with your pram, fine them
- Need to put a speed limit on Denbigh drive they tend to speed down it
- when people use mobile phones when crossing the road should look both ways
- removing old road signs, not in use, left on road signs out of date division signs

- Middlewich needs a pelican or zebra crossing across the main road through town. its a busy road at times and people don't like crossing at the main set of lights by st Michael's church
- potholes
- parking at primary school
- parking that doesn't allow safe passage of fire engines
- parking on pavements
- Yes, extremely bad pot hole problem on oak lane & watery lane. Also although there are signs saying 10 tonne loads only over the bridge we get trucks and trailers over 20ton using the bridge which s now collapsing! Council and waterways have been advised!
- not sure - respond as soon as possible
- driver education
- fill pot holes in road
- keep going into school to teach the young about road safety, you do a great job
- pot holes
- pot holes
- Assessing the capabilities of older drivers. making them more aware of their limitations
- as a driver think this is a great idea
- Vehicles sticking to speed limits. The way they speed down the high street especially the large lorries frighten me
- phone use
- M6 □ Crewe green roundabout speed - potential for accidents
- Making all Chester residents submit ash cam evidence Everyone will then know they are being watched
- Show the results of road accidents to shock and educate people
- Excessive speeding in residential areas
- speeding on urban roads parking on pavements
- yes pot holes
- ensure during work roads considerations are made regarding how you would access an emergency on the road or get through to a house or other types of emergency
- people double parking could cause a problem
- lanes are too narrow, especially for trucks
- fixing potholes and craters especially the one that are difficult to spot when drack resulting in last minute swerving
- cyclists - I see lots of cars passing cyclists too close and at great speed- car drivers need reminding of the rules
- Count down number son amber to re, green to amber. Colour coding lane markings to speed i.e. - green =30 red -40 etc... free driving assessment, no pass/fail, just advice, open to all
- more speed restriction
- school visits more
- educating young people
- changing parking on station road Winsford

- The parking issues - i.e. lack of parking places the pot hole situation, I just had a broken front near side wheel from one!
- Use other motorists to monitor the roads with Dash cams Give away 100 and promote feed back Advertise what you've done so people think they are being monitored
- More safety roadshows
- Of the 46 lives lost re there any particular cause that stand out? E.g. speeding, skids, bad weather etc. To see if more awareness is then given to the public - e.g. reduce your speed
- I assume that you have officers visiting schools to remind pupils how important it is to find a safe spot to cross & check carefully to make sure the road is clear
- Show pics of accidents at safety events.
- What exactly is a Road Safety Plan and how are County Fire involved?
- More visible deterrents rather than police just interested in fines some roads are dropped to 20 mph limits near schools while most aren't like Farnworth junior school
- Driver education about equestrian road users.
- Outside schools is Pit Lane/St Luke's Crescent. Absolutely impossible to cross safely as cars parked close to junction obscure vision
- Less cluttered street scene signage and removal of the ridiculous 20mph zones we aren't enforcing and enhance motorist awareness of both pedal cyclists and motor cyclist would be a huge improvement also dealing with people undercutting and lane chopping on motorway which people have dash cam footage showing the same people driving dangerously and failing to hold there people to account after collecting a selection of footage from drivers people witnessing and recording dangerous driving should be encouraged
- standard of driving in general is very poor increasing driving attitudes towards other road users to help reduce accidents
- It is now 2020! Why does it take two years and a formal consultation to move on this objective? If 46 people had died because of building cladding, there would be understandable outrage, yet because it is car accidents you seem to lack the same urgency. The organisation needs to respond in a more agile way that gives regard to the urgency of this issue.
- roads around palace field should have zebra crossing for schools were roads is built up
- people who use mobiles while driving
- on pavement parking
- Gravel Lane parking as you come off Knutsford rd.
- effect of poor road condition on likelihood of causing accidents- also in terms of emergency service response
- RRRU at Birchwood fire station to negotiate traffic on the new busy and problematic all lane running motorway on M62
- Fill potholes as hazard, speed around school areas parking outside of schools, law breaking daily hazards
- show more horrific injuries as most people think they are perfectly protected in a vehicle and that speed has no/little effect in collisions

- Lobbying against smart motorways or at least vastly improving their technology and areas where cars can stop safely. Lower speed limits and weight limits on country lanes (which we have many of in Cheshire)
- The roads around Buglawton school - they can cause danger during the school run
- pot holes
- Potentially drink, drugs? I'd say you need to look at the group of people that are dying and the factors to why they are and steer your engagement from that in those areas
- Having been to several fatal incidents myself over the years, I think roadshows should be taken to schools and colleges to highlight the risks on our roads. I also think there should be major changes to the driving test as the standards have dropped over the years
- Drink and drug driving
- Careless driving and cycle safety for cyclists and motorists
- I worry about emergency vehicles getting through roads where cars are parked each side leaving little room to get through
- more yellow lines to reduce parking on busy roads
- To stop parking on both sides of Glover road near to bnfl building, double yellow lines needed.
- Too many potholes in Culceth, providing unsafe roads & potential accidents. Also too many people don't use pelican/road crossings provided, particularly A574 - common lane
- local roads are not motorways
- Pedestrian safety in icy conditions - walking is not optional but driving often is. Visibility of bikes from fire engines
- more pedestrian crossings on school run roads for those of us who walk
- ensuring 20mile an hour is adhere to in residential areas
- more road calming measures, around villages and housing estates
- Potholes Avoiding obvious potholes put both sides of the road at risk
- Yes, I think that keep clear road markings, should be provided at every roundabout in Congleton , to stop drivers blocking them and so reduce pollution
- Educating people regarding parking IE within 10 mtrs of a junction, causing poor visibility & increasing the possibility of accidents
- pot holes being addressed
- the provision of support due to increase of vehicles on the road
- I think this is extremely important
- Not happy with the new way of using the extra hard shoulder
- Teach people the right lane to be in at the new roundabout.
- Publicise results of bad driving with photos.
- Encourage the public to submit evidence of dangerous locations. CWAC have a mapping system for street light failures potholes etc. Piggy back this Encapture Dash cam Footage for evidence of dangerous driving. Significant reduction of Roads Policing allows reckless driving with impunity
- Greater intel gathering North Wales has dedicated Dash cam site for downloading
- Remove all smart motorways

- Get bikers to use daytime lighting and high vis vests. Get all vehicle users to understand mirror and vehicle blind spots.
- More robust Policing. More Police presences. Accept Dash cam footage
- It's disgraceful that it's got to this point without acting before now. Partnership working should have been initiated sooner
- Faster attendance times by 2 pump each having a full compliment of crew min 8 FF to attend
- Keep monitoring and checking, with a view to keep reducing speed limits, in vulnerable areas.
- Working with police to have more police on patrols.
- The one way system around Northwich does not work and never has. A second set of lights (not a pedestrian set) is required on moss road.
- People keep their speed down. being more courteous to drivers
- cars parked on pavement
- Allowing bikes to be ridden on the pavement but only at walking pace
- speed
- potholes
- Issues around local schools, parents park up well before drop off pick up time and leave engines running. Parents parked illegally, on corners etc., making it hard to cross the roads
- Filling in potholes- if you are involved?
- cycle lanes, potholes Cheshire east area
- Yes, Tabley road Knutsford is a two way road but due to parking of cars, courtesy is all that allows us access for a fire tender to Beechwood and to Oakwood close could be obstructed. Also increased building on Northwich road (200 houses) will affect response time. Knutsford needs a by pass, as traffic builds up when accidents on nearby motorways occur
- Any increased supervision or signing at 'blackspots' could be helpful
- running workshops to show the impact of poor driving
- Smart motorways do not allow time nor space for safe movement in case of an incident, breakdown, and accident. They to me contribute to accidents. This could be contributing to your higher call out to road incidents.
- Apart from the obvious of speeding and drink driving. I think it would be beneficial to highlight the fact that it is illegal (I think) to smoke in a car whilst driving as you are not in full control of the vehicle, I see lots of drivers smoking and throwing it out the window. Also to emphasise the fact that people should not use a mobile phone. Mainly anything that can distract the driver. I have been behind drivers who are swerving over lanes as they have their mobile phone on their lap or passenger seat or someone trying to light a cigarette at traffic lights.
- An excellent idea! With support from all agencies, the police need to support the evening curfew for boy racers, do more to tackle drives using their mobile phones through hard hitting campaigns etc.
- All aspects of road safety are extremely important.

- Identify the casualties by Road type Motorway A Class Road B Class Road C Class Road Time of day Weather conditions Cause of incident
- Drainage and flooding of roads. Dangerous parking.
- I believe enforcing speed limits on known dangerous roads, would reduce deaths on Cheshire's roads.
- The question is self answering? Reduce the number of road deaths.
- Road signs that cannot be quickly read are a distraction namely; dirty signs or those covered by undergrowth
- Unsafe parking. Both to prevent accidents and also to allow access for emergency vehicles.
- All road safety issues should be a priority
- Use of mobile phones whilst driving and speed.
- Speed and parking.
- Awareness of keeping sufficient gaps & not cutting in
- Yes - get the council to fill the ever increasing potholes and clear the paths at the sides of the main roads of dead leaves (accumulated over a number of years) plus other obstacles to peoples safety i.e. cyclists/pedestrians/wheelchair and mobility scooter users/prams and buggies etc. The roads and paths in this area are a disgrace and an embarrassment!
- Speed limits within residential areas - the A34 bypass in our area is notorious for fatal incidents, stringent safety restrictions need to be addressed as a matter of urgency to prevent further fatalities. ,
- Trying to make the local authority to make the roads safer to drive on. There is a number of dangerous roads in Cheshire preventing them from happening is much better than dealing with the outcome.
- potholes thoughtless parking
- Anything to improve the ever deteriorating driving standards; particularly by tailgating 4x4/crossover vehicles.
- Speeding. Speed limits are just that, a limit, not a target.
- Pedestrian safety, thinking about incidents in Crewe and Rode Heath lately
- Promote Dash cam evidence and through partnership working create a responsive team scrutinising and actioning dash cam footage. We are all then responsible for supporting the emergency services. Everyone has a responsibility to empathise and support the Emergency Services.
- Speed is a major factor on roads near me. Also mobile phone usage is becoming the norm again
- Cars parking close to junctions causing significantly reduced visibility, thereby increasing the possibility of an accident. All this is totally avoidable if more double yellow lines were used.
- High incident area e.g A50 near cotton's awareness in primary school children. You can rely on your ears for cars
- Encourage county councils to ensure road markings are clear, gulleys are cleared to ensure surface water doesn't create additional hazard

- With the RRRU's with audlem being such a quiet station would 1 really be needed there. if it was me I would put 1 at Lymm or Powey Lane instead as they are both by very busy roads and having them there could save lives
- Speeding Winter road safety

Q6. Are there any particular issues that you think we should be focusing on to ensure that non-domestic premises (e.g. care homes, hotels or other commercial premises) are safe and comply with fire safety legislation? (414 comments)

- Annual Inspections: especially care home (staff changes are far to frequent - no consistency) R/A does not work to the benefit of customers/residents etc. R/A works in the favour of owner/occupier.
- Self regulation is not working. FB need to inspect more buildings
- Inspect them more often
- Make sure all staff are tested in knowing the procedure and actions to be taken in the event of an emergency or fire situation.
- Tighter laws.
- Improve legislation to have regular inspections.
- Regular inspections - unannounced.
- Short notice inspections.
- Staff training / involvement
- All staff should attend fire safety / evacuation refresher courses.
- Regular inspection.
- All places of employment should have required fire safety checks.
- More checks would be a good thing.
- Keep checking them.
- Better legislation . Regular inspections for all budings
- Every premises should be inspected BY.
- Tighter legislation.
- All to be inspected
- Every kind of building should be subject to inspection by FB Officers.
- Every type of building must be inspected by FB
- No building should be left out of inspections
- Tougher legislation and inspections for all buildings.
- Inspect ALL buildings
- Better support for polish families who have new business.
- There are unqualified electrical staff operation ing in Cheshire and I hope businesses are not commissioning work to these unqualified teams as a way of saving money because it could put people at risk .
- Tighter laws. Don't let Grenfell happen again.
- There is a need to inspect more often. Stronger laws.

- More inspections.
- This is down to resources. Non domestic premises should take responsibility for safety and fined heavily if not complied. Should be legislated.
- Yes
- Check all businesses bi-annually
- At a time of build refurbishment, visit to check conformity of all current regulations.
- Annual compulsory fire risk assessments by the fire and rescue team.
- Better legislation. Tighter controls and inspections.
- Inspect more often.
- keep all engines at Ellesmere port
- Following Grenfell disaster. Tighter legislation and inspections. No self regulation.
- Detection and reaction procedures e.g. response / treatment evacuation.
- More inspections. Grenfell is only one building of many. Tighter laws.
- Inspect all types of building.
- More stringent policy should be introduced to make our ancient city more safer by reinstating the former generous call out cover.
- Leaving owner occupiers to carry out their own fire risk assessments needs to be recognised. Private owners and landlords cannot always be trusted to do the right thing. The Grenfell Tower disaster has proved this.
- More inspections.
- Should be fire proof.
- More inspections.
- More inspections.
- The obvious one - cladding and training of staff, more fire exits.
- Visit monthly.
- Mayfields a bit ikky. Mum in here?
- Need to increase inspection program.
- Self regulation is not working, inspect and prosecute more.
- All buildings should be subject to Fire Service inspections. Lets not have another Grenfell disaster.
- After Grenfell Tower we all need to up our game on building inspections.
- Smoke alarms working. Fire doors working and all places have an effective escape route
- Regular inspection programme
- Regular inspections before officers
- Dangerous materials in older buildings are a concern
- Compulsory inspection of all types of building by FB.
- Tougher laws.
- All buildings should be inspected regularly.
- Every building needs regular checks
- Following the Fire in Grenfell Tower then inspection of high rise accommodation shall be a priority.

- Clearly indicate in posters where fire points are i.e. fire blankets. Buttons to press for assistance.
- If they are not, visits for inspection and information should be on a rota on these premises.
- Ensure there are plenty of response units available.
- Make sure more information and awareness given to the local public. More leaflets more community events.
- The recent fire in a care home in Bolton reflects the need for more fire prevention (no sprinklers)
- Inspections and recommendations. 2. Training.
- Regular checks are important.
- Compliance with alarm fire escape regulations.
- Work with private sector staff to proactively provide point of advice or training resources. Encourage proactive safety first culture in organisations and 'near miss' accident reporting of incidents as early warning measures.
- I would suggest you carry unannounced inspections, if you are not doing those already.
- Tighter controls. Inspect all.
- Every buildings must be inspected by FB
- Increase regulation to ensure regular inspections on annual basis.
- A bi-annual inspection would be beneficial to reduce fire hazard.
- Ensure all combustible cladding is removed. Regular checks of sprinklers.
- Suggest regular inspection to include HSE and fire safety compliance.
- After Grenfell more stringent safety audits and recommendations.
- Tougher laws and regular inspections
- Inspect all
- Every year fire services should check that non-domestic premises comply with fire safety legislation.
- More road cameras at strategic junctions and accident prone roads to monitor and catch irresponsible drivers.
- To include people living in 55 + year old residencies. Not all use computers or understand fire visits.
- Raising / removing safely - asbestos from older properties. Awareness notices on sites if buildings still contain or are free of asbestos.
- Use visual aids Not everyone understands signs etc
- Full inspections for a;; properties etc
- This needs to continue as these premises are usually at higher risk.
- This needs to continue as these premises are usually at higher risk.
- Regular inspection
- Any possibility of having a 6 monthly fire safety inspection review of all non-domestic premises if not in place.
- multiple issues in various buildings of fire doors being wedged open
- educating people on where they should and shouldn't park le next to a dropped kerb

- as a former public house tenant I think that the standards of fire prevention & no of customers allowed & spot inspections of public houses has declined since the late 1980-90s & needs vastly improving
- all public buildings
- all properties involving public access
- regular checks
- Inspect all businesses in turn, prioritising those you feel are most at risk.
- Inspections should be stepped up
- More rules and regs and inspections
- More inspections . Harder stronger legislation.
- Legislation is needed to inspect t ALL buildings regularly by FB. Self regulation is not working. Grenfell ??
- Farmers take far too many risks, be worth dropping in and inspecting a few for hazards, straw, dust, mud on roads, poor electrical appliances with no PAT
- Roadside and mobile cafes are hazardous. Gas bottles not in cages, being left unattended at times
- Care homes are definitely one to keep checking for compliance.
- You could advise local businesses and the wider general public to car share and avoid parking on roads which limits emergency access.
- Continue to Keep buildings safe.
- Have a rating system like food hygiene
- There some local businesses that have vans that block access which would cause injury in an emergency or fire escape sarnario.
- Fire emergency planning education need in local businesses. Fire and rescue could play a huge role in addressing this need.
- Some Asian business are unfairly targeted and treated with blame for no evidence of wrong doing at all.
- Cladding on buildings
- Too many buildings don't have fire marshals, I can think of care homes that turn over staff regularly and rarely train up me staff. Poor or no sprinkler systems in care homes and residential accommodation needs to be closely monitored.
- Inspect flammable materials that may be in current buildings.
- Ensure each station is equipped to deal with all incidents related to non-domestic premises.
- More checks
- Small business parks tend to do there own thing, blocked access is a major issue. I question whether a fire engine would be able to access some buildings if there was a fire.
- All should be inspected regularly by FB.
- All buildings should be inspected by FB
- Student accommodation may not come in your radar, but it can be a place of close misses! Students will benefit from key fire prevention information, especially if the university and local landlords make it compulsory to read the information and sign to say they have understood it... Light bulb moment, £100 please!

- thought all public buildings were checked!
- I am fully aware of how you current conduct your inspections, but I would suggest keeping a close eye on independent residential care homes and hotel. A colleague recently stayed in a hotel in Chester and he said the standards were low and lots of safety concerns with plugs, lights and poor quality doors that are not fire proof between kitchen and main facilities.
- regular unannounced checks
- Care homes is clearly an issue following the large fire in Crewe. You do not expect a modern building to spread and burn down like this. It is worrying that standards are so poor and local planning teams are allowing poorly designed buildings to be built in Cheshire.
- Are Cheshire Fire engaging with people who work in hotels, B&Bs and residential homes are see what they think. Based on your website and social media, it is unclear what engagement work Cheshire Fire do.
- my home is an extra care home (which i think as a domestic premise as for 71 flats it is our home)
- presumably regular inspections are already carried out
- more inspections
- More inspections of all buildings gs by FB.
- Employ more inspectors to regularly I spect all buildings. Self regulation Never works.
- There are issues in student accommodation with poor childish behaviours from freshers. Universities need to do more to advice students, especially first years who are living room home for the first time. Landlords should be placed under strict vetting and checks in my personal opinion.
- Enough safe parking spaces
- Regular visits
- Need a little of the Japanese approach to civil contingency planning where at risk premises are proactively engaged to plan for fire risk. Lots of opportunities to discuss here
- Ensure regular visits unannounced Checks on high risk properties - fire escapes - cladding
- I am not a firefighter
- Review legislation/standards required - more rigid enforcement when things are not up to standard
- Tell people not to leave cooking whilst answering phone calls
- Smoke alarms and carbon monoxide detection
- Ensuring comprehensive storage and reusual of waste - which can be seen at some commercial premises. Throughout Chester fines imposed for non-compliance
- Make sure fire alarms work
- businesses should comply with fire regulations
- There is scope for better platforms for people to raise issues about private landlords. These platforms could inform fire and police when buildings are unsafe. private landlords get away with poor standards which are putting tenants at risk.
- Key safety messages not being translated or communicated in different languages concerns me with so many overseas students and migrants working in the area.

- Raise public awareness about modern timber frame buildings, there is a lack of confidence in these buildings, especially after the rapid and unexpected spread of fire at the care home in Crewe last year!
- Tighter controls. More inspections
- Put an end to self regulation. Need more inspectors . More visits
- Employ more professional fire inspectors and return to regular visits and the ks.
- Take control again self regulation is not working at all. Let's not have more deaths like Grenfell.
- Regular reviews. Employ enough firefighters.
- Inspect more often
- More inspections. Self regulation NOT working .
- Cladding, fire escape plans, staff training
- Regular periodic inspection. Revoking of the Regulatory Reform Order
- Learn from the Grenfell tower fire. Need more inspecting officers with FB experience. Regular inspections of all buildings .Self regulation does NOT work !
- Increase inspection for ALL buildings. Learn from Grenfell.
- Look at construction, keep promoting sprinklers
- After terrible Grenfell disaster inspections and legislation should be toughened up !
- Toughen up legislation and inspections and fines following Grenfell fire
- More checks
- better management more inspections
- inspect more often
- stricter control over all building types
- inspect often
- All buildings should be inspected
- Arrange more frequent inspections
- Yes
- Compulsory annual fire inspections
- Regular inspections
- These premises should be checked/assessed every 3-6 months or even in a shorter time if there is a breach
- Make sure they don't have that cladding that was used in Grenfield
- if possible employ more people and ensure that tax owners are more responsible
- care homes are particularly vulnerable and should be addressed.
- keep checking them frequently to see if they are working
- how quickly the whole place can be evacuated
- care homes need regular and constant checking for compliance, the incident in crewe recently shows that there are gaps between building control and fire protection. many news homes have been built in a similar fashion and could pose the same risk.
- introduce more frequent inspections
- twice yearly inspections
- revert to prescriptive inspections

- more inspections
- tougher laws
- tighter controls
- more powers for fire services
- Increase inspections
- Increase inspection frequency
- Regular visits with extra staff
- More visits.
- More inspections
- Regular inspections
- No notice inspections
- More drop in inspections make example of offenders
- Pointing out safety issues such as electrical. Discussing evacuation plans.
- Community halls and charities should be inspected free of charge
- checking all rooms in houses and hotels
- review constructions for new premises
- engage early in refurbish and new build
- more and unannounced visits
- frequent unannounced visits
- all care homes should have sprinklers
- care homes for deaf have vibrations beds or blue lights in room
- star system like food hygiene
- Un announced visits by fire safety
- dedicated phone line for anonymously reporting issues
- more resources are required in Chester
- place more resources into the legislation regime and seek more robust enforcement powers
- make sure fire exits are not blocked
- unaware
- regular checks to assess safety
- The building designs i.e cladding after the unexpected fire at the care home in Crewe and how quickly it spread i'm quite concerned that residents were moved to similar designed buildings i.e hazelmere
- I live in a care home which is regularly checked, having lift systems and vulnerable people with needed to be regularly checked for proper performance I am not aware of all the upper floor systems but would be very surprised if these were stairs would be used in preference to lifts in lift as it is safer. however stairs in potential fires are very difficult especially for disabled and would require more rescue people over the procedure
- need to increase fines for those who dont comply
- Stricter legislation
- Stiffer rules and regs
- too much reliance placed on owners doing it 'right' return to regular inspections

- inspect more often
- Regular spot checks
- To keep reminding and checking by whatever methods, visits, post, email etc.. (not a nuisance but essential where lives are concerned) Thank you for the wonderful service you provide to each and everyone of us, for your bravery, knowledge & concern in keeping the public safe!
- regular unannounced visits
- ensure enough emergency exits are available and accessible
- restaurants and cafes use candles on tables with children, its risky they should get batteries one
- you seem to be on the ball with these premises
- free and easy access
- Check them out regularly
- Air B&B surely has to be an issue along with houses of multiple occupants?
- Tougher rules
- fire prevention education for all staff
- more regular inspections
- training staff
- staff training at such establishments
- Paid volunteers trained for this job. There are many people trained on this from work places. Fire fighters need to be free for their main duties I feel.
- I feel strongly that these types of premises should be regularly 'spot checked' to enable you to see how things really are pre- booked appts give owners of these premises too much time to prepare for your visits
- Only regular checks on them & homeless centres
- carry on the good work
- 6 months check on all care homes if possible
- no cars
- Clear information for the public to understand
- outside my experience - cant comment
- I hope you have the powers to fine them - if they dont comply
- alarms & fire exits
- clearly external cladding is a big issue Maintenance of fire escapes and alternative exits is important
- ensure that no new building have combustibile cladding. also maintained lighting require regular checking
- Regular vigorous checking
- Do away with self regulation
- With more staff re introduce more prrscriptive inspections
- inspections every 6 months not 12 and not being told when the inspection is being held
- No particular issues
- conditions of effectiveness of fire doors clear means of escape
- regular assessments + support for local buisneeses

- Too much self regulation. Need firmer control.
- Check them on a regular basis
- More regular inspection by fire officers
- offering help and advice to improve
- have the power to close them if unsafe
- Frequent fire evacuation practice
- should all care home and hotel bedrooms have easily accessible small fire extinguishers
- smoke alarms sprinkler systems clear fire exits and make sure not locked. stairs and landings clear of any obstructions
- checking how occupants are/are made aware of escape routes
- More no notice inspections.
- belong home care excellent
- more regular checks
- maintain current rigorous inspections
- annual spot checks
- regular testing of fire alarms and fire fighting equipment regular checks on care homes and schools etc that they are performing regular fire drills
- you go to fires
- Tighter legislation
- Increase inspections
- Need more checks on buildings
- Funding for more fire inspectors to complete more visits.
- Sprinkler systems and supervised fire drills to ensure they actually happen frequently enough
- after events at Beechmere care home pushing for sprinkler systems in these premises would improve safety
- yes i think the inspection should be done regularly
- With partner agencies this should be looking at non domestic properties , to ensure they are.
- Ensure that they are "non domestic"
- Can we inspect these ?
- That staff are trained in evacuation
- Bring back fire inspectors
- Tougher legislation
- Tougher legislation
- Tougher legislation
- More Fire inspection staff
- Hotel style fire safety record on display like food hygiene cert displayed in window
- A " Fraud type " confidential hot line be set up where members of the public can report dangerous premises easily
- Beef up legislation
- Lobby govt for more funding to recruit more people to inspect these premises.
- More inspections

- Following Grenfell.more often inspect tins by FB .
- visit factories and others more freequintly
- increase inspections with more inspection officers
- care homes
- making sure fire alarms are working properly
- you go to fires
- I think high rise living needs to be addressed or even private apartment blocks. We are lucky in our area that we don't have much in the way of high rise but this would be a definite area to address.
- Continue to inspect but more often
- Regular checks and public drills to enable staff at care homes to feel sufficiently prepared for an emergency
- do not feel qualified enough to comment
- regular safety checks
- licence to operate should be issued only once local fire officer is satisfied
- planning should hold a condition for fire safety cert only issued by fire safety officer from local station
- more inspections
- regular safety checks
- can you not do more inspections?
- you need more staff to complete more inspections
- have more inspections
- can you not do more inspections like you used to?
- the risks to historic buildings in chester needs to be a top priority and the risks to multiple occupancy & high rise buildings
- more inspection visits
- regular safety checks
- employ more inspectors
- more inspections
- regular safety checks
- Check regular
- Check these out more often
- More visits to I spect
- More visited arranged
- More severe punishment for effenders
- Can we not inspect these more often ?
- Comah sites
- Appropriate numbers of staff to ensure safe evacuation St all times, Greater weight of response from fire service to ensure effective intervention with competent staff, the service needs to put fires out quickly.
- care homes

- ensure that all non domestic premises are checked in engaging in non announced visits and inspections
- all of the above
- im sure these place cause risk which require and would benefit from this programme
- none i'm sure cfrs has it in hand
- ensure all safety and wellbeing issues are mandatory checked yearly
- im very happy what you do already
- regular inspections
- plenty of smoke alarms/ fire doors that work education of staff in buildings what to do in a fire emergency - hold practice events/ training for staff and residents
- that they are checked regularly
- all free smoke alarms
- well i presume you do visit regularly
- more spot checks without warning
- Sprinklers are in all buildings
- "Hot line"
- Employ more inspectors
- regular visits. ensure staff are fully trained on what to do in a fire as well as for people with disability
- no check alarms more often (am a carer)
- retro fit smoke detectors all premises
- a lot more inspection
- I work in a local shop (supper store) and I not had a practise drill for a long time
- im not sure if this is the case but a designated member of staff who could be responsible for checking up smoke alarms etc..
- Dedicated report line
- Increase inspections
- more inspections & enforcement
- you have covered some of these in your IRMP plan but fire practices & drills as it takes a prolonged time for the elderly to exit a building when the alarm goes off- i realise that this is very difficult to do
- More inspections
- That should be up to the relevant authorities not County Fire solely. Are the Fire Service trying to create a role and justify their existence?
- Rekindling public confidence in taller buildings.
- Unannounced visits
- Sprinkler systems in schools
- I feel that community advice is important in helping business mitigate risk and hope fire service can work with business for improvement of safety and enhancement of the community
- Sprinklers
- With limited resources priority must be those with the greatest risk and most difficult to evacuate and respond to (Geographical distance from Fire Rescue bases)

- construction of such premises
- adequate escape routes
- I believe the checks should be more stringent and increased frequency especially for care homes etc.
- Ensuring evacuation plans are known by staff & residents of care homes, although I'm sure that they are checked during inspections. Knowing how many people are in a hotel as you don't need to be searching for a person if they have gone out for the evening.
- Training and awareness to staff working at commercial premises
- records of care home fire & safety procedures & evidence these have been carried out
- up to date working smoke alarms
- Perhaps a visible inspection certificate placed on the outside of the building to show that the property has been inspected and has passed the regulations
- Yes they should all be regularly inspected. The vulnerable like care homes definitely as there care ownership is put onto the careers/company's. Anywhere where there is sleeping risk and houses that have multi occupants in.
- High rise cladding
- Having clear fire escapes
- More Inspections
- Make inspection information easier to understand from the public point of view
- just to keep annual visits to take place
- road safety / pedestrian safety
- working smoke detector
- regular inspections
- parking on Alderley road in Wilmslow especially opposite the coach and four
- Prosecute to the full extent of the law to reinforce legislation & ensure companies/individuals are fully aware and they will be held accountable
- just to make sure there are fire alarms fitted. and their fire risk assessments are up to date, which i know you do.
- regular monitoring
- checking on unsafe/faulty electrical work
- Prescriptive inspection schemes
- maybe a talk to the people in charge of the premises occasionally
- More regular inspections
- Trip Advisor style self reporting system with scores literally on the doors like food hygiene rating
- Spot checks no notice
- Carry out random unannounced compliance visits
- Hotels and their blocked or obstructed escape routes.
- Stop self regulation
- Regular inspections, unannounced by Fire Safety team
- A dedicated " Chat " facility where the public can access advice and provide information on non compliant premissis. Care Quality Commission could assist.
- Target defective fire doors throughout all types of premises

- Grenfell Tower, West London, is a typical example of premises in constant need of monitoring to ensure extremely high standards are complied with at all times throughout building procedures and immediately prior to occupation.
- Visits without prior warning, pay particular attention to fire doors
- regular inspections/Fines for not complying with standards
- all such premises should be regularly inspected
- as above
- without prior notice inspections?
- Regularly check that outside/inside fire doors are not block. As at regulary outside clinton cards northwich ie. shutters down to deter rough sleepers/rough sleeper blocking access with belongings
- involvement with mandatory training
- staff training to be carried out
- Ensuring that Staff no what to do in an incident up until the time that the fire service arrives
- I can't think of any except the obvious - the kitchen area - to ensure they have the correct extinguishers and they are serviced. Check residents bedrooms for combustible items, not to hoard. Exit areas are clear and that staff have proper training in areas of fire and risk safety.
- Unannounced spot checks and continuing to fine those breaching the rules.
- What did CFRS learn from the Flour Mill Explosion in Bosley Near Macclesfield on July 17 2015. Could this happen again and where is most likely?
- Make it easier for people to report issues online
- Properly functioning fore alarms/smoke detectors.
- More legislative checks in hospitals etc to ensure all fire stopping above ceilings is in place and safe
- Invest more in Protection team - more audits and visits.
- After experiencing a serious lack of fire safety provision in a hotel in another fire service area I would suggest that all services have a clear method for members of the public to report issues out of normal hours.
- Encourage sprinklers
- Safer cladding outside etc
- Education and regulatory checks completed by the Fire and Rescue Services.
- Building regulations
- A layman's response; have a Fire Protection team well enough resourced to get out there and visit the numerous premises.
- Food Hygiene style rating for properties to be displayed publicly. The model exists; use it. Before my mother entered a nursing home I looked at Care Quality Commissions report. Totally transparent. Perhaps align re fire safety.
- What evacuation is best for each type of building
- The legislation needs bringing backing in house
- Personally I think that this fire brigade would soon be overcome if there was more than one large/catastrophic fire in this area.
- Unannounced visits

- More fire safety inspections

Q8. Is there anything you would like us to consider when developing a safety campaign aimed at the owners and occupiers of HMOs? (300 comments)

- Sprinklers Stronger staff management with owners & occupiers with regard to R/A issues & in particular staff training.
- More inspections. Some of these are dangerous
- Make sure anyone moving into a HMO knows what to do in a fire situation and signs a legal document to say they understand what actions should be taken. Make sure residents know what their actions can cause such as fires by overloading plugs or leaving cookers with pans on instead of switching them off. Make sure residents know how to warn others in the building there is an incident. Make sure stairs, landings electric and gas meter positions plus all exit routes are kept clear of obstructions.
- Tighter control
- Tougher laws. And punishments for errant owners.
- Regular inspections - unannounced.
- Owner / staff awareness of fire risk
- regular inspection.
- All occupants etc are aware of the standards required ref fire safety.
- Adequate fire safety training for any staff.
- Tougher legislation. More inspections
- Yes a public demonstration of the value for money of the campaigns given the very low % population it impacts.
- Tighter legislation and regular inspections
- Inspect all
- Regular inspections.
- Inspect all buildings by FB
- Inspect regularly
- Tougher legislation and inspections
- Inspect tegularly
- We did live in this situation. Some people are risky and live on edge with risk.
- Ensure awareness raising is targeting both owners and occupiers to ensure the approach is holistic.
- Tighter laws. More inspections.
- HMO premises should be inspected frequently with recommendations being enforced.
- These houses are often poorly maintained. Tighter controls needed.
- Council very poor at complying with (HMO's)
- Landlords, either private or Council owned should know the rules and regulations and comply vigorously, or are charged with negligence.
- Council could do more before issuing licence out to dodgy landlords .
- The anomaly of student HMO's contributing to council tax and hence Fire Service's.

- Occupants in HMOs can change on a bi annual basis therefore touching base with HMOs should be paramount to ensure new occupants are assessed and aware of risks.
- Due to the high number of students living in the Chester area, it makes sense that as much help in the way of inspections as possible can be given.
- I would like HMO's to be inspected for safety, covering all aspects on a regular basis. After seeing the lack of concern by the owners and landlords of HMO's particularly in student accommodation. I feel that this area is of vital importance.
- As above. Many are in poor state.
- Personal responsibilities for detection in addition to Question 6.
- More inspections Some of these are very poor.
- The Fire Service needs to go back to inspecting these premises to make sure all owners and occupiers are complying with the relevant safety standards.
- More inspections.
- It would be hugely beneficial to regulate the inspection of MHO's and not leave to the owner . landlord.
- Tighter controls. More inspections.
- Tighter controls. More inspections.
- Safe wiring, safe boilers, fire exits and clear markings for same. Cladding.
- Make sure the fire door are adequate.
- So many Students in Chester. Could the Firefighters do spot inspections.
- More regular checking.
- More checks.
- Regular inspection programme
- Regular inspections by fire officers
- I am concerned for people living in shared accommodation especially with all the corona virus going around and so called social isolation and distancing
- Compulsory inspections by FB
- Tougher laws
- Some are these are a disgrace. We need more control over them.
- Tighter controls needed.
- Each resident should be informed at the time of visit - about reason and ability to maintain.
- Ensure occupiers of HMO's are aware of safety risks when making call outs.
- Hand out safety leaflets to everyone.
- There is a poster that explains what to do in case of different fires - where different utility places are (gas / water / electric) so if anything should happen they have that knowledge.
- Severe penalties for authorities or private landlords who contravene their safety policy and licence.
- Training leaflets with info on safety advice.
- As Q6
- Perhaps suggest a fire drill for residents so they have an understanding of risks and escape routes. Education regarding grab bag in the event of flood or other threats.
- Tighter controls. Inspect all.
- All must be I spected by FB

- Make sure Landlords comply with expected liabilities.
- Annual safety inspections similar to those for gas appliances.
- Work with housing advice agencies like CAB to raise awareness.
- Regular owner to provide evidence of insurance during inspection.
- More strict rules are needed to secure safety.
- Tougher laws and regular inspections
- Inspect all
- Fire Service's should work with Council Housing and Planning Department.
- Rules should be made clear there is still some confusion about HMO if above 2 or 2.
- Kitchen / common used areas to be monitored regularly that they are kept hazardous free by both land lords / tenants. Material used in property are of good quality i.e. fire doors etc. Fire extinguishers provided if its a larger property - smoke alarms etc.
- Make owners and occupiers aware of all issues / cautions in a transparent fully understandable manner.
- Get all fire risk material out of buildings. Having worked in a chill store which if on fire the brigade would defend the fire not attack it due to its structure collapsing.
- Land Lords have to take responsibility for ensuring the safety on their tenants.
- to make sure all fire safety equipment alarms/doors etc are regularly serviced (compulsory unannounced annual inspections)
- To abandon the dangerously flawed stay at home policy to ensure that all high rise properties have the fire alarms re installed on all floors to at least give the tenants a chance to evacuate the building & hopefully not repeat the tragedy of Grenfell towers
- Inspections should be stepped up
- More rules and regs and onspections
- More inspections . Stronger legislation
- Stricter laws and inspections by FB.
- Inspections are important, but a preventative approach through advice and guidance may help both owners and occupiers to take less risks
- Clear Escape routes and fire alarms should be kept in working order.
- Advice for both owners and occupiers would make sense.
- Apply more pressure on landlords to inform tenants of their responsibilities to maintain safety at all times.
- I am not aware of any in the area, but I guess this will be more relevant in urban areas like Chester, Runcorn, Crewe and Macclesfield.
- More inspections.
- I used to live in a block of flats, some people pile up and this is a hazard that nobody checks. Random checks would catch people out, but basic advice could help raise awareness. More dice could be offered at Asda, library etc.
- There is potential for fire to work with councils at the point new landlords apply for licences to educate them in their roles and responsibilities. Proactive instead of blaming landlords when the damage has been done.
- Cladding on buildings for obvious reasons.

- There needs to be robust guidance and essential information provided to tenants about their rights to safe accommodation.
- It is worrying that statistically fires are more common in these facilities, so attention can be provided to ensure owners and landlords are compliant.
- Keep tenants safe by providing them with information and leaflets.
- Inspect more often.
- Maybe place some focus on developers when they are designing and seeking permissions. Poor design is leading to issues. Better building design with multiple people and families living above takeaways can be improved if measures are enforced at the design stage of the development and not an after thought.
- Some of these are a disgrace. More checks
- Tougher laws.
- University accommodation is amazing, but some peers are living in average accommodation.
- there should be no hmo's properties then there would be no risk. they only exist for profit from social security claimants
- Reach out and offer advise to students and contract workers that use local accommodation i.e.share kitchen and living area facilities
- Fire Safety in new and altered HMOs and blocks of flats are not closely monitored. there are buildings in Crewe that have far too many people living in them and this cannot be safe.
- people should be more vigilant one person should take responsibility and encourage everyone to be safer
- You could focus on people who get exploited and those who are not aware of British standards. Migrant workers, eastern European workers and people who don't speak english may not understand what is expected and they often don't know where to report issues. Engagement with migrant workers should be a focus and this will help Cheshire Fire be more aware of issues impacting on migrant workers and help raise the alarm so to speak.
- we are very glad that the stay put policy has been over turned. But more should be done to remove cladding that does not meet safety standards on other buildings
- more inspections
- Stronger rules. Some landlords have poor attitude to fire safety. It's all about money to them. More inspections needed.
- Tighter controls
- As previous mention in the last section, stricter monitoring and vetting of landlords can be implemented to keep students safe.
- The properties should have compulsory annual checks to make sure they meet all fire regs
- Yes would not stop in my flat if there was a fire. Still do not feel safe with the cladding
- see previous answer.
- Ensure fire alarms/extinguishers checked
- I am not a firefighter
- Perhaps though into the legislation/inspection enforcement of q6 above

- Smoke alarms and carbon monoxide detection
- Ensuring regular bi annual safety compliance with ethical wiring/overloading of the systems etc seems to be useful safety issue
- Pets
- Mandatory landlords involvement and attendance at safety workshops deliver by fire staff, not council staff who will only deliver 9-5.
- Target landlords, maybe help landlords by translating key safety information so they are better positioned to support their overseas tenants.
- I am a student and my landlord is amazing. However, there are so many dodgy landlords that just care about taking the rent and the welfare of the tenants is secondary. Some uni students are not equipped to live alone and pose a risk to fire and other people living in multi occupied facilities. Universities can do more to safeguard students, but some facilities support non-students so fire can raise the bar and engage with landlords better to apply pressure on them to do more.
- Stricter rules some of these houses are very poor for safety.
- As above
- More checks stricter rules.
- Stricter rules
- Involve landlords, make them take responsibility.
- Stricter legislation. Many are unsafe.
- More inspections
- Capacity of tenants, providing easy read and practise escape plans. Training carers to practise fire escape
- More education awareness
- Yes. Inspect regularly. Serve compliance notices with deadlines.
- Tighter controls tools and more inspections by Fb
- Tighter controls
- Tightercontrols
- Tougher legislation More inspections
- Better access to roads
- better management more inspections
- too many badly managed houses
- inspect more often
- more inspections needed, many of these are in poor order
- inspect often, I know you would need more staff but it is important
- Increase number of inspections
- Arrange more frequent inspections
- Electrical safety - raise awareness of the danger from devises (iPads etc) being left on charge
- A small minority of owners of HMO's do not comply with safety regulations i.e. smoke alarms and fire doors. More stringent checks needed in collaboration with local council before permit issued.

- Fire doors in corridors and rooms - regular visits to ensure safety equipment does work is accessible to all tenants.
- Yes not to over occupy
- Visit after 6pm to check alarms and safety visit
- Fire escapes routes in apartment blocks
- introduce more frequent inspections
- twice yearly inspections
- revert to prescriptive inspections
- more inspections
- tougher laws
- tighter controls
- more powers for fire service
- More inspections. Tighter rules bigger fines.
- Tighter controls on landlords
- Regular visits with more staff
- Stricter legislation
- Firefighters legislation and punishments
- Stricter legislation. Some of these are horrendous
- No notice inspections
- More drop in inspections
- Signage in kitchens re safety.
- Sprinklers to be fitted
- educational material available through letting agent and direct work with landlords
- make sure everyone is linked to the fire station so you would know when there is a fire
- increased knowledge of cooker/microwave/tumble dryer fires dangers when leaving hair straighteners and other hot items:- irons, hairdryers, curling tongs etc., switched on
- develop a strategy with CWAC and Cheshire east housing dept
- self reporting option to CFRs from residents & guests of premises
- Emphasise duty of care to owners and potential liabilities for breaks. update the random unannounced inspection rate and seek additional powers to enforce regulations on both owners and occupiers
- language barriers information in lots of formats so it is fully understood by all information on tenants rights when it comes to fire
- door systems in our hmo are well equipped with regular checks. door systems allow rapid movement to fire escape and stay open until all are safely moved. Stay put system determines when and whether escape or stay put depending upon events of smoke/flame etc..
- need to increase fines for those who don't comply
- More Fire inspections. There are some rough properties out there.
- Stiffer rules and regs
- too much reliance placed on owners doing it 'right' return to regular inspections
- inspect more often

- Regular spot checks
- Easy access & safety wall cladding
- Tighter laws.
- Check them out regularly
- Target owners as this sounds like a national problem which has not been addressed.
- Tougher rules
- regular checks targeting tenants
- alarms and checks
- as above
- individual responsibilities
- no cars
- Mains connected smoke & CO2 alarms
- if you leave them to themselves, it will always be someone else's responsibility to ensure safety rules have been followed owners must be held responsible - as a first line of defence
- perhaps it should be a tiered offering is differentiate between houses which have been adapted for 4-10 students and large blocks of flats
- cladding, fire alarms, fire extinguishers and testing fire queries. better education of residents regarding fire doors, protected escape areas
- More rigid legislation
- Better licensing for these often neglected homes
- smoke alarms fire doors
- comply with all the rules and do not skip safety as priority
- fire safety equipment engagement of fire risks
- Too lax at present. Some horrible places in Chester where units students live.
- Regular checks many are in awful state.
- Stronger rules and regulations
- More regular insps by fire officers.
- Campaign material in different languages
- should landlords be required to fit smoke alarms and sprinklers systems in hallways and stairs
- checking how owners make occupants aware of escape routes/plans right to request evidence of age of wiring of building
- Ask them to be sensible!
- everyone knows the escape routes and that any safety equipment is checked regularly
- higher penalty for those who breach current legislation
- working smoke alarms & evacuation plans as part of the landlord duty of care
- Need to be firmer with owners. Some of these are a disgrace not only from fire safety aspect but also public health.
- Increase inspections
- Need more checks is on buildings
- Funding for more fire inspectors to do more visits.
- Sprinkler systems.

- the community dangers to others in the dwelling
- Many in the garden quarter are in a right state. Inspect more often
- Introduce much harder rules and regs.
- Make landlords more responsible
- Stricter control. Many are in poor state.
- Stronger powers to enforce laws.
- Tougher legislation
- Tougher legislation
- Safety of occupants not landlord profit
- More powers to visit
- Titan laws.
- Tighter laws Bigger punishment for offenders.
- More often I see tions
- make example of some owners who fail to keep houses in order. greater fines
- Again not so much in our area but can really see the need for information and reinforcement or knowledge in area of university colleague campus and the surrounding areas.
- Some of these places are terrible, tight control needed
- Hoarding fire leading campaign prevent previous tenants leaving behind furniture/boxes. Duty for landlord to ensure removal. Bike shed campaign to prevent storing bikes in hallways. Ensure that HMO's are compliant with fire safety regulation.
- council should only issue a licence to operate once fire safety officers guidance is taken on
- students
- planning should hold a condition for fire safety cert only issued by fire safety officer from local station
- more inspections
- more inspections needed
- Tighter legislation. these places are generally a disgrace more serious penalties for offenders
- more inspections as above
- regular checks by fire officers
- beef up the laws
- do more inspections may need to employ more fire inspectors
- tighter laws
- much tighter control, suggest more inspections
- Check regular
- Harder res and regs
- Check them more often
- Tighter control
- Education strategy, importance of evacuation.
- council flat

- increase visits to these properties to ensure they always being compliant to the legal requirements in order to keep tenants safe at all times particularly as tenants change all the time
- only 3 people live here
- retirement flat
- I will like that proper suspension is done in regards to homes having proper and better heating applicances eg boilers
- Tighten laws for these.
- Ensure fire doors are fitted with external stairs cases where necessary
- some property have house share occupants, in many cases only the landlord is informed of fire safety procedures. maybe they should have paosters for tenants
- perhaps educating tenants of such properties
- we have had student flats in Edinborough who are extremely thorough about smoke alarms, automatic door closing devices etc
- Tougher legislation
- Tighter legislation
- Lack of building control involvement in the conversion of properties giving weaker passive fire protection than purpose build multiple occupant buildings.
- Unannounced visits
- HMO is a scam if your same family why should you be exempt from rules and what in a modern society counts as a family the rules should cover more than a certain number of people in a dwelling of a certain size if safety is really a priority
- Generic Fire Safety Notices that owners can download in occupants language. Could this be a national scheme to share the translation burden?
- regular fire alarm
- we run a property business and rent out apartments in several cities. In our experience problems occur beacuse tenants just dont feel responsible for safteyr and dont inform landlords of issues until become major!!
- The owners should be able to provide a list of people who are in the building so you know everyone is accounted for & you don't spend longer than necessary searching in a building.
- Retrofitted sprinklers as standard
- responsibility of owner to install and maintain main & smoke alarms, support to homeowners to access fire escapes e.g 3 storey flats , also cladding or other materials inflammable?
- the importance of fire doors, & that they are never blocked
- The risks of a fire and what the prosecution reality would be for falling those in a hmo
- Ensure campaigns are targeted at those with English as a second language and work with local authority teams
- owners of property should register the property and have to adhere to rules to keep tenants safe
- Consider power imbalance between owners & occupiers esp students - responsibility must be for repeat offenders
- non smoking premises

- to try to make these people realise how important safety is (I know not everyone follow the rules) it is awful when they cram as many people in that they can. More often then not they dont care about people just money
- regular inspections & monitoring to ensure meets fire regulations
- More outside fire escapes.
- Tighter controls
- Stricter control and more inspections
- Easy reporting system with “Chat” to Fire Safety Officers available
- Making them bc safer and owners accountable
- Ensure adequate fire precautions are present and operating.
- Incentives for compliant premises. Demonstrate custodial sentences for non compliant
- Property Fire star rating ? Displayed on the front door (Obligatory) like food hygiene in Wales.
- Enforce functional fire detectors and fire doors
- Yes. 100% check regarding all fire and safety monitoring equipment and to include appropriate safety checks of ALL electrical fixtures and furnishings.
- Cladding material on the outside of the building. smoke detectors (hard wired) in all rooms
- need for fire extinguishers or is it a "get out" policy- I am not sure
- Visits without prior warning,, proof required from landlord that all tenants have been informed of fire regulations eg- fire doors, fire exits and stairs
- The block we live in alarm checked every week, Lilac drive Northwich
- Retirement home- upper floor windows do not open fully, only 1 stairwell. Residents evactuation in case of fire. time travel in event of fire, street light out for 4yrs, Manchester rd/Tabley rd junction
- Making sure each occupant was aware of fire safety
- ensure all rooms ,accomodation has an escape route . fine or imprison landlords who do not comply
- Yes, building materials and appliances and fire alarms including CO2, they should all have to provide a certificate to say they have been checked and also to inform the fire service if they are a new HMO landlord so checks can be made to the property. A register could be made of all HMOs possibly including residents names depending on data protection. This could be made compulsory and would assist if there was a fire in the property but also any illegal immigrants or benefit fraud.
- Unannounced spot checks and greater fines.
- The oil refinery’s in the area how well protected are the public from fire and also harmful chemicals
- Disabled access from upper floors.
- Yes - get the owners of these premises to clear up outside their properties and ensure their tenants also do so. I.E Get them to remove recycling bins off the pavements on the day they are emptied instead of leaving them in the dark for people like me to fall into and over (city centre)
- 5 ★ Rating as good hygiene demands. No one would stay in a non confirming property
- Back the proposals for the installation of sprinklers in the high rises

Q9. Do you agree with the proposal that the third aerial appliance and fire engine at Macclesfield should be replaced with a HRET vehicle? (216 comments)

- What the hell is a "HRET" your question is V.Poor! 99% of people will not understand what you are asking.
- Consider a proper rescue appliance
- Should be full size
- There is no point having what you call a HRET vehicle at Macclesfield. I note Lancashire have 2 Scorpion appliances and Greater Manchester are trialling a similar vehicle called a Stinger. These are 2 completely different areas compared with Macclesfield. It is very doubtful if such a vehicle would ever be used in Cheshire let alone Macclesfield. You would also be removing the 2nd appliance at Macclesfield used by the retained crew as this aerial appliance is not suitable for all incidents. As Derbyshire Fire & Rescue no longer have an aerial appliance at Buxton, where a 5 star hotel at The Crescent is shortly to open plus other properties of various heights are to be found has the idea of a jointly funded appliance between Cheshire and Derbyshire not been thought of. I believe Derbyshire and Nottinghamshire share an Incident Command Unit between them. An aerial appliance either a platform or turntable is needed at Macclesfield to cover the high rise flats in the area, old mills, Astra Zeneca plus this side of Cheshire East from Poynton down to Crewe. It takes some time to get from your Station at Lymm to this area and what happens if Lymm's aerial is not available.
- Would this involve a loss of capability?
- Cheshire requires adequate fire engine for all risks.
- You should get the high reach without taking appliances away.
- A reduction in manpower?
- Not at the expense of manpower.
- Replace with like for like
- Can the new machine achieve all that the present one can ?
- Can the new apparatus give firefighters access at height ? How high is it ? Can it be used for rescue ?
- Replace like with like
- Sounds like the current one needs replacing, good idea to try out new kit
- I can't know this situation.
- If it the current one is old, then replacing it makes sense.
- Can this give access to upper floors for rescues?
- A dedicated aerial appliance, with rescue capability is required. Especially considering the location in Cheshire.
- No. Need fully capable appliance.
- How high is this?
- Is Winsford the best place for the aerial appliance.?
- Any help in having the right machines to save lives has to be no1 priority.

- Update technology and combined as s fire engine so good move.
- Whatever is best for the fire and rescue team and how that feel this will meet their needs in doing their jobs effectively.
- After speaking to a fire service friend, who explained the functionality of these appliances, I would prefer an appliance which could rescue people from high rise accommodation. Blacon and Chester have 9 blocks of flats.
- Can we not replace like for like?
- I am informed this has a height of around 16m not 32m of other high reach apparatus in Cheshire.
- Is this tall enough?
- I believe the new aerial appliance is going to be a dual purpose appliance. This vehicle will not have a rescue capability and considering Macclesfield's position in the County I think it should be replaced by a dedicated aerial appliance. This just looks like another cut to front line services.
- I understand the new vehicle is only half the height of other height appliances in Cheshire. Does it allow access to buildings. Can it rescue?
- Since I don't really understand the difference, I can't voice an opinion, but from what the leaflet said, good idea.
- High reach (how high) will it be same as aerial appliance.
- Would a more conventional type of replacement not be better.
- It appears that these new vehicles have no ability to provide access or facilitate rescues and can deliver water at only half the height of normal modern aerial vehicles
- Please ensure any replacement can perform all tasks that the old one can and more.
- Could the boom be 30 metres instead of 15 meters, therefore making the vehicle more versatile.
- I would say have both.
- Give them both!!!
- If it offers better benefits for firefighting or rescue (go for it)
- If it is a value added and efficient purchase - not just a 'white elephant'.
- The Fire Authority is clearly best placed to know what it needs to do the job, not me.
- Extra appliance for Chester too.
- This proposal is quite technical. I am not sure I understand whether this HRET vehicle is better than the aerial appliance. My guess is that the latter is better than HRET but you are forced to change it for budget reasons, so be it. I have given specific answer I would have liked to understand the technical parameters of the two platforms.
- A proper high reach appliance would be far more versatile and enable access and rescues at almost TWICE the height.
- Common sense proposal - scaling of equipment to deal with the various building structures and circumstances.
- Any appliance that make our firefighters difficult jobs made easier and to ensure public safety.
- Introduction of modern developments in technology is always helpful. It is good value for money is always questionable!

- Don't know the area or the reasons but if it improves I agree.
- Full size conventional machine would be far more versatile
- Don't quite understand what use it is but sounds like a good thing.
- I have the federal government together with the Cheshire Fire and Safety Service of Cheshire will Council will urgently reconsider have a 4th HRET vehicle by 2022.
- i live in the hurdsfield high rise flats and believe this would put mine and others mind at rest with it being high reaching
- It would be wise to have as many of these dual purpose appliances as possible
- i think it would give residents who like myself live in high rise flats more peace of mind & feeling of security
- only with full crew
- Replace like for like
- What is it's working height ? Does it facilitate Firefighter access ? Can it perform a rescue ? Cheshire East would then be without a conventional full height aerial appliance.
- Sounds good
- I don't think it's best placed at Macclesfield, it should be in the west!
- This makes sense if it does the same job and more.
- Adapt with new technology
- I would agree more if the (HRET) was of comparable reach and height of the aerial appliance , cover required removing from their designated areas aerial appliance.
- The turret vehicle is expensive compared to a standard engine, but if it saves one life it will be worth it.
- The new aerial appliance can function as both engine and aerial water station then it is helping themselves move forward.
- Macclesfield has some tall buildings so it needs this form of cover.
- Replace with a full height appliance. Just two in county is not resilient enough
- Does this enable fire crews to gain access to tall buildings ?
- My only concern is whether the new fire engine with extendable boom will be higher than a traditional engine, if so, will it be able to go under bridges etc. Will this impact on response times?
- As long as this engine is being replaced and not removed, it is public money well spent if modernised equipment is being purchased.
- it is a shame that each fire station does not have its own fire engine and retained crew
- Will this provide access for fire crews to tall buildings ?
- Maintain 3 aerials. This appears to be a compromise.
- Cost?
- Since what happened the Grenfell flats its made me worry more because if there's a fire below my flat, the alarm can only be heard on that floor, which means if we were in bed, how can they rescue us if we're asleep in the middle of the night because we won't hear the alarm!!! Very worrying!!
- I am not a firefighter
- I have no views on this except if it is needed - do it!
- This appears to be a reasonable proposal

- depends on how often it would get used via a risk assessment fire brigade should know this without asking general public
- Seems logical
- This proposal does not really affect me personally and this technology is limited. I trust that Cheshire fire would not propose changing this resource if it was going to have an adverse impact.
- The new technology looks great, plus it is an engine which surely adds value .
- It would appear that this vehicle has no rescue capability nor does it facilitate access at height for firefighters. It's purchase is a compromise. Stick with 3 height vehicles.
- Keep proper aerial. Going down to 2 gives no resilience when one is off for repair or third up at incident.
- What access to buildings a height does this provide?
- Ensure enough firefighters are employed & trained to use the appliances.
- Surely a full size type platform would be more useful and provide cover if one of the others was unavailable.
- Can this perform rescues ? Can this give access for fire crews to upper floors ?
- Can this appliance perform rescue at a high level and give access for fire crews ?
- Don't think it should be based at Macc, would be better located on a whole-time station and in a busier area.
- HRET 's dont reach anywhere as high as a HPV or TL.No strategic ability to see the incident from above. If a multi purpose appliance is out you lose the functionality of it if required soon after.
- Go for a full sized tturn table ladder instead.
- This appliance is around half the height of your other aerials, has no access or rescue capability. Full sized aerial vehicle should replace current ageing appliance
- Should have been implemented long ago especially the aftermath of the grenfell towers tragedy in London. We do have high towers in westminter Eport aswell.
- Depends on the job/fire
- this proposal sounds like a good plan - i agree I must accept the opinion of the panel of experts
- anything that increases fire safety and efficiency is commendable
- will there still be enough capacity if you lose 1 vehicle overall?
- need this for high buildings
- need access to tall buildings
- Subject to its extendable height being appropriate for access to importantly the historic and also the at risk high rise buildings in the area and not impinging on two engines for Chester requirement
- Does this new vehicle have a rescue capability?
- Can this new equipment rescue people ?
- Does this new vehicle have a rescue at height capability ?
- Should this higher vehicle be placed at a more central station to the area?
- if it makes it safer then yes!
- it appears to make affordable costs option

- its a decision based on budget - best of a no of options
- Grenfell has nobody learnt we need rescue ladders?
- London have just bought six brontos have you not learnt!!!
- your decision sounds sensible
- if it would improve fire station work then yes
- I am not certain how HRET vehicle would benefit as access to the higher levels would be difficult to position in in some levels and am unsure about how much additional benefit would be helpful because of vulnerable people and difficults in safe man delivery
- Can this be used for rescues?
- can this rescue people trapped!
- Will this be able to rescue people trapped. How high is it ?
- Don't understand the difference
- Can this rescue people trapped ?
- Is this just a cost-cutting exercise, or are these vehicles suitable for almost any eventuality?
- Fire Service should always have access to up to date equipment
- we need it - high flats - trees- water
- more fire engine on the road
- dont know but if it increases safety would strongly agree
- Give it serious thought - costs versus safety!!
- best left to professionals to decide the fire equipment needed
- How high will this reach ?
- I am not really in a position to compare the effectiveness of one against the other so must rely on the judgement of the professionals/
- Does the new unit rescue peoe or provide access to high buildings ?
- Can the new one rescue people.
- presumably the situation has been assessed by those who understand the options and implications and their judgement produced the best solution
- if officers think its a good idea go for it
- high rise need protection. does this reduce the present fire service
- yes, if it a better piece of kit! seems to be
- This is only aimed at reducing man power
- very good idea
- Can this perform rescues?
- Can this vehicle be used for rescue or access at height ?
- Depends on difference in height accessibility of the turret vehicles
- It seems feasible , if it provides sufficient cover.
- Is this purely for cost saving, how effective is replacing two machines with one?
- Money decides again
- This would provide additional specialist capability across the county
- What rescue capability does it have
- How does a turret rescue people?
- It does not have rescue capability The East of the county would be vulnerable

- How effective is it in rescuing people? Grenfell!!!!!!
- Does it have ladders If it doesn't don't get it you can't rescue with HRET
- It's capacity to rescue people as Grenfell proved London did not have capacity
- How do you rescue from heights with a HRET
- How would you rescue people at height with an HRET
- I would leave it to the experts in the field to decide what is most appropriate, but wouldn't want to see such decisions made by government bean counters
- I think this is down to a decision by the particular force. I don't feel like I am qualified to add the specific comment required.
- Agree with new technology but don't agree with getting rid of fire engine or crew - will impact the community
- three is better than two
- is the proposed new vehicle as versatile as the one you have now?
- following Grenfall this is a clear a major visit and important to deal with high rise fires and the potential for large loss of life
- can the new vehicle do rescues?
- does the new vehicle have access and rescue capabilities?
- if you reduce to just two aerial machines what happens when one is off for repair/unavailable?
- How can it rescue people at height
- This vehicle should not be as a replacement to the extendable platform, the HRET is a totally different vehicle concept and should therefore be as an additional appliance and NOT a replacement. In light of Grenfell why would you get rid of the extendable platform..... it doesn't make sense at all.
- Macclesfield need an effective response to domestic and commercial property incidents, this is done by mobilising a fire engine with the relevent equipment and not a compromised vehicle, that could possibly be deployed else where in the county.
- Understand it's cheaper but we need a rescue facility in the East of the County We don't want another Grenfell
- this should be a major benefit to the service and community
- macclesfield has some high rise buildings such as the hospital and mills
- how often would it be used yearly? it is going to be worth it
- equipment should be kept up to date
- Has nothing been learned from high rise fires Grenfell
- Can the new machine be used for access and Rescue?
- If the current vehicle can be used as a means of rescue too then no it shouldn't be replaced by a vehicle that doesn't have that capability.
- dont know what that means
- Grenfell enquiry may well find aerals with rescue capacity could have saved people
- nobody knows the fire service needs better than yourselves. page 3 says a third unit would be a good step to take. I trust your judgement - so the replacement should go ahead in my view.
- Anything that improves the service is bound to be worthwhile

- Can this vehicle perform rescues ?
- Is it really needed?
- This should be a risk based expert led decision.
- They should be given all equipment required
- Safety post genfell I'd of critical importance the treatment of the fire service at that instance was nothing short of disgraceful the brave men and women did there best with equipment they had at disposal. Shoddy building regs and safety testing are solely to blame for that shocking tragedy or current high lift appliances must be retained
- How would you rescue people from height?
- The decision should be made by the experts, the fire fighters. Its what they feel is required that needed.
- For the HRET to be located in the center of Cheshire as it will be covering the whole county
- anything that improves the service has got to be good
- The people at the top are the furthest from safety
- based on reading your enclosed leaflets
- cant we have it aswell
- not in our area
- It would bring continuity through the service. Reduce training costs and provide resilience when the other aerals are out on operational incidents or repair. The current aerals are multi purpose against the only sole purpose of this
- Buy another down the line and put it in Crewe
- it is a really good idea
- This is paramount with the more high rise developments becoming prevalent
- Keep 3 tall appliances
- Loss of a dedicated high reach machine. If one then not available county will be down to one.
- Best of a budgetary constraint.
- Great compromises option
- Ariel appliance should be manned day and night, not on call
- Best of a set of options
- Water tower capability is essential
- Seems that the trend now is to pump water through the roof of burning buildings. Roofs are designed to keep water out.
- Regular communications with appropriate councils when they consider building high rise accommodation facilities.
- I'm not qualified to answer this
- it depends if it is capable of carrying out the rescue element . and ensures safe practice for staff ,public and animals
- I don't know really, I would have thought that an aerial appliance could get into the centre of a fire to drop water and be able to help in a bigger way, however, you are limited to the amount of water it can carry. On the other hand a HRET would be able to supply constant water to an area and if it has an extendable boom to apply the water at height it should be able to do the same job if not better.

- Great idea!
- HRET appliances are very successful, I have previously had the opportunity to research HRET vehicles for my university essay and there were many benefits including bringing fires under control very quickly.
- Don't do it...
- Is there one in Wilmslow?
- Only agree on the basis that no firefighter redundancies take place as a result
- Not sure what the benefits are either way other than massive expense to the council tax payer i.e. me!!!
- It depends. Does that mean a pump is going from Macclesfield as well? Two appliances become one? How many riders would be on the new HRET? If it's proceeding to an incident as a pump but an aerial appliance is required will it be redirected?
- Only if adequate robust management of crewing permits its availability.
- I feel this would be a great loss to the area. I have seen the map which shows the other aerials are so far away. Will this increase the time it arrives cause more damage to properties? The HRET looks good but doesn't sound like it performs the same tasks as the aerial.
- Provide it is placed in the most risk prone area.
- The financial assessment seems robust. Important that Macclesfield has some aerial capability.
- I understand the financial and call out reasons of the change to reduce to 2 aerials. However although needing 2 aerials at the same incident or at the same time at separate incidents is considered remote, 3 major and protracted fires have occurred in the last 12 months (Chester Zoo fire- 15/12/2018, Warehouse fire in Widnes- 27/06/2019, Care home fire in Crewe- 08/08/2019). Therefore I am concerned at the potential lack of provision Cheshire may incur if it only has 2 ALP's especially as to my knowledge Cheshire fire service has no reserve ALP. Macclesfield's Aerial may only attend half a dozen calls on average a year but the provision it provides to me seems substantial. ALP's are not only used as water towers, they also provide crews with a safe working platform for rescuing people such as someone injured on a roof whilst working or making buildings safe such as a chimney in a precarious position. I believe fire services should be risk led- not demand led. Having a third aerial at Macclesfield in my eyes would account for being risk led. There is also cost benefits because Cheshire would then need not request from neighbouring brigades an aerial as much as they might if Cheshire only had 2 Aerials. I do however find the idea of a HRET vehicle interesting and if added to the fleet its operational use and capabilities will be interesting to see.
- Purchase the HRET vehicle and use it as the first pump at Macclesfield, This would make operational sense as the vehicle is suitable for normal firefighter and not just larger incidents.
- Yes but only if staffed by fulltime personnel during the day as the on call cover for the second fire engine at Macclesfield is poor during the daytime hours whereas at night when the response changes to on call only this is ok.

Q10. Do you agree with the proposal to relocate Ellesmere Port's second fire engine to Powey Lane? (305 comments)

- Powey Lane is a 'White Elephant' of a Fire Station; it was never required in the first instance. Total waste of tax payers money.
- Have 2 in City and 2 in the Port
- Ellesmere Port Station covers a large area if you include areas up the M53 towards the Merseyside area plus the risks from the oil terminals. I remember there were 3 pumps at Ellesmere Port not too many years ago. Chester should never have gone to one pump and Powey Lane is too far out - you are only around 6 minutes from Deeside Station in North Wales.
- Chester needs two engines
- New Fire Station should have a new engine - end of story.
- To ensure second appliance at Chester.
- Reinstate two engines at Chester.
- Ellesmere Port is a growing town with a lot of industry it would seem to be sensible to have two fire engines.
- The new fire station should have had a new engine.
- Maintain two engines at Chester.
- Ideally maintain two engines at both Chester and Ellesmere Port.
- Ensure Chester has two engines.
- Both Chester and Ellesmere Port should have two engines. You build a new station you should install a new engine.
- Chester should be maintained with two engines.
- Why does Chester only have one fire engine?
- Four engines should be equally divided between Chester and EP. Currently in effect EP has THREE.
- Chester needs two engines. Too much risk for just one
- Return Chester engine
- Very surprised that Chester has been left so long with only one engine
- 2 engines each for chester and the port. Currently the balance is wrong
- The 4 engines should be shared equally. Chester 2 and the Port 2.
- Too much industry around the Port. This is too risky.
- Too many industries around Ellesmere Port to remove an engine, not to mention Stanlow!
- I like engine return in Chester thank you.
- Chester needs another fire engine.
- Yes agree if Chester gets 2nd engine back.
- The second appliance from Chester should never have been transferred from a City like Chester in the first instance.
- Return the other engine to Chester.
- But why does Chester only have one engine????
- Where is Powey Lane?
- There's only one fire engine in Chester why?

- Chester only has one fire engine - WHY?
- If this results in Chester having 2 units rather than the single unit.
- Whatever is in the best interests of the fire and rescue team and the community in terms of finances and most importantly safety.
- This would help reduce response time.
- It should never have been taken away in the first place.
- Two for Chester and two for Ellesmere Port.
- Return engine to Chester. Should never have moved it in first place.
- B the fire service do a great job but not by taking one of the engines away from Ellesmere port your own union agrees it should stay the fire fighters say it should stay the people of Ellesmere port say it should stay
- Of the current 4 engines Chester is covered by 1 whereas Ellesmere Port has 3 close by. Needs to be 2 each.
- Can't believe Chester has just one engine.
- Should be evenly spaced out.
- Return engine to city.
- Chester's second appliance should never have been moved to Powey Lane and when the other Chester appliance is on manned with four men the sooner it goes back the better. This has been an unacceptable level of fire cover for the residents of Chester.
- Yes Chester needs two.
- My view is this should never have been relocated from Chester in the first place!
- Chester needs two!
- Again, I don't know the area, so can't comment but the leaflet says its good, so i'll agree.
- Best for town do whats best in your opinion.
- Chester should have 2 engines. Powey Lane would be better to serve Neston, Wirral, Little Sutton, Great Sutton, Ledsham areas.
- I was shocked when told we only had one fire engine. What am I paying for!!! Bring our fire engine home.
- Why has Chester got only one. We used to have a big station full of engines.
- Chester needs a second tender. Basically at present Ellesmere Port has three.
- Return second engine to Chester too much risk for just one.
- How the current situation has been allowed to continue is beyond me
- Very sensible. Currently an overload in close proximity to ellsmere port.
- If it means Chester engine returns DO IT.
- Why are there three engines close to Ellesmere Port when Chester has one!
- The sooner Chester has two fire engines the better.
- Chester needs two fire engines.
- Yes sooner the better.
- Makes sense.
- The return of the second unit to Chester is vital.
- Yes I agree so that would mean the 2nd fire engine would go back to Chester where it is needed.
- Yes why not.

- What's wrong where it is. Added expense and waste of public funds with moving.
- If its not broke don't fix it.
- Don't know the area but if its beneficial its ok.
- Not sure I understand the logistics of more.
- It seems it would be further away from parts of EP where it is most likely to be needed. High density population.
- First provision to include the industrial chemical sites in this area.
- The current situation whereby 3 engines are close to EPORT and chester having just one is dangerous. I welcome this proposal.
- Agree as this will result in Chester getting second pump returned.
- Logistically sensitive.
- I do not see any specific advantage.
- In reality Eport is presently covered by 3 engines. Chester has one. Proposal is common sense
- Bad move leaving Chester with one. Glad to see you have seen sence.
- No.
- No, may be try and raise funds for additional fire engine too.
- Fires are more like to occur in highly residential areas and moving the 2nd fire engine so far away from a densely populated area is too risky.
- dont know where powey lane is
- as long as chester gets 2 fire engines!!
- Resources in the EP/Chester area are not currently fairly distributed. Chester needs two engines.
- The proposal has a lot of merit
- This provides much needed cover in Chester south
- Chester engine should never have been moved. Good proposal.
- Based on risk. Both chester and EP each need 2 engines. Powey lane is more of an EP resource that a chester resource. A sensible proposal.
- This is a good suggestion that can impact on support to south Chester which may involve people living in malpas and surrounding area
- Sounds good
- Why not put the stinger in Chester? Or move one engine to Chester and one to Powey Lane then knock down Ellesmere Port because it is completely run down! It looks an awful place for firefighters to work
- Chester station effects us over here, so any cover in the Chester area will be embraced.
- Makes sense to protect Chester's heritage and bigger population
- Return Chester's second fire engine.
- Chester must have a second fire engine. Disgusted with the authorities who agreed Chester should be penalised by removing the fire engine to Powey Lane.
- Same.
- Keeps everyone happy due to balance in both areas.
- It appears logical, but I don't live or work in that part of the county, so I don't feel it's appropriate to sway the argument.

- Chester MUST have a fire engine within the City. We must have our ancient city protected at all times. We must have the people of Chester and their property protected at all times. KEEP CHESTER SAFE PLEASE.
- Return our fire engine to Chester.
- Return engine to Chester.
- It is good news that the second fire engine is remaining whole time in the Ellesmere Port area.
- Chester's heritage buildings and population need two engines.
- Chester needs 2 fire units
- Chester is a huge place which I would think needs a second fire engine I would think.
- Ellesmere Port's second fire engine should be relocated to Powey Lane. This is confusing because Chester the second engine which caused mayhem in 2017 and you have u-turned now to replace the second engine. The second engine at Ellesmere Port should have been moved to the new station to avoid all this confusion and public upset it has caused.
- Firstly, it is great news that both fire engines at Ellesmere Port area are wholtime. This is contrast to the east where most stations are on call and not able to cover some of the time. Wholtime is safe and guarantee response which is important to me and my family
- the present site is central and more convenient
- Everything worked okay before 2017, so why not go back to the previous model.
- fire spreads quickly
- you put them out all towns with traffic it can take longer to get back and why change what works (some body in a big chain thinks so)
- I don't know where Powey Lane is
- current risk to city with only one unit
- Can't believe Chester has only one engine when there are 3 close to Ellesmere Port. The 4 engines need to be evenly distributed.. Chester needs two.
- Powey is far more use to EPort than it is to Chester. Chester needs 2 units. The 2 others are then split between 2 stations to cover EPort.
- I'm a student at University of Chester so this is a no brainer for me.
- Cost? Money saved?
- I am not familiar with EP's fire engines or Powey Lane
- Why does Ellesmere Port and Powey Lane have three fire engines and Chester only has one. Get Chester's second engine back
- Get Chester 2 engines
- Agree with relocating Chester's second engine in Chester
- Based on Chester getting its second fire engine back
- needed near to refinery not near to Chester. Need two fire engines in Ellesmere Port due to industry
- Each town/city should have their fire station even if only one engine
- no
- already lost police to Chester, don't agree with fire engine going. what if there is a fire in Shell or Octel. This would not be good at all.

- Again! I have no views on this as I have insufficient understanding of the rationale behind the proposal.
- I have no personal knowledge of the areas needs and assume this proposal has been considered as required by appropriately qualified/experienced persons
- should be left in Ellesmere port
- Do not want any staff reductions at the towns fire station
- The rate at which EPort is growing!! I believe we need all our resources.
- There should be five engines in the west to cover ellesmere port (2), neston (1) and chester (2).
- This proposals return the 2nd fire engine to Chester where it should not have been taken from in the first place. Ellesmere port still has two engines and support from Runcorn and Frodsham stations if required.
- Any improvement to response times in more areas gets my vote everytime.
- Both chester and port need two. Proposal is good. Powey is more use to eport than it is th Chester. The current imbalance is dangerous
- This proposal is good sense. The 4 fulltime engines need to be equally divided between chester and port. At present there is major disparity
- Who allowed this situation to arise? Chester needs 2. Powey lane is more of an ellesmere asset than it is Chester.
- Chestet needs 2 engines as does EP. Currently EP are leading 3_1. Needs sorting NOW. Cant believe this has been allowed to go on.
- Ellesmere Port is a huge residential & industrial area, it's fire station should have 2 engines, so should Chester. There are not enough fire engines/firefighters now, if you keep streamlining and there won't be enough fire resources to deal with major incidents.
- By no stretch of the imagination is Powey a Chester fire Station. It belongs more to EP. EP therefore have 3 engines at present. Send one back to ZChester. Now !
- Four fire engines in this area should be balanced out. Chester needs 2. Powey is more use to EP than it is to Chester.
- Given the growing nature of the town and the nature of its industries a second fire engine at Ellesmere Port is essential.
- Stanlow, Stanlow, Stanlow. Ten minutes attendance to a house fire is dicing with death, for firefighters and occupants. Are you deliberately trying to hoodwink respondents to this plan by entirely failing to mention the necessity to attack dwelling fires quickly and with sufficient resources? Are you also attempting to completely ignore the safety procedures necessary to effect rescues using breathing apparatus and the minimum number of firefighters needed for this under the Service's own Operating Procedures? How can a few of 4 turn up at a fire rescue situation and have to wait up to 6 or more minutes for the necessary support while a rescue is needed. Moral and humane pressure on such a situation would see firefighters going into premises outside a Safe System of Work, doubtless leading to disciplinary action. Powey Lane was an attempt to save money, putting Cheshire public at risk, and earning bonuses for senior staff. It has been found out. Try again, do better.

- 2 engines for the port and two for chester. Cant understand d why the port now has 3 and chester just 1. Needs sorting!!
- The service has been very very lucky with the City fire risks over the past 3 years. Don't tempt fate. Return Chester's engine now. Powey lane is more of an Ellesmere port facility than aChester one.
- Chester isn't busy enough to warrant 2 appliances.
- Not before time. Over two years now chester has just one engine. Powys lane is closer to e'port. There is a need to keep 4 full time engines but no case for 3 to be based close to Port. Sort this out !
- Powey lane station is more use to the Port than it is to Chester. Totally agree with proposal. A sensible move to balance out the four engines
- There's no justification for keeping EPirts second fire engine
- our city should have two engines
- why has chester only got 1??
- each area has risks should have two each
- chester should have 2 engines
- the station that has been knocked down - used to have 5 or 6 engines we need more than 1 chester has lots of old buildings
- Spread the engines out. Chester needs two so does Eport. There are 3 at the moment close to the port. Chester needs TWO!
- Chester used to have lots of engines now only one! Return the second engine now!
- Each area should have two
- I think it would be detrimental
- As long as it does not impact on public safety in terms of response to incidents
- Due to flammable industry near EPort, it's location should stay in EPort.
- again not sure as I dont know the area, I can only hope that all who considered these proposal knows how it works
- chester needs two
- why does a heritage city have to fight for this? (second engine to return)
- return the other engine to city
- even out resources between chester & Eport areas
- return chester's engine NOW!!!
- why are there 3 very close to Eport when chester has 1?
- There should given the location and nature of the fire risk be a second fire engine based in Chester
- Return second engine to City. Long overdue.
- Can't see who would disagree here. Clearly there is currently a major imbalance of resources. Both Chester and Ellesmere each need two engines. Current situation is dangerous.
- Reducing response times in the Ellesmere Port locality with its large petrochemical industry alongside is taking a great risk which I absolutely do not support. As a former worker on those sites I understand the potential for catastrophic events from these sites. Also reducing response times to Neston and Willaston is not acceptable to me.

- Why are there 3 fire engines near to Ellesmere port. Chester has one. Needs sorting
- Resources must be equally shared
- 4 units across the area are needed. Just divide them equally. Powey Road is more useful to the port than it is to Chester.
- Can't believe EP HAS BASICALLY HAD 3 ENGINES WHILST CITY HAS HAD JUST ONE !!
- I feel unable to comment in this an area I don't know well.
- If the 2nd EP appliance is located at Lowry Lane it should be with the Chester one ,there is now so much new housing on the west side of EP and a new gas plant being built by the Essar site EP still needs 2 appliances
- if there is not a demand for full-time firefighters at any station then the station should save money and have more on-call firefighters at these quieter stations, and not waste public money paying firefighters to sit around all day.
- That should be put to the local residents and the fire fighters to vote on
- Yes, Only if Chester's second fire engine returns otherwise it makes no sense
- Chester has been without a second fire engine for far too long. It makes so much strategic sense
- why has Chester been without a second fire station for so long
- Chester needs its second fire engine back
- sounds like musical chairs. Does Chester need its lost fire engine back? is Powey lane better located for the Ellesmere port area than the Ellesmere port station? Do you need 2 stations with 3 engines between them areas?
- have no issue with that
- Yes. Chester at this time has just one. Needs two engines
- Release one unit back to Chester
- do not know this area
- no
- All the old buildings in Chester City centre. We need two engines.
- A good move. Each area will have Two units each then
- Surely more is better?
- Certainly. Chester should have two units
- doesn't affect me in Widnes cheshire
- no cars on road
- up to management to decide
- Surely a common sense move as each area would have two engines. At the moment the PORT are leading 3_1.
- I make the assumption that the relocation will not really affect Mobberley which is the parish of which I am a councillor.
- The current lopsided provision needs evening out. 2 for Chester 2 for Ellesmere. Both have risks.
- You have four fire engines and yet 3 are basically in the EP area. Chester has one. This proposal is long overdue. Fully support.

- There will still be two units to serve the Port. Just on different stations. Chester needs its engine back.
- Chester needs two fire engines
- dont know the area
- presumably the proposal is the result of an assessment carried out by people working locally who understand the implications and benefit
- The time it takes realistically to get from Ellesmere Port to Parkgate and Neston areas. I think you will find that in a fire engine it is more than 10 minutes.
- Why now ? Chester has had poor level of fire cover for over 3 years while EP has in reality had 3 engines close by
- Long time in coming but chester needs two engines
- Chester needs two units. Ellesmere port at present has three within close proximity.
- Currently three units close to Eport only one at Chester. Need balancing out.
- Both areas have different risks but chester needs two engines.
- Return unit to the chester base
- Yes. Chester needs 2
- You know best
- This would allow a fast response spread across Ellesmere Port. I believe it would improve performance rather than cause a negative impact. It would also allow the second appliance at Powey Lane to move to Cheater.
- Powyb lane is closer to EP than it is to chester. Also chester has ONLY one unit.in real terms EP currently has THREE !!
- The current resources need to be equally shared
- Yes Why is there a second consultation Road Show at Ellesmere Port Asda Cheshire Fire And Rescue should be capturing a proportional and representative feedback from Cheshire residents.
- It's taken too long to make this decision Get Chester 2nd Fire Engine back
- Definitely a long overdue resolution
- Why has it not been moved already Why should Chesters greater population suffer Get the Fire engine back to Chester
- Strongly agree Long overdue As a Chester resident I want second fire engine back
- We live south of the River Dee and are extremely vulnerable as Chester only has one Fire Engine. Your own statics prove "demand" at Chester exceeds the combined demand at EPort and Powey Lane significantly. What fool allows the situation to continue.
- Currently there is a disproportionate number of Fire Engines within 3.5 of Ellesmere Port Chester needs it's second fire engine returning immediately
- Since arguments exist for keeping the Eports 2nd Fire Engine How can you not have 2 fire engines at Chester Chester needs two fire engines
- Why has Chester only got one unit ?
- As previous, the decision should be made by the fire officers on a risk and availability basis, not by accountants.
- Ep would still have 2 and chester would then have two. Why all the fuss ?
- Why are there three engines closer to eport and on ly one at Chester ??

- at present the Ellesmere area appears to be over provided. Chester needs a second fire engine.
- I'm sorry but I don't have knowledge of this area or needs
- Although I live in the Port with all it's dangerous risk. I feel we have been comfortable these last few years as there have in effect been three units close to the Port. My family live in Chester and they have just one, unless a fifth fire engine can be provided I support EPort and Chester both having two.
- Considering Powey Lane engines do not reach EP in timeline manner, I feel this is very dangerous and inconsiderate! Motorway could prove a huge obstacle, personally feel let down by this proposal.
- chester needs more fire engines considering 1400 more homes are being built just off wrexham road etc.
- as long as the fire fighters are supportive of this and not just chief officers chasing a budget
- old historic city need more than 1 engine
- at moment there is 3 engines near to eport, chester has one
- this would mean chester getting theirs back. its needed with old buildings
- the ellesmere port area will still have two fully staffed units. Since chesters was moved to powey they have in fact had three. need to move chesters unit back to city
- why was the engine moved in first place
- yes, send the other one back to chester. There used to be 5 or 6 engines in chester. the station has been knocked down and now we have one engine - safer if it returns
- the higher value of call outs from Chester, the capacity for additional pumps needs to be in the centre of chester where the risk is
- yes why are there 3 so close? chester has just 1
- chester lost its other fire engine to powey fire station we need it back
- yes, balance of current resources is important
- This move is supported as it will mean that the four engines will be divided between chester and Eport. currently more resources close to the port
- How about moving it to Neston which has no fire cover within 10 minutes?
- This will return the one from the new station back to chester. Sensible move
- This will release the chester engine from Powey to come home. Madness this was moved in first place
- The main issue here is Chester getting there fire engine back
- Chester needs two engines.
- Fantastic idea Long over due
- Absolutely not. Ellesmere Port is growing. More and more houses are being built and you want to take away from the town. Not to mention the high risk businesses and factories here. Ludicrous and putting peoples lives at risk!
- I strongly agree with this proposal, up until 2017 Powey Lane was Ellesmere Ports station area so therefore moving the second pump has no issues with turnout times etc. There is no need at all to keep two pumps at the current Ellesmere Port station. At present technically Ellesmere Port has 3 pumps in the area and Chester only has 1. Having Powey Lane where is it helps to keep the people of Neston safer as it reduces travel times to

there, and also serves the people of Ellesmere Port better with having split attendance. Also Powey Lane is on the motorway and therefore improves turnout times for the special appliances to travel to other incidents throughout Cheshire. By moving the second pump out of Ellesmere Port there would then be no reason to keep such a big old station on prime building land within the town centre. The service would be better off selling the land and moving to a smaller more modern station reducing the upkeep costs, saving the service more money in the long term.

- As we have a large industrial sites in the area, it would be crazy to relocate them further.
- Why would the service even consider this, they should never have built a station at Powey Lane in the first place.
- The residents of Central & Grange Ward in Ellesmere Port- where the current fire station is located and where I represent as a CWAC elected member, feel that the move to Powey Lane is an unnecessary risk.
- How can you justify not moving it. Your statistics demonstrate the need for this action and the return of Chesters second fire engine
- I dont live in the area but reading the draft plan it sounds like a good idea
- dont live in area
- not sure, only if it benefits residents
- Only if Chester fire engine returns to Chester. There's no justification for it staying in The North West most point of the County whilst Chester burns
- This is a long overdue no-brainer. The current resources in Chester and the Port need dividing equally. In real terms there a 3 fire engines close to EPORT.
- Sounds like tinkering for tinkering sake trying to fix what isn't broken, appliances should be where they're needed based on past usage.
- This should not be moved as there are an increasing residential properties being built in Ellesmere Port an additional engine should be added to powey lane not just moving an exisitng one.
- dont live there
- How can you justify NOT moving it.
- Good move Eport currently has 3 close by. Chester has one. Even it out please.
- As Q9- you know by experience and the time to get to a site so , yes fully endorse your proposal
- we live in macclesfield
- We need vehicles close to populated areas
- have call out statistics for each location been used to determine best location for appliances
- Do we have enough capacity to deal with a fire at Cheshire Oaks or the Oil Refinery?
- we need more fire stations and fire appliances
- The fire fighters should decide where the engine is best placed.
- I live in macc
- I dont know that area
- again based on the information in your leaflet
- not in our area

- good a second fire engine is coming back to chester
- The current second fire engine at Ellesmere Port is used to cover other stations when they are on training courses and covering Chester when they are out. chesters second appliance will be doing the same so how many days will it be out of station area across a year??
- dont live in this area so dont know the locations
- As outlined in the information why is not going to be fully know until in practise. With it being a new change should monitor effectiveness
- Chester and Ellesmere Port should have two fire engines each because of the fire risks for both districts and would therefore provide decent cover over the whole CWAC area.
- Looking at the map EP CURRENTLY HAS 3 FIRE ENGINES VERY CLOSE. CHESTER HAS JUST 1
- Sensible. This balances the resources equally between the two areas.
- This is over due by 3 years.
- 3 Fire Engines within 3.5 mile Ellesmere Port town centre is outrageous. Chester has one with 2nd pump attendance time worst in County. Get the pump ASAP
- Leave powey lane alone and also Ellesmere Port Re instate the appliance at Chester, as should not have been moved in the first place.
- Chester NEEDS 2 Fire engines as comparable cities have.
- The figures you have acquired demonstrate the need for its return to Chester. Given Chester has the worst 2nd pump in attendance times in the County the return of the 2nd appliance is urgently required
- I do not know enough about the local surroundings to agree either way.
- if it is in the best interest for you
- Not sure, looking at the map Powey Lane is between Ellesmere port and Chester, I can't see a problem with it being relocated back, it can still serve the areas quickly.
- You are an amazing service so know where your resources should be located. The public should trust your judgment totally!
- I agree with providing Chester with another appliance, however Ellesmere Port also need two appliances due to the population and high risk areas e.g commercial industries. I think that bringing an on-call appliance to Chester would benefit both stations as an on-call appliance would provide cover faster than mobilising other station appliances and Ellesmere Port would keep the existing two appliances.
- Needed in heavily industrial area which is Ellesmere port with an oil dock keep the two at Ellesmere port
- Ellesmere Port has chemical plants, therefore it should most definitely be prioritised over Chester. As is the norm, Ellesmere Port always gets short changed.
- Chester should definitely have two fire engines.
- Stop spending Tax money on things that are not required of fire services and spend it on a new fire engine for powey lane and staff and keep everything where it is.
- We were told that Powey lane was created to ensure quick access to the motorway system, despite local concerns at the time and the residents being completely against the

idea/plan for Powey lane - and what has Ellesmere port resident community got to say about this relocation!!!

- Are the Service ever going to admit that Powey Lane Fire Station was a massive waste of money? A very expensive garage for the special appliances. The pump spent most of its early days going back into Chester to standby. That soon stopped when someone decided to make it Key Station. Making it a massive waste of time and resources. The Fire Engine numbers have dwindled and some bright spark decided E07 is a key station meaning a standby pump had to be dragged across the County. And let's face it, you're essentially moving a pump from E08 to E09. Saying you're moving it 3.3 miles out of Ellesmere Port into Powey Lane is great spin though!
- Your own research evidences this to be best practise, and totally justified. Returning second pump to Chester is a totally justified decision Why does the survey not ask the question of the second pump returning to Chester?
- More fire engines protecting the heritage makes sense.
- Having seen the maps detailing the response times, I prefer Powey Lane having a second pump because the coverage is more balanced to either Chester or Ellesmere Port. I do not understand the reviews findings that felt in 2017 Ellesmere Port needed 1 wholtime pump and 1 on-call with a single pump at Powey Lane but now feels having 1 pump at Ellesmere Port and 1 at Powey Lane is sufficient. Having 2 pumps at Powey Lane allows there to be a balance of fire cover and response either side. A good example is Widnes, Warrington and Penketh. Penketh which is in-between Warrington and Widnes is the station with 2 pumps rather than Warrington or Widnes.
- Give Chester 2 wholtime appliances to cover all areas of Chester and larger incidents in the surrounding area, Have some sort of system for cover in Chester during larger incidents across the county that might require Chester to attend with their ALP.

Q11. Do you agree with the proposal to introduce a Day Crewing system at Wilmslow fire station? (186 comments)

- Again what staffing is their now? Poor question if its full time & calls have dropped; maybe - but an On Call system will be required to supplement a day crewing option, but can an On Call system be sustained?
- Surely the airport risk warrants full time cover ?
- The response time at the weekend will be worse. At least at the present time you have staff at the Station 7 days a week. You are already using Greater Manchester to cover Wilmslow, Poynton and Disley at various times so this is surely less expensive than spending £200,000 on accommodation. Once again it does not seem long since Wilmslow was a whole time Station with sleeping accommodation.
- It would reduce manpower.
- Reduction in manning levels.
- It is a shame you could not recruit the required on call numbers.
- Another reduction in manpower?
- Airport close by
- Airport risks

- Any Slower response times do not make sense.
- I am reliably informed that the on call night cover arrangements have proved inadequate.
- Crewing appears to be an ongoing issue at this station, so if the new system helps improve cover, then it is a good move.
- This would seem to be a better system, especially given the difficulty in recruiting and retaining sufficient on-call firefighters.
- Do we still have an airport on the doorstep?
- Over ten years ago the Station at Wilmslow was down graded to a nucleus duty system. Since then there has been a lack of fire cover at night time. This Station should have gone to day crewing all those years ago. No doubt the change over will cost the Council tax payers of Cheshire more now than it would have done then.
- Yes, airport?
- After speaking to a fire service friend, the night time fire cover at Wilmslow, using on-call firefighters has not been very successful at all.
- All fire stations should be 24 hour - fires can't tell the time.
- Firemen should be around all the time.
- Close to airport, needs better cover.
- Fire station should be staffed 24-7
- Sounds a good idea. 24/7 availability.
- Surely the having airport next door warrants a full time fire engine?
- Airport!!!
- I agree if the housing is built and is suitable for families.
- Yes a good chance for community to learn.
- Yes why not!!!
- Sounds sensible.
- Only if it is an efficient or value added proposal.
- I think this is second best, but it saves money and resources, which is important under the circumstances described.
- Airport needs additional cover.
- Financial common sense
- All the stations are staffed during the daytime anyway.
- Must be a better system than at present. Airport is major risk on doorstep.
- Need to be practical and cost effective. If saving funds can be utilised elsewhere then please go ahead with the proposal.
- whatever has been tried / tested and works, give it a try. I believe a recruitment drive - into a hard to reach areas, BME people maybe it will encourage them to apply.
- It should not always be about cutting costs, reduced response times do concern me and my wife.
- Sensible with airport next door
- AIRPORT !!
- Cheaper system can release funds for other positive resources
- This is difficult to judge.

- Would allow crews to be utilised at their designated station areas, not covering Wilmslow. Manchester would not need to cover. Is there sufficient housing available? Is there room for building accommodation for staff and families?
- On the face of the proposal yes, but not enough information is available to make an informed decision.
- If the response times will be slower at weekends, it is not a positive move. Response times should be improved 24/7.
- Not before time.
- Considering airport this station should be crewed 24/7
- Cost saving sounds good, but wouldn't it be unlawful for staff to cover nights on top of day hours! Hats off to them if they do!
- The current on call system just is not working. i have family in the area, so you have my full support to change the duty system and ensure cover is provided.
- i do not know enough about this to comment sorry
- Based on the need to make sure cover is always provided at Wilmslow, the proposal is a good one.
- fire happens at any time of the day or night
- Good suggestion. Airport is big risk.
- Should never have been downgraded.
- Need to know the ratio of fires daytime vs night time. Will it ultimately save more lives? Worried about the system being abused by employees.
- I strongly agree IS IT saves £200k - I dont understand why it has not been done. If this was a private company it would be done immediately
- Based on cost
- I am not a firefighter
- Again! I have no views on this as I have insufficient understanding of the rational behind the proposal.
- I have no personal knowledge of the areas needs and assume this proposal has been considered as required by appropriately qualified/experienced persons
- What will happen to the £200,000 saving? This is not clear in your text.
- 200K is a huge saving! But slower response times in the day does worry me.
- yes this looks like a cost saving exercise which maintains safety, but I am slightly concerned about the staff who currently work at Willslow under different conditions to the new proposal.
- Given the airport on doorstep very surprised this station is not full time.
- Good move. Winslow needs a properly staffed engine.. ..airport risk.
- Good proposal. Should be crewed round the clock. NOT Oncall.
- Instead of trying to recruit on-call staff, recruit full time permanent staff and cover the station properly.
- Think about airport risks
- Sensible le give location of airport.
- Yes Wilmslow does a fantastic job very professional and very helpful
- Support based on costs

- manchester airport close by
- big danger close by at airport
- Airport!!
- Additional pay for on call calls and a fair rota of duty should work out
- close to airport
- This appears a logical approach. What accommodation are we talking about and why is it not available at the station itself ?
- How on earth is this area not already covered by full time crew ? Major Airport risk.
- Risk at airport
- So close to airport. Needs to be permanently crewed
- Airport is on doorstep.
- Does this mean houses would have to be built on site?
- firefighters are paid more than enough to do their duties; if this station is known to be a quieter one; then firefighters should be part-time, or on-call; and not have paid full time firefighters there doing nothing.
- only if it makes it safer
- what else can you do. its the only option
- what else can you do?
- why will weekend day time crew responses be slower than at present, particularly if local crew accomodation is to be provided? is the £200k /a saving guaranteed?
- should be 24-7 cover fore response to airport & general area
- Next to a major airport. Should be fulltime
- Yes. Big airport close by
- Certainly. Close to every busy airport.
- If this is the best use of resources for all concerned - emergency requirements, fire-fighting staff, general stakeholders/council-tax payers), then o.k.
- should be there all the time
- makes sense
- doesnt effect me
- no cars on road
- seems a good idea. just check your figures
- does this mean there will be no night crew at wilmslow??
- as above
- Wilmslow is now a large town, it needs 24hr crewing at the fire station
- Close to airport risk
- Again common sense is prevailing
- risks of when fires occurs
- Wilmslow needs a fire brewing day + night
- Should eventually move to full time staffing
- Major airport on doorstep
- this is the system that operates to cover out of hours within pathology at macclesfield hospital

- difficulties in recruiting for nucleus duty system to be replaced by a tested & efficient day crewing system plus a £200k saving= win win
- so long as day staff who have been in action in the latter part of the day would not be on call that same night = tired judgement likely to be impaired
- specially for youngsters
- Yes. Big Airport risks
- Surprised this is not so given airport on doorstep.
- Airport is big risk
- Great idea
- Makes sense
- No brainer
- Needs sorting. No regular night time fire engine with a major airport on doorstep !
- Providing the day crew can cope with the additional burden, then fine, otherwise a 24hr fully time crewing system should be employed. Cost savings must not come before life savings, or worker's rights to reasonable working hours.
- Yes Manchester airport is big risk
- Yes cos of airport
- surprised they are not full time with airport risk.
- I think this system seems to be a proven and effective way forward particularly with the recruitment issues the force seems to be experiencing.
- Airport???
- I think as many stations as possible should be wholetime
- better than now
- near to airport. needs regular fire engine
- airport risk needs to be covered all the time
- stop relying on manchester fire service and keep the engine crewed all the time
- yes
- too big a risk (airport) not to have 24/7 fire engine available
- yes, currently too much reliance on other stations/units from manchester
- Mistake for this one to be understaffed at nite.
- Part time engines in urban areas are not the best idea
- Big airport on doorstep. Is this not a risk ?
- Perfect solution
- This is a no brainer and should be implemented as soon as possible. This would save having to move limited resources around the county to fill in for an oncall system the doesn't work.
- If it saves money and time why not!
- This was pointed out to management that the nucleus system would never work and it never has. Management decisions such as this have let all communities in Cheshire and some in Greater Manchester down, as they have been propping it up ever since. Who is accountable for this expensive debacle.
- No other option appears available
- no detriment to the service apart from a saving

- fire station should be manned at all times 24/7
- whatever works, for the best for wilmslow
- Currently this station relies too much on units from other areas. Notably Manchester FB.
- no qualified to comment
- It appears the only answer
- I worry about this proposal causing increased response times particularly at night
- the system must meet the needs of the community
- as Q9- Q10 yes
- Agree subject to controls on total work g hours and secondary employment to ensure crews are fit to work on call .
- Safety must come first
- The average time might be faster, but you can only deploy when the last crew member arrives? What is the deployment time when the last member arrives? This figure would provide the actual deployment time not the notional average one.
- This should be decided by the fire fighters.
- I live in macclesfield
- Seems like a much better option
- as per above
- not in our area
- Seems a good solution to a problem. Possible lars system which Merseyside currently do and wales. You could build a travel-lodge type of accommodation on the current ground and move the station forward and utilise the current ground/footprint.
- Agree but why not make it 24/7. Extra £200k per year can be found by not spending on frivolous stuff like choirs and having 23 authority members.
- need 24hr fire service, fires - accidents just dont happen between 9 and 5!
- on balance and if necessary to save money I agree
- the recruitment campaign ran for a while and obviously didnt succeed in recruiting staff. ~On paper this seems to be the best option
- fire crews are always needed
- The issue is the management & will the on call meet the emergencies on adequate time? again a change that needs monitoring.
- Sensible. Currently too much reliance on Manchester FB
- How else can cover be provided? It's a robust response to an issue which currently impacts on the whole County
- It should be whole time manned on shifts.
- Will it reduce the requirement for Crewe and Ellesmereport to provide cover. If Chester gets its 2nd pump back will it be bounced all over the county as strategic cover.
- Agree purely on the grounds of an improved response time.
- Not operationally qualified to answer this
- sounds all right
- must ensure have a viable fire and rescue service ,with sufficient staff.

- Yes, because if you are having difficulty retaining staff I would think this is the only option. A fire station needs full time staff and it would be quicker to act to a response than it would for on call. That goes for any emergency service.
- See previous comment. The public should trust your judgment regarding resources!
- I have been a Wilmslow resident for over 25 years. I recall when the fire station was down graded and the local uproar about this. I am pleased to see that this error is finally being acknowledged and addressed.
- Faster response times at night can only be a good thing.
- This should never have been down graded in the first place, this proposal proves it was always going to fail
- You were told it would be difficult recruiting on-call staff when it was originally proposed but you did it anyway, now it hasn't worked you want to change it to a weaker system at weekends. You could afford to change the appliance there replacing one that wasn't really old but you can't afford to return to whole time? Something not right here!
- You guys are the experts - apparently. It would also depend on how many on - duty fire personnel would be attending and running in the local parkrun on Saturday mornings !!! And dont tell me this does not happen because I have seen this myself !!!
- As a Wilmslow resident I feel strongly that the Wilmslow area should be protected and supported by 24 hour Fire and Rescue cover, a faster night time response is critic Leonard for the area. The superb of Wilmslow has grown significantly in recent years and continues to grow. Manchester Airport growth is significant as is the development of Airport City albeit that this falls primarily to Greater Manchester Wilmslow Fire and Rescue is minutes away and therefore needs to move with the development of the surrounding area and ensure the community is safely supported and protected by 24 hour full time cover of Wilmslow Fire station.
- I think the savings and cover make total sense, as a resident of wilmslow I am happy with this system and welcome it.
- I didn't realise Wilmslow Fire Stn was not manned at night
- Ha! This is brilliant. Imagine if you (I mean the last Chief) had just left Wilmslow alone. You lied to the Fire Authority saying that night time cover would be unaffected by the change from Wholetime to Nucleus. You repeatedly took the Fire Engine out of Poynton to standby at E23 after 7pm just to keep a pump on the run in Wilmslow. Do the lives in Poynton not mean as much? Not to mention the number of FFs that were sent outstaffing in the evenings. They were essentially lone working. Don't waste time, and money building accommodation, and make the Station Wholetime again.
- Which ever system is fit for purpose and is sustainable is best
- If it improves cover for the area then it makes sense.
- Seems like a well considered argument.
- Improving and maintaining availability at on-call stations is extremely important.
- The nucleus system at Wilmslow has not been fit for purpose for many years and needs replacing. If the system is not feasible to go back to 2-2-4 wholetime response then DC is the best option. This will provide a faster and more professional service to the public not just in Wilmslow but Cheshire as a whole.

**Q12. Do you agree with the proposal to introduce a fleet of Rapid Response Rescue Units?
(257 comments)**

- I would like to know more about this option as you rescue far more people from vehicles than property, and your fatalities & serious injuries have been rising over the past couple of years; why?
- Crew safety must be the priority
- You are talking of saving money and yet you are looking at spending large amounts of money on 13 rapid response vehicles plus the cost of kitting them out with new equipment. I thought the fire appliances carried all the required equipment for road accidents. This could be the start of removing 'standard' size appliances to be replaced by smaller appliances as other brigades such as Devon & Somerset have done.
- Provided the safety of crew is given serious consideration first
- Only serves to improve response times.
- If an accident required the attendance of fire engine that is what it should have, not half of one.
- Crew safety could easily be compromised
- Yes this would be fine for us.
- Although this looks great and would help initial response, I have concerns that Cheshire fire will be unable to have six staff on call at all times to ensure the fire engine will follow up the new 4x4s?
- Two person crews are not as safe as those with 4 or 5. You need to do more research here.
- I am concerned that this maybe a move towards downgrading skills of Firefighters and an inadequate provision of trauma care.
- The extra 4x4s are a good move with obvious benefits to Cheshire east and all the rural roads in this area. However, the council need to do far more to communicate and inform people about road safety. Cheshire fire should be commissioned to cover this area of work, this would be a good move because they do what it takes and work evenings and attend community events unlike council who you never see.
- Please be convinced investment not to replace under resourcing by Police.
- Great use of public money
- This would absolutely benefit the community.
- This would benefit those living in rural areas as well as providing an extra resource.
- Would welcome quicker responses but despite being rescued on one occasion I feel safety of Crew could be a big question.
- Good in principle.
- Presumably Frodsham covers Chester area. Certainly seems to be a need given M53 / M56 incidents.
- They should be integrated with the other rescue service's and should not be stand alone.
- I understand AA will not venture onto Smart motorway with live traffic if broken down FS crew safety?

- This just looks like yet another example of watering down front line services two men attending RTC incidents is not safe.
- Think crew safety first. Idea is fair but more research needed.
- Any extra help for people in RTA's invaluable,
- Helps saves lives surely.
- Good idea but what about safety of team?
- Would retained stations be classified as available if only two personnel available? Would the fire engine be staffed by remaining crew of at least 4/5? Additional incidents would they be attending with just two crew.
- Not with just 2 crew. Idea is to be applauded though.
- Only if Crew safety can be enhanced.
- Will this 2 person crew be establishing the FB Time in Attendance ? If so this is wrong. Clearly they can only offer token assistance. Crew safety could be easily compromised.
- Rapid response units help meet local demand i.e. increased numbers of road traffic collisions
- Yes, but not with just 2 firefighters.
- Good in principle but needs more thought re crew safety.
- As long as this doesn't detract from the number of people who attend on a fire incident.
- Yes we need protection.
- Yes we need more response units.
- With so much traffic congestion its probably necessary.
- If the cost is outweighed by the Service and value provided to traffic accidents / response.
- Include motorcycle unit
- Consider partner data to identify routes and proactive work. Insurer black box telematics technology data can provide a map of routes where there are risks and concerns. A strategic examination with partners may also assist with other insurer concerns such as fire and flood provision.
- I would expect/ suggest that at least one of the crew is a trained first aider and that there is an appropriate first aid kit.
- I have a number of reservations with this all to do with crew safety. Needs more thought.
- It works for the Ambulance Service so naturally will work for Fire Service!
- Can save lives.
- With traffic on the increase and congestion / probably needed.
- Idea is good but what of safety of crew ??
- It is very important.
- Always useful.
- Good idea.
- But where is the money for this going to come from? Council tax payers? An increase of more than 4% per household will be needed to fund these major projects.
- cant possibly see the need for 13 placing 3 within a 3 mile radius seems pretty dumb also poynton - right on the county border!
- Would the two firefighters be in addition to a staffed fire engine? This is not clear.
- Faster response times

- Safety of crew will be regularly compromised
- Capacity to respond to flooding and wildfires. Lots of learning from recent fires in Australia to what can happen if not dealt with quickly
- This additional support is important in rural Communities
- A good solution to improving access in rural areas and cross country demands.
- My only concern with this proposal is my fear that engines will get replaced with cars. I trust that this would not be the case.
- Quick access in rural areas is important.
- As long as they are followed by more Crew / other vehicles.
- 4 x 4 vehicle is needed, quicker is not always safer, crew protection and site protection is paramount. Not safe on smart motorways. It may speed up response times, taking two firefighters off the fire engine, will there still be sufficient crew to man the fire engine?
- Agree.
- This is a very easy YES.
- This is an excellent suggestion.
- Improves capacity
- Yes the response units work well in other parts of the county.
- Two Crew not enough.
- Cheshire appears to be experiencing an increase in road collisions and flooding so the 4x4s in addition to the fire engines look like a good idea.
- Difficult one here. Do you intend logging the time this 2 man vehicle arrives as your attendance time for statistical purposes ? That would be misleading as it has very limited capability.
- Theory good. In practice smaller crew is exposed to increased risk. Would not expect a vehicle with just 2 crew to register the time of arrival of FB. Need at least four crew at incident before time is logged.
- Hell yeah! Anything to get fire fighters to the incident quicker.
- 100% this is an excellent proposal.
- but feel with the Macclesfield appliance there are two many clustered around the M6 particularly if you remove the vehicle from Ellesmere port M53 - M56 Chester area have lots of crashes
- Flooding and car crash appear to be more regular, so the extra vehicles will be good value for money
- My only concern is what vehicles will be purchased. I suggest getting land rovers which may be more expensive initially, but they will last and be more reliable long term.
- it is a good idea as a smaller vehicles are more likely to get through traffic than the larger fire appliances
- if you are trapped you need all the help you can get Thanks
- smart m/ways? AA & RAC will not deploy if traffic is live
- Idea has good points but I have major concerns for safety of 2 firefighter crew.
- With just 2 in the crew I feel their safety is compromised. More thought needed.
- This looks at bring a huge benefit to Cheshire to tackle wildfire, flooding and response in rural areas.

- Worried about costs. Minimal use? Will they be multi-purpose? Need to do multiple jobs on day to day basis
- can not give an answer as to costs have been provided it sounds very expensive
- Current on call fails all the time RRU will fail also
- With the right commissioned service, CFRS could be the air ambulance on the ground to offer a range of time critical services immediately available to RTC, serious incidents
- Man in a van, no thank you
- no
- This could be the difference between life and death
- Rapid response can save lives
- I have no personal knowledge of the areas needs and assume this proposal has been considered as required by appropriately qualified/experienced persons. Presumably the cluster of 4 units Middlewich, Holmes Chapel, Sandbach and Alsager have been allocated due to local requirements and have been costed as part of the budget availability.
- a very good idea - hope it happens
- Should have one stationed at Powey Lane Station
- This looks logical and well overdue.
- This is a really good idea to provide faster initial care, especially at car crashes and roadside emergencies.
- This is an excellent proposal. My only concern is the ongoing costs of so many additional 4x4s, this is not cheap and the proposal does not explain how this costs will be covered .
- Too much risk to 2man/person crews.
- Motive is of merit but the safety of crew should be paramount . 2 fire people is not sufficient to establish safe scene to work.
- Mixed feelings here.the potential quicker arrivalto road accidents is seriously OFFSET by potential danger to 2 man crew. Needs far more thought.
- Two man crews are dangerous
- If the firebrigde hadn't been streamlined so much by getting rid of so many stations, staff & fire engines there would be the resources to deal with RTAs. Isn't this taking the jobs of paramedics & ambulances?!
- Idea may sound good but safety of crew is paramount and I'm not convinced this has had enough thought. Please thi k again !
- Crew safety could easily be under threat here. Think again please.
- Great idea
- No need for 4x4 vehicles. They are never used off-road, no off road training was ever provided. Road conditions almost never require their use, storage of equipment is more expensive to arrange and, considering the manual handling of large rescue equipment, is too high to be compliant with the Regulations on manual handling and lifting. Oh yes, and they are much more expensive to purchase, maintain, repair and adapt. There are a large range of commercial bodied vans, tried and tested, that can provide better storage, fuel economy, and value for Cheshire residents' money.
- Idea is creditable but have serious concerns for crew safety.

- Waste of money just a measure to fudge the figures to make on call availability look better than it is.
- Agree with reservations. Principle is good but has it been properly researched had. Two man crews ?? Has their safety been fully considered
- Has merit but can't see past increased risk to smaller crews. Needs far more thought. Should be held back until fully risk assessed
- It's not expanding response capacity it's watering it down
- is this not a bigger danger to a 2 person crew
- Should be properly risk assessed then it could work.
- Living near M56 junction at Hapsford the number of collisions on the stretch between Hapsford and Runcorn warrant rapid response vehicles.
- Definitely to remote areas in particular, however there seems to be a lot around Sandbach, the one in Bollington should be moved between Frodsham and Malpas (South of Chester)
- Depends on what you can offer
- anything that can help save a life is a good thing
- risk assess crew safety
- still have reservations regarding crew safety
- The idea is good but it's implementation is fraught with risks to 2 man crew. Also when travelling back to station what type of incident could this crew be sent on to. The idea needs far more in depth thought.
- Needs further careful consideration. Can a two man crew work as safely as a crew of four ?
- Has this been given much thought for safety of crew ?
- Touch risk for two person crew
- Subject to written risk assessments agreed with crews. Potential to come unstuck here.
- Idea has merit but safety of small crew could be easily could.promised.
- Needs morecarefull thought
- Sounds good in theory but is it very expensive? Are there enough staff to cover this?
- station managers all seem to have access to 4x4's as their 'essential' car users allowance. therefore, these vehicles should be equipped with the additional equipment, and not have to spend hundreds of thousands on fancy 4x4 vehicles which will be very rarely used.
- How, when 2 on call FF have attended can you guarantee attendance of 'rest of team' on call model fails daily
- Smart motorways will prevent them attending incidents as with RAC AA and other services no safe systems of work. You would not send 2 FF on a fire engine
- if I was trapped I would want a fire engine
- I dont want two men in a van I want a fire engine
- what would be the capability of the RRU's? to mitigate /influence and improve the potential outcome of RTA's before the police/ambulance/FE crews get there? it needs to be pretty significant, sourced evidence from the period without them. to justify the cost i.e have you prepared a cost/benefit analysis?
- rapid response on road collisions need to have good crews special equipment to allow safe extraction and prevent further collisions (need right number of crews and equipment)
- only if it can be done safely

- Don't know on this one Clearly safety of crew is paramount. Can this be achieved and maintained with just 2. I'm not so sure
- only if it can be done safely
- can only be more helpful
- Not the way to improve your arrival times. Team safety needs to come first. If you can not work in relative safety this suggestion needs to be looked at again !! What about working one smart Mway with live traffic and no hard shoulder ? Need big vehicle for fending off traffic.
- But need to check the lost safety aspects of this proposal.
- So if response times are slower how can you have a rapid response vehicle? The rapid response should be the staff not the vehicle.
- With reservations. Strict guidance as to safe deployment with just 2 crew.
- as well as rapid response Cheshire needs to find urgently review accident prevention measures for the road system
- I am surprised that no RRRn vehicle is to be based in Macc
- I live in Widnes, there doesn't seem to be a RRRU vehicle nearby!
- very good idea
- no cars on road
- Should have them in Halton
- Can we get one in Runcorn
- I live near Holmes Chapel so from your map I would be well provided for but - there are a lot of rural & quite isolated areas - that seem to be left out - have you thought about them?
- suggest a trial to evaluate the proposal
- Caught in the middle here. Will these units be sent onto a SMART M Way where they could be first service to arrive ? Will their time of arrival be logged as time for statistical purposes ? RISK ASSESS !!!!
- Am concerned about safe systems of work with just two fire staff.
- Needs a very in depth risk assessment.
- speaking to officers and crew at a recent open day I get the impression that RTC's are by far the most frequent call on the fire service
- acknowledging that the ask from fire service is more about accessing people trapped in cars than fighting actual fires smaller vehicles with appropriate equipment makes sense
- the proposal to site a RRRU at Middlewich is close to the proposed Holmes Chapel & Sandbach sites this unit should be moved to Winsford which would be more central to cover the north & west of the patch
- excellent idea
- must be a great idea
- Safety of crew comes first. As this is needed before they can help others
- Will they be effective ?
- Can understand the thinking but has this been properly risk assessed ?
- they prevent the use of a fire tender in some circumstances

- Think these could be an excellent addition to the service, could save sending out a full size engine sometimes. And a quicker response. Also useful in some of our crowded urban spaces.
- I often think with some calls , a full fire engine is unnecessary, b I can see a better service using RRRu's at less cost. Also they may be more appropriate for the countys rural roads.
- Needs risk assessing. Very difficult choice here.
- Will the safety of a smaller crew not be .compromised ?? The theory sounds good but need to think k a bit more.
- These would be a fantastic capability providing a rapid response to incidents. They would be able to deploy faster due to the size of the vehicle but also set off sooner from the station as due to them being retained they only need to await the arrival of two crew members to set off rather than wait for four to arrive for a traditional appliance. I also like the idea of them having the flexibility to deal with the risks relevant to their area.
- I can see your thinking but is a two person crew not far more exposed ?
- More thought required. Can two mancrew work in safety ?
- Needs far more thought for safety of two firefighter crews.
- RTA attendance on the cheap
- Ridiculous idea 2 Men in a van No thank you You have fire engines staff them fully
- It's does not provide an adequate response to a crash
- It's responding to RTA's on the cheap
- I pay for a proper response not a second rate one
- Man in a van No thanks
- The cost of this project is excessive It massages attendance statistics Reduces capability Endangers Fire Fighters
- The potential £500,000 spend would be better spent on ensuring all whole time and on call pumps are available 24/7
- Similar to the use of standby paramedics.
- Think very carefull here. Can a two firefighter crew work in safety ?
- Think this over a bit more. Principle is fair but are two fire crew able to work safe ?
- I believe this to be a very proactive way forward. I presume to be similar to the paramedic immediate response system. I would think very much the way forward.
- Only if this can be done safely - risk assessment.
- Yes but as an addition to full time crew's not a replacement as RRRU's are just not sufficient
- yes. need to get there quick but can 2 men work safely
- think safety of crew. can the work safely?
- very important to get there fast when life is at stake
- get there quicker but has the safety of crew been fully considered
- good idea if procedures can be put in place to make it safer for 2 person crew. Think about SMART motorways without hard shoulders
- no suited for SMART motorways of the future, this is just massaging the figure on response times will not save lives
- quicker response is good

- subject to tighter safety procedures for firefighters
- provided risk to smaller crews can be lessened
- does this mean that 2 person crews will be measured as attendance time?
- Subject to very tight safety procedures
- Crews need to be of sufficient size in order they can work safely
- Part of me says yes and part no. Quicker getting their yes but with minimum numbers what can be done SAFELY ?
- They are called Fire engines you have them already. Make all available all the time
- These vehicles are a waste of money and only there to fudge the fact that oncall stations dont work within the modern society. These vehicles would be better off being added to wholetime stations and being crewed by additional wholetime staff who you could then guarantee would crew them alongside the normal wholetime pump. They could then also respond to cardiac arrests within the Cheshire area.
- Great idea!
- Another fudge of attendance times to make the service appear it is doing so well. Why not send the appropriate amount of resources with the equipment they need to deal with an incident. Stop putting Operational staff in impossible scenarios and start protecting them with safe systems of work.
- I understand that this facility existed 30 years ago Since then things progressed This is a retrograde decision
- seems like a great idea
- depending on the type of RTA issue if life is threatened or is a risk of severe pile ups
- anything that will help people in road traffic incidents can only be a good thing
- Disagree 2 people can't action a rescue safely
- Does this not put a 2 person crew in Greater danger ? What about working on these SMART MOTORWAYS without the benefit of a continuous hard shoulder ? Can 2 firefighters really work safely ?
- could save someones life
- maybe consider basing some units with police on motorway services, especially section with no hard shoulder
- Man in a van or a proper fire engine
- Consider safety of crew before implementing this. Broadly a good idea but needs to be very carefully managed.
- seconds count, if the RRRU's can save lives, reduce overall injuries, improve access to people trapped in vehicles etc...then the RRRU's are a must - your location map looks good
- I thought there was already a number of RRVs available?
- Would need to be an evidence based decision around improving outcomes for patients.
- Road safety is paramount and fast response non fire vehicles are critical
- i saw a demonstration of such a vehicle in 2007by cheshire fire and rescue but have never seen it in service
- This approach is used in Germany using high speed 4x4s like BMW X5s The responders should be medic trained.

- the reduction of cover means that appliance response may be slower, 1st response vehicles suitably manned may improve response and may even avoid need for manned appliance
- Extending to other on call stations that aren't primary on call such as Birchwood and Penketh, that could have high activity for incidents including medical jobs if available
- Again anything that improves the services has to be good
- Anything that helps rescuers to get to the scene sooner has got to be a positive
- we live in a highly 'road' populated area that needs rapid response units
- This needs to be fluid and flexible to ensure they are used and provide the additional support needed at incidents.
- Good idea
- need maximum availability to respond promptly to accidents
- you should concentrate on rate payers requirements. The sites selected seem to be based on mway availability not local need
- It would help if people didnt drive like idiots
- this will i hope save alot of lives
- Due to the increase of vehicles on the roads this is a priority
- Not sure whether this would prove viable so far as costs are concerned.
- Consider reduced safety of two man crews.
- Two firefighters ?
- It's the "On Call" model that's failing. This may exacerbate the issue. Work towards a robust on call system that's fit for purpose.
- Why the retained system is failing
- May prevent second appliance attending if only 4 crew are available in total 2nd pump can't attend with just 2
- Totally the wrong decision. Develop a robust "on call" system. Have a dedicated team and site where web cam footage or comments can be left regarding dangerous driving and dangerous road locations
- Little that a crew of two can do until the arrival of larger better equipped vehicles.
- Having the right equipment, in the right place, at the right time has to prove essential and should be complied with.
- As a retired police traffic officer, I think this is a good idea
- wonderful work they do
- Yes- refer to accident on A556 Northwich road yes- refer to accident Tabley road - both in last 28 days
- as I said before smart motorways are not smart ,they are making motoring harder ,and potential for more accidents
- The earlier a response vehicle can arrive at any incident is better overall. I agree with this and also the vehicle as it is smaller would be able to manoeuvre country lanes and roads quicker if in a rural area.
- An amazing idea!
- I agree with the provision of 13 RRRUs but don't understand why you think this will reduce the number of fatalities due to Road Traffic Accidents. It is my belief that the

major factor which causes RTS's is human error. How will the provision of the RRRUs affect this?

- Agree providing they are not used as a replacement for a full size, fully crewed appliance as that would increase the risk at incidents such as fires rather than reducing it
- Make sure they are used and deployed rather than bought and then sit on station under-utilised.
- Would this be just like the paramedic service which sometimes actually get to the customer AFTER the ambulance?? If this is the case then who is going to pay - the council tax payers again??? Squeeze us until the pips squeak hey?
- Live not far from some very rural roads and would feel safer knowing response could be coordinated.
- No The current appliances have RTC capability It's an unaffordable commodity given the current staffing levels. Equally a pump is always available returning from incident to respond to any incident.
- Improves response and increase your capability to other types of incidents
- You could call them rescue tenders...as you did in early 90s, why do you change and keep going back...wasting money
- Absolutely a good idea
- I think this is a good proposal but I cannot understand why it is proposed to locate one in Bollington. Unless the call is to something in Bollington itself the roads in and out of the village means that no response will be rapid. Much better to place at Macclesfield station.
- I like and understand this idea but do question why as many 13 are required- for example have 9 instead. I also would to see assurances that the RRRU's wouldn't be used as a makeshift response to house fires and other notable building fires in the same way the West Midlands uses its Brigade Response Vehicles.
- Only a few of these Retained stations should run a second, smaller vehicle. It would be a waste of money to put these at all retained stations as they will probably never be needed.
- I think one would be good to be based at Congleton
- This is a great idea and will improve response times throughout the county to the most serious collisions. And is great to see these proposals especially at Middlewich which is the most central station in Cheshire and responds to a large number of RTC's.

**Q13. Do you have any other comments on the draft plan you would like us to consider?
(145 comments)**

- I am not and never have been a Firefighter but have always had an interest in the Service. I live in Macclesfield and I am concerned about the proposals with regard to losing the aerial appliance here and changes at Wilmslow. We are seeing a worsening of the availability in this area with Macclesfield no longer being a whole time Station, Congleton being only Day Manned Monday to Friday and now you are looking to down grade Wilmslow.
- The proposals all seem like sensible ideas to me.
- Yes, apparently in the central Cheshire band from Knutsford through to Northwich, Winsford and Westwards we're at heightened risk because of the lack of any reasonable response

time engines at night. Nice to know we don't matter, I'll tell my kids that you value our lives less than others. The Ambulance service did this to us, then the Police and I see that the Fire service has done the same. You guys are certainly not our heroes at all. Sleep well in your well serviced areas as you can - knowing you're served by your taxes unlike us.

- Stop increasing response time by moving appliances out of high density areas
- Support most of what is in the plan but can't support removing an engine from Ellesmere Port.
- It would be nice to have better support from fire services. As a community polish people have been here many years and no speak from fire about advice for business or family. No support from council here also.
- There are some great ideas in this years plan. However, I would like to see some further focus on call stations that do not have full cover in the evenings which had appeared to go under the radar in the priorities here. On call has saved costs, but if the cover is not being provided it is a matter of time before you fail to get to an incident that should have been attended too. No consideration for training in the IRMP which covers training of staff to tackle the new technology in Macclesfield or address wildfire and flooding incidents.
- I do support the Fire Service where would we be without them? Would a trained civilian contingent e.g. like the RNLi be on standby in emergencies?
- I strongly agree with all proposals set forward to help save lives.
- There is s need for a much wiser focus for road safety issues and awareness. No consideration for flooding which is expected to be a major issue in future with climate chance challenges. Very little consideration for better evening cover in some areas of the county which according to local council lots, fails to recruit enough on call staff in some parts.
- the fire service do a great job but not by taking one of the engines away from Ellesmere port your own union agrees it should stay the fire fighters say it should stay the people of Ellesmere port say it should stay
- Most of the areas in the proposals are good. On 2 points, I don't know the actual areas involved, but having read carefully, the proposals seem sensible. Our fire service is invaluable.
- Increase Firefighters.
- Some of the proposals do not affect me personally. The plan fails to consider the diverse communities in Cheshire and although your safe well provision targets vulnerable groups, how do you intend on working with the homeless, gypsies, foreigners and eastern Europeans that are here to stay. More work targeting the youths who are the future of our country.
- Yes good ideas very happy.
- Yes well done. Good luck.
- Any plan to encompass any risks will be welcome.
- I'm sure these proposals, in general, add value and reduce risks to our communities.
- Consideration to be given to the use of resources such as drones to arial photograph risk areas, to give insights supporting GIS mapping data. Identify University or partners who may be able to provide data insights by means of a competition or joint work.

- I hope that those proposals are properly evaluated and budgeted. This was not confirmed in your leaflet, next time I would like to see that the proposals are financially secured.
- Comprises common sense changes to aid better service efficiently to the public interests of safety and delivery.
- Improving response time, reducing fire hazard, bring up road safety awareness are all good things. Suggest more cameras fitted at vulnerable road junctions to catch irresponsible 'hit and run' drivers.
- Keep up the excellent work and continue with postal and face to face consultations.
- If it improves the current situation I agree.
- Appears to be a well thought plan to improve the service available
- Has Authority (Fire) any plans towards any partly clad high rise buildings within Cheshire region involving fire safety measures of speedy implementation(s) as well as having the best HRET vehicles in future and within the UK / Europe.
- Support some of the proposals, some I have little knowledge about.
- Consider gypsy families and people who live on canal boats etc
- More consideration for preventing and dealing with flooding
- Better engagement with people living in rural areas like Malpas, Cuddington and Tilston
- There is scope to better prepare for flooding in the future, especially local places like Nantwich and other places up north like Poynton.
- Some focus on the youth.
- Keep educating the children at a young age.
- Increase crewing on fire engines.
- I agree to some of the proposals. However it would be unfair to comment on a couple of proposals due to the lack of clarity on what seem complex impacts on people.
- I do have another comment, well done to Cheshire Fire for doing a fantastic job.
- I think some accountability and lobbying is required to tackle the issues with anti-social behaviour and fireworks purchasing by children. There is a genuine issue in Warrington with ASB and fireworks.
- More engagement with older people would always be welcomed.
- Return engine to Chester.
- Me and my family support most of the proposals outlined in the RMP summary. Although, I am not in favour of the Wilmslow shift pattern change if slower response times occur.
- Return the other engine to Chester
- Have you thought about quad bikes for your rural areas. I live on a sheep farm in mid Wales and they will get you across fields and moorland faster than 4x4 let me tell you!
- There has been an undercurrent of public perception that on-call stations are not always available and this really needs to be addressed to protect public safety. Better promotion of job opportunities should filter in to local communities to attract local people to cover these very localised jobs.
- with some reservations
- More priority given to flooding. In my view flooding is really low on the agenda in Cheshire, the council do absolutely nothing around flooding prevention, no communication about what is happening to prevent flooding. EA are doing what they can. More needs to be done to

form support groups like most other counties. National Flood Forum recently highlighted that Cheshire is one of the only counties that does not have a local flood forum group. Could the fire service be the ones to get this type of group set up? People that live along the mersey and MPs that cover areas like poynton and bollington would be grateful too.

- I am surprised by the high volume of petty crime and ASB involving arson and bin fires etc. This should be a priority and pressure should be placed on the police to do more.
- Please think of response times in traffic at different times of the day or night. The public need help from professionals who know what they are talking about
- support anything that help you in your work
- Return chesterssecond fire engine as a matter of urgency.
- Maybe some resource into cyclists and motorbike safety because people often forget about two wheels.
- Everyone will agree to improvements but there needs to be information about the costs!!! Difficult to give objective opinion
- I wonder if the day crew would be too tired to be on call as well
- It seems to have been well thought through
- I appreciate the need for consultation, however I have only lived in Chester for two years and have little local knowledge of any particular issues or campaigns for or against the plans proposed.
- Do not want any reductions in man power that may affect safety standards
- In general
- There could have been more focus on flooding with so much attention around increased flooding risk well published in the media and by the council recently.
- The proposals are well thought out and full credit to the people involved.
- Good suggestion to return engine to Chester. Powey gives better cover to certain areas of eport such as Neston. Park gate. Lt Sutton and Gt sutton. Two engines each is more sensible. In effect the port currently has 3
- Main issue for me is return of 2nd engine to Chester. Stop the current madness.
- Support in part Chester pump and Wimslow staffing. Other proposals need far more thought.
- Give Chester the fire engine back.
- Please see previous comments provided.
- Return Chester's second fire engine Now !
- The only draw back is the removal of the second engine from Ellesmere Port.
- Return the second engine to Chester. Too much risk with central old buildings gs and rows.
- The proposals for Wilmslow and chester are to be applauded.
- Thank you for letting us have a say. Always better to keep people informed!
- Lots of elements of the plan are good but not at the expense of reducing ability to respond to major issues at petrochemical sites near Ellesmere Port. It's too big a risk. I'd rather see people and equipment stay as the central funding issue and reduce support for outreach and social care activities. It's admirable that the service cares about the wider issues in our community but trying to become social workers and mental health triage is the job of other

services. Spend the money on the kit and people we need, where we need it. I'd personally rather pay more taxes than see these increased risks becoming normalised.

- thank you to laura smith for all she did for crewe fire station
- Yes - priority for all plans drawn up by CFRS and/or CFA should be on firefighter fitness and ensuring that all CFRS firefighters are within the normal BMI and Hip-To-Waist ratio's; and are able to complete the Firefighter Fireground Functional Fitness Test (not the current, pathetic, slow walk on a treadmill (Chester Treadmill test)); an unfit firefighter is a danger to the general public! because he is at a higher risk of cardiac event when moving from a sedentary to high alert situation when the alarm sounds. Spending hundreds of thousands of pounds, and thousands of man hours developing a firefighter specific functional fitness test, it is pathetic that this is not the annual fitness test for all active firefighters. Operational fitness is of paramount importance, and when a huge number of CRFS are overweight and/or obese it is a danger to public safety at incidents when these firefighters are not maintaining their overall health and fitness, along with their weight.
- Any cut backs on safety should be stopped. Safety should be number 1 priority
- Your own figures support return of Chesters 2nd fire engine
- Based on Chester getting second fire engine back
- Strongly support a second fire engine back in Chester
- I am strongly against any reduction of maving vehicles or cover
- I dont oppose the proposals, only support what I agree on. The rest I am not sure, so i'm neutral
- More finding for frontline services. Less money spent on buildings.
- where I have the information to comment
- you don't provide enough information for people to make an accurate judgment
- insufficient info to make comment
- Service from all Services needs to improve, this cannot be done by cuts and moving the problems and papering over the cracks. Sorry but I want to see more fire engines just like I want to see more police and paramedics, something which we all pay for but don't feel we get value for money!
- I am sure all of the above proposals have been well thought through with the safety of the community/public at heart & no doubt there will be hitches but as part of our emergency services I think we have to trust your judgement and see how it goes
- You all do superb work in the community
- no cars no buses
- Just think carefully - & do the best you can on a limited budget. To think is good but dont try and do more with less money - & not do anything well!
- I support most of the proposals
- I particularly think the idea of returning the second appliance to Chester due to the risks associated with the area particularly the city centre would require a fast response by two appliances. This proposal definitely makes sense. E Port wouldn't suffer any impact as they will have two appliances at Powey Lane who can provide a faster response to E Port than as the second appliance at Chester.
- Q10 is misleading and loaded Shut Powey Lane Bring Chesters Fire Engine back

- The extremely poor “on call” availability issue
- Safety of personnel is continuing to be ignored 2men in BC a can at RTc is not safe 1 Fire engine in Chester not safe
- Chester needs 2Fire Engines
- PRIORITIZE the return of Chesters 2nd Fire Engine
- Why does a single fire engine in Chester respond to more incidents than the combined total of Powey Lane & Ellesmere Port
- The question 10 regarding the removal of EPorts Fire Engine is flawed and misleading. There should be a separate question regarding the return of Chesters second Fire Engine.
- Too complex to give a binary yes, or no, elements are good, others may just be penny pinching exercises.
- Any information to whatever age or group section is invaluable, thank you for all that you do for our community!
- I feel like a lot of the proposals here are for money saving reasons. I feel like people's lives mean more than this and there should be more resistance to these changes/cuts.
- do all people read the draft plan before completing survey?
- this plan fails to meet the urgent request to reduce to fire deaths & road accident deaths
- Why has it taken so long to realise Chester needs it's Fire Engine back You failed CHESTER I understand several retired firefighters have campaigned for its return. They have done Chester proud.
- I believe the plan to move the second fire engine from Ellesmere Port is a good idea especially as Powey Lane is where it is and provides good access to both the south of Ellesmere Port, Neston/Wirral and also good access into Chester and also help out when needed to both North Wales fire service and also Merseyside fire service.
- Comparison table with costing amounts like senior management wages, fire authority expenses, Fire Fighter cost per head of population, the costs accounted with NWFC
- I am concerned about the loss of the second engine in EP
- I think it was good to see the information and to have our views considered
- sorry but Q10 & 11 are out of my area so not able to comment further
- You have done the research you work in that area of expertise so you should be listened to
□
- keep up the good work
- if its for overall safety not cost cutting
- I am sure that you the experts have looked at all the relevant information and have based your conclusions on that
- Call outs 2019-2020 Chester 1979 Powey Lane. 465 EPort. 1082
Surely that justifies moving the pump
- you do an excellent job and put your lives on the line everyday you attend an incident. you have thought things through & hopefully your plans save you & the public from harm - thanks
- No mention of animal rescue teams.
- Support apart from the removal of the second fire engine from Ellesmere Port

- I would like to see more access to drone technology for moorland fires etc. I would also like to see more school visits to promote safe usage of electronic devices. For example, dangers of battery overheating. I would like to see the promotion of road safety among the young. A shocking and realistic presentation that focuses on death and serious injury. Promotion of apps like three words. Cheshire working hard to ensure mobile coverage at schools like Whitley Village Primary. Not having mobile reception increases vulnerability in the event of a serious fire or RTA
- Accident prevention is a difficult sector as very few of us can imagine having accidents-graphic details of injuries is sadly a very effective way of conveying the message & recording interviews with survivors of collisions
- only to thank the fire service and their brave men and women who work to keep us safe
- At detailed in my responses per questions
- Really good plan
- Dont feel able to comment on some of the proposals as I dont know the areas you are talking about
- good, clear & pro-active
- overall a good plan except for quiz topic holmes chapel, middlewich, sandbach- reduce to one only. Northwich also needs consideration (runcorn also)
- any improvements that can help Cheshire fire and rescue to continue doing the excellent work that they do, is strongly supported by myself. Major salary increases should also be awarded
- The fire service do a fantastic job, although more staff are needed, they also deserve a pay rise
- The fire services are imperative public provisions and should be preserved
- do what you have to, thank you
- Press Govt for increased funding.
- Given Home Office findings the “On Call” model needs addressing. Greater status within the community, as in Australia, may even encourage volunteers. Potential a stepping stone to Whole time, like Special Constables.
- Given the stats why has it taken so long to return Chesters second fire engine
- I agree 100% with all improvements that assist save lives and safely maintain a variety of properties.
- you do a brilliant job!
- as long as still serves the public in fire and rescue ,and as we know helps in floods ,animal resue etc . then should not be a problem
- I can't think of any at the moment, I have given my thoughts to the questions where possible, but I am hoping to attend one of the roadshows as well if I can.
- Keep two fire engines at Ellesmere Port
- There are some exciting ideas which hopefully will improve Cheshire's fire service.
- I oppose the use of tax money on things that are not a requirement of fire services, I'd like my service to be able to respond fully to incidents and not be messing about in collaboration with others on things that primary agencies should be doing. Just put out fires, attend accidents and spend the money on Fire fighters and vehicles

- Would like to see the response times to incidents in Warrington following the relocation of the second appliance to Penketh. A similar move at Chester has obviously failed as the 2nd appliance is being returned now
- I think I have passed enough comments for one day. As usual, this will all probably go ahead despite any objections from the local council tax payers !!!
- It is imperative we support an intergrated risk management plan for our community.
- Very pleased a summary version was provided that was clear and concise.
- The arguments for the return of Chesters Second Appliance are not disputed. It must, given the arguments, remain in area and not be used as a strategic appliance covering deficiencies within Cheshire, except for make ups. Your own evidence highlights the rationale for the above.
- As long as fire cover is maintained to the current level or improved then I agree with your plans
- Seems like most of the fully manned stations are located in the urban areas, which appears ok, but surely there is a need also for one if not more of this type of station in the rural areas, as well. It does appear unbalanced.
- I think the idea of a Water Carrier is good but should be based on other side of County rather than having the HVP and WC in the same area. Perhaps base the WC at Crewe. Other than concerns with the Powey Lane pump option and the Macclesfield Aerial, I like the approach the IRMP brings.
- I support all of the report except adding a second smaller vehicle to retained stations.

Focus Group Session Notes

IRMP Focus Group Session

Date – 12 March 2020, Winsford Fire Station

Group – Phoenix LGBT Youth Group

Safe and Well

Generally supportive of the proposal and felt that mental health is a key issue that needs to be addressed. Recognition that younger people would also benefit from a visit, such as single parents or those living in their first property.

Road safety

Several members of the group had either just begun to drive or were learning. Many were aware of the campaign work that the service undertook, but felt the campaign materials weren't particularly relevant or interesting. More online content would be better, and 'clickbait' type content to draw people in. Key concerns related to the dangers of speeding and also potential risks from infirm drivers.

Replacing the Authority's third aerial appliance

Generally supportive and felt the additional capability would benefit safety.

Safety in Houses of Multiple Occupation

Felt it could be beneficial but that people speaking other languages should be factored into campaigns.

Relocating Ellesmere Port's second fire engine

Overall supportive but felt that there was a lot of risk in both areas (Cheshire Oaks and Stanlow in Ellesmere Port and Cheshire city centre)

Changing the crewing arrangements at Wilmslow Fire Station from Nucleus Duty System to a Day Crewing Duty System

No particular comments raised. None declared that they lived in the Wilmslow area.

Expand our response to road traffic collisions

General consensus that this would be positive and it would help responding to traffic accidents.

IRMP Focus Group Session

Date – 7th May 2020

Key Contact - Ben Richards

Representing - Chester FC Community Trust

Group profile

Chester FC Community Trust are a registered charity that support different sections of the community to access football and sport related activities.

Ben is coach of the clubs under 18 women's football team and he also coaches and project manages projects related to Age UK projects, mental health and social inclusion.

Ben provided lots of detail to the needs and vulnerabilities of women he has coached in recent years, but most of the content related to the group of players that he currently manages and coaches at the club.

Safe and Well

Ben highlighted that safe and well visits need to look much wider than age. Apart from a similar age between members of the group of 15-18 years old, his 24 females have different needs. Almost all the group were students and some of them living on their own for the first time would benefit from a SAW visit.

Ben suggested that promotion of SAW could be achieved through the football club in the future and CFRS attending events at the football ground on Sealand road.

Ben mentioned that coaches and staff at Chester FC have seen a growing demand for mental health support for young girls at the club. Some examples highlighted that girls were suffering from stress due to exams (GCSES & A-Levels were mentioned) and parents/carers are working late; girls were home alone; studying/revising late at night and vulnerable to making mistakes in the house e.g. leaving phone on charge, leaving hair straighteners/curlers on etc.

Ben mentioned that sexual orientation is an interesting dynamic within the group with 7 of the ladies being openly identifying as LGBT. Although Ben did not see this as having any bearing on them being more or less vulnerable.

Road safety

7 girls from the group are driving cars and some of them were learning to drive before the covid-19 lockdown. There was some anxiety amongst the group that roads in Cheshire are not safe due to the high number of road traffic incidents.

Replacing the Authority's third aerial appliance

No comment

Safety in Houses of Multiple Occupation

No comment

Reviewing Our Risk Based Inspection Programme

No comment

Relocating Ellesmere Port's second fire engine

Strongly in favour of this proposal as it was perceived that the return of a second engine to Chester was justified due to the city's population.

Changing the crewing arrangements at Wilmslow Fire Station from Nucleus Duty System to a Day Crewing Duty System

No comment

Expand our response to road traffic collisions

Strongly in favour of the proposal to purchase 4x4 vehicles. Many group members live across Cheshire and the proposal was viewed to enhance the response/capacity in rural areas.

IRMP Focus Group Session

Date – 13th May 2020

Key Contact – Dan Asprey

Representing – Alsager Swans Disabled Swimming and Water Therapy Club

Group profile

Alsager Swans is a registered charity that provide water therapy sessions for people with a disability and other health conditions. The group have approximately 60 members across all age groups, with slightly more males than females. The charity provides a good insight into people who are unable to swim and are likely to be more vulnerable to drowning situations.

With climate change high on the agenda, detail was provided regarding what different groups of people using the club feel are key risks. This includes being unable to swim 25 metres and risk in a flooding situation.

Climate Change (Drowning –Who are the vulnerable groups?)

It was felt that people with a disability were a vulnerable group and that most people with a disability are less likely to be able to swim than non-disabled counterparts.

Dan explained further that people with a physical disability were less likely to be able to swim 25 metres compared to people with hidden disabilities such as ADHD and autism. He also said he has seen a pattern of increased number of young girls that are unable to swim in recent years.

With regards to the current membership at the club, Dan felt that around 70% of the 60 members are able to swim 25 metres, but most of them would not deal with outdoor, open water or fast moving water conditions. He was clear that very few of the group would have the confidence or ability to cope in flooding situation which involved deep water.

Dan said that although most members with a disability can swim, there are many disabled people in Cheshire that do not access swimming provision. He felt the main reasons are social and financial barriers.

Dan explained that many people have participated in a session at the club, but as a result of 'being looked' for being different by other users in the leisure centre, this has created a social barriers and some members have not returned to benefit from the sessions and not accessed swimming provision elsewhere.

Dan explained that financial barriers are a huge problem and people do not access mainstream provision because swimming lessons are so expensive. He explained that mainstream swimming clubs are not inclusive and this is why his club was established in the first place; to provide tailored support, but also affordable therapy sessions where learning to swim was a by-product.

Dan said there has been a pattern where fewer single parents bring disabled children to the club and this has been perceived financial barriers, possibility transport and maybe responsibilities to other children in the family.

Dan also mentioned the lack of BAME people swimming in the club and across the area.

Safe and Well

Dan highlighted that some of the people attending the club live in shared and supported accommodation. Dan was very complimentary of Cheshire FRS for the support the service provides local schools which in turn benefits many of the people who attend the club.

Dan felt that people with learning disabilities (LD) living in shared accommodation could really benefit from SAW visits with a tailored safety briefing aimed at LD which uses plain easy to understand English and examples.

Safety in Houses of Multiple Occupation

As above, Dan did provide some examples where people with a learning disabilities may not have the capacity and awareness to sense danger and when given the opportunities to be independent, may sometimes make mistakes. Leaving in shared accommodation, some people may rely on others to do something resulting in it not being done (i.e. turn off a heater, turn off a phone charger, close kitchen [fire] door).

Road safety

Dan mentioned that very few disabled people in the club actually drive a car, but he felt that staff, volunteers, parents and carers have experienced various distractions and issues with members whilst being transported to and from sessions in the past. Dan mentioned that local schools have identified this issue and between 30-40 cars at Church Lawton School provide additional personnel to support taxi drivers to offer support to the pupils with a disability, but to also safeguard the taxi drivers from distractions. This provision was put into place following issues being raised by taxi drivers.

Expand our response to road traffic collisions

Tailored approach to raising awareness for cyclists with a learning disabilities which consider the use of plain English and feature visual symbols to aid learning. As above, it was suggested that better awareness could target people with learning disabilities and special schools may be an effective platform to implement the communication.

Replacing the Authority's third aerial appliance

No comment or feedback provided

No comment or feedback provided

Reviewing Our Risk Based Inspection Programme

No comment or feedback provided

Relocating Ellesmere Port's second fire engine

No comment or feedback provided

Changing the crewing arrangements at Wilmslow Fire Station from Nucleus Duty System to a Day Crewing Duty System

No comment or feedback provided

IRMP Focus Group Session

Date – 13th May 2020

Key Contact – Mark Hughes

Representing – Cheshire East Council

Group profile

Mark is part of the Commissioning Team at Cheshire East Council and they support projects and provision that support both children and adults with a learning disability and/or mental health condition.

As part of their work, the commissioning team support the provision of disability swimming so they are able to provide some insight on local demand and some of the needs of this specific audience

Climate Change (Drowning –Who are the vulnerable groups?)

Mark felt that people with a disability are the most at risk group for people who are unable to swim and in their view this places disabled people at risk of drowning.

Mark explained that this group of people, especially those with a learning disability are often unable to assess the risk or danger in water.

Mark explained that Cheshire East Council have acknowledged the need to widen access for people with a disability to participate in learn to swim programmes and this has been included in their LD Strategy which was recently launched.

Mark highlighted a likely barrier for some people with a learning disability. He explained that some people live in shared accommodation and activities will be offered that cater for the group, so if swimming is a popular activity for the group, then swimming is unlikely to feature regularly with a group activity programme.

Mark also acknowledged that in some parts of the county there is simply a lack of swimming provision in terms of 'learn to swim' teaching. Mark provided a personal experience where he had to take his own son to St Helens because of the lack of provision and 6 month waiting list in Warrington.

Mark did acknowledge a visible trend of younger people not being able to swim and there is less emphasis on swimming today compared to previous generations where people could access swimming at school and there was less demand (small populations) in local leisure centres. Mark felt that computers games and many other non-aquatic activities feature in the lifestyle of children today, so this plays a huge role in a growing number of people not being able to swim.

Mark highlighted that where there are larger populations of people from a BAME background, there does tend to be swimming provision available so it is unknown to why more Eastern Europeans are not swimming. Crewe and Macclesfield were examples provided. Mark felt that cultural norms may play a role here because swimming may not be activity eastern Europeans do where they have migrated from.

Safe and Well

No comment or feedback provided

Safety in Houses of Multiple Occupation

No comment or feedback provided

Road safety

No comment or feedback provided

Expand our response to road traffic collisions

No comment or feedback provided

Replacing the Authority's third aerial appliance

No comment or feedback provided

No comment or feedback provided

Reviewing Our Risk Based Inspection Programme

No comment or feedback provided

Relocating Ellesmere Port's second fire engine

No comment or feedback provided

Changing the crewing arrangements at Wilmslow Fire Station from Nucleus Duty System to a Day Crewing Duty System

No comment or feedback provided

Deliberative Workshop Notes

Draft IRMP 2020-2024 Consultation

Options Assessment Workshop

Date:	21.05.2020
Time:	14:00pm – 15:50pm
Chair:	Graeme Worrell, Andy Wright (Consultation Institute)
Attendees:	Mike Huntriss, Brian Cadwallader, Ant Jones, Aaron Collis and Kirsty Jennings - notes.

Introduction

AW gave an introduction to the workshop and outlined the role and to quality assurance and best practice standards to meet the consultation.

Introductions given to the group.

GW outlined the agenda and the 4 main proposals that were going to be discussed.

- Road Traffic Collisions
- Day Crewing at Wilmslow
- Changes to fire engines at Ellesmere Port
- Replacement of high level appliances at Macclesfield

AW stressed the importance of consultation with the community and the opportunity to influence the outcome.

IRMP Process

Timeline for the IRMP. Formal consultation started on the 19.12.19 and was due to be complete 20.03.20. Due to Covid 19 the process was extended to 20.04.20.

To be put to the Fire Authority 17.06.20.

Consultation strands

- Public, through online surveys and through roadshows
- Staff consultation, individual visits by senior staff
- Focus groups
- Stakeholders, Unions, MP's, Police, Councils etc.

The results of all of the consultations are analysed and key areas are finalised to be put in front of the Fire Authority.

Main Proposals:-

Proposal 1 - Expand our fleet of Rapid Response Rescue Units (RRRUs) to all primary on-call fire stations

Overview:-

The Fire Service attend a large number of road traffic collisions. Fire engines are not always the quickest to get to collisions due to traffic. 4 x 4 could provide a faster response.

RRRUs are a well established concept at Sandbach and Holmes Chapel – proposal to roll out to all 13 Primary On Call stations

Comparison figures given for injury in Road Accident v's Fire.

	Road	Fire
Slight Injuries	2714	34
Serious Injuries	424	3
Killed	31	3

Discussion:-

RRRUs would be in addition to the fire engine.

Use the existing model in use at Sandbach and Holmes Chapel stations.

On-call may not have the required staff to dispatch a fire engine (4), but Rapid Response vehicle would have a crew of 2.

The RRRU drivers would have the fire appliance driving training and additional training.

Key Questions

1. Risk criteria

BC – Significant RTC, in favour of RRRU response they work in the current stations

2. Is there anything else that should be considered?

AJ – Other benefits, more agile.

MH – Lose focus on fire and rescue services.

Roles becoming fuzzy, concern Police Commissioner wanting to take these over. No intention for this to happen at the moment, this could change with regime change.

Budgets especially with concern of funding after C-19.

Visible within the community, can be used for safeguarding visits

BC - Additional resource, quick response

3. Most important factors when making their decisions?

Budgets and stress testing budget management scenarios.

Proposal 2 - Introduce a Day Crewing Shift System at Wilmslow Fire Station

Overview;-

In Wilmslow it has historically been challenging to maintain availability overnight using On Call crews.

Through PAS and coverage moves we have been able to maintain 100% cover of the Wilmslow area; this approach however is logistically difficult and unsustainable. A more robust solution must be found.

5 options outlined from keeping the existing system to Wholetime duty system 24/7. Options assessment figures were presented showing the options with attendance times and costs.

Proposing to convert to the Day Crewing duty system in use at Northwich, Winsford and Congleton from 2023, as seen as most manageable, and cost effective,

Discussion;-

Housing would need to be required next/near to the fire station.

Policy to make no FF redundant therefore redeployment of on-call FF would be required into alternative suitable roles.

BC – Has first hand experience of Day Crewing and for certain stations this works well.

Wilmslow is an expensive area for land/housing. Question regarding the rationale to buy property against going to a wholtime crew.

AJ – The level of activity in Wilmslow does not warrant a wholtime crew system. The revenue saved on the crew system will be off set by the purchase of properties/land.

AC - Response for on-call FF up to 5 minutes, slight reduction for day crew.

Key Questions

1. Risk criteria

AC – based on the activity it is the correct duty system for Wilmslow, this is contingent on being able to provide the housing.

2. Is there anything else that should be considered?

BC – Consider those who already live in Wilmslow or selling off existing building and build a station with housing. AJ - Costs were seen as prohibitive.

3. Most important factors when making their decisions?

Providing a solution to the existing crewing system.

Providing the best possible service, for best value.

Downside is purchasing the housing required.

Proposal 3 - Relocate the second fire engine at Ellesmere Port Fire Station

Overview;-

Background given into the current fire engine configurations at Ellesmere Port, Powey Lane and Chester.

Outline three options, retain the fire engine in its current location at Ellesmere Port or relocate to another Wholetime fire station.

Modelling data has been produced to spread resource round the county and make efficiencies. The biggest impact in response times is shown by moving the second fire engine from Ellesmere Port to Powey Lane and Powey Lane's fire engine to Chester.

Discussion;-

BC – Essentially reducing to 1 fire engine at Ellesmere Port and having 2 stationed at Chester. Powey Lane remains with 1 fire engine.

AC – 4 Wholetime appliance across Cheshire and will continue to do so, there are no cost implications the existing resource is just being moved. 7 out of 10 emergencies in Ellesmere Port require only 1 fire engine.

Key Questions

1. Risk criteria

MH – can Chester sustain a second fire engine.

AC – Detailed assessment of the risk/demand in Cheshire outlined Chester as the one with most demand, due to increased population, traffic etc.

MH – Ellesmere Port has industrial works therefore is this accounted for? AC advised that the fire engine from Powey Lane can reach all of Ellesmere Port within 10 mins.

2. Is there anything else that should be considered?

AC – the second fire engine will also be used to give resilience across the county and used for training etc.

3. Most important factors when making their decisions?

BC – due to being stationed at Ellsmere Port FS BC declined to respond.
Provide value for money.

Proposal 4 - Replace the third aerial appliance with a 'High Reach Fire Appliance' presently based at Macclesfield.

Overview;-

Macclesfield aerial appliance is due for renewal due to age and coming to end of service life. Alternatives and requirements to be considered. Four options outlined from replacing like for like, reducing the number of aerial appliances and replacement with new capabilities.

Proposal to replace with a Stinger/Scorpion option. Options assessment was outlined with usage on the Chester, Macclesfield and Lymm stations. Along with the costs for replacing like for like £750k or High Reach Fire Engine £300k.

Discussion;-

BC – Not a new concept, good tool.

AC – It does not have all of the capabilities of an aerial appliance, specifically the capability to rescue people from height.

Key Questions were not discussed due to time constraints.

Meeting Closed.

Date: 26.05.2020
Time: 15:00pm – 16:42pm
Chair: Graeme Worrell, Andy Wright (Consultation Institute)
Attendees: Patrick Collins, Ben Gibson, Aaron Collis and Kirsty Jennings - notes.

Introduction

AW gave an introduction to the workshop, his role as member of the Consultation Institute and outlined the best practice standards to meet the consultation.

Introductions given to the group.

GW outlined the draft IRMP document today's agenda containing 4 main proposals for Cheshire and how to address the risks.

- Replacement of high level appliances at Macclesfield
- Changes to fire engines at Ellesmere Port
- Day Crewing at Wilmslow
- Road Traffic Collisions

AW stressed the importance of consultation with the community and the opportunity to influence the outcome.

IRMP Process

IRMP has to reflect the Consultation with the community, workforce and partner agencies and runs for the period of 2020-2024.

Consultation strands include;-

- Public, through online surveys and through roadshows
- Staff consultation, individual visits by senior staff
- Focus groups
- Stakeholders, Unions, MP's, Police, Councils etc.

The results of all of the consultations are analysed and key areas are finalised to be put in front of the Fire Authority in June.

Questions:-

PC – Can you explain fire safety audits in the business community, how are they decided and what coverage?

AC – A dedicated department handles these and risk is based on an inspection risk programme. Businesses are not routinely inspected; resources are directed to those perceived as higher risks.

Higher risk would include hospitals/care homes/industrial/heritage sites etc. These would be assessed yearly.

Lower risk would be other medium sized businesses assessed every 5 years.

Thematics, e.g. corner shops/small premises are carried out by operation fire fighters using a checklist, any risks would be fed back into the system.

BC – Did the staff consultation make any significant changes to the proposals?

GW – The collation of the information is still ongoing, the staff were involved in developing the initial proposals and both Unison and the FBU have been involved.

AW – The checks are in place that the feedback is taken on board.

PC – How are the 23 Fire Authority members picked?

GW – The members are general members of the council put forward by their Authority.

Main Proposals:-

Proposal 1 - Replace the third aerial appliance with a 'High Reach Fire Appliance' presently based at Macclesfield.

Overview:-

Macclesfield aerial appliance is due for renewal due to age and coming to end of service life. Alternatives and requirements to be considered. Four options outlined from replacing like for like, reducing the number of aerial appliances and replacement with new capabilities.

Proposal to replace with a Stinger/Scorpion option. Options assessment was outlined with usage on the Chester, Macclesfield and Lymm stations. Along with the costs for replacing like for like £750k or High Reach Fire Engine £300k.

Questions;-

PC – What is the general capacity of fire engines throughout Cheshire?

AC – 35 Fire engines in Cheshire, the expectation is that they are not all ‘on the run’ all of the time. On-call stations can be quite difficult due to fire fighter availability and this is managed using response modelling. Now on a job where the aerial is required a fire engine will also be required, this would not be needed if the new stinger/scorpion were in use.

PC – If that’s the case and funding permitted it would seem a good proposal

BC – What is the throw of water capability of the new equipment?

AC – The throw of water is better than the traditional aerial appliance.

BC – The positive to use a machine rather than a human is also a positive.

Key Questions

4. Risk criteria

PC and BG agreed that the proposal met the risk criteria.

5. Is there anything else that should be considered?

PC – funding/safety/capacity have all been considered

BG – how many people required to crew existing and the new appliance?

AC – Macclesfield is on call fire station, therefore it depends on how many turn out – it could be 1 person on the aerial

plus the fire engine, or 3 on the aerial without the fire engine.
But they would not lose numbers on the fire scene.

6. Most important factors when making their decisions?

PC – Staff retention, funding, safety and capacity to fight fires.

BG – The table on response events gives them the key information they need it shows the existing and proposed.

Proposal 2 - Introduce a Day Crewing Shift System at Wilmslow Fire Station

Overview;-

Wilmslow has historically been challenging to maintain availability overnight using On Call crews. The approach to provide cover is logistically difficult and unsustainable.

Options were outlined from keeping the existing system to Wholetime duty system 24/7. Options assessment figures were presented showing the options with attendance times and costs.

Proposing to convert to the Day Crewing duty system in use at Northwich, Winsford and Congleton from 2023, as seen as most manageable, and cost effective.

Considerations need to provide suitable housing and also adhere to the policy of no fire fighter redundancies.

Questions;-

PC – How many people would redeployment affect?

AC – Wilmslow has 9 on call staff (usual on call systems run on 15). Some have day jobs e.g. fire fighters with Manchester forces and therefore may not want redeployment, alternative roles would be offered.

PC – Day crew system, is this over 24hr period?

AC – Yes with 7pm changeover. They currently self roster and 3 other stations do this at the moment.

BC – How does fatigue effect day crew?

AC – There is a fatigue system already implemented (same with all call) and managers adopt a pragmatic approach, which can include the appliance being taken off the run/ moving coverage etc.

Key Questions

4. Risk criteria

PC – the question of fatigue and safety is covered.

BG – Yes the risk is covered.

5. Is there anything else that should be considered?

BG – The management of fatigue needs to be embedded within the new team.

6. Most important factors when making their decisions?

PC – Fire fighter's accommodation, availability and cost.

BG – Option to redeploy needs engagement with the team to make it run smoothly.

Proposal 3 - Relocate the second fire engine at Ellesmere Port Fire Station

Overview;-

History outlined into the current fire engine configurations at Ellesmere Port, Powey Lane and Chester.

Outline three options, retain the fire engine in its current location at Ellesmere Port or relocate to another Wholetime fire station.

Modelling data has been produced to spread resource round the county and make efficiencies. The biggest impact in response times is shown by moving the second fire engine from Ellesmere Port to Powey Lane and Powey Lane's fire engine to Chester.

Questions:-

PC – What is the impact on the high risk sites in the Ellesmere Port area e.g. Stanow and Capenhurst?

AC – Both of these are within the 10 mins outlines for the Powey Lane fire engine. A lot of consideration is given to the high risk/industrial sites however if an incident were to happen it would require multiple resource response not 2 pumps.

Key Questions

4. Risk criteria

BG – Fully agree, understand the industrial sites but Chester meets the criteria for improving response times / saving lives.

5. Is there anything else that should be considered?

BG – Managing the public perception of increased risk.

6. Most important factors when making their decisions?

PC – Chester is a complex area for access.

Proposal 4 - Expand our fleet of Rapid Response Rescue Units (RRRUs) to all primary on-call fire stations

Overview:-

The Fire Service attend a large number of road traffic collisions. Fire engines are not always the quickest to get to collisions due to traffic. 4 x 4 could provide a faster response.

Comparison figures given for injury in Road Accident v's Fire.

	Road	Fire
Slight Injuries	2714	34
Serious Injuries	424	3
Killed	31	3

RRRUs are a well established concept at Sandbach and Holmes Chapel – proposal to roll out to all 13 Primary On Call stations also help with job satisfaction/staff retention.

Questions:-

PC – If the staff retention was projected to be better would a recruitment process be needed regarding this?

AC – the on call recruitment is an ongoing process, if this was to be implemented some staff may require further training i.e. to drive on blue lights. Staff able to drive the fire engine would already have this training.

PC – What is the budget for this?

AC - £450k for 13 RRRU's, the saving from the Macclesfield aerial appliance could help fund this.

BG – What equipment do they contain?

AC – RTC, trauma and compact rescue equipment, for initial intervention, they do not carry water.

PC – Regarding the equipment and training – how much of the skill set is already in place?

GW – Most of it, some further training may be required on specifics, but this adds skills.

Key Questions

1. Risk criteria

BC and PC – yes it meets the risk criteria.

2. Is there anything else that should be considered?

BG – The RRRU's would be chosen to be driven rather than the fire engine, how would this work?

GW – They would go in addition to the fire engine where staff allowing, but would add extra capabilities and initial trauma care/safety.

PC – How has the proposal been received by On-Call fire fighters?

GW – Engagement with staff has been positive, and existing On-Call seem keen to have this.

3. Most important factors when making their decisions?

PC – Budget, improvement in response times and positive feedback from staff.

BG – Increasing the fleet, annual maintenance costs and how to manage this going forward.

Closing Comments

PC – Today proved good and informative, interesting to see thoughts of the service and how it intends to improve.

BG – Good to see Cheshire Fire is keen to improve and not just managing savings but spending on new proposals and in the right areas.

AW – Thanked everyone for attending and advised the notes produced will be circulated for approval before forming part of the consultation process.

Meeting Closed

Staff Survey – Free Text Comments

Several questions within the survey asked for narrative comment. Additionally, respondents were asked for any further comments at the end of the survey. Responses are provided by question. Responses which have provided either N/A or stated no further comment have been excluded.

Q1 - Do you agree with the proposal to extend the Safe and Well visits to include those in in single adult or lone parent households? (18 comments)

- We seem to be visiting the same properties all the time which have detectors already fitted.
- Yes I strongly agree as we were missing out a massive amount of people by only focusing on 65+
- The revised approach will enable CFRS to make a positive impact on all members for the community that are deemed to be vulnerable by other factors and not just through age.
- Lone parents will prioritise their focus on their children and consequently may ignore warning signs of needing to seek medical advice. Single adults may also ignore warning signs for a variety of reasons. Anything we can offer this section of the community must be a good thing.
- Education to the public also saves lives, so yes extend to more vulnerable groups.
- Consider the use of electoral/open register to retrieve information on single adult/lone parent households or liaise with local authority to see if is possible to obtain information through council tax.
- Equality for all members of the community. Please stop using pseudo statistics to try and figure out where fires will happen before they do.
- Please offer the same service to all members of the community regardless of race, religion or socio-economic class, or perceived vulnerabilities.
- Should of been doing these continuously every year since starting HSA/Safe & Well visits.
- However, the new aspect to home safety assessments of giving health advice should be placed on hold until the pay negotiations have concluded as this is undermining the employer, employees and employees representatives ability to negotiate a pay increase above inflation.
- targets are to high and are taking away from training times bringing more classes into the safe and well will mean higher targets to hit
- Looks like a move in the right direction - pleasing that feedback has been listened to and is being acted on.
- In terms of the delivery of this I believe it needs to be streamlined. It currently has a massive impact on time and resources continually re-visiting the same addresses to no great effect.
- I feel we have exhausted the over 65 group to appoint where we are revisiting previous addresses
- We should have extended this years ago; we have targeted over 65 for too long and possibly forgotten about other people that pose a risk.

- trying to help as many people as possible
- Our targets for Safe and Well/HSA are over 4 times that of the neighbouring brigades with no evidence that we are having 4 times the impact in terms of lessening fire incidents. Target driven as always at the expense of more important work as its the only way SMT can measure what we do with our days.
- Unless additional direct funding is received for this then no, it should be funded by cutting front line services

Q2 - Are there any particular road safety issues you think we should be prioritising through this plan? (48 comments)

- The number of people who drive around with a mobile phone in their hand is unbelievable. More should be done to combat this.
- Use of mobile phones while driving
- People doing anything else other than driving e.g. reading a book/ newspaper, doing their make up while driving, on phones while driving. People need to understand how dangerous these all are.
- motorbike safety
- Vehicles speeding, especially on rural roads, maybe the service could demonstrate the consequences of a high-speed collision more graphically, drivers using hand held mobile phones whilst driving.
- I think there should be a more targeted approach based on multi-agency intelligence
- A community/Event car. Provide a modified car to attract interest at the vast amounts of road related events around Cheshire each year. These event include car meets bike meets local shows and village events. I highly specked and visible car will appeal to a vast amount of people and draw crowds giving us an opening to educate through on-board media/social media and face to face. A car can be driven by most fire service personal and stations can use it to visit car gathering hotspots for engagement purposes. we could link up with local suppliers/ garages and race tracks to provide information possible funding/sponsorships and even events/prizes
- Employing more staff to deliver the plan
- Education the young from a very early age and through out school and college etc.
- The rate and injury and deaths on Cheshire Road is of grave concern. Any intervention will add value and hopefully help reduce this increasing trend.
- The RRRU implementation has to be carried out in the right way which starts with a vehicle that is fit for purpose. This is not a "one size fits all". For stations where the vehicle is predominantly going to be used on busy roadways e.g. motorway network, the vehicle has to be robust enough to offer staff the required protection for fend off, whilst being nimble and agile. Currently the process seems to be about cost rather than staff safety. Not all RRRU's have to be the same brand of vehicle.
- Take a look at what other agencies use for highway response and why they use them.
- As CFRS only attend a tiny fraction of the overall total of RTC's other agencies should take the lead
- Inconsiderate parking, tailgating and aggressive driving, driving using mobile phones
- Statistics show that cars & car drivers are a large % of casualties & deaths on the road. They should be targeted to reduce our KSI's.

- A campaign for runners and walkers in rural areas who walk / run on the road when there are no footpaths. There must be a high number of near misses
- Speed Awareness
- Motorway driving however may be difficult as not all motorists are from Cheshire that use the motorways. More active approach/presence may improve road safety awareness i.e. "toolbox" talks from Ops Crews at the road side as opposed to road safety initiatives/resources only being used at an event.
- Looking at the design of our vehicles might be useful where you see commercial vehicles with speed limit stickers on them, might be an idea to convert to our vehicles i.e. "This vehicle is restricted to Xmph in an Xmph zone, so should you" to prompt motorists to be more aware of their speed.
- Road condition in some areas of the county. Potholes and other poor surfaces increase the risk of accidents particularly in relation to motor cyclists and cyclists. Ensure repairs are completed correctly first time and of a quality that will endure rather than quick fixes with poor materials.
- Young drivers and cyclists.
- Speed
- Tell highways and councils to maintain the roads to a responsible level, and tell the police to manage the traffic on them to obey the law.
- Yes. Please encourage councils and highways agencies to keep the roads in good repair, and encourage the police to do their job policing them.
- Why don't we go into secondary schools doing road safety presentations in final year of schooling.
- Last year saw a dramatic increase in deaths on roads in Cheshire. This went against the prediction on the system. This should prove that we should be just as resourced now as we have been previously. Also, the attendance of the Service at RTCs make safe/ assist other agencies has reduced. We should still be attending RTC's even when there is no persons trapped to offer trauma care and make safe any vehicles.
- Speeding
- Mobile phone usage
- Driving too fast, Tailgating, intimidating road users, overtaking and dangerous manoeuvres, driving using mobile phones. I experience all these on Cheshire Roads on a regular basis.
- Go into colleges and play shocking recordings of RTC's. Use the shock factors to really hit home to teenagers
- Speed reduction, careless driving.
- People speeding, concentration issues etc.
- combatting distracted driving e.g. use of mobile phones
- Fatal 5
- Speeding
- We used to collaborate with the police on road safety via speed checks and having motorist watch videos or take points on their licence, maybe look at starting that up again.
- its pointless work, accident will happen
- Speed still seems to be a major factor and lack of concentration.
- Smart motorway
Scrambler bikes. we hear more and more about the problem of scrambler bikes been driven illegally on the roads

- fatal 5
- teenagers/new drivers, courses (such speed awareness courses) and mobile phone use
- Young drivers and driving during poor weather conditions
- mobile phones, distraction and speeding
- Mobile devices whilst driving
- Driver attention - avoiding distractions.
- Clearly if the number of fatalities has doubled then anything we have done so far has been futile.
- Tackle young drivers - go into colleges and speak to them, show the aftermath of accidents however horrific, engage them on drink and drug driving. Have firefighters talk to them, and let them ask us questions.
- Road safety for cyclists is paramount, work with partners to enforce the minimum 1.5 meters rule
- continued use of mobile phones
- drink driving awareness the morning after the night before

Q3 - Are there any particular issues that you think we should be focusing on to ensure that non-domestic premises (e.g. care homes, hotels or other commercial premises) are safe and comply with fire safety legislation? (33 comments)

- Unannounced visits
- Out of hours visits
- Training provision
- in hotels they should have better ways to ensure all people staying there are out, e.g. room register
- modern building on commercial construction practices timber walls and partitions should be of clay or concrete not timber its no better than your garden shed using timber
- A comprehensive reform of legalisation is required to help all FRS's to make buildings safer through improved regulation and enforcement powers.
- No view expressed
- Water supplies to commercial premises are often overlooked hampering firefighting operations, this should be addressed
- Look at the use of timber framed buildings and compartmentation and if they are suitable for such buildings
- After the fire at large care home in Crewe, the timber construction buildings need to be thoroughly checked to ensure they comply with building regs, & occupants educated about evacuation should there be a fire.
- Educating businesses re their responsibilities
- All aspects
- Looking at HMOs and how we can find these/visit these. Raising awareness around the minimum standard required for safe evacuation in these types of premises and encouraging landlords/management agencies to take responsibility for the communal areas. Should also be looking at student accommodation blocks, albeit that there

aren't a great number in comparison to some counties but same issues will likely be presented where they are high rise.

- Ensuring evacuation strategies and PEEP's are completed to a good standard in the first instance and are also clear and accessible for attending fire crews.
- Sprinklers
- Either train Firefighters on fire safety legislation. We have no idea what rating fire doors are needed etc., or use our existing trained personnel to do the inspections. Or employ green book staff at a cheaper rate to do this.
- Use of training to up skill firefighters to be aware of the fire safety legislation, and the rules and regulations these premises need to follow. Or use staff who are already trained, rather than operational firefighters.
- AFA's with a higher risk should be increased to a minimum of 2 pumps (hospitals/care homes etc.) instead of a blanket 1 pump AFA policy.
- Regular visits, encourage contractors to build responsibly and campaign for a change in building regulations regarding timber framed and unsafe buildings
- Fire safety training, particularly legislation, expectations from buildings and guides should be delivered to all operational personnel
- Use them as scenarios and get the staff involved. Get them to do staged evacuations etc.
- Ensuring fire doors are kept shut.
- get more people trained for particular roles so all have a better understanding of what needs to be done at visits
- I think its important that we look at the construction of lots of our existing buildings and have a bigger voice when new ones are planned. Beechmere was an example of a building that burned down that should not have and would not have if it had been built better.
- care homes following Beechmere
- I think we are doing as much as we can when dealing with these issues
- increase FP staff to enforce regs
- staff should have appropriate training and support in difficult conversations (e.g. conflict management) and helping little businesses understand the legislation
- Regular inspection by appropriately trained staff, not ops crews.
- Compartmentation breeches via utilities
- Relying on duty firefighters to carry out SSRI visits is not good enough. We are barely trained for this and the idea that we should be spending 3 or 4 hours on a visit is laughable when we have training at stations with specials, community visits, safe and well targets, training courses as well as inspections interrupted by jobs. This role should be carried out by dedicated staff to avoid any variance in the style and quality of records produced.
- Inspection need to be programmed by hierarchical risk. Highest first, but this is not necessarily limited to sleeping risk. Biggest risk in Cheshire is Chester heritage (according to CFRS risk register which endorses this). With new lines of enquiry and need to triangulate information will increase time taken to audit and the arbitrary office target of 600 should be taken into account and lowered accordingly to reflect risk and time. Heritage premises by their nature are not straight forward audits and many are not to modern standards and require complex solutions (often involving neighbouring premises with different occupiers and legal agreements) to bring to an

acceptable standard and this takes time, effort and planning. Hierarchical risk audits bring into the equation: What does the fire authority want? Quality versus quantity?

- make them safe by increasing PDA's and campaigning for a return to proper Fire Safety legislation

Q4 - Is there anything you would like us to consider when developing a safety campaign aimed at the owners and occupiers of HMOs? (33 comments)

- Level of fire safety provision understanding including responsible person
- Understanding of consequences
- Consider other providers e.g. Local Authority
- Consider other short term providers e.g. Air BnB
- Educate the occupiers more.
- people who's first language isn't English as this will be a barrier to communicate with these people
- A campaign is really great idea. Aside from this, we could build on the current data sharing arrangements between the 4 local authorities and provide possible education for other sectors where home visits are core business to ensure their staff know the referral pathway such as community nurses, VOA, Royal Mail etc.
- Away for tenants to recognize and report poor conditions. Produce a poster detailing the regulations in an easy to understand way so concerned tenants can check current standard required and report if changes are not implemented by their landlords.
- Reminding them of their obligations under the Fire Safety Order.
- Including specific information on our website which will include detailed safety information.
- Most private landlords don't care about any safety issues. Harsh penalties for failing to protect tenants
- Stricter regulation and enforcement powers through reform.
- Ensure that HMOs aren't overcrowded and are up to a suitable standard for people to live in.
- Frequent checks to see if housekeeping is done to reduce the risk of fire. This could be done by fire crews in an evening.
- Ensure that all landlords are aware of legislation. Also that we hold the correct contact information for them
- Ensure that owners are left in no doubt about their obligations regarding the safety of the occupants of the buildings they own and that they are committed to ensuring that information is readily available for attending fire crews.
- Ensuring they can get out safely
- Yes. Remind the landlords of the legal and financial implications of not following the law, and liaise with police to enforce the rules.
- The threat of legal or monetary reprisals for landlords should be highlighted.
- Large fines for owners of HMOs as they see profit over safety.
- More should be done with ensuring that crews are aware of HMOs in their area. When a licence is approved a gen 12 should be distributed.
- Fire exits and smoke alarms.

- Raise awareness of testing alarms, ensuring there are alarms, keeping doors shut at night particularly when the exit is close to internal rooms and kitchen.
- kitchen safety
- Leaflets
- contact council/licence providers and work with them
- Investigate the possibility of government grants to improve these properties i.e. sprinklers.
- Better information pack to landlords and also tenants so they understand what is expected from their landlord.
- there are companies such as AirBNB that allow multiple people to stay in your properties for short - long periods of time. Maybe we could include these to make sure the visitors are informed on what to do in case of fire
- knowing their responsibilities and minimum standards
- Legislative compliance from outset.
- Adherence to the Building Regulation.
- Minimum standards to be met.

Q5 - Do you with agree with the proposal that the third aerial appliance and fire engine at Macclesfield should be replaced with a HRET vehicle? (26 comments)

- The staffing of the appliance should go back to Whole-time to guarantee availability. It should be the first line appliance.
- Approximately an extra £15,000 a year over the life of the vehicle. We should have more. Very rarely use the 13.5-meter ladder so to replace some with these would make fires at height or difficult access safer. Also reducing the amount of contaminated fire gasses crews are exposed to by getting close to extinguish fires
- Yes. The proposed HRET will give the service an increased and varied capability to deal with select incident type more effectively and efficiently.
- The HRET seems to be flavour of the month and is a bit gimmicky. I would like to see proper figures of what, if any, benefit the service will see from purchasing one of these appliances.
- Replace the WRL at Powey Lane instead as the HRET will need sufficient water to make it work correctly, this can be done with the HVP and also solve the fire cover concerns in Cheshire West by leaving the 2nd appliance at E. Port
- This will give enhanced capability for the Service which we haven't had before
- Good idea to embrace new technology and firefighting techniques.
- Would this be used as a 1st appliance or On Call
- Gaining an additional asset/skill that the Service did not previously have which is likely to be seen as a benefit to members of the public. Also allows the Service the ability to "trial" the new appliance that may be able to be rolled out across the Service at other stations in the future.
- Why are we replacing a multi use hydraulic platform with a single use 'show pony', which can not operate in the same way as a dedicated pump can anyway!?
- Why replace a multi use vehicle (water tower / rescue platform / boat launcher etc.) with a single use HRET which will not be able to operate as pump/ladder for normal operations?

- Why have a Special located for on-call which would sometimes be not available. Why not a whole time station.
- This HRET would be staffed by an on call crew meaning that it is not available to respond 24/7. This should be placed somewhere central in the county enabling fast response to anywhere in the county on a 24/7 staffing basis.
- I disagree based on the amount of turn outs/usage of the current aerial appliance.
- Completely agree it should be changed but not placed in the station furthest away. Why not use it to replace Ellesmere Ports second pump?
- if the fire appliance is not "lost" due to this then don't see it as a problem
- One of the new aerials with piercing technology will give us more options at fires and would have been useful at a number of fires this year.
- anything will be better than the current vehicle there, useless as an aerial appliance
- Have you tried driving around the back streets of Macclesfield?
- I feel that this would dramatically increase attendance times of a aerial appliance to Cheshire East area. Crews could be waiting over 30 mins in some cases. Putting FFs at more risk because they would rather use ladders than wait extended times for ALP to attack chimney fires. The HP doesn't only attend fires and is used for SSC's rescues from height. Macclesfield's HP also provides resilience for Chester's ALP when off the run for service or tied up at an incident. Getting a HRET reduces the services working at height capability. If the FA approve this, then a highly recommend the ALP from Lymm goes to Macclesfield and the HRET goes to Lymm. Macclesfield provides a greater number of FFs to help with own reliefs during incidents and has a lower staffing cost. It would assist Lymm with less training so they can focus on height safety and other special skills there.
- If this is going to combine the second appliance and the aerial appliance at Macclesfield, have you thought about the current poor availability of the second appliance? If it becomes a combined appliance it will require a minimum crew of 4 and the associated skills reducing the likelihood of it being available and therefore attend even less incidents where the HRET will be used. Maybe placing the HRET appliance at an On-Call station with better availability will be more cost effective.
- Which fire engine at Macclesfield would it replace - very unclear to all readers of IRMP. The current fire engine at Macclesfield is already too large for the local streets and suffers high numbers of minor bumps and scrapes when completing standard day to day work and routines, to get a larger vehicle is completely unpractical.
- But I do strongly feel that the second ALP should remain at Lymm as it supports skill sets such as animal rescue , rope rescue and bariatric
- Using another new and different appliance does nothing to increase resilience at large incidents where the alp is required and staff need to be relieved as only certain staff at Macc will be able to use it. It will now require specific training for this appliance beyond that of the ALP which has resilience back up from Warrington staff.
- No doubt we are buying one for appearances sake. It would make more sense to buy a larger 40 metre ALP and place that at Chester and send the one from Chester to Macclesfield.
- No research was done and certainly no input from experienced ALP operators was asked for and any that was given has clearly been ignored (as usual).
- Is this a specialist vehicle? And if so, does this limit its usefulness?

- Wrong appliance for the Macclesfield area, this appliance would be better suited at a specialist response hub like Powey Lane and replace the structural appliance there

Q6 - Do you agree with the proposal to relocate Ellesmere Port's second fire engine to Powey Lane? (20 comments)

- Chester's Heritage should be respected and full fire cover maintained by having two appliances.
- it didn't need to move in the first place listen to what people are telling you instead of pushing through change for change sake
- An on call appliance at Chester where there is a large population within easy access within the 5 mins and a high percentage of employment. I would still move the appliance from Ellesmere Port to Powey lane and increase the accommodation there for the personnel. Two fire appliances at Powey lane would then provide ample staff for the special appliances and help with training and relief of specialist crews and prolonged incidents.
- Makes perfect sense.
- location of appliance should be done on risk and not response, nothing has changed since Chester lost its second appliance so this is a political decision and not in the best interests of Crews or the community
- This proposal makes sense in terms of the provision for Chester (2 pumps) and ensuring that Ellesmere Port is still served effectively by 2 pumps (albeit in different locations). The attendance for Neston area is addressed too through the Pump at Powey Lane. Powey Lane is also a good Strategic Hub for Specialist vehicles.
- Why the fixation with moving pumps up and down a 5 mile corridor? We should have considered this when building Powey Lane in the first place. There is no room at Powey for a two pump crew and specialists, but loads of room in the engine house. And have we considered the implications on the design of the new station at Chester WHICH IS ALREADY BEING BUILT!
- Why the fixation with juggling a fire engine between 3 stations less then 6 miles apart? Why didn't we build a station capable of housing 2 pumps and the relevant staff at Powey on the first place, and close Ellesmere Port?
- But Powey lane is a pointless station and a waste of money when it's located around the corner from Ellesmere Port. Chester should of never of lost the 2nd appliance.
- The amount of COMAH sites in Ellesmere Port is the highest concentration of COMAH sites in the UK. It also has the Manchester Ship Canal running directly through, 2 motorway networks and a growing population. Ellesmere Port should categorically have 2 fire engines located at Ellesmere Port Community Fire Station, readily available to respond to these risks. The argument originally was that when Chester lost its 2nd pump to go to Powey Lane that Powey Lane would then be called the second pump into Chester. However, now Ellesmere Port is losing it's second pump, the pump at Powey Lane will be called Ellesmere Port's second pump. This shows just how much of a waste of money Powey Lane was when first built.
- Chester is fine as it is, with Powey only minutes behind Chester's appliance. Powey should be re-named "Chester North".
- Whilst I understand the need to relocate the second appliance from 08, potentially making this change in April is not feasible:

-The temporary station at Chester is not big enough to accommodate 2 pumps worth of staff- there are only 3 shower/toilet pods, limited computers, a small rest area and kitchen.

The station seemingly has only been designed for 1 appliance and ALP crew and this was not brought into consideration.

- Expecting at least 4 staff to leave Ellesmere port station with spare PPE, wash kit and gym gear as well as food and travel to Chester on the appliance during day shifts would create problems- Placing these belongings on the appliance would present both a contamination and storage issue. Being reliant on the station van acting as a transport vehicle would not work as it is regularly used for outstaffing and courses.

It could be that the second appliance at 08 is allocated to Chester in terms of safe & well and community engagements, meaning the appliance is within the Chester station area, but returns to 08 for breaks and training.

- I think the COMAH sites are to higher risk. Why not close Ellesmere Port station completely, use the money from selling the land to make Powey bigger and use Powey as a super station as it can cover most of Ellesmere Port in the 10min margin. Put one pump in Powey making it a 2 pump station and put the other in Chester making that a 2 pump station.
- Powey lane already has enough located at it. there are too many specials there that cant be maintained by one watch really
- Makes sense
- a stupid political slight of hand trick that nobody falls for, tell the public that 08s pump is going to 09, not that 09 needs a 2nd pump, it would be better placed at 01 indeed save the outlay at 23 and o put it back wholetime
- When the idea of Powey lane being built it was sold to fire authority as the perfect location for motorway access and the ability to back up Chester as their second appliance. It was located to be within the 10 min response time.
- I strongly believe that this movement of E Port 2nd is just a result of not knowing what to do with the 2nd appliance. In the past decade every risk site within Chester's area was highlighted to make a decision on what to do with Chester's second. It was deemed safe to move it away to Powey lane and its been safely positioned there for the past 3 years! How can the level of risk changed so much that they now need a second appliance back at the station? I think maybe the risk information should be published to show the new "risks"
- Ellesmere Ports area is currently well underway through a major renovation, there are thousands of new houses, several new mass warehouses being build plus a lot of the current industrial sites are under renovation or expansion. All of these renovations are within the 10 min response time from the current station. They won't be from Powey Lane. Some sites have only been granted site insurance due to the fact there are 2 appliances at Ellesmere Port. Its time for the fire authority to admit Powey Lane was a mistake. Is it financially viable to move the appliance? Are you

going to move the Ellesmere Port staff to Powey then Powey to Chester as advertised in the IRMP? If not stop selling it as the resolve and Admit to the fire authority that Ellesmere Ports 2nd is going straight to Chester.

- Have you heard from local MP's? are they happy with the fact the 2nd appliance is being take away from their area to be given to Chester?
- Just make a decision and stick to it, we look daft moving fire engines from place to place for no real reason and then going back to previous locations, ridiculous.
- Thus proving that Powey Lane was a waste of £7million and that Chester and Ellesmere Port should have remained as 2 pump stations.
- The wording on this statement is incorrect, the physical appliance or staff will not move. The actual appliance moving if this goes through will be Ellesmere Ports 2nd appliance and EP staff going straight to Chester, but why, this risk hasn't changed in either area, this is a political decision not one based on sound reasoning or judgement

Q7 - Do you agree with the proposal to introduce a Day Crewing system at Wilmslow Fire Station? (21 comments)

- DC1 is proven beneficial, cheap to run and guaranteed fire appliance cover. However not enough effort has been put in to maintain On Call cover due to several issues.
- please bring all day staffing housing up to the same standard and you will have a que for people to work this system,
- Yes, although a back up plan with detailed costings is required in the event of a failure to secure the land to build the DC houses.
- I would consider relocating the station to an area where more on-call personnel could be recruited. Wilmslow is a very affluent area and residents have neither need nor inclination to fulfil a secondary employment role. The site at Wilmslow is prime real estate and it's value may well outweigh the cost of a new station in a more appropriate area capable of covering the same geographical area.
- Only a 224 WT system will improve fire cover in Chester East and remove the unpredictability of On Call
- A sensible proposal for an affluent area where On-Call recruitment was always going to be difficult.
- A saving of £200k pa would take decades to recoup the cost of the new station and housing needed, even if you could guarantee planning permission. If Nucleus isn't working why not return to a 2/2/4 wholetime system? £150k p.a. more but improved response times 24 hours a day, 7 days a week, and 100% availability.
- £200k per annum? How many years would it take to recoup the cost of the station rebuild, and all the houses needed, should planning permission even be granted? Why not return to a 2/2/4 system which has improved turnout times 24 hours a day 7 days a week? Initial cost zero, running cost 180k p.a. more than current system.
- Reducing fire cover in Wilmslow has been proven to be a huge mistake. Wholetime staff continue to prop up the system which gives the appearance of 24/7 cover with an on call duty system at night, however, it has clearly failed. The most appropriate cover would be wholetime, meaning that fire engines can respond within minutes to an incident day or night, however, as an alternative DC1 duty system works.

- Current system is a failure, meant to be stand alone, as stated, relies on other systems to prop it up.
- I think this is the only way of getting the pump available at night
- if people want to do this shift and are not forced to do it then saving 200k is a good move
- Wilmslow On Call has never worked, it is too affluent an area. This would be a good fix.
- The current system isn't working and needs to change
- don't waste money again, make it wholetime using 08s 2nd pump
- Should have been done from the start, on call was never going to work at Wilmslow.
- I disagree with the DC1 proposal as this reduces the WT staffing by 3 post, when the services isn't proposing savings at Wilmslow just the sustainability of a system that was introduced here. I agree that the station needs to change to provide a better service to its local community but the cost should stay at least the same if not slightly less. There are other options that don't penalise the whole time staff due to a on call system that doesn't work.
- The staffing issues at Wilmslow have cost the brigade thousands in overtime payments. The appliance has been OTR for short periods constantly. Its well overdue for a staffing change
- There will be multiple full time fire fighter posts lost if Wilmslow changes its duty system to DC which is not what we want. The only true fix for Wilmslow is for it to return to whole time 2, 2, 4 model.
- £200k to build a sufficient number of houses in Wilmslow seems like a bargain.
- Clearly this is going to be a building where staff on duty will have to stay for days at a time, away from their families who will not be able to live with them as they do at other day crewed stations.
- Any FF working at Wilmslow does not live in Wilmslow on a FF wage. The hardest part of this project will be getting FF to give up their home life for the entirety of a 4 day shift to stay in substandard accommodation.
- only a wholetime station would suffice

Q8 - Do you agree with the proposal to introduce a fleet of Rapid Response Rescue Units? (28 comments)

- Rapid intervention has got to be beneficial.
- This is putting Firefighters more at risk on dangerous roads and putting pressure on Firefighters to make decisions which they have not been trained for.
- Cover up to hide real response times, not paying Firefighters anymore money to do a role/ make decisions that could save/lose lives.
- On a lot of on call stations there is no where to safely secure the new vehicle or the equipment which is kept inside it, so you are leaving something worth a lot of money out and asking for it to get robbed.
- staffing levels need to be addressed with the on call all very well giving them a shiny new engine but if the staff still cant be available to ride it, it will be another all show no go
- This is a really innovative concept.

- Must have better fire fighting equipment. I high pressure lance for instance. If they get there 3 mins before an appliance and the car is on fire with trapped a vehicle with fire written on the side and a first aid kit is not sufficient.
- Ford transit m sport kombi vans and ford will give you any configuration you require .parts on the doorstep. Can be fixed and maintained in our workshops
- The concept has been proven, and the value this will add to the community and the recruitment and retention is a positive move.
- See comments on question about road safety. These vehicles must be individual to station area requirements and not just a 'job-lot' of identical vehicles with differing equipment. There is a reason why other responder agencies use the vehicles that they do on our motorway network.
- See previous response regarding RTC's, this is being suggested purely to allow On Call crews to mobilise with two riders, if it was about better response to RTC's the RRRU would be located at WT stations as well and 'jump Crewed'
- I wouldn't want to see a reduction in structural appliances due to the introduction of these vehicles.
- The manning of these must have careful consideration on the skill sets required.
- I think that RRRU should be introduced to all on-call stations not just primary on-call stations.
- Agree, however is the availability of these appliances going to be effective in areas where On-Call availability during the day is already an issue for the main pump let alone a further Special?
- We have a fleet of fire engines which are much better equipped to deal with these incidents than a range rover with 2 people on it! Those 2 people are also then removed from riding the fire engine making its availability to respond to any incident worse. And 13! Why not park a one 4*4 at a station in east Cheshire with a lightweight pump and some beaters on it? And then add it to the PDA for flooding or moorland fires only.
- We have fire engines for this. Why spend money on additional vehicles and training which would just remove trained personnel from a structural fire appliance, which would normally respond to these incidents. A fully staffed fire appliance is also more use at a moorland fire or flood as an initial response than a car. We could buy an old land rover and stick a lightweight pump and some beaters on it park it up somewhere and then use it as part of the PDA on moorland fires or flooding incidents...
- Think it would be a lot of pressure of 2 on call personnel turning up to an RTC, especially if multiple vehicles. Plus a lot of money for a vehicle that's is not regularly used.
- 13 RRRU's would cost a lot of money, especially if they are to be range rovers like previously bought ones.
- I disagree due to the amount of driver training this would require. Driving School would not be able to deliver this amount of training.
- Being in a dual role within the service, I fully support this proposal as can only be a good thing. However I'm concerned on how this will be staffed in terms of qualified personnel; would it require an competent FF along side a trained driver? Would it require an OIC?
- There is a large number of development staff currently at my on call station, would any additional training be provided?

- I understand that actions carried out by the RRRU will be initial (before appliance arrival) and limited, but a situation could present itself where staff feel compelled to act outside the normal remit, without the presence of an OIC to justify actions leaving them exposed to a difficult situation.
- I support any actions moving forward and am happy to help make this work.
- As long as they only respond to RTC's and not house fires. They could also be used for gaining entries across the county save tying up pumps. Ambulances are very rarely in attendance when we arrive so that extra travel time won't make a difference.
- would need more information on the long term effect of whether these would end up replacing pumps and the level of training firefighters would get to provide initial care
- Brilliant idea. Will increase On Call availability and improve attendance times to incidents like RTCs.
- If implemented and used correctly, they will be an asset.
- I feel these will be a great asset.
- 2 people on an appliance is dangerous. You absolutely have to have 1 person to sort scene safety. How can the other stabilise a car on his own and then sort the causality in a quicker time? If both staff members get involved in the rescue who will send informative messages? Who will staff the pump locker in case it suddenly catches fire? Who is watching the oncoming traffic to make sure its all stopped? What will they do if there is more than one casualty?
- We need for Fully staffed appliances not RRRU's with 2 people on board.... it will only be a matter of time before something went wrong
- I agree with this proposal however I don't agree that they should be placed at all On-Call stations. Some stations don't have the space for them and are not classed as rural areas.
- Seems a good idea. Also seems like an excuse to say we have 13 more 'appliances'.
- You have not provided any overlay details to show where the extra road deaths occurred so this cannot be a realistic proposal unless of course you plan to make these appliances available with just two riders endangering both the public and Firefighters themselves

Q9 - Do you have any comments that you want us to consider as part of this review of our water strategy? (30 comments)

- Would a Water Carrier not be better based centrally in Cheshire rather than in the West.
- Could it be included on the initial PDA for high risk properties?
- More swift water resources in Cheshire East (Crewe)
- why do we need to invest in a water carrier Cheshire isn't a dry county we are never far from water source
- When an oic requests HVP at an incident it is because they have realized they have already run short of water. If the bowser was kept with the HVP it would turn up at the same time and would give an initial boost of water supply while the HVP is being set up.
- we will need 40.000 gallon road tankers due to to many new properties built on our island. Water authorities will blag us if you need water we will turn up the pressure. we want quantity on a job not pressure

- This approach will give commander a 'first strike' capability in the event of limited water supplies. The procurement of a bowser or equivalent will add value to the service's firefighting capabilities.
- A paper was written and submitted to SM Steve White some time ago about utilising the power of the Range Rover RRRU's that the service has. These vehicles are capable of towing good loads. A suggestion was made that a trailer with IBC's (2 as a minimum perhaps 3) be introduced that could then be used at a variety of jobs. This would give 2000 to 3000lts additional water when required. It would be good to see this introduced as part of the wider RRRU role out.
- Speak to the hydrant tech's as there doesn't appear to be a water strategy, entering into a MOU with United Utilities for the supply of water carriers in the event of a large fire would be more efficient
- I would agree that the service needs to look at what it can provide in flood areas, and if there is anything available that could assist our crews in their work.
- Large water carrier would be good
- The purchase of a Water Carrier would be a good acquisition for the Service fleet, however, these vehicles would not necessarily address many of the issues with water provision for modern building construction methods where rapid fire development is an issue, as seen across the country. Water carriers are great for delivering large volumes of water to hard to reach rural areas but limited in their application for first attending crews requiring immediate access to very good water supplies. Great, providing they are purchased for the right reasons.
- Making sure new developments provide water access for us
- A large water might be used once every three years. Can we really not set up a cross border agreement to one of our numerous neighbouring brigades to borrow theirs? Plus, this is Cheshire, one thing we have, is lots of running or standing water.
- A water carrier might get turned out once every 3 years. Can we not set up a cross border agreement with one of the neighbouring services to borrow theirs? This is Cheshire. There is no shortage of water here.
- Should have 2 water carriers located in the county and manned.
- A water bowser should be located centrally on a 24/7 duty system.
- A water carrier would be very handy for our service. We have had a few jobs now where we struggle for water. It should be mobilised alongside the ALP too as the ALP can rarely get work immediately as its struggling for enough water.
- no
- Good idea - could have used it several times this year.
- Bowser facility very important
- Boat - Nantwich?
- it would be better to put any water carrier at 07 and move the FOU back to 08, that way all the water supply capability is available together, but it must have sufficient capacity to make a difference and I mean more than 10k litres
- I feel something like a water carrier would be an asset to the service as it would be quicker to set up than the HVP.
- This is a great idea!
- All stations to have a form of water capability.
- Place any new appliance at an On-Call station

- I believe a large water carrier is needed
- Additional swift water capability based in Cheshire East.
- Water (appears) to have been ignored for too long, including commercial premises providing adequate water and really does need someone (with an interest) to take and drive this forward.
- Waste of money purchasing a water carrier when United Utilities can do the same but better.

Q10 - Do you have any comments that you want us to consider as part of the development of this capability? (23 comments)

- feels like a provision that should be available in all cases
- More equipment and resources would be beneficial to Cheshire East as the majority is flanked by The Pennines and Staffordshire Moorlands.
- Better boots for these types of fires as firefighting boots are not suitable, service to issue walking boots or at least let Firefighters take duty rig boots to wear.
- we have had specialist flooding capability for over 12 years that is not new
- we need a fleet of our own tankers for water don't rely on others there's no point in times of urgent need they let you down
- If we are prepared to send FF's to these types of incidents then we should provide the best training, equipment and PPE available.
- Listen to the practitioners.
- How many wild fires does the Service actually respond to in order to justify this outlay?
- Specialist and protective kit would be good
- Ensure that the Service has the resources to make these vehicles available when needed.
- Sadly, this seems to be needed now.
- Is this going to be primary manned or located at an on call station?
- Again, anything which has been identified as work streams in the NJC pay negotiations should be put on hold until a suitable offer above inflation has been negotiated.
- Have a discussion with South Wales Fire & Rescue, they are leading the way in wildfires at the moment
- Wildfire and flooding are two totally separate entities so would require different vehicles. would the outlay justify the amount of times they are used
- Good idea - it seems to be becoming a bigger problem.
- specific fire kit would be a help
- What do our neighbouring brigades have? If nothing, let's find out what we would need to make an effective response then look at where we could position all the equipment?
- we need to deliver the best service we can without compromise
- Consider the locations and crewing carefully, Macclesfield is most appropriately positioned and staffed to provide a full and proper wildfire provision supported by Poynton and Bollington.

- I would suggest based on the demands out of our area and within Cheshire that we are lacking in numbers more so than kit.
- What are other climate change related incidents? Who funds this when flooding is still not a statutory responsibility

Q11 - Do you have any comments that you want us to consider when reviewing our specialist vehicles? (26 comments)

- Is it a good thing all specials are kept at a couple of stations? Would they not be more manageable spread around the County and skill sets maintained by individual stations?
- HVP consideration, move some of the asset back to Congleton.
- vehicles based on a wholetime shift station that could be used nationally are better served through the day crewing system not shift
- Powey lane should be day staffing and wholetime providing 2 fire appliances and sufficient trained crews to mobilize a variety of specialist equipment and being able to relief them self's at prolonged incident. Most specials require only a small number of crew once set up so you could effectively run 2 from one crew at Powey lane whilst maintain availability of any other specials there.
- all ready put forward my idea I put forward over a year ago people just need to listen
- We need to consider the location, staffing and the requirements for most special appliances. Consideration should be given to 'merging' special appliance together. This will assist in crewing arrangements, procurement costs and the maintenance of vehicles.
- None that have not already been expressed.
- Wasn't this done prior to Powey Lane and Lymm opening? What a white elephant Powey Lane has turned out to be, it makes one question the whole managerial thought process
- Location, location, location. Can't emphasise the importance of this enough.
- Too many specialist vehicles located at the same stations.
- Powey Lane has too many specialist vehicles and too few crewing them. If the pump from Powey Lane are on an incident and that incident or a further incident requires specialist appliances the crew are tied in dealing with the incident and no capability exists to then bring the specialist appliances. This is also true of Lymm.
- The service needs to reconsider using personnel as resilience for specials, when the specials are not housed at their station. personnel are not as familiar or professional as they should be because of this
- Placing a special appliance at 08 would not only help reduce the amount of staff who have to relocate stations, it would upskill personnel and allow us to respond to more incidents. It could also help public perception in terms of the station still having 2 appliances to respond to emergencies.
- The specials need to be relocated, the ALPS are travelling huge distances and also the Rope Rescue.
- Ensure these are located at the most effective stations.
- being at 07 I have worked hard to ensure my staff are well trained, its hard work but the station is the best place for them all, 1 more staff member and a flexible approach to service targets would help

- To consider better locations of the specials. A designated fire fighter decontamination vehicle as a suggested new vehicle with shower/hover/disrobe pack etc.
- large animal rescue unit located on the west side of the county
- we don't need to have specialist vehicles instead of traditional fire engines
- Ensure vehicles are adequate to carry the required equipment and not make the equipment fit the appliance.
- The rope rescue vehicle at Lymm needs resolving ASAP as very often unsuitable and close to weight limits
- Actually buy specialist vehicles - stop buying Transit vans and then spending tuppence kitting them out to be something they are not. The water rescue vans are abysmal, can barely pull the boat up a hill and there is minimal storage in the back - afterthought springs to mind. Workshop manager even came and measured the old vehicle and still bought one too small to stand up in and get changed.
- What a waste of money so soon after opening two new specials stations at Lymm and Powey Lane, this work should have been done first?

Q13 - Do you have any other comments on the draft Plan that you would like us to consider? (21 comments)

- It is an opportunity to learn from mistakes in the past and get things right. The right people and appliances in the right place at the right time.
- I support everything other than the RRRU's as they are putting staff at greater risk.
- Where new equipment or vehicle is to be introduced have proper consultation with the end user and listen to their requirements.
- Change for changes sake once more without any benefit to staff or the wider community of Cheshire.
- I mainly support the proposals, but the Service must remember, as it says in the plan, "our staff are our most valued asset" staff should be treated with dignity & respect by all members of CFRS.
- I may have missed it - but reference to infrastructure to meet the changing needs e.g. Development of SAFFIRE on an ongoing basis.
- Strongly support, providing that what is proposed can be effectively delivered.
- Believe our Safe & Well targets are too high. Should be concentrating on quality not quantity. Arranged visits and not cold calling as unless you park the fire engine outside the house, we look like sales people so older people especially will not answer.
- All additional work identified in the NJC work streams should be put on hold until pay negotiations have concluded.
- My strongest opinion is of the 2nd pump returning to Chester. The station has managed as a one pump/alp/boat station very well. There are no new risks in Chester to warrant the return, the new station was not planned around an increase of operational staff and I find the lack of consideration for the operational staff very disappointing.
- It is refreshing to see the service is not imposing cuts.
- I fully support the majority of decisions within, but strongly feel the logistical side of relocating Ellesmere Port's second appliance before the new station is ready needs further consideration and communication with staff to make this transition feasible.

- Invest more in stations and facilities. As we are gaining more insight into the level that contaminants are becoming a problem. Most of the stations showering facilities are below standard and need upgrading. They are small and dirty and seriously need making better. A lot more needs to be done for welfare facilities also.
- Refreshing to see a plan that has lots of improvements and no cuts.
- Very clear and comprehensive
- I support some and not others, I am a Cheshire tax payer, please don't waste my money on ill thought out projects and please consult local teams on things that might affect them
- Looks like we have hit the bottom and are now investing back up, after 10 years of cuts.
- I support most of the plans except the ones I have commented on already. I think more consideration should be taken when deciding where specials are being placed and do they need to be all in the top end of the county
- I want us, as a service, to not only take care of our local communities but also look after our current staff otherwise we risk current staff leaving and being unable to achieve the care and support which we all want to
- No tick box answer suits, I strongly support some and strongly appose some.
- Consider proof reading the IRMP before publication - basic spelling and grammar mistakes in the summary document makes us look shambolic.
- This seems like it was written independently of the Fire Service Managers by a Senior Officer trying to make a name for themselves or someone who has too much power and little oversight. Change change change all the time with strategic medium or long term plan.

Staff Visit and Conference Feedback

IRMP Feedback – Safe and Well

This is feedback from staff based on the staff conferences and watch visits.

Key themes are underlined with some example comments underneath each one.

Pros

Targeting a wider group of vulnerable people

- Targeting a broader range of vulnerabilities
- Reducing isolation
- Reduction of serious injuries and deaths
- Increased provision of safe equipment and education.
- Opportunity to identify potential issues earlier with younger people.
- More opportunities for station personnel to engage with the local community.

Efficiencies

- More concentration of addresses, resulting in reduced travel times and fuel costs.
- More productive / Better time management / smarter working as the addresses are closer together.
- Reduce travel time and distance between visits.
- This may help to avoid repeat visits which are frequently seen within Exeter data where we go to the same properties year on year.
- The current list of addresses is not enough per watch so the increase in addresses to target will benefit the stations. It will make it easier to hit our targets.

Cons

Inaccurate data

- The information may not be current.
- Heavy reliance on the accuracy of Experian data - how sure are we that this is accurate?
- Are we happy that the new dataset from Mosaic is suitable accurate for targeting? Looking at what we have done so far, how accurate is the Experian targeting when compared with Exeter data?

Issues impacting staff

- Lone working with new data
- More training will be required.
- Increased workload and subsequent time constraints. Increased workload for advocates – more staff may be required.
- Agencies and members of the public may not be clear on our role / expectations
- Need greater understanding of follow up signposting.

Issues impacting the service to the public

- Service personnel are less likely to find people at home as they will be at work. During the pilot it was found that the success rate of people being in for visits is only around 30-40%.
- Target driven Safe and Well visits leads to poorer quality visits due to pressures of numbers. The Service priority still seems to be quantity over quality.
- The dilution of the current information being delivered.
- The target still feels high and the environmental impact should be a consideration going forward in a world with the environment at the forefront of peoples minds.
- Possibly seen as intrusive with the questions asked.

Staff suggestions

Ways of working / processes / targets

- On call staff should undertake more of this work.
- Provide clarity to admin staff who receive requests (e.g. what is criteria and if there are any exclusions to the target groups).
- Planning and organising of the S&W visits; will the new datasets be ready for 1st April 2020? Last year this delayed the commencement of visits which made reaching targets difficult to do.
- Will other stations pick up more than others? Lymm for example is in an affluent areas. Can we target the correct people? This may help this be achievable.
- Ensure realistic targets are maintained.
- Reduce the annual target by 25% so that we can strike a balance with our other duties and also provide a quality visit.

Technology

- Redesign the interface on the tablet. It's currently hard to find addresses and the current equipment is slow.
- Streamline the data input process and review the questionnaire.
- Look at ways to improve recording and uploading Safe and Well. Intranet connection is an issue and quicker tablets are required. New PDA.
- Would like to see improved technology for completion of S&W visits; the current tablets are out of date and no longer fit for purpose.
- Saffire data is becoming difficult to deliver due to the need to duplicate both the Saffire input and complete a paper copy. Will this continue after the end of the trial?
- Is the hardware going to be invested to improve the use of Saffire and S&W delivery? The current tablets are not fit for purpose. (Laura provided some feedback on the new tablets which are being sourced from Police) Will the tablets also be suitable to use for PDR Pro and other station tasks?

- Due to the key station and CAM move policy, will the new technology in Saffire be flexible enough for crews from out of area to be able to complete S&Ws when outside of own station area?

Target groups / Campaign methods

- Target specific ethnic groups in Crewe where there are language difficulties.
- Crews should be permitted to fit alarms at any address where they believe there is a requirement and this should be included in the target. This will prevent people who need an alarm not getting one just because they don't "tick the box".
- Look at single persons discount from Council Tax data to generate lists.
- Ensure that focusing on lone people doesn't over look others who maybe vulnerable.
- Poster campaign in Doctor's surgeries, maternity wards or nurseries offering single parents free S&W visits and smoke detectors.
- Posters and leaflets in schools to identify lone parents.
- Play group.
- Contact health visiting teams.
- Sign posts at food banks.
- Target younger people to ensure early intervention.
- Use station knowledge to target vulnerable areas.
- Have information to be able to pre book visits.
- Bring back impact days to areas / streets.
- There could be opportunities to explore further partnerships with local social care providers and social landlords and use different data to access further information about vulnerable groups.
- Expand referrals from local authorities to include adult services, children with disabilities and children involved with safeguarding services.
- Would we combine data to target both the groups and the housing demographic? I.e. social housing as this tends to be where most of our incidents occur. Does Mosaic allow us to target this?
- Are large families a risk too? Lots of people in a household in poor conditions. Is this an area that we should explore?
- Would also like to use intelligence also to complete S&Ws that do not fit into the targeted 'risks' but have been identified by crews; these should contribute towards the target.
- Do we need to promote S&W delivery more via a more diverse range of platforms/social media etc? Particularly if we are broadening the target audience.
- The KS2 DVD is no longer fit for purpose. Still refers to an out of date number and doesn't specify that we use a targeting methodology; says HSA is available to everyone.

Training

- Training for crews to deliver appropriate advice to public regarding additional needs / requirements.
- Better quality of training for Safe and Well visits for the future, especially specific types of groups, lone parents with children.
- Training for crews to deliver appropriate advice to the public regarding additional needs / requirements.

IRMP Feedback – Road Safety

This is feedback from staff based on the staff conferences and watch visits.

Pros

- Reduction in the number of deaths and serious injuries / keeps our roads safer.
- Enhanced education which should result in improved behaviour on our roads.
- Less pressure on our emergency services / benefits staff. Reduced operational response to these type of incidents.
- Positive impact on the mental health of crews; they experience a lot more trauma at RTCs so it would be good to feel like we are doing something about that.
- Makes sense to liaise with other agencies
- Increased interaction and contact with hard to reach groups / more influence in the community.
- Ability to improve our road safety campaign targeting.
- The service has focused very heavily on home safety so crews would welcome the ability to deliver more interventions

Cons

Time constraints could be an issue, it may have an impact on operational training and Safe and Well Targets and the capacity of advocates could be an issue. **A few mentioned this.**

Possible financial constraints if the Service is expected to contribute from our budget. **A few mentioned this.** Example comment “Lack of funding if it's not statutory duty - how will we finance this? And if we are paying for it will be at the detriment to delivery of services that we legally have to deliver?”

Concerns about working with Police, e.g. “Having conversations with speeders at the side of the road with the Police feel uncomfortable.” “Concern about linking services when working with Police on impact days.”

Sometimes other agencies are not prepared to engage with us, e.g. “Will we have the support of other agencies to deliver this? Multi agency approach is essential.”

The Service has no enforcement powers or statutory duty.

Staff suggestions

Key themes are underlined with some example comments underneath each one.

Use of alternative campaign methods and increasing the number of local events and opportunities to engage with the public about road safety.

(Note: There were several comments relating to younger people – these are listed separately below)_

- Make more use of social media.
- Increased use of Safety Central
- More impact days, car washes etc
- Would like to start doing Driver Engagement Days again; these were always very successful.
- Access cycle proficiency companies to highlight road safety.
- Introduce a system similar to Key Stage 2 visits with one road safety event per watch per quarter.
- Add road safety information to key stage 2 visits and HSA presentations.
- Tag information onto Safe and Well visits. **A few mentioned this.**
- Target local residents who are at local hotspots / junctions. Look at local or national case studies.
- More motorway engagement
- Mobile and drink driving campaign.
- When Police pull someone over invite them to the Fire Station for educational session.
- Use leaflets with the older generation – they prefer this.
- Red routes; needs revising. A 15 year old concept which we should revise.
- Not all of our road users live in Cheshire; how can we target those who are only transient users of our roads?

Further work with young people and young drivers

- Social media / hard hitting videos
- Ensure we attend more school fairs
- Make improvements to the Think, Drive, Survive programme.
- Discounted insurance if a young driver sits a driver awareness course annually.
- Increase Drive Survive availability
- Target all new and learner drivers / Work with local driving instructors / Liaise with driver testing centres to target impact events at new drivers.
- Re-visit the idea White Watch used to good effect previously, a hard hitting chat to new drivers and those about to embark on a life of driving highlighting the consequences of alcohol and drug abuse and speeding, this should also be accompanied by photographic evidence to back it up.
- Target 6th forms and colleges to drive home the road safety messages
- Expansion of engagement with schools / different ages.

- Go to schools / colleges to complete road safety campaign work, RTC demo's etc.
- Produce a learning package (similar to key stage 2) which can be used universally across the county to be delivered to colleges or Six Forms by different watches.
- Target pedestrian safety in terms of school age children? This isn't something we really do.

Increase organisational resources in this area / concerns about resources

- Increase the number of dedicated road safety staff in the organisation.
- Allocate budgets at station level to use as appropriate.
- Introduce a separate road safety department to deliver this plan.
- The advocates workload is already overstretched so this needs to be considered.
- Have a bigger dedicated team rather than add to advocates duties. Specialised role.
- Provide more training to deliver advice.
- Training for crews to deliver the RTC reduction advise.
- "BRAKE" training for staff on station.
- Consider reducing our focus on S&W/Fire Safety and concentrate more wholly on RTCs? Even if fatal fires marginally increased then would we be able to have a better impact on reducing deaths overall?
- How are we going to deliver both S&W and the expanded Road Safety agenda in terms of capacity?
- How are we going to resource this using operational crews in terms of capacity? Should the service be investing in a larger central road safety team?
- What is 'dropping off the end of the table'? What is going to give? Is there a risk that diverting our resources will result in more fire deaths and injuries?

Further work with local partners such as the Police and Local Authorities.

- Work with Police more and Local Authority partners.
- Develop avenues to pass ideas / information directly to local authority departments.
- Jointly funded roles with Council and Police.
- Joint Stop and Chat with joint agency working for visits.
- Could we introduce roles which are jointly funded by Cheshire Police, CFRS and local authority to deliver this workstream?

Adopt a more targeted approach to campaigns.

- Target specific groups based on statistics.
- Target approach to unitary areas and local partners and their way of working. For example, Warrington work differently to Cheshire East.
- Obtain data driven statistics or age groups of those most likely to be killed or seriously injured to try and target specific groups.
- Identify the data to understand who we should be targeting.
- Target those specific people more at risk.

- Gather information from Police to identify which groups of drivers are most at risk or who could benefit from information.
- Data driven focus groups to find the right audience.

Response

- We should be attending RTC's even when people aren't trapped. Crews have got excellent trauma skills and we have the ability to help and support people at these incidents.
- Run RTC refresher courses more frequently.

IRMP Feedback - Third Aerial Appliance

This is feedback from staff based on the staff conferences and watch visits.

Pros

Most frequently mentioned points from staff:

- Benefit of new technology and the ability of the high-reach appliance as a water tower
- Macclesfield's current aerial responds to very few incidents.
- New technology would offer the OIC more options in attacking fires without having to commit firefighters into the hazardous area.
- The appliance would be more effective when delivering water to difficult places.
- Easier for training.
- Financial benefits.
- Best practice / more efficient / more accessible

Cons

Most frequently mentioned points from staff:

Capabilities

- Lack of a rescue capability compared to the existing aerial ladder platforms.
- Ability to launch a boat and work with line rescue was questioned. Plus, can it be used for rope rescue and animal rescue? What is the load capacity?

Location and resilience

- Where the optimal location would be for such a resource and if there was a plan for more such vehicles in the future. The availability of the high reach appliance outside the Macclesfield area and travel time to incidents was also raised. **Mentioned several times.** Some also questioned if it would be better at a Wholetime station?
- Some suggestions included: (more suggestions listed below)
 - Stinger to go to Lymm instead – can still use for rope rescue.

- ALP to Warrington to use with boat.
 - Replacing Chester's ALP with this appliance. Or move ALP to Warrington from Lymm.
 - Move Lymm's aerial ladder platform to Warrington and increase each watch at Warrington by 1 rider, this would mirror Chester's crewing model making it interchangeable and simple for relief or contingency planning, and would stop the need for a support appliance to be mobilised each time as "ALP support". These arrangements would also be simpler to enact at North West Fire Control.
 - Replace the ALP at Chester with the Stinger / Scorpion and then have Chester's ALP replace Macc's aerial. That way Chester gets its 2nd appliance and still maintains High Reach Water Tower capabilities and Macc keep as Aerial.
- Having only two full height appliances in the county does not provide resilience and that a reduction in the number of aerial appliances would leave parts of the county vulnerable if an aerial appliance was required.

Impact on Macclesfield

- Some felt Macclesfield would also be at greater risk as the water tower will be called out regularly to other parts of the county.
- There were also suggestions that the new vehicle may not be suitable for carrying out Safe and Well visit in Macclesfield and there maybe limitations in the amount of standard equipment it could carry.

Staffing and training

- Possible reduction in staff numbers due to the introduction of the new appliance and the need to ensure that enough firefighters are trained to use the appliance / ensure full training is given.
- If same staff and not someone losing their job.

Crewing arrangements

- The crewing of the appliance and the ALPs in general was raised as a concern. Cheshire requires more staff to operate the ALP.
- Resilience for reliefs / what are the standby requirements without a 3rd aerial / does need for aerial standby still stand for Chester?
- Suggested review of the policy at Chester, is it practical to continue moving the standby aerial over to Chester?

Suggestions

- A jointly funded appliance between Cheshire and Derbyshire.
- Purchase a full sized turn table ladder instead.

- The HRET is a different vehicle concept and should therefore be an additional appliance and not a replacement. In light of Grenfell it doesn't make sense to get rid of an extendable platform.
- Full sized aerial vehicle should be purchased to replace the current ageing appliance.
- Ultimate aim should be to purchase two appliances and strategically site them so they can access all areas of Cheshire quickly.
- Locate the new appliance in a more central location
- Within replacement strategy of fire engines, all two pump stations should have 1 pump replaced with a stinger. This would mean 1 pump with ladders capability and 1 pump with stinger capability.
- Stinger Roadshows – see all stations and watches to show capabilities to ensure it is used and made up for.

IRMP Feedback – Day Crewing at Wilmslow Fire Station

This is feedback from staff based on the staff conferences and watch visits.

Pros

Most frequently mentioned points from staff:

- The proposal would resolve crewing issues associated with the on-call duty system at Wilmslow.
- Improved response times / improved cover for Wilmslow.
- Less detachments and movement of resources around the county / less outstaffing.
- Makes financial sense and would ensure the Service is more efficient and effective system. Cheaper to run than whole-time station.

Cons

Most frequently mentioned points from staff:

Duty system in general

- Wilmslow should be crewed on a 24/7 basis
- Some indicated that response times would be worse at the weekend.
- Is the station busy enough?

Recruitment process

- Fair and open recruitment process / open up transfer to existing staff over Wilmslow on call migrating in. Potential “golden ticket” for on-call.
- Recruitment of on call – joining just to end up with a job. Unfair to other on call stations.

Impact on staff / crewing

- Posts will be lost as a result of the change
- Is there a need for Wilmslow to be a key station?

- The 24 hour duty system could have an impact on mental health and work life balance.
- Not good for everyone. Tough to manage the staff.
- Concerns about adding another Station to the DC1 agreement / consultation with all three DC1 systems needed prior to adding Wilmslow.
- Could affect Knutsford on call turnout – DC1 pick up Knutsford jobs because of reduced turnout time.
- How will the staffing of Wilmslow be managed until 2023? This needs reviewing.

Housing / Land

- Sufficient housing needs to be available which is suitable for staff and families. Likewise, the initial expense and time to build houses for a Day Crewing system and the difficulty in securing the necessary land could be an issue.

Suggestions / questions

- Crew Wilmslow on a 24/7 basis to meet the risks, particularly from nearby Manchester Airport.
- Maintain 4 watches doing 24 hours on, 72 hours off with a dedicated 7-hour rest period from midnight until 7am.
- If we have more land at Wilmslow build more houses than we need and then make some revenue income for the service.
- Downgrade Penketh to Nucleus where we know we have an On Call unit that works and use the savings from this to upgrade Wilmslow to whole-time.
- Consider LLARs system or close proximity crewing like other Fire and Rescue Services.
- Build a travel-lodge type of accommodation on the current ground and move the station forward and utilise the current ground / footprint.
- Put the new system in place before 2023 using portacabins / review staffing until 2023. X 2
- Ambulance / Police / Fire station combined to build on whole land at current station? Collaboration of all 3 would work well together.
- Build a new station in a new location
- If saving £200,000 a year – can this be used for additional kit / appliances etc?
- In order to make Wilmslow W/T would there be a cost implication / reduction elsewhere? What's the implication of this?

IRMP Feedback – Re-locating the second fire engine at Ellesmere Port

This is feedback from staff based on the staff conferences and watch visits.

Pros

Most frequently mentioned points from the staff:

- Heritage risks within Chester
- Increased population compared to Ellesmere Port.
- Rebalancing of resources across Cheshire West.
- Improves response time in Chester.

Cons

Most frequently mentioned points from the staff:

Risks in Ellesmere Port

- Industrial risks (especially COMAH and Essar)
- Town is growing in population.
- Relying on Powey Lane as the second pump for Ellesmere Port is a risk due the special appliances that Powey Lane supports. Staff highlighted that when Powey Lane mobilises it's special appliances, which are a county wide resource, it will leave Ellesmere Port with an unacceptable long wait time for a second appliance.

Use of second appliance at Chester

- There was also a suggestion that the second appliance at Chester could be used for mainly coverage moves.
- Targets need to reflect the appliance availability. The second machine will be used for standbys and reliefs and strategic response.
- Uncertainty of staff who are crewing second appliance. Having to work all over the county with relief duties and strategic reserve. Welfare of staff, meals references, P.T. time, training.

Impact on staff

- Moves for staff.
- Lack of preferences for staff at Ellesmere Port
- Uncertainty of staff who are crewing second appliance. Having to work all over the county with relief duties and strategic reserve. Welfare of staff, meals references, P.T. time, training.

Alternative options for 4th pump

- Powey Lane should become a technical rescue response hub / for specials only. Its fire engine can be relocated to Chester fire station and Ellesmere Port's engine can remain at Ellesmere Port. **Mentioned several times.**
- 2 appliances at Powey Lane and 1 at both Chester and Ellesmere Port / Place the 4th pump at Powey Lane so it can respond to Chester or Ellesmere Port.
- Have the Stinger / Scorpion replace the ALP currently at Chester and then have Chester's ALP replace Macclesfield aerial. Then Chester gets to have a 2nd

appliance and still maintains high reach water tower capabilities. Furthermore, Macclesfield keeps an aerial and Ellesmere Port keeps its 2nd appliance.

- Do we need both Ellesmere Port and Powey Lane if 10 minute area relatively similar?

Building works at Chester

- Can't find at Chester until building work complete. Suggestion – Move ALP to Powey Lane temporarily and allow 2 bays for both Chester's pumps until new station is built.
- Logistics of having an appliance being stationed at Chester temporarily.

Other Suggestions

- Fund a second full time appliance located at Chester from within the existing response budget. This would ensure we can keep 2 appliances at Chester and Ellesmere Port.
- Move the stinger to Chester or move one engine to Chester and one to Powey Lane and knock Ellesmere Port fire station down.
- Bring an on-call appliance to Chester as this would benefit both stations. An on-call appliance would provide cover faster for Chester, rather than mobilising other station appliances. In addition, Ellesmere Port would keep their existing two appliances.
- Communicate deployment process clearly to all staff from all 3 stations.
- Will WMs still be expected to do flexi shifts despite meeting the WM B criteria with having two appliances?
- Can Ellesmere Port be used more effectively as a building?

IRMP Feedback – Expanding Rapid Response Rescue Units

This is feedback from staff based on the staff conferences and watch visits.

Pros

Most frequently mentioned points from staff:

- Quicker response times / good for red one calls
- The new resource would give the Service flexibility to deal with risks that are relevant to the specific area.
- The change would lead to improved retention of on call staff as it will help with motivation and engagement. More exposure to incidents. Could improve availability.
- More options for staff turnout.

Cons

Most frequently mentioned points from staff:

Safety / Deployment

- Need to ensure that there are sufficient risk assessments carried out and that the safety of crews responding in RRU's is not compromised.
- In particular, motorways were mentioned as high risk.
- Needs strict guidelines on incidents it can attend. Where full pump available it shouldn't go out before it.

Skill sets

- Concern that 2 members of staff may not have the necessary range of skills to deal with an incident (including the correct decision making skills). Pressure on first attendance with 2 people.
- What roles will we be doing?
- Driver / OIC issue
- Training for drivers / requirements / capacity to get them trained
- Extra strain on driving school.

Equipment / storage

- Reduced range of equipment which would be available on the RRRUs which would limit the response of the firefighters at the scene.
- Where will they be stored?
- Losing gym space at Knutsford – won't be able to drive through bay.
- Is there space to park them on all stations?

Costs / location of vehicles

- Large costs associated with the project / need to make sure they get used.
- Where we have surplus staff on WT and they are not being used at On Call stations can we not flexibly crew them out of Wholetime stations as well? On call stations maybe off the run so could be wasted resource. Place on-call / wholetime stations.
- On Call stations don't work therefore these vehicles would be better off being added to wholetime stations and being crewed by additional wholetime staff who could then guarantee availability.
- Expand to all on call stations – make it fair. Also put some on wholetime stations.

On call model

- Difficulties with the on call model and potential lack of availability to ensure the fire engine can follow on afterwards to support the RRRU.
- Are these response units propping up what is already low availability from the on call?
- The proposal could lead to a decrease in availability because staff will believe only two people need to be available at any one time.
- Negative effect – will not get availability for full pump.

Expand use

- Expand their use, e.g.
 - Mobilising them to all RTCs as opposed to just person trapped.

- Use for other incidents as well, such as, gaining entry and cardiac response.
- Water carrying pumps in area where small fires are prevalent.
- Increase level of trauma care to support paramedic / ambulance crews. Specialist role with increased pay for on call individuals that carry that skill.
- Fit winches on the vehicles.
- If stations have additional skills, RRRUs should also carry extra equipment to match these skill sets.
- They should be kitted out for each specific station depending on risk areas, e.g. flooding / animal rescue kit.
- Water capabilities? Bin fires?

Other Suggestions

- Show as positive hours available or go towards it. Currently we feel SIU counts as off the run.
- Provide additional training such as command suite training so that firefighters can confidently and competently assess the incident as the OIC does, i.e. taking in the safety of the crew and scene assessment before any tasks are carried out.
- Provide additional training in relation to fending off and closing lanes as it will be different when compared to doing this with an appliance and crew of hour. Police and Highways Agency are very competent in it and could provide additional training.
- On call retention could be improved by allowing on-call crews to carry out Safe and Well visits, thematics and SSRIs to improve their knowledge of the local area.
- There are certain areas where our increasingly large fire appliances are struggling to access, it might be an idea, if they are standing idle, to equip the TRV's with a couple of BA sets, a BA board and some other basic equipment. Therefore if a call comes in the crews could use their local knowledge and take the TRV as opposed to a pump, pending the arrival of the structural fire appliances. This use of the TRV should be in addition to the existing appliances and not as a replacement both on station and as part of a PDA.
- Ensure all staff are trained in RTACC to a high standard with more frequent refreshers. Medical intervention will almost always be the primary task when attending RTCs

IRMP Feedback – Other proposals

This is feedback from staff based on the watch visit feedback forms.

Water strategy / wildfire capability

- Remove 13.5m ladder. Utilise 9m ladder and increase water tanks (i.e. Shropshire)
- Upgrade Nantwich to wading capability.

- Browsers / water carries required.
- Water strategy and browser would be hugely beneficial as they can get to work quicker than establishing HVP.
- Water browser – put it on a on call station like at Cheadle.
- Water carrier is a good idea. Plus more old water skills.
- Water browser – possibly not used to it potential / JO to understand its capability.
- Highlight different colour hydrants on MDT. Biggers mains can be different colour.
- Introduce standard water plan for SSRIs.
- SSRI visits for on call – familiarisation of risks (not doing the inspection)
- Wildlife capability is necessary with current climate change. Numerous neighbouring services have wildfire capability where as CFRS seems to have none.
- Macc is a great place for wildfire capability.
- Wildfire capability – which stations? - Central reserve of basis kit for moorland fire fighting?

Review of special appliances

- Can this be done and decided upon before any future changes to the appliances that will be at Chester and Ellesmere Port? If we can first decide on where the Special appliances will be based, then we will then know the final establishment numbers, which will mean less disruption to the personal who will have to move Stations.
- Review of specials is required as their current locations seem to be placed where they fit. A specials hub would benefit the service as crews could attend 1 station (Powey) and train on all specials as back up crews. Many crews do not know what our special capabilities are as they are not able to get to their current locations.
- Include ALP move to Warrington form Lymm

Stakeholder Responses

Partners and external stakeholders were either emailed or written to and encouraged to provide written responses and comments. Thirteen stakeholders provided full responses to the consultation, which are included below.

Chris Matheson MP

Dear Mr. Cashin,

Re: Draft Integrated Risk Management Plan 2020-2024 Consultation

May I start by thanking you and the Chair of the Fire Authority for your hard work against a background of significant Government funding cuts. I am heartened to see that despite these challenges, you have provided a progressive budget which increases operational resources.

As Member of Parliament for the City of Chester, I am of course pleased that you have considered the fire engine cover at three stations between Chester and Ellesmere Port. As you know, Chester's second engine is important to me and to people who live in our city.

You will understand that I am not happy this has pitted the City of Chester against its neighbour Ellesmere Port, I get deeply concerned when the cuts to public services result in different areas having to fight over resources. However, proposal for four engines across this area, with two positioned in Chester, is welcomed by myself and my constituents.

I understand that Chester has one of the highest call rates for incidents in Cheshire, so with two engines positioned at the station I expect we will benefit from improved response times. Chester is a heritage city, with much to protect. I believe this proposed change will help protect our unique City Centre and its heritage for years to come.

Therefore, I agree with your proposals to locate two Fire Engines at St Anne Street. The additional provision of wholtime night-time fire cover in Wilmslow is also to be welcomed. Whilst the main beneficiaries of these proposals will be the communities in Chester, Ellesmere Port and Wilmslow, these additional resources will also greatly increase the overall robustness of your operational response model for the whole of the area covered by Cheshire Fire and Rescue Service

Finally, I have also read and digested the response of the Fire Brigades Union which was very helpful; and as such I believe that the FBU has demonstrated an independent expertise which would be useful to the Authority. Perhaps now would be a good time for the FBU to be formally invited to attend Fire Authority meetings to provide a different perspective.

In conclusion, these proposals have my full support and the Fire Authority must be congratulated on their draft proposals which I hope will be approved in due course.

Yours Sincerely,
Chris Matheson MP.

Police & Crime Commissioner and Chief Constable

Police & Crime Commissioner and Chief Constable Joint Response to the Cheshire Fire Authority Consultation on the Draft Integrated Risk Management Plan 2020-24

To: Chair of Cheshire Fire Authority and Chief Fire Officer / Chief Executive

Sent via E-mail

Dear Bob and Mark,

Thank you for the opportunity to comment on Cheshire Fire Authority's Draft Integrated Risk Management Plan 2020-24 (IRMP).

We believe the relationship between policing and fire services in Cheshire has gone from strength to strength in recent years. Cheshire Fire Authority has our on-going commitment that policing will continue to work with our emergency service colleagues for the benefit of our communities.

The draft IRMP clearly sets out your plans in terms of prevention, protection and response.

The Plan outlines your plans to expand your safe and well programme. We strongly support this as we feel this gives our respective services a shared mandate to work very closely together to better understand the vulnerabilities and needs of those at greatest risk in our communities and how we work together in a productive and coordinated way to ensure we maximise the delivery of shared community safety outcomes.

The Plan also details an enhanced focus on road safety. As a fellow bluelight service we are equally conscious of the concerning increase in people being seriously injured and killed on our roads. We agree that we all need to do more to tackle the underlying causes of road safety issues. The creation of a strategic plan to address this issue, developed in partnership with partners across the public sector, is strongly supported and complements priorities set out within the Police & Crime Plan 2016-21. Added to this the increased provision of rapid response vehicles can only serve to increase our bluelight capabilities within Cheshire.

Collaboration between bluelight organisations remains a priority for us and we welcome the on-going commitment to collaboration set out within the draft IRMP. We believe that by working together in a planned and coordinated 'place based' way we can continue to improve our existing collaborations and we commit to work together to explore future opportunities to collaborate where we can, as this will undoubtedly maximise community safety outcomes in Cheshire. We believe areas such as community safety and our estate are examples of where we can work even more closely together and support the developing place based approach to safer communities and would welcome further discussions on how we develop this in a truly intelligence led way.

We wish you all the best in finalising the IRMP and look forward to working alongside both the Authority and the fire service more generally to ensure its successful implementation.

Yours sincerely,

David Keane and Darren Martland

Police and Crime Commissioner and Chief Constable

Mark Cashin
Chief Fire Officer and Chief Executive
Cheshire Fire and Rescue Service HQ
Clemonds Hey
WINSFORD
Cheshire CW7 2UA

Councillor R Bowden
Leader of the Council

Leader's office
West Annexe
Town Hall
Warrington
WA1 1UH

Our Ref: RB/TW/CO
Your Ref: MC/GW

5 March 2020

Dear Mark

Warrington Borough Council Response to the Cheshire Fire Authority; Saving Lives, Changing Lives, Protecting Lives, Integrated Risk Management Plan 2020-24

I would like to thank you for the opportunity to comment on the above.

It is really encouraging to note the ongoing transformation in the climate of uncertain public finances. I know you fully appreciate how important it is for the public sector to continually scrutinise its operations and seek to improve efficiency and maximise savings. I thank you on behalf of the Council for the Service's continued efforts in this respect.

It is extremely positive to see that the service places a priority on maintaining and developing its community safety work, which is of increasing importance, as we collectively strive to make our communities more resilient and self-serving and also recognising the changing demographic.

The proposals provide a comprehensive overview of the intended direction of the service, and in my view, supported by that of my officers, the approach taken to determine the future priorities against the backdrop of efficiency savings and increased financial pressures are well-considered.

That said, there are a few areas we specifically wanted to focus on in this response and I do hope the service will take the opportunity to discuss these with the relevant Council lead officers in more detail. They are:

Safe & Well Visits / Complex Dependencies Programme

The expansion of the Safe & Well programme is fully supported, particularly welcomed that it has been widened to capture single adults and lone parents. This is an essential programme which assists wider partnership working in terms of identifying some of the most vulnerable within our communities and assisting to ensure they are effectively signposted to relevant services for appropriate support.

Warrington.gov.uk

There are opportunities to work jointly with the elderly and vulnerable to target-harden against scams as part of the safe and well visits in addition to opportunities for crews to advise the Trading Standards team of fires involving household appliances to enable intelligence on consumer safety to be shared and recorded.

To discuss this further contact the Trading Standards team can be contacted via TradingStandards@warrington.gov.uk.

Sharing of intelligence related to hoarders and associated fire risks will also be mutually beneficial, further discussions around this can be taken forward via Environmental.Health@warrington.gov.uk.

In terms of the reference to the wider Complex Dependencies Programme, whilst this is welcomed, it is essential that the service is cognisant and makes use of existing pathways and partnerships to enhance connectivity with this agenda. Ensuring that opportunities for signposting families through to the Council's Early Help service are maximised is key.

To discuss this in more detail, in the first instance please contact Paula Worthington, Director Early Help, Education and SEND pworthington@warrington.gov.uk.

The Council is also focussed on an early, targeted intervention approach to support vulnerable people and I am sure it will assist both organisations if plans and ideas are shared in advance of any final programme of work being developed, to complement each other, maximise the use of resource and remove the potential for any duplication of effort.

If the service is unsure of specific leads for the areas of work, please make contact through the Community Safety Partnership (CSP) via communitysafetywbc@warrington.gov.uk or the Safeguarding Partnerships safeguardingpartnerships@warrington.gov.uk and Officers will be able to signpost.

Road Safety

I am aware that the CSP has recently received a presentation on road safety and I am reassured that there will now be regular links between the partnerships to share the strategic plan (once it has been developed) so that it compliments any priorities within the Community Safety plan. I would expect that there would be a system of reporting through to the CSP on a periodic basis to ensure all partners are aware of developments.

Risks - Protection

It is reassuring that the Sprinklers Saves Lives campaign is to be expanded across both business and high rise residential settings. It would be useful if this programme could also emphasise the importance of businesses investing some effort and thought into developing Business Continuity plans to ensure they are able to recover from any form of disruption.

The Council has a duty under the Civil Contingencies Act 2004 to promote Business Continuity to local businesses and it is something that is inherently difficult to do Countrywide in terms of smaller business understanding the importance of investing the time into thinking about the "what if." Through the support of the service, whilst promoting the importance of sprinklers and the impacts of not investing in them, it would be useful if there was also an emphasis on signposting for Business Continuity advice.

Warrington.gov.uk

To move this forward I would ask that you discuss with the Council's Community Safety & Resilience Team via emergencyplanning@warrington.gov.uk.

Risks Protection – Modern Methods of Construction

The changing skyline of Warrington regarding high rise residential buildings (HRRB) and other developments will require CFRS to be adequately equipped to manage fires in these types of premises. The ban in 2019 by central government on combustible cladding materials on the outside of buildings over 18m will improve fire safety on HRRB.

The stay put policy and single escape staircases in HRRB needs better education, and the management of these buildings need procedures in place and residents forums to fully understand the practicalities of this policy. It is envisaged this will be an outcome of the Hackett Review and Grenfell Tower Inquiry. The results of the Inquiries will be fully reviewed by the Cheshire Resilience Forum and relevant teams within the Council when published.

The Council's Building Control team carries out, during construction, Timber Frame Fire Risk Assessments primarily for its partners, Countryside Homes. However, we are not aware of other developers asking for this service or if indeed they are being carried out. Any reports always signpost the developer to contact the Service to ensure awareness of the increased risk of fire during construction.

HMOs

I would welcome the closer working relationships to develop assurance arrangements for HMOs. There is also the opportunity to include joint work targeted on reducing bin fires.

I also think that it is vitally important that CFRS are engaged through the CSP and its sub-groups such as Organised Crime to look wider at intelligence sharing to highlight concerns gathered through "front line" statutory visits that may be related or indicate issues such as exploitation, trafficking or linked to brothels within the area which can then be explored by the relevant partners.

HMO developments are increasing in the borough, but many of these are being supervised by private building control providers, who should be liaising with the Service and the Council's Private Sector Housing section. I assume the service has no concerns related to this, or that it is addressing any such concerns related to engagement with private building control providers directly.

Equipment

It is positive to see investment in new equipment which provides better operational benefits. In relation to the allocation of Rapid Response Rescue Units, for Warrington, presumably Merseyside and or Greater Manchester will have similar capabilities that could assist any response if required in the Borough as part of the service mutual aid arrangements?

Collaborative Working

I welcome the continued reference and approach to exploration around collaborative working which we recognise is integral moving forward to ensure the best use of resource within a diminishing financial framework across the Public Sector.

Warrington.gov.uk

Whilst it is acknowledged that the partnership working between the service and the Council works well, I am also aware that all new fire stations in Cheshire were inspected using the services of private sector building control providers, rather than using the services of the Council. I accept there will likely be valid reasons for this, but would ask that with any future renovation or building programme, the service does give consideration and opportunities to supporting the use of Council services where possible. The team can be contacted via Building.Control@warrington.gov.uk

Finally, I would like to take this opportunity to encourage and thank you in advance for continued engagement with the Council's Safeguarding Partnerships, CSP and Health and Wellbeing Board.

Yours sincerely



Councillor R Bowden
Leader, Warrington Borough Council

Kingsmead Parish Council

Good Afternoon,

Kingsmead Parish Council has reviewed the Draft Integrated Risk Management Plan 2020-2024 and has asked that I give feedback as follows:-

The council stated that it was alarmed by the figures in relation to the RTAs and fatalities and supports an increased focus on road safety with public sector partners and residents by the fire service. It is noted that the Cheshire Fire Authority is commissioned to deliver road safety education activity on behalf of Cheshire East Council, however Kingsmead comes under Cheshire West and Chester Council so is not seeing the benefit of this risk prevention measure.

Kind regards,

Sarah Morgan
Clerk to Council

Cllr Adam Langan (CWAC)

I am emailing you as a councillor for Newton and Hoole in support of the decision to bring a second fire engine back to Chester. This will be a positive step forward for the area and will increase the fairness in the spread of the fire engines and the population each one covers. I look forward to the decision being made.

Thanks,

Adam Langan

Councillor for Newton and Hoole

Cllr Neil Sullivan (CWAC)

Dear sir

I wish to provide feedback on the IRMP which you have published.

In terms of specifics I wish to support the proposal to reinstate the 2nd appliance at Chester.

I have long been opposed to the reduction to a single appliance which took place in Chester several years ago

I am not able to comment on the planned reduction to 1 appliance in Ellesmere Port.

I remain of the view that the investment in new stations at Powey Lane and Chester was particularly wasteful of public money.

With the impact of COVID-19 likely to be unclear for some time, I think Cheshire Fire ought to delay implementation of any changes until the impact of Cvd-19 is known. For example reduced car traffic is likely to impact on the number of road traffic collisions.

Regards,

Cllr Neil Sullivan

Cllr Richard Beacham (CWAC)

Dear Mark,

Thank you for the opportunity to contribute to the consultation on the draft IRMP.

I have represented the Newton ward on Cheshire West and Chester Council since 2015 and more recently Hoole too. I understand that the St Anne's station is one of the busiest in the CFRS area.

As you know, I share the concerns of many residents in Chester that one engine at St Anne's Street is not adequate for our historic city. We have historical assets of international importance and a growing population with an increasing number of properties.

For these reasons, I support the proposals to station two engines at St Anne's Street as described in the draft IRMP.

Thank you for all of the work you and your team have done to bring this document forward. I know it has not been easy and that there are lots of difficult choices for people in public services in this day and age.

Best wishes to you, your family and all the staff at CFRS in this extremely challenging time.

Richard

Councillor Richard Beacham
Newton & Hoole Ward
Cabinet Member for Housing, Regeneration & Growth

Cllr Samantha Dixon (CWAC)

Dear Mark

Thank you for the opportunity to contribute to the consultation on the draft IRMP.

I have represented the Chester City centre on Cheshire West and Chester Council since 2011. Notwithstanding recent boundary changes, I have been elected by the residents both in the core of the city as well as those surrounding the St Anne's Street Fire Station. I understand that the St Anne's station is one of the busiest in the CFRS area.

Over recent years, I have shared residents' considerable concern about the reduction in the number of appliances based in the city. This is due to the protection required for:

1. the historic core of the city which is of international significance and considerable vulnerability;
2. the important commercial activity in the city.
3. Most importantly, the dense residential areas in the city centre.

I therefore strongly welcome and endorse wholeheartedly the proposal to reinstate the second whole time fire engine at the new station in Newtown.

Best wishes

Sam

Councillor Samantha Dixon

Councillor for Chester City & Garden Quarter Ward (Labour)

Cheshire West and Chester Council

Cllr Gareth Gould (CWAC)

Dear Consultation Team/Chief Executive Cashin,

Thank you for the opportunity afforded to Elected Members, stakeholders and the public to respond to the very comprehensive and well-detailed Draft IRMP 2020-24.

I have pleasure below in submitting my response.

pages 5-6: geographic and demographic description

I would perhaps add 'hamlets' to the description of localities, and I would also add 'economically' or a similar phrase before 'deprived' to describe "parts of the community."

As we are discerning even more during the covid-19 outbreak, some of our neighbourhoods maybe fiscally poor in terms of resources, but rich in people resources & residential togetherness etc.

On page 6, I would also perhaps mention Hale Village with **Halton**.
I used to work for half a decade with Derek Twigg MP at the House of Commons.

page 14: Current/projected Demand

I am pleased to see a reduction in projected incidents due to arson (psychologically useful projected down from above now to below 1,000 cases?) and also false alarms, yet both seem too high figures.

Could further explanation please be provided - noting your work with Police on the Resilience Forum etc - as to how these two issues are planned to be addressed?

pages 11-18: Risk Prevention

Could/should we also be using terms like 'estimated fatalities' rather than 'likely to die'?

page 19: Societal Risks

In March, I was appointed by Cllr Gittins & Cabinet to be the Leader's new Champion for Mental Health in CWaC. I am liaising with my Cheshire East counterparts Cllr Sally Handley & Cllr Jonathan Parry - the latter being on our Fire Authority - who were also recently appointed by Cllr Corcoran as MH Co-Champions to succeed the late Cllr Dorothy Flude.

The Cheshire West & East MH Partnership Boards deal with Adults and Adults & Children respectively, and are scheduled to meet as a Joint Board (not a standing body but more of a Summit) in the autumn.

I have been working hard in the 'baptism of fire' excuse-the-pun scenario of the covid-19 outbreak to liaise with relevant stakeholders on our collective response - including with the Police, NHS & third sector partners across the wider Cheshire and sometimes Merseyside geographical footprint.

I work closely with Public Health Director & CWaC CHAMPS/Resilience Forum rep Ian Ashworth (Chair of CWaC Emergency Response CEMART Team), his PH Team, and Deputy Chief Exec People Del Curtis.

Your Fire Authority Chair Cllr Bob Rudd is as you know, Chair of CWaC Council and is also Chair of the Labour Group. I am the Group Secretary.

Mental Health & Well-Being were already a significant borough-wide & sub-regional challenge, and a corresponding priority for the CWaC administration

prior to covid-19. This has been reflected in the partnership ethos which led to the public engagement which survived General Election-purdah, followed by the passing by Full Council in February of the *Council Plan 'Play Your Part'* for the concomitant 2020-24 period with your IRMP Strategy. Prominent public figures from Her Majesty the Queen to the TUC's General Secretary Frances O'Grady & shadow/government ministers alike have adopted a similar theme for the country's way of working together in this current crisis.

I would welcome when the opportunity allows, a virtual / phone discussion in the near future with an appropriate member of your Team, about how mental health & well-being can be a greater element in terms of the joined-up, integrated, collaborative partnership approach which we will need to undertake strategically going forward. especially as the need and subsequent demands of our services & yours will be more acute, pertinent and holistic as a result of covid-19.

I sent an email introducing myself as MH Champion to David Rutter on 24th March, with no response to date.

Noting your reference to minority groups and heartened by your Diversity employment appeal at the end of the Draft Plan, I am aware of the excellent award-winning work done on Equalities by Cheshire Fire & Rescue.

Could I ask if this Consultation has been subject to the robust challenge of an Equalities Impact Assessment?

page 20 - Risk Prevention; Road Safety

I note the use of mobile phones as a responsible factor in recent and forecasted increases in road fatalities vis-a-vis their use by vehicle drivers.

What evidence is there/could be explored & extrapolated in terms of ascertaining the level of incidents contributed to by pedestrians and cyclists using their phones whilst also not paying due attention to the road?

page 22 - Risk Protection: Business Safety Team

I note with welcome interest the liaison with partners via Business Safety Team.

I am wondering if there is currently or planned/proposed for the future, any relevant engagement with Further & Higher Education local partners in terms of both their estate space portfolio/as large employers, and also their academic & professional expertise in terms of risk management/logistics etc.

I am conscious that this may not only involve for instance the University of Chester, but also the University of Liverpool with its facilities of Ness Botanic Gardens & Leahurst Veterinary Campus?

Previous pages have eluded to the challenge of agriculture; would engagement with Leahurst & Reaseheath College and local NFU branches etc support your work vis-a-vis agriculture, biodiversity & horticulture?

page 25 Risk Response: Climate Change

Could I ask whether an integrated, joined-up approach could be taken with my Champion counterpart Cllr Matt Bryan's Climate Change Taskforce - which met on 14th February at a presumably high-risk facility that is Chester Zoo?

I would also encourage the sharing of best practice with the trainer who facilitated the Climate Change Carbon Emergency Training held at the University of Chester's Riverside House on 27th February 2020 hosted by Cllr Bryan. The trainer knew an awful lot about logistics & procurement of business models and could be a useful collaborative link going forward?

pages 31-33: Emergency Response

As the governing CWaC Labour Group's permanent representative on Ellesmere Port Development Board as well as via Planning Committee, I am acutely aware of the key industrial assets in the Cheshire Corridor that amount to 5% minimum of total UK energy/output.

In the 2000s I worked for a while on a temporary basis at an international-based chemical firm just outside Ellesmere Port; whilst working for Halton MP Derek Twigg I occasionally had to write to Daresbury & INEOS Chlor/Fluor, Peel & other major firms; more recently in a civic capacity I helped open the BioMass facility at Ellesmere Port [Science Park].

Given the above and having been a resident in Ellesmere Port for the majority of my life, I am concerned with the proposed removal of the second fire engine from Ellesmere Port fire station, and request this be revisited and the proposal withdrawn as a priority.

Once again, I thank you for the detail in this Report and the opportunity to make representations.

I look forward to their due consideration and a response as appropriate.

Many thanks & best wishes
Councillor Gareth Gould

Member for Strawberry Ward, Cheshire West & Chester
Cheshire West & Chester Leader's Mental Health Champion

Cllr Simon Brownbill (Disley Parish Council)

Dear Sir or Madam,

I am writing on behalf of Disley Parish Council (DPC) in response to draft IRMP 2020-2024. DPC strongly values Cheshire Fire and Rescue as a local service provider. Although we do not have our own fire station, our view is that we are well served by both Poynton and Bollington. Crews attend to a wide range of incidents from road traffic accidents to domestic fires. In August 2019 the village experienced a major incident with a large moorland fire at Lyme Park.

Because of our location and the absence of a Fire Service station, we support the proposal to introduce a fleet of Rapid Response Rescue Units, with one each to be based at Poynton and Bollington. We also support the plan to replace the Macclesfield Aerial appliance.

On your proposals surrounding community engagement, we have the following comments:

Expansion of Safe & Well visits. We would welcome more detail on this programme and are keen to work with you to onward communicate this to our community. We agree with the proposal to extend the Safe and Well visits to include those in single adult or lone parent households.

Developing a road safety plan. DPC are becoming increasingly concerned about road safety in the village. There is a perception amongst residents that we have experienced a upturn in speeding and dangerous driving since the new A555 brought additional traffic into the area. We are working with Cheshire East Council and Cheshire Constabulary on mitigation and enforcement matters.

We would like to see Cheshire Fire & Rescue engage with us and our community on driver education initiatives. This could include an open day at our community centre and non-enforcement signage on our main arterial routes.

We are also seeking sources of funding for our own community initiatives such as the purchasing of mobile Speed Indication Devices.

Reviewing risk-based inspection programme. Disley is a largely residential community. We do have an ageing population and as outlined above, DPC would like to understand more about 'Safe & Well' and how we can ensure how vulnerable residents can benefit from these visits.

Safety in Houses of Multiple Occupation. The number of HMOs in Disley is negligible. We support your plans, but we have no additional comments here.

Finally, we wholly support IRMP 2020-2024 and DPC is keen to engage with Cheshire Fire & Rescue its execution. We would like to invite you to meet with us following the

adoption of the plan. Please contact our Clerk Richard Holland to make arrangements to organise this – clerk@disleyparishcouncil.org.uk

Thank you.
Cllr Simon Brownbill

Chester Retired Firefighters

DRAFT IRMP 2020-24 CONSULTATION RESPONSE.

The Fire Authority and everyone associated with this plan must have worked incredibly hard to achieve more with less funding and all must be congratulated.

This IRMP increases the front- line firefighting resources in both the Chester and Ellesmere Port area and in Wilmslow.

Whilst these specific areas benefit most, fire cover for the whole of Halton, Warrington, Cheshire East and Cheshire West will be more operationally resilient.

The Chester Retired Firefighters are very pleased to see the proposal to keep FOUR Fire Engines in the Chester and Ellesmere Port area and the proposal for TWO Fire Engines in Chester.

However, we note some opposition to this aspect of the Fire Authority's proposals has been reported in the Chester Standard (26 March 2020) which states, *'the most controversial move is to move one of Ellesmere Port's two fire engines to give Chester a second appliance'* and the Standard adds that *'Justin Madders MP for Ellesmere Port and Neston is calling for the policy not to go ahead'*.

The Chester Retired Firefighters wish to point out that currently there are THREE Fire Engines located north of the A5117 ideally placed to service the needs of Mr Madders' Ellesmere Port and Neston Parliamentary Constituency with an electorate of 69,552 (2018) with the fastest response possible. There is just ONE Fire Engine which is best placed to service the City of Chester Parliamentary Constituency with an electorate of 74,377 (2018).

Whilst the *'controversial'* Fire Engine located at Powey Lane is inside the boundaries of the City of Chester Parliamentary Constituency, it clearly provides a much faster response to the Ellesmere Port and Neston area.

THREE Fire Engines can get to the Ellesmere Port town residential areas in 10 minutes, in Chester we can only get ONE in this time.

Also, the ONE Chester Fire Engine is very often called upon to attend incidents as far to the south as Tarporley and Malpas, either as the first or second response.

The actuality of what is being proposed by the Fire Authority is to redress the current inadequate balance of the THREE Fire Engines serving the Ellesmere Port and Neston area to the ONE Fire Engine which serves Chester and the areas to the south.

The Chester Retired Firefighters consider that the Fire Authority proposals for TWO Fire Engines in St Anne Street in Chester and TWO Fire Engines north of the A5117 to be proportionate and balanced.

Let's look at Response Proposal 3 in a bit more detail.

RESPONSE PROPOSAL 3 - Relocate Ellesmere Port's Second Fire Engine to Powey Lane.

There are three parts to this proposal;

1. To keep FOUR Fire Engines in the Chester and Ellesmere Port area following the following the Whole of Service Review.
2. To move a Fire Engine from Powey Lane to St Anne Street, Chester.
3. To move a Fire Engine from Ellesmere Port to Powey Lane. **(continued)**

Background

Prior to 2013 it was the accepted norm that Chester with its unique heritage had TWO Wholetime Fire Engines and Ellesmere Port with its significant petrochemical industry also had TWO Wholetime Fire Engines.

Due to funding pressures, the 2013 Fire Authority Integrated Risk Management Plan then proposed just ONE Wholetime Fire Engine in Chester City Centre and ONE Wholetime Fire Engine in Ellesmere Port Town Centre with a THIRD Wholetime Fire Engine being effectively shared between Chester and Ellesmere Port at a new Fire Station in Powey Lane. The Chester Second Fire Engine was relocated to Powey Lane in January 2017.

In February 2018 the Fire Authority decided to review the 2013 thinking and the fire cover arrangements for Chester and Ellesmere Port were reconsidered as part of the new Chief Fire Officer's Whole of Service Review.

Response Proposal 3 is the outcome of this review.

The Chester Retired Firefighters have always advocated for TWO Fire Engines in Chester City Centre and TWO Fire Engines to service Ellesmere Port and Neston.

Firstly, let's look at why the Chester and the Ellesmere Port and Neston area need TWO Fire Engines each.

Risk in Chester.

In addition to protecting life, Fire Authorities were given clear guidance by Government to protect heritage risk via the IRMP Steering Group, Policy and Guidance -Protection of Heritage Buildings and Structures document, '*Safeguarding the heritage environment (both built and natural) is an essential component of the*

Fire and Rescue Authority's strategy' and that 'It is recommended that Grade I and Grade II listed buildings are taken into account'.

There are 207 Grade I and Grade II Listed Buildings in Chester which is 43% of those found in the whole area covered by Cheshire Fire and Rescue Service and yet with Chester having only ONE Fire Engine the time lag to the arrival of the Second Fire Engine is one of the highest amongst the Wholetime Fire Stations. These buildings are tightly packed together, and extensive fire spread is a major concern and it is not just the Listed Buildings which are at risk, it is the people who frequent them. There is a huge footfall in these Buildings of thousands of people in the retail premises by day and in the bars and nightclubs at night. Whilst the Protection Staff of Cheshire Fire and Rescue Service will have made their best endeavours, these buildings are primarily built of wood and the fire stopping arrangements are far inferior to modern standards. Some nightclubs have over 1,000 people in them some nights, please picture a scenario with the ONE Fire Engine in Chester with a crew of just FOUR persons turning up to tackle a fire in an old building made of wood with perhaps more than 1,000 people inside and the Second Fire Engine around 10 minutes later.

Risk in the Ellesmere Port area.

The Ellesmere Port area has significant risks with its 9 Upper Tier COMAH Sites. The Cheshire Community Risk Register produced by the Cheshire Resilience Forum lists the risks associated with COMAH sites as, endangerment to life, damage to property and the local area, and pollution to the local area and water courses.

All COMAH sites, these are subject to stringent regulation with regular testing of their safety plans. However, industrial accidents can happen and as such there needs to be an appropriate response for the foreseeable risk. **(continued)**

Population distribution in Chester and Ellesmere Port.

Currently, there is just ONE Fire engine in Chester and THREE located north of the A5117 in the areas serviced by Ellesmere Port and Powey Lane Fire Stations. The THREE Fire Engines located to the north of the A5117 service a population of 91,500 whereas the ONE Fire Engine in St Anne Street Chester services 97,600 people.¹

This means that the Chester Fire Engine services more people than the other THREE Fire Engines combined.

Furthermore, the Chester Fire Engine is often the first to attend incidents in both the Tarporley and Malpas area. The Tarporley Fire Engine services 17,000 people and it is not available for 53.14% of the time and the Malpas Fire Engine services 8,200 people and it is not available for 41.16% of the time.² Consequently, the net effect is that an extra 25,200 people will rely on the Chester Fire Engine to service their needs for the best part of 6 months each year.

The relocation of a Second Fire Engine to Chester would effectively provide ONE Fire Engine for each 48,000 of population and the TWO remaining Fire Engines north of the A5117 would provide ONE Fire Engine for each 45,750.

The relocation of a Second Fire Engine to Chester also boosts the resources there to assist in supplementing the Tarporley and Malpas areas when their Fire Engines are not available.

Let's look at the best place to put the Second Fire Engines.

Firstly, we should ask, why does this matter? If a Fire Engine arrives at an incident on its own, procedures are such that Firefighters wearing Breathing Apparatus are not committed until the arrival of backup. This delays entry into the building for rescue and firefighting purposes. The longer it takes to make an intervention then the more likely that the fire will spread and the less chance of people trapped surviving. Consequently, the time lag between the first and second fire engines on the scene is of critical importance to both the speed of attack and firefighter safety.

Should Chester's Second Fire Engine be located in Powey Lane ?

The Fire Engine at Powey Lane can cover about one quarter of the Chester urban areas within the Service's 10 minutes response standard.

Powey Lane only provides a quicker response than from Chester to the south of the A5117 in Saughall and Mollington (pop.4463, Census 2011), Backford (pop.124, Census 2011) and Wervin (pop.146, Census 2011).

It is quicker from St Anne Street to get to the remaining 92,000 or so Chester residents who live south of an imaginary line drawn between the Mollington Banastre Hotel and the Dale Camp.

The further south of this line, the greater the time lag between the First and Second Fire Engines which increases to about 10 minutes for all areas south of Chester Fire Station. This includes the City Centre Heritage Buildings. The Chester Retired Firefighters consider that there is a conclusive case for the TWO Fire Engines allocated to Chester to be located at St Anne Street. **(continued)**

Should Ellesmere Port's Second Fire Engine be located in Powey Lane ?

The Fire Engine at Powey Lane, just like the Fire Engine at Wellington Road, can cover most of the Ellesmere Port town urban areas within the Service's 10 minutes response standard.

Powey Lane is ideally located to attend URENCO works, this a COMAH site where an incident could lead to an off- site leak of gas which with the prevailing wind would disperse towards the Little and Great Sutton areas. With the Fire Engine being located to the south west of URENCO, given the prevailing wind, it is on most occasions upwind from the works which means the crew would not have to drive

through a gas cloud so there is a more direct and safer route than from Wellington Road. Also, it takes about 3 minutes longer to get to URENCO Works from Wellington Road.

The furthest COMAH Site in Ellesmere Port from Powey Lane is also by far the largest and this is Stanlow Refinery. Using the M56 from Powey Lane, it takes about a minute longer to get to Stanlow than from Wellington Road. However, it is important to remember that Essar Oil at Stanlow have their own Fire Station, Fire Engines and Firefighters available 24/7. It is usual that by the time the Cheshire Fire Engines arrive for Essar's own sophisticated fleet to have already embarked upon a fire attack using specialist high powered foam monitors and water cannons.

Powey Lane provides a faster response to the M56 Motorway of a couple of minutes or so than from Wellington Road but it is slower to attend the M53.

Powey Lane provides a much quicker response to Neston (pop. 15,221,2011 Census) than Wellington Road. However, the Fire Engine from Heswall usually gets there first.

The Chester Retired Firefighters consider that it is a much closer call over the location of the TWO Fire Engines allocated to the Ellesmere Port and Neston area. Consequently, we totally respect that this is for the people of Ellesmere Port and Neston to give their input as to their preferred location for the TWO Fire Engines allocated to them. Equally, we recognise that the Chief Fire Officer has at his disposal far more sophisticated data and analytical tools than we have, so his recommendations to the Fire Authority will be much more accurately researched than ours.

Conclusion

The Chester and Ellesmere Port and Neston areas are broadly similar in population and both are undergoing expansion. Both have different but significant risks with their heritage and industry which are vital to both local economies.

If Chester's Second Fire Engine had to travel from Powey Lane, we calculate (using google maps) that about 5000 Chester residents get a quicker response whereas 92,000 are serviced faster from St Anne Street in Chester.

For Example, in the City Centre and the south of the river areas, the time lag between the First Fire Engine coming from St Anne Street and the and Second Fire Engine coming from Powey Lane is about 10 minutes.

If Ellesmere Port's Fire Engines are positioned with ONE in Powey Lane and ONE in Wellington Road, we calculate that the time lag to the COMAH sites and the Ellesmere Port residential areas will be generally about 3 minutes.

We stress that the Chief Fire Officer has at his disposal far more sophisticated data and analytical tools and his professional advice to the Fire Authority is to locate

TWO Fire Engines at St Anne Street in Chester, ONE at Powey Lane and ONE at Wellington Road in Ellesmere Port.

The Chester Retired Firefighters totally support the proposals for FOUR Wholetime Fire Engines in the Chester and Ellesmere Port area.

We fully support the proposals for TWO Wholetime Fire Engines at St Anne Street, Chester.

It is not for us to interfere with where Mr Madders M.P. and the people of Ellesmere Port and Neston to decide where they want the TWO Fire Engines allocated to them, so we offer 'no comment' on this one aspect.

Thank you for giving us the opportunity to comment as part of your Consultation.

Tony Jones

(Michael Anthony Jones)

Secretary, Chester Retired Firefighters.

Supplementary note on the Consultation Process

1 Our contacts in the consultation field inform us that the wording of Question 10 will skew the Consultations against the return of Chester's second fire engine and in favour of two pumps remaining in Wellington Road.

The phrasing of the Draft IRMP Operational Response Option 3 and Question 10 of the Consultation Residents Survey as '*Relocating Ellesmere Port's second fire engine to Powey Lane*' is much more likely to elicit a Disagree /Strongly disagree response. However, had the question been phrased as '*Relocating a fire engine from Powey Lane to Chester*' it would be more likely to elicit a Strongly agree / Agree response.

It is considered by ourselves that, although Operational Response Proposal 3 is a binary option, only by canvassing public opinion from the two perspectives ('*Relocating Ellesmere Port's second fire engine to Powey Lane*' **and** "*Relocating a fire engine from Powey Lane to Chester*') would have given the Fire Authority the unbiased data that they need to assist with their decision making.

Due to the complexity of the variables surrounding Question 10, we would ask that the Fire Authority treat the results from the Consultation on this matter as a rough guide only and NOT as a definitive public opinion.

1 Station Profiles CFRS 2017-18 Chester Fire Station Area- One Fire Engine 97,600 people in 44,500 dwellings, Powey Lane Fire Station Area- One Fire Engine 31,000 people in 13,000 dwellings and Ellesmere Port Fire Station Area- Two Fire Engines 60,500 people in 28,100 dwellings

Chester Residents Associations Group

Dear Mark,

I'm writing as secretary of **Chester Residents Associations Group** (CRAG) which is an umbrella community organisation representing 23 residents associations, community groups and right-to-manage companies, within – and nearby – Chester's city walls.

CRAG supports the general proposals in the Cheshire Fire Authority (draft) Integrated Risk Management Plan 2020-24. And, specifically with regards to the reinstatement of the second pump in Chester, at the new fire-station in Newtown. The reasons are:-

- The historic core is medieval and essentially made of wood, and so is extremely vulnerable and at risk
- In the past decade there has been a population explosion in Chester city-centre and there are now dense residential areas throughout the city
- The city's economically important business community is located here

I would be grateful if you would acknowledge safe receipt of this representation.

Your sincerely,

Vanessa Bond
CRAG secretary

Chester Racecourse

To whom it may concern,

After meeting with Councillor Dixon yesterday, we thank you for the opportunity to contribute to the consultation on the Cheshire Fire Authority Draft Integrated Risk Management Plan.

Chester Racecourse, having being part of the city for hundreds of years, have shared considerable concern for the current distribution of fire engines across Cheshire. The internationally renowned historic nature of Chester, which attracts millions of tourists per year, make it a considerably vulnerable location. The racecourse itself, attracts around 250,000 racegoers alone during the racing season, so their protection is a great priority. Additionally, the increase in commercial activity and most importantly, the protection of the residents in the dense areas of the city centre is of high importance to the community.

Chester Racecourse, therefore, strongly welcome and endorse wholeheartedly the proposal to reinstate the second fire engine at the new station in Chester.

With kindest regards,
Sophie Jarvis

On behalf of Chester Racecourse.

Hopes and Beams



Equity and Inclusion Officer,
Cheshire Fire and Rescue Service,
Oakmere Road,
Winsford

Dear Mr Evans,

I would like to thank you for forwarding a copy of the **Draft Integrated Risk Management Plan: summary** for our charity to read, and comment upon. I appreciate your pro active approach to informing our charity about this draft report as our recent charity work with individuals effected by the Beechmere Fire in Crewe has brought to the fore the devastation and acute hardship fire can bring to a community.

The Hopes and Beams charity based in Crewe which primarily works with children and young adults with disabilities and their families. The charity also works closely with older and more vulnerable members of the community organising clubs and activities for individuals with Alzheimer's. These two groups are especially vulnerable to the dangers of fire and as such fire policy, and the fire service local response is of great importance.

Crewe North, where the charity is based, has the highest population density in Cheshire East and examination of the index of multiple deprivation score, it scores poorly. It is the 4th most deprived ward out of the 52 wards in Cheshire East.. The percentage of people with underlying health conditions is also proportionally greater in Crewe than the other Cheshire East Boroughs.

Prevention

Vulnerable adults with Learning Disabilities.

The **Draft Integrated Risk Management Plan** does well to highlight the work of the fire service helping to provide Safe and Well visits to vulnerable residents and those over 65.of age. Although we welcome the proposal to extend Safe and Well visits to a broader range of people particularly single adult and lone



*Winner of the Queens
Award for Voluntary
Service 2007*

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Co director: Jane Whetnall MBE and Iain Chalmers

parent households we believe that this should also include houses where adults with disabilities are housed under the care of the local authority,

As a charity working with vulnerable adults with learning disabilities we have had discussions with individuals about how to react under certain circumstances, fire in the home being one of them. This followed an incident where it was explained that an individual set off a smoke detector whilst making toast in their house. The individual reacted to the alarm by hiding in a cupboard. Had it been a real fire then the consequences could have been grave. And highlights the necessity of increasing awareness of how to respond to fire, and emergencies, within this group.

Although the support received by individuals with learning disabilities within the community varies considerably from individual to individual, in many cases this support can be intermittent and disjointed and with a constant rotating care staff this can cause particular difficulties. For some there will be periods of time when these vulnerable individuals are on their own and need to know how to react in the case of fire.

We propose that the Authority establish an information and education programme geared specifically to those with learning disabilities to teach them what to do in the case of fire. This can be done in conjunction with charities such as Hopes and beams which have experience at working with vulnerable adults with Learning Disabilities.

The proposal to develop a campaign to inform owners and residents of HMO's is also a very timely and positive initiative and we welcome this being highlighted within the Draft Integrated Risk Management plan.

Protection

We believe that the current risk based inspection system which is responsible for enforcing fire safety legislation should be more widely extended. Although the criteria for inspection stipulates that priority is given to inspecting premises *which pose greatest risk to life* it is unclear how this information about greater risk to life is relayed to the fire service. There are many charities and voluntary organisations working with vulnerable children and adults that have in reality never been inspected. Charities and the voluntary sector are often overstretched and would welcome assistance from the fire service to ensure they are complying with regulations. Having the option to ask the fire service to carry out a risk assessment of premises which are used by vulnerable members of the community and to give advice on fire safety matters within premises would be of benefit.

Emergency response

The proposal to introduce a fleet of 13 RRRU to address deficiencies in current emergency response is welcome. Such units will enable the service to respond to emergencies more efficiently and rapidly especially in the case of RTA however it also will have the capacity to allow more rapid response to fire.

Being more mobile this will enable quicker assessments to be made on site, which can be then fed back prior to the arrival of the rest of the team.

In future, if the use of RRRU units prove successful that then consideration may be given to expanding there remit to cover urban areas as well.

Finally, On a local level, one issue which has not been highlighted within this draft report is how the current structure of the fire service within Crewe is changing to accommodate the increase in the number of houses within the Borough. There has been a considerable increase in the number of houses built over the last five years and there has been little information made public as how the fire service in Crewe , and Fire Station will respond to this increase.in households.

I hope that our comments are of use and welcome any future discussions with our charity as to how the fire service can better accommodate the needs of individuals with disabilities.

Iain Chalmers

Hopes and beams co director

Jane Whetnall MBE

Hopes and Beams co director

Macclesfield Town Council (Notes from briefing)

Briefing date: 28 February 2020

Venue: Macclesfield Town Hall

CFRS Attendees: ACFO Alex Waller, WM Aaron Collis

Notes

An extensive discussion was held around each of the four key response proposals, including the replacement of the aerial appliance at Macclesfield with a HRFE. The councillors were supportive of all four proposals and did not raise any concerns.

The other areas of the IRMP were also presented with the councillors showing particular interest in the prevention proposals. They were extremely supportive of the expanded safe and well targeting and the expansion of road safety activities.

Fire Brigades Union

Foreword:

The FBU firmly believes in and supports the process of IRMP as described in all of the current national guidance documents. The FBU wants to work with Cheshire Fire and Rescue Authority and the service to implement and to further develop the IRMP process.

Fire and Rescue Services are fortunate in that the majority of their employees are members of a single representative body, the FBU. By involving the FBU in the IRMP planning cycle, CFRS has the opportunity to draw on the combined experiences of the majority of its workforce when considering the health and safety implications of potential systems of service delivery work.

It is with this collaborative approach that we have managed to work closely with the service recently on a number of areas of success:

Emergency Medical Response:

The FBU worked alongside the service to successfully launch a pilot scheme, whereby our members respond to members of the community that suffer a Cardiac arrest (Red 1), and provide emergency intervention and basic life support. We jointly worked on creating the agreement with CFRS and NWAS, and on the Standard Operating Procedures.

Nucleus Duty System Review:

We designed a new duty system for the Nucleus Duty System that achieved efficiency savings of c100K whilst providing a ridership and establishment that has proven to be the most resilient of the duty systems (the wholetime staffing element) operated across the service.

Maternity Policy:

The FBU approached the service with policies from other FRS around the country that evidenced the need to overhaul our existing policies. Together we have worked hard to create a maternity policy which we believe is one of the best of the country, and one that will help attract more female applicants, thus enabling our service to be more diverse and representative of our communities.

The IRMP definition endorsed by the IRMP steering group is:

Integrated Risk Management Planning is a holistic, modern and flexible process, supported by legislation and guidance, to identify, measure and mitigate the social and economic

impact that fire and other emergencies can be expected to have on individuals, communities, commerce, Industry, the environment and heritage. FRA's when establishing local options for risk reduction and management within annual action plans, must take account of the duties and responsibilities outlined in the national framework, the emergency services order, the civil contingencies Act and the Regulatory Reform (Fire Safety) Order.

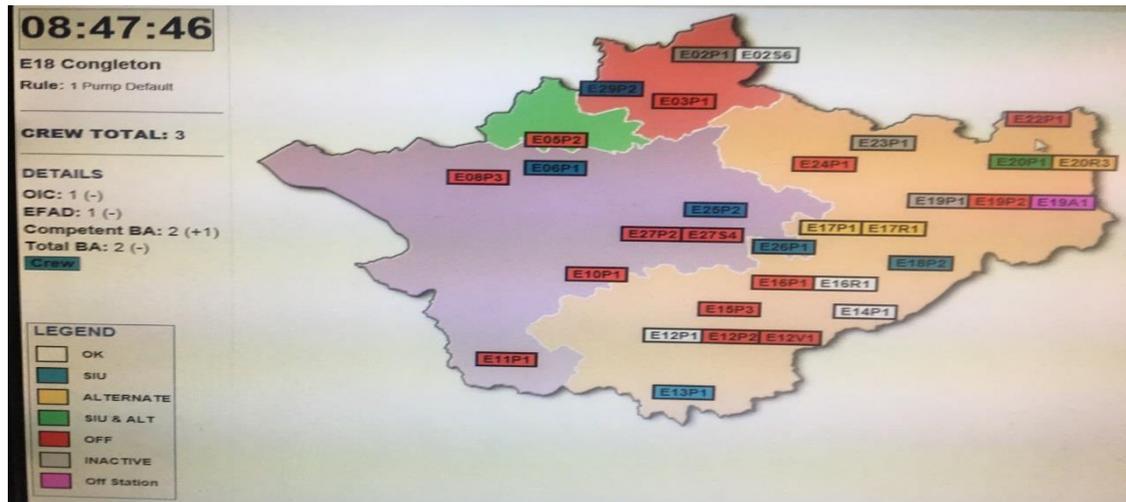
This places emphasis on flexibility and partnership, working on local, cross border and regional planning for prevention and intervention activities to save and protect life and reduce the economic and environmental impact of fire to the community. Through this partnership approach IRMP should deliver a proportionate response, that is evidenced based, which will ensure efficiency.

	2010/11	2011/12	2012/13	2013/14 + NWFC handling times	2014/15 + NWFC handling times	2015/16 + NWFC handling times	2017/18 + NWFC handling times
Number of whole-time FF's employed by the authority	524	496	478	456	430	390	?
Average attendance times – life risk	00:07:33	00:07:41	00:07:47	00:08:49	00:08:41	00:09:18	?
Average attendance times – all incidents	00:07:22	00:07:31	00:07:55	00:09:04	00:09:47	00:09:40	?
Number of whole-time appliances available to respond (Day)	20						18
Number of whole-time appliances available to respond (Night)	17						12
Number of Fire Deaths	9	6	4	3	5	6	8
Number of non-fatal casualties	85	104	105	115	140	142	
Total Incidents attended					7294	7716	
Average 'On Call' availability					73%	70%	

Levels of Reserves held	12M	16M	21M	29M	35M	36 Million	
	This denotes not in receipt of information						

Note: All information was obtained from either CFRS or published data from DCLG

The Response Model



The services own figures show that where the second appliance on a station is on call it is available on average just 40% of the time.

The pressures and expectations on our on-call staff are far removed from when the response model was designed, with on call providing cover at rural locations or additional support as the third appliance in towns, to expect the amount of availability, commitment and capacity for training given the little financial reward is unsustainable going forward.

Cheshire Fire and Rescue Service has again failed to make public the average attendance times for the second appliance attending an incident, we suspect this is due to the large lag times associated with appliances on the on-call duty system.

This impact's on the safety of crews on scene in the initial stages of an incident and also the public outcomes. When you consider that in Cheshire our full time appliances only crew to 4 riders instead of the nationally accepted 5 riders it is only a matter of time before one of our members is involved in an avoidable accident with potentially fatal consequences.

The lack of appliance capacity and resilience due to crewing to 4 riders can now be seen on a daily basis.

As a result of the loss of such large numbers of whole-time frontline fire fighters and appliances, the FBU strongly urges the Service to review each and every operating procedure to take into account the loss of that emergency frontline fire cover.

The review must take into account the revised safe working practises that would mitigate as best as is possible against increased risk resulting from the loss of immediate and adequate response to fire and other emergencies. It is one thing to declare that a fire appliance or appliances will be sent immediately to incidents it is another thing to apply that in practise. The low levels of retained availability compounds this issue.

The FBU have previously tabled a proposal which is a key risk and task analysis of all identified operational scenarios to the fire Service, which sets out the minimum safe number of firefighters for a number of known operational scenarios (33 in total). It is referred to as the Critical Attendance Standard, more commonly known as the CAST methodology.

The CAST methodology allows for a tightly-controlled phased arrival of fire appliances at emergency incidents. It takes into account of the effect of this phased arrival on both the incident and on the ability of firefighters to carry out Standard Operating Procedures (SOP's) without increasing the risk to themselves above a level which they would normally expect and facing situations which are themselves inherently risky. Determining what is an acceptable phased arrival – or **LAG** – in fire appliance attendance times i.e. the time between the arrival of the first fire appliance and the second fire appliance sent as part of the initial emergency response to an incident, is critical.

For example, one of the most commonly attended categories of incident for the Fire and Rescue Service is for a dwelling house fire and rescues are regularly and often successfully carried out in such incidents by crews. The risk and task analysis provided within the CAST scenario for such an incident identifies that a minimum of **9** firefighters are required to successfully resolve this type of incident safely. For clarity the CAST scenarios are wholly based on risk and task analyses undertaken by Government as part of the Pathfinder Review, it is effectively a Government scenario replicated and supported by the FBU.

The FBU have identified that one of the main issues of concern with the unprecedented loss of such significant emergency frontline fire cover is the amount of time it will now take for a second (or third) appliance to arrive on scene enabling the effective and safe working practises previously referred to. This LAG time not only informs how operational procedures can

commence or continue, but it also is the very essence of the ‘*speed and weight of attack*’ rationale often referred to by professional firefighters.

To underpin how important the speed and weight of attack is considered by Government as well as the professional firefighters the FBU refer the reader to the comments made by the former Prime Minister, Mr. D Cameron MP, in response to a question put to him in the House of Commons at Prime Ministers Question Time. Mr. Cameron stated at the time that ‘***Hon. Members must recognise that the most important thing is the time it takes the emergency services to get to an incident. As constituency MPs, we are naturally focused on the bricks and mortar items—whether ambulance or fire stations, or other facilities—but what really matters for our constituents is how quickly the emergency services get to them and how good the service is when they do so.***’

The Fire Brigades Union agrees completely with this comment made by the former Prime Minister.

Therefore the speed and weight of attack is crucial for both firefighter and community safety with the timely and appropriate provision of adequate numbers of firefighters. In its absence, safe systems of work are compromised and alternative less desirable strategies must be considered and implemented.

However, when someone is screaming at firefighters to act, to rescue their parent, their partner or their child, and you are there as part of the fire service response, it does not matter how ‘*self-disciplined to work within accepted systems of work*’ you may be, as a firefighter coerced into responding.

These are not individual decisions. Such is the frequency of this event that they have become accepted group decisions amongst firefighters throughout the service. In short - they are given no alternative.

The Review of Standards of Emergency Cover undertaken by Government in 1999 recognised this problem, and the ‘Pathfinder’ report is crystal clear on this point. In any planning decisions relating to **when** the required firefighters and equipment should arrive at an emergency incident, it warns against placing firefighters in a position where they have no option but to act – even when there are insufficient resources available:

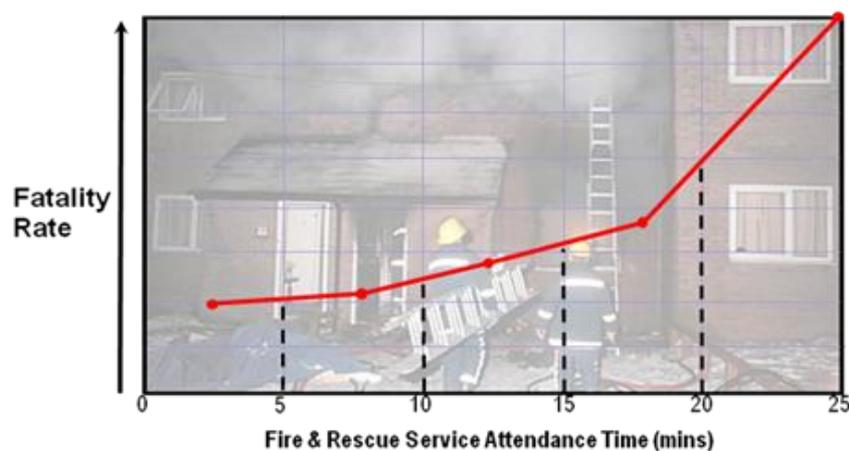
“... it is essential to avoid situations which could motivate or pressurise firefighters to act unsafely in the interests of saving life.”

(Review of Standards of Emergency Cover - Technical Paper C – Response & Resource Requirements)

This is the very situation the FBU are referring to and potentially the very real danger facing CF&RS personnel unless dealt with appropriately.

To delay the speed and weight of attack has known effects in relation to fatality rates. It is now a regrettable fact that response standards within the UK F&RS's, including Cheshire, are getting slower, and that trend will continue given the latest round of cuts.

The following graph displays the rapid rise in rate of fatalities the greater the response time, remembering that to safely conduct most operational activities a minimum of nine firefighters are required as demonstrated by the CAST scenarios. So a first attendance while useful does not stop the clock ticking as the safe systems of work identified by CAST requires the full resource provision of 9 firefighters as a minimum.



The 2018/19 plan claimed to have 'improved efficiencies' over the past 5 years, but the reality is a legacy of increasing attendance times and increases in fatalities and injuries against a backdrop of a move away from the old national standards to the 'Cheshire 10 minute response' which we know is actually a 12-13 minute response.

A new Automatic Fire Alarm policy which we believe is very dangerous, and has already seen increased fire and smoke damage to a historic property since its introduction.

12 hour shift systems for whole time operational fire fighters that remain unpopular with staff and that impact on work life balance and contact time with family are also not efficient, other than in reducing the number of staff employed by the authority.

Implementing Day crewing systems that again make reductions in the number of staff employed.

‘Working with partners to deliver safe and well assessments’ and forced Entry activity which has undermined the National Joint Council for Fire and Rescue Authorities as it has co-ordinated this work with a view to broadening the fire fighter role map, and in which Cheshire did not take part in submitting data. This is now a cause of Industrial tension across Cheshire FRS.

This Authority has previously claimed it is ‘Improving emergency response and safety of fire fighters’ yet the service has reduced the number of full time fire fighters employed and has also reduced the numbers attending incidents on the appliances whilst taking longer to get to incidents so this claim does not stand up to any scrutiny.

Is the current response model fit for Purpose?

A new approach to attendance planning

For the last half of the 20th Century, the minimum level of fire service attendance at fires in the UK was defined by national standards of fire cover. These standards defined the number of appliances, the crew size and the attendance time.

At the beginning of the 21st Century, national standards of fire cover were abolished, and it was left up to each fire and rescue service to set its own standards. The type of fire appliances, the crew sizes and the attendance times could all be set locally.

It was believed that the old national standards of fire cover did not reflect the modern fire and rescue service and did not address the true risk within the community. Setting attendance parameters at the local level was intended to deliver a better service to the public.

However a *method* was required that would analyse modern fire and rescue service capabilities so that the effect of changes to attendance standards could be examined and assessed prior to implementation.

The *method* that was developed by government scientists was called the Brigade Response Options System (BROS).

Brigade Response Options System (BROS)

Although it is called a *system*, BROS is essentially a *process*. Computer software has been created to make the BROS process easier to put into practice, but it can just as easily be worked out on paper.

BROS is a timeline based task analysis process.

The available firefighters are listed down the left hand side of a table, and the passage of time is represented across the width of the table. See Figure 1.

	1 minute	2 minutes	3 minutes	
Officer in charge				
Firefighter 1				
Firefighter 2				
Firefighter 3				
Firefighter 4				

Figure 1. Task analysis table

The idea is that the activities undertaken by firefighters at an incident can be 'blocked in' to the table to show what each person is doing at any moment. This process is known as *task analysis*

This is not a process that produces results that are of 'engineering accuracy', but if the skill and judgement of a large number of professional firefighters is used to fill in the table, a realistic and justifiable outcome is obtained.

The BROS process is particularly useful for a number of reasons:

- BROS is not limited to attendance at fires. It can be used to assess the effect of attendance standards at any emergency incident.
- BROS can be applied to a 'typical' incident or it can be applied to a very specific case.
- BROS can be applied using 'typical' fire and rescue service resources or it can be applied using the known resources of a particular service or fire station.
- There are only as many rows on the table as there are firefighters. This avoids incorrect assumptions being made about the activities that can actually be carried out by the number of firefighters in attendance.

- The timeline encourages users to remember that certain activities cannot be started until other activities have been completed.
- The timeline makes it possible to work out the effect of actual attendance times of second and subsequent appliances just by adding more rows to the table at different times.

In very simple form, a table might look something like Figure 2 as it is completed:

	2 minute		4 minutes		6 minutes	
First appliance:						
Officer in charge	Risk assessment		Supervision		Briefing	Supervision
Firefighter 1	Pump operation					
Firefighter 2				BA rescue		
Firefighter 3				BA rescue		
Firefighter 4	Supplying water		Managing hose			1 st aid
Second appliance: (arrival time 5 minutes after 1 st appliance)						
Officer in charge					Briefing	Com support
Firefighter 1						Firefighting
Firefighter 2						Firefighting
Firefighter 3						1 st aid

Figure 2. Task analysis table being completed.
Lag between 1st and 2nd appliance arrival is 5 minutes

A number of points must be considered at this stage:

- **Firefighter safety**

BROS enables an analysis of firefighter safety to be undertaken in the earliest planning stages of attendance planning.

As the rows in the table are filled in by professional firefighters, they will easily be able to identify issues of firefighter safety that place a demand on resources. For example, at a motorway incident, it may be necessary to allocate the activity of 'scene safety' to one person for the duration of the incident. This fills in one line of the table, and all of the

other activities at the incident must be distributed amongst the remaining lines.

- **Firefighter physiology**

Firefighter physiology must be taken into account when using the timeline approach of BROS.

For example, if it is assumed that firefighters will be wearing breathing apparatus in arduous conditions, a period for recovery must be blocked into their timeline afterwards.

- **Resilience**

If the table shows every single firefighters to be engaged in risk critical activity and/or activity critical to firefighter safety, it must be realised that the task being described is 100% reliant on all equipment working, and on all firefighters being uninjured and not distracted.

If a hose needs replacing, or a firefighter is injured or forced to control bystanders, other important tasks will be delayed.

It is therefore not a bad thing that there will be periods of time when some firefighters will not be allocated tasks within the table. This provides built-in resilience to ensure that an incident can be concluded successfully even if unplanned events occur.

- **Starting position and incident development**

The initial scale of the incident and its growth or decline must constantly be kept in mind.

The BROS process does not consider the attendance time of the first appliance. (It would be possible to consider 'driving to the incident' as an activity, but attendance time should really be considered in a different way).

The important question is, exactly what will the first appliance in attendance be faced with?

If it is assumed that the attendance time of the first appliance will be 4 minutes, a fire will be a certain size. If it is assumed that the attendance time of the first appliance will be 8 minutes, a fire will be four times as big.

This is important because when considering tasks, a crew of five arriving at a fire after 4 minutes might be assumed to be enough to bring the fire under control. However a crew of five arriving at a fire after 8 minutes will

have more tasks to perform – that will take longer – and they might NOT be able to bring the much larger fire under control.

In 2003/04, the FBU was concerned about the way in which fire and rescue services might apply the principles of task analysis and attendance planning.

The FBU therefore took a range of ‘typical’ emergency incidents and put them through the BROS process to identify the *critical* attendance standard that was required to deliver a satisfactory outcome.

The meaning of the word ‘critical’ is that fewer resources (firefighters) in the attendance standard would deliver a worse outcome, but additional resources (while beneficial) would not have a proportionately improved effect on the outcome.

For example, at a ‘typical house fire’, two appliances comprising 9 crew are able to safely commit two breathing apparatus teams to search for casualties and extinguish a fire. A single appliance crew would take twice as long to search a smoke filled house and would be unlikely to do so in compliance with a safe system of work. But equally, three crews and 13 or 14 firefighters would not be able to search a ‘typical’ house that much more quickly because – apart from anything else - three or four breathing apparatus teams in a ‘typical’ house fire could get in each other’s way and slow each other down. Thus, the ‘critical’ attendance at a typical house fire is 9 firefighters.

Note: Not all houses are typical and not all fires are typical so in some circumstances more than 9 firefighters would be critical to delivering a satisfactory outcome at a house fire.

The FBU’s *critical attendance standards* are therefore nothing more than the results of FBU members carrying out incident ground task analysis using BROS, the Brigade Response Options System.

Using CAST 10 years on

When they were first published, the FBU’s CAST scenarios were widely used by both FBU officials and directly by fire and rescue services. The assumptions upon which they were based were realistic at the time and they could be – indeed they *were* – used to set fire and rescue service intervention standards.

As analysis of the typical resource needs at a range of typical incidents the CAST scenarios are generally just as valid today as they were when they were first published.

However, there have been some changes in procedures and in the type and availability of equipment used by fire and rescue services over the last ten years. Lessons learned from tragedies such as Harrow Court, Atherstone on

Stour and Shirley Towers need to be incorporated in attendance planning, as do the greater use of command support and the 'typical' availability of equipment like thermal image cameras and positive pressure ventilation.

These sound like arguments for updating the CAST scenarios. But on the other hand, despite the best efforts of FBU officials and others outside the fire and rescue service, there has also been a great deal of fragmentation of services over the last ten years.

- Appliance crewing levels vary significantly by day and night,
- Planned attendance times for the same kind of incident can vary by 100% from one service to the next.
- Crewing levels of four or less on the first appliance to be mobilised is now a conscious pre planned decision by Cheshire Fire and Rescue Service.

Post script on the application of BROS to training

- So-called 'standard operating procedures' describe the idealised approach to dealing with different kinds of incidents. Training is then based on learning and practising standard operating procedures.
- However, standard operating procedures often assume an unrealistic level of resources at the early stages of an incident. This has always been the case in rural areas, but if the current round of cuts take place, it will be the case in some urban areas as well. What this means is that training firefighters to carry out 'standard operating procedures' fails to prepare them to deal with the situations in which they might actually find themselves.
- For example, a standard operating procedure for a non-dwelling property fire involves the use of two appliances and their crews. But in many parts of the country, a single appliance might be on its own at a non-dwelling property fire for five or ten minutes or more.
- During that time, the crew cannot operate the 'standard operating procedure', instead, the officer in charge has to make things up as they go along (or 'carry out a dynamic risk assessment' as it is often called). This is a completely unacceptable situation to put someone in when it is completely foreseeable.
- The solution is that the BROS process of task analysis should be used to analyse the activities that could be carried out by a single appliance for five or ten minutes or more. The crew in question should then train to

undertake those activities, they should *not* train to implement an inappropriate 'standard operating procedure'.

Within an Integrated Risk Management Plan (IRMP), local fire & rescue authorities are required to set out how they intend to make adequate provision for prevention and emergency intervention to meet efficiently and safely all normal requirements.

The nationally circulated guide 'The Dynamic Management of Risk at Operational Incidents, A Fire Service Pamphlet' states:-

"Legal Fire Authorities, in common with other employers, have many legal duties in respect of safety. The most relevant to this document are those imposed by sections 2 and 3 of the Health and Safety at Work Act 1974 and regulations 3 and 4 of the Management of Health and Safety at work Regulations (MHSAW), 1992. These require employers to ensure, so far as is reasonably practicable, the health, safety and welfare of employees and others affected by their work activities.

In order to achieve this, they must carry out and record suitable and sufficient risk assessments, then implement the control measures necessary to ensure an acceptable level of safety. Both the risk assessments and the control measures must be regularly monitored and reviewed to confirm their continuing validity."

Ultimately the Service cannot consult the public on a matter that will potentially put the health and safety of firefighters at risk. Matters that potentially put firefighter's safety at risk must be addressed and resolved through the health and safety committee. Just because the public do not raise any objections to a proposal that will put firefighters at risk, does not mean that the Service can implement that proposal.

Ultimately, we would draw the Authorities attention to the fact that the computer modelling used by Cheshire managers has predicted a decrease in Incidents for the past 3 years, yet each year Incidents have increased. This same modelling on which these Integrated Risk Management plans are developed on, also predicted a reduction in road traffic collisions yet we have seen a record 46 fatalities on Cheshire roads in 2019.

We know that Cheshire has an ageing population, we know there is a clear link between old age and vulnerability from fire, we know we have

four major motorways across our county with record fatalities, we know we have the highest number of COMAH sites in the UK (28 upper tier). Last autumn we saw the devastating major fire at the Beechmere assisted living complex which completely destroyed 130 homes. We have seen an increase in incidents arising from extreme weather events linked to climate change.

The evidence is clear that Cheshire Fire and Rescue service needs investment both nationally and locally to ensure fire fighters and the public are safe.

North West Fire Control

The provision for mobilising the fire appliances and resources rest with the individual Fire and Rescue Authorities, which is then contracted out to North West Fire Control Ltd, and arrangements made through service level agreements. But these arrangements are not subject to public scrutiny nor are they contained within the Cheshire IRMP, and North West Fire control Ltd do not produce an Integrated Risk Management Plan. None of the arrangements are available to the Representative Bodies, there is no consultation nor are they available for public Scrutiny. For example, the arrangements for dealing with a critical loss of infrastructure, IT systems, flu pandemic or Industrial action have not been subject to this scrutiny process. This lack of transparency is a serious concern. Let us remember that North West Fire Control Ltd is supposed to be a public service led company.

As the mobilisation of appliances and resources is absolutely pivotal in terms of our statutory duty, response and safety, the process of examining the existing arrangements allowing for evaluation and a continuing cycle for improvement is clearly absent under the current constitutional and operating arrangements.

We have also discovered that the average call handling time for North West Fire Control had increased to an incredible 3 minutes 36 seconds which a cause for serious concern. Staffing issues within NWFC continues to impact on performance and wellbeing of our members with the control room regularly running under minimum staffing and critical IT software failures combining to make for a dangerous operation.

Additionally we believe that the people of Cheshire have a right to know that the Limited company is financially viable or underwritten.

Cheshire Fire and Rescue Service Proposals:

Replace the third aerial appliance

The FBU support and welcome the investment in new technology and capability proposed with a High Reach Extending Turret.

Equipment that may improve fire fighter safety by reducing the risks to our members will be fully supported, providing the crewing (establishment) and training supports the safe use and application.

The only element of concern we have is how do the service propose to ensure we always have two aerials with rescue capability available for Cheshire, as at present the third aerial covers the high risk parts of the county when others are away for servicing or defective. A robust plan needs to be produced to address this risk.

Introduce a Day Crewing system at Wilmslow Fire Station

The FBU offer qualified support for this proposal. In 2010 the FBU opposed the downgrading of Wilmslow fire station from wholetime (24/7) fire cover to Nucleus crewing which relied upon retained (on call) at night. We launched a public campaign and petition, and were clear that this model (Retained/on call element) would not work at this location.

What followed was a decade of failed response and fire cover in which the people of Wilmslow have had to rely on fire cover from Greater Manchester paid for by Cheshire residents. Lessons must be learned, as the impact this has had on crewing, response, detachments, overtime and on our members working time and health cannot happen again.

The FBU and the Wilmslow community would rather the station operate on a wholetime duty system.

Our qualification is that whilst we consider the move to a day crewing system positive in offering guaranteed fire cover at night as opposed the lottery of on call cover which is susceptible to external pressures and risks, we will not agree to any posts being lost in the change. We foresee 12 posts being reduced to 9 on this system transition. These 3 posts must either be kept by primary crewing an additional special appliance at Wilmslow or be transferred to another duty system to enhance the establishment.

A recommendation would be to move Lymm's Aerial Ladder Platform (ALP) to Warrington and increase each watch at Warrington by 1 rider, this would mirror Chester's crewing model making it interchangeable and simple for relief or contingency planning, and would stop the need for a support appliance to be mobilised each time as 'ALP support'. These arrangements would also be simpler to enact at North West Fire Control.

Relocate Ellesmere Port's second Fire engine to Powey Lane

The FBU oppose this proposal.

Ellesmere Port has the highest concentration of upper and top tier COMAH sites in the whole of the UK, combined with its huge petrochemical industry. Ellesmere Port has a growing population with major developments passed at planning stage, and an ageing existing population where the vulnerability to fire is clear and present. These risks are not diminishing or reducing – the risk is increasing.

In 2007 Ellesmere Port had 3 fire engines and a foam tanker. Our community response is founded on risk therefore we cannot support the residents and business's of Ellesmere Port having their response and capabilities cut.

Only 42% of respondents to date agree with proposal to relocate the second Ellesmere Port appliance to Powey Lane which is important to note as the reality of this is that the second appliance will go to Chester and not Powey Lane so the feedback is based on a question that is factually misleading, 36% of staff agree with the proposals which is will include service managers who will have written the proposals and green book staff who do not fully appreciate or understand that fire cover should be risk based and not response.

We request the breakdown of respondents for areas such as Safe and Well programmes and the Ellesmere Port second appliance relocation. It would also be useful when reporting both full and interim results to give all the categories of voting and not just selectively demonstrating those that agreed with a proposal.

We fully support Chester having two front line fire engines crewed 24/7 to respond as the heritage, population and socio-demographic risks all confirm this, however this needs to be in addition to, not at the expenses of a second pump at Ellesmere Port.

A second full time appliance located at Chester should be funded from within the existing response budget. If this cannot be financed then what the FBU propose in response to this proposal is that Powey Lane becomes a technical rescue response hub (TRRH), housing Water Rescue, Rope Recue, Animal Rescue and Environmental response. Its fire engine can be relocated to Chester fire station, and Ellesmere Port's engine can remain at Ellesmere Port.

Powey Lane Station was built to service the Neston area with fears at that time that Merseyside Fire and Rescue were going to close Heswall Fire station – but this did not happen.

The risk and geographical footprint means that the station can house the specialist assets and crews can dedicate the training hours (required by law) and routines to this risk critical safety equipment, without impacting on prevention targets like at present (Lymm), or without impacting on the wider operational response model like at present when lengthy local or out of county deployments are required using assets from Powey Lane. Our proposal improves response and productive capacity.

Expanding our response to road traffic collisions.

The FBU cannot support this dangerous proposal in its current format.

To spend over £520K on vehicles that are to be crewed with only 2 fire fighters, to be deployed in to some of the most high risk environments – Motorways, without the safe systems of work in place to ensure fire fighter safety, with an expectation under moral pressure to act is not acceptable.

How is it that the RAC and AA will not enter live motorways and set up to work without police fend off or motorway closure in place, yet CFRS think it can risk the lives of its staff in the same environment?

The FBU issued a 'Safety Critical Notice' to CFRS on 11 April 2017, regarding the failure to risk assess, train for or provide safe systems of work when crewing frontline fire resources with 3 or 2 fire fighters.

The Fire Authorities responsibility, and indeed statutory obligation to consult with staff over any changes in the provision of appliances and crews through consultation with their representative bodies, is outlined in a succession of documentation provided to Fire Authorities by the then Office of The Deputy Prime Minister, ODPM (now Department Communities and Local Government and Home Office).

The ODPM states 'IRMP Guidance note 1 final version' in relation to IRMP's that:

“An important underpinning principle, however, is that there must be adequate evidence to support and justify any changes proposed, ensuring the maintenance and improvement in community safety”

The service have yet to produce any evidence to demonstrate how community or fire fighter safety will be improved by this proposal.

Only a fire appliance crewed by a minimum of 5 fire fighters can ensure that a critical and safe intervention or rescue is made, underpinned by risk assessment, task analysis and agreed safe systems of work.

All this proposal does is to mask true attendance times and the number of operational fire appliance assets we have available to respond to our communities, whilst also seeking to afford on call staff some increased remuneration opportunities rather than deal with the appropriate recruitment and retention of RDS staff.

The service has not identified which critical roles it is dispensing with on these 'Rapid Response Vehicles', is it the Officer in Charge, the pump operator, the tool operator, the safety officer, the Breathing apparatus wearer, the Entry control officer?

“Fire and Rescue services will need to provide evidence that the planned response is safe and appropriate. This is likely to involve carrying out detailed risk and task analysis of the planning scenarios”(Office of the Deputy Prime Minister 'Preparation for the Fire Service, Emergency Cover Toolkit')

The nationally circulated guide 'The Dynamic Management of Risk at Operational Incidents, A Fire Service Pamphlet' states:

“Legal Fire Authorities, in common with other employers, have many legal duties in respect of safety. The most relevant to this document are those imposed by sections 2 and 3 of the Health and Safety at Work Act 1974 and regulations 3 and 4 of the Management of Health and Safety at Work Regulations (MHSAW), 1992. These require employers to ensure, so far as is reasonably practicable, the health safety and welfare of employees and others affected by their work activities.

In order to achieve this, they must carry out and record suitable and sufficient risk assessments, then implement the control measures necessary to ensure an acceptable level of safety. Both the risk assessments and the control measures must be reviewed to confirm their continuing validity”

The FBU oppose this practice that will place our members at unacceptable likelihood of risk and harm.

Review of the flood/water response provision across Cheshire

The FBU fully support this and we have raised our concerns over CFRS current provisions in terms of capabilities, training and equipment. The FBU have made CFRS aware that we believe the organisation is currently in

breach of the Management of Health and Safety at Work Regulations, specifically:

Risk assessment

3.—(1) Every employer shall make a suitable and sufficient assessment of—

- (a) the risks to the health and safety of his employees to which they are exposed whilst they are at work; and
- (b) the risks to the health and safety of persons not in his employment arising out of or in connection with the conduct by him of his undertaking,

Capabilities and training

13.—(1) Every employer shall, in entrusting tasks to his employees, take into account their capabilities as regards health and safety.

(2) Every employer shall ensure that his employees are provided with adequate health and safety training—

- (a) on their being recruited into the employer's undertaking; and
- (b) on their being exposed to new or increased risks because of—
 - (i) their being transferred or given a change of responsibilities within the employer's undertaking,
 - (ii) the introduction of new work equipment into or a change respecting work equipment already in use within the employer's undertaking,
 - (iii) the introduction of new technology into the employer's undertaking, or
 - (iv) the introduction of a new system of work into or a change respecting a system of work already in use within the employer's undertaking.

(3) The training referred to in paragraph (2) shall—

- (a) be repeated periodically where appropriate;
- (b) be adapted to take account of any new or changed risks to the health and safety of the employees concerned; and
- (c) take place during working hours.

The FBU propose that all front line operational fire fighters (including CM and WM) are trained to Swift Water First Responder level, which allows for deployment and assistance to be made in flood incidents in line with the hierarchy of measures, whilst being provided with the necessary equipment and PPE – this is currently not the case, with our members being sent to incidents without the required risk assessment, training, equipment or PPE. This will enable crews to work safely near and in water using land based and water techniques, whilst training individuals to self rescue should they become involved in difficulty.

The FBU also expect CFRS to be fully aligned to the DEFRA concept of Operations.

Water and Flood Rescue Technician trained personal will be fully trained on use with the rescue boats, with trained Boat Operators taking the helm in line with Defra training modules 3 & 4.

Propose to develop a new Wildfire capability

The subject of specialist Wildfire teams were included in the work on broadening the fire fighter role by the National Joint Council for Local Authority Fire and Rescue Services (NJC) in which additional areas of work were examined with a view to incorporating areas into the fire fighter role for additional remuneration. This proposal should be remitted to the NJC Technical working group.

Roll out Cardiac response capability

As above, this proposal should be remitted to the NJC Technical working group.

Invest in a large water carrier

The FBU fully support the purchase and provision of operational equipment and resources to enable fire fighters to do their jobs safely and to assist in the protection of life and property. This should be crewed with an appropriate ridership of two fire fighters with one being a qualified supervisory manager.

Review and Improve fire ground welfare facilities

The FBU fully support this proposal. Welfare facilities have not really evolved alongside the modern fire service. To expect our members, male or female to go to the toilet behind a bush is totally unacceptable. To expect our members to attend incidents, often in dangerous, dirty and arduous environments without food or drink is equally unacceptable.

The FBU have offered to support and work with CFRS on this matter and have drafted and submitted a full policy (see attached appendix for information). We look forward to confirmation that this is being rolled out without delay.

People Strategy and Culture

The FBU's response to the 2019 staff survey can be found attached as an appendix

Fire Brigades Union Proposals

Cheshire Attendance Standard

This Authority has already made detrimental changes to the attendance standard in Cheshire, firstly moving away from the old risk based National Standard to a blanket 10 minute response to life risks involving domestic property fires and RTC's only, and secondly by removing the call handling element of the time – in doing so ignoring the Home Office guidance on attendance standards.

In discussions with the FBU, Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) – who independently assess the effectiveness and efficiency of police forces and fire & rescue services – in the public interest, were clear that CFRS should be including the call handling times in their recorded and reported times.

During the winter of 2019 all four unitary councils in Cheshire – Cheshire East, Cheshire West and Chester, Halton and Warrington all wrote to Cheshire Fire and Rescue Service calling for an improved Cheshire attendance standard having passed resolutions and motions at full general meetings of council. (see appendix)

Those resolutions – which were supported and voted upon by members of this Fire Authority called for:

This council believes that all residents in every village and town in Cheshire East and across the County, need to feel confident about response times and fire cover where they live. Therefore this council resolves to ask the Leader of the Council to write to the Policing and Fire Minister to lobby for:

- An urgent government review of the impact of austerity on fire services and response times
- Restoration of the cuts to fire service finances over the last nine years.
- A decent pay rise for Cheshire Firefighters and staff.

And to write to the Chief Fire Officer at Cheshire Fire and Rescue to ask that the Fire Authority considers the following recommendations:

- That as part of ongoing fire service reviews, the current 10 minute target time for fire engines to respond to dwelling fires is expanded to include historic buildings, office buildings, industrial sites, schools, hospitals and other public buildings.
- Other Incident types such as Flooding, water rescue, rescue from Height and Incidents involving Hazardous materials are all included within the Cheshire 10 minute standard.
- That the Cheshire Fire and Rescue 10 minute standard is inclusive of the call handling time – as advised by the home office, formerly department for communities and local government.
- That the design and build of future fire stations adopt the aspirations of our towns Climate Change Emergency motion and that the Fire Authority considers passing their own Climate Change Emergency motion.

Therefore it is very concerning that this new standard has not been included within the draft IRMP for public consultation given that all Councils have requested it and that it was supported and voted for by Authority members.

This improved standard would drive forward excellence, improve response times and public outcomes and record performance against all life risk incidents.

The reasons for not doing this are 'it would not be helpful' which in itself is worrying, the FBU and our members are clear that this new standard should be implemented and scrutinised through the existing authority committees.

Standard of Workplace Facilities and Personal Protective Equipment

The FBU recognise that some fantastic joint work has taken place to improve some facilities over the past 12 months since the last IRMP, such as implementing the FBU recommendation of providing sanitary products on fire engines, and clean area's on stations to reduce contamination exposure through the excellent contaminants group.

That being said however, the standard of workplace facilities for our members has over recent years become unacceptable and do not provide dignity in the workplace. Whether this be the outdated fire stations some of which are in a state of disrepair, the day crewing houses at Congleton, Northwich or Winsford, or even the new build fire stations - the needs of fire fighters are not being adequately and appropriately addressed.

Specific information regarding minimum welfare facilities for personnel, in particular sanitary conveniences, washing, showering, changing and resting, is contained in the Workplace (Health, Safety and Welfare) Regulations 1992.

The workplace health safety and welfare Approved Code of Practice supplies further advice and guidance regarding workplace provisions and has special legal status.

Regulation 20, 21 and 24 of the Workplace (Health, Safety and Welfare) Regulations states that **facilities shall not be suitable unless they include separate facilities for men and women for reasons of propriety.**

Our members have opposed the creation of 'unisex pods' or unisex changing facilities since they were first proposed, and common issues have been found at each station where they have been installed. The service can no longer dismiss the views of its staff.

Therefore the FBU require the following to be implemented on all Fire Stations and service premises:

Toilet Facilities

All toilets must be situated within designated separate rooms for men and women.

- Any toilets situated within or off a communal area (Not a corridor) are not appropriate and are not acceptable
- All toilets and the rooms containing them must be kept in a clean and orderly fashion
- All rooms containing toilets must be adequately ventilated and lit
- A machine providing hygienic sanitary provision with the choice of tampons and towels must be provided within each Women's toilet facility
- A sanitary disposal bin must be provided within each Women's toilet facility
- FRS' must contract the collection and cleaning of sanitary receptacles
- Bags and wipes for disposing sanitary wear must be provided within each Women's toilet facility
- All toilets must be fully enclosed with floor to ceiling walls and doors with a lock on the inside
- All windows must be obscured by frosted glass and blinds or curtains

Washing Facilities

All shower/washing facilities must be situated within designated separate rooms for men and women. Individual shower cubicles with floor to ceiling partitions and doors for privacy must be located within each designated room. The shower facility should include a wet and dry area to ensure that the wash area is in the vicinity of a changing room. Doors to be capable of being secured from the inside and the facilities in each such room are intended to be used by only one person at a time.

Wet area must include:

- A supply of hot and cold running water
- Shower with a non slip tray and fully enclosed cubicle, not shower curtains.
- Non slip flooring
- Shelf to place personal toiletries on
- Shower gel dispenser with gel in it

- Sufficient lighting and ventilation
- All windows will be obscured by frosted glass and blinds or curtains
- Doors to be capable of being secured from the inside and the facilities in each such room are intended to be used by only one person at a time

Dry area to include:

- Sink, with a mirror and a shaving point provided for both genders
- Soap dispenser
- Hand dryer
- Non slip flooring
- Hooks for clothing, towel, underwear and wash bag
- Bench or pull down seat
- Hairdryer
- Windows must be obscured glass and include blinds
- Signage – clearly labelled women or men
- Bin for refuse
- Personal locker
- All windows will be obscured by frosted glass, blinds or windows
- Doors to be capable of being secured from the inside and the facilities in each such room are intended to be used by only one person at a time

Lockers/personal storage areas

All lockers/personal storage areas must be situated within designated separate rooms for men and women.

Lockers can either be situated within washing/changing facilities or within rest facilities. It is not acceptable to situate lockers within communal areas.

Fire and Rescue Service Training Venues

As detailed above under Permanent Workplace. It is vital that prior to any training exercise carried out within a Fire and Rescue Service Training venue that an assessment is carried out in terms of distances of travel required to ensure that sanitary facilities are located nearby and that no staff are disadvantaged by gender. Hot showers, toilets and changing facilities must be available to staff in addition to a suitable area for rest breaks.

PPE

Personal Protective Equipment should be gender specific. Our female members are upset and angry that they continue to be expected to attend

work in duty rig uniform or structural fire-kit that is designed for a man, this is undignified and unsafe.

Under the Personal Protective Equipment at Work Regulations when health and safety risks cannot be adequately controlled by other means, employers must provide employees with suitable PPE. PPE is not suitable if it is badly fitted, uncomfortable, puts a strain on wearers or makes the work unnecessarily difficult.

This unisex approach to PPE can lead to significant problems. Items such as fall-arrest harnesses need to fit well but differences in chest hips and thighs can affect the way that the straps fit. Another example is safety boots as a typical women's foot is both shorter and narrower than a typical man's foot, so a smaller boot may be the right length but not the right width.

All staff must have size and gender specific clothing.

Pregnancy and Nursing

A private rest area designed for pregnant women and nursing mothers must be developed in every workplace.

The area must be quiet, clean, and lockable from the inside, have a sink with hot and cold running water and should include a draining area. The cold water supply is to be drinking water and marked as such.

The area should be conveniently situated in relation to sanitary facilities and provide:

- A multi purpose chair that would include the facility for pregnant and nursing mothers to lie down
- A large paper towel dispenser
- Isolated bells that can be turned on and off
- Dimmer lighting
- A lockable refrigerator
- Baby changing facilities
- Wipes and disposal bags for Nappies
- Engaged sign when locked
- Drinking utensils
- Blinds on windows

The room will hold a priority use for pregnancy and nursing mothers. At all other times the room could be used for quiet/prayer time.

Rest Facilities

Fire fighters should be afforded decent and fit for purpose resting facilities, as opposed to the current Calcott Chairs. This service and Authority made the political and ideological decision in 2008 to remove the resting facilities that cost nothing in maintenance and replaced them with the current resting chairs which are dirty and have the potential to cause musculoskeletal injuries to fire fighters - as highlighted in the services own health and safety report.

We have pointed the Service and Authority to the facilities or arrangements in neighbouring services such as Merseyside FRS, Lancashire FRS, Staffordshire FRS and North Wales FRS which are new and bespoke.

The questions our members – your fire fighters ask is ‘why are we worth less or treated less favourably than our colleagues over the border?’ This question was also asked by the FBU, and was supplemented by our own six point proposals on facilities last year.

If this service and Authority truly believe its people are its greatest asset and want to be best in class and an employer of choice it will work with the FBU to provide decent and dignified resting facilities.

Reward and Recognition

Our members hear or read the positive comments from Authority members such as ‘Cheshire Fire and Rescue Service is the best service in the country’, or ‘highest performing Fire and Rescue Service’, yet this Authority does not appropriately reward its staff – its greatest asset.

Other Fire and Rescue services have better terms, conditions and facilities and this Authority and service needs to address this fact if it wants to keep its staff and stem the numbers leaving Cheshire for other fire and rescue services.

The Chief Fire Officer and Chair of the Authority have both been on record as stating that ‘Fire fighters need and deserve a pay rise’ – yet this service does not even adhere to the national agreements on pay and refuses to pay the nationally agreed rates for overtime for example, which leads our members to conclude this is not a genuine belief.

If the organisation wants to enact the transformative culture it seeks and to establish a team cheshire where all its staff are happy, motivated and working in the same direction, we believe it could achieve this by two simple

acts – re-instating the time and a half payment for overtime on all operational duty systems, and providing decent and fit for purpose resting facilities.

Contaminants

The service and the FBU have worked very well collaboratively to identify ways to reduce individual and team expose to harmful contaminants, and this has resulted in a number of positive and progressive changes to policies, procedures and even service premises.

Taking this forward we recommend the service introduce a new contaminants vehicle. This could be something which is either added to a PDA of make pumps 4 and above or a prompt sent by Control to the Incident Commander as to whether or not it is required at that incident.

The vehicle would be stowed with a supply of clean structural fire kit which can be pre-labelled so that as soon as it is cleaned it is sent back to the individuals home station. A stock of clean kit specifically for restocking of the vehicle could be kept on station for restocking the contaminants vehicle.

It would also stow clean BA sets so that contaminated sets can be left at the incident with clean sets taken away by attending crews so as to reduce contamination in fire appliances. A system could be installed into the vehicle which allows for dirty sets to be thoroughly cleaned and returned to the incident ground along with personal effects such as helmets, boots and any other hardware, - which we have experienced issues with recently as a service. The interior of the vehicle could be made completely washable with drains to allow the dirty water to be collected rather than contaminating drainage with fire fighting run off water. The asbestos hoover could be stowed on this vehicle to become a specialist decontamination unit for BA related incidents.

This could be a bespoke new vehicle or the current BACU could be retrofitted into a contaminants vehicle so that it becomes a useable, relevant vehicle again.

Along with this was the idea of having a relevant vehicle which can be mobilised when stage 2 BA operations are in use. A new vehicle could be used to supplement the implementation of the new BA Command Pack. This could have a number of BA board, tabards and cylinders (these cylinders could have a specific number allocated to the vehicle rather than to a specific station (Crewe) so that cylinders can be identified as such, to help aid

logistics with protracted incidents where large amounts of BA and related resources are required.

Retained Duty System (On Call) Pay and Conditions

Cheshire Fire and Rescue has increased the number of on call fire fighters whilst reducing wholetime (full time) fire fighters for a number of years now, meaning its response model is heavily reliant on the availability of its on call fire fighters.

These fighters juggle primary employment, a family life and their commitment to the service and its local community. The demands on training requirements and availability have dramatically increased in recent years, yet their pay and conditions is still based on a system devised over 40 years ago that doesn't reflect the modern needs of the individual or the service.

We need to recognise and reward, financially, the commitment of time spent 'on call' in addition to time spent maintaining fitness, learning and development.

Whilst this work should be done nationally with the government through the NJC, we can improve pay and conditions locally to improve recruitment and retention – as other neighbouring services have.

Summary

It is recommended that members note the information presented in this response and request further detail on any matter if required.

This response proposes that:

Recommendation 1

That the Authority approve the replacement of the third aerial appliance, in full consultation with end users and the Fire Brigades Union.

Recommendation 2

That the Authority approve the introduction of a day crewing duty system at Wilmslow whilst committing to maintaining or improving current establishment numbers.

Recommendation 3

That the Authority oppose the removal of the second fire engine from Ellesmere Port. A second fire engine for Chester should be approved and funded from the operational revenue budget. Failing this, the authority should adopt the FBU proposal of a technical rescue hub at Powey Lane to facilitate two engines at both Chester and Ellesmere Port.

Recommendation 4

That the Authority oppose the dangerous proposal of expanding its response to road traffic collisions by way of 2 or 3 person crewed rapid response vehicles

Recommendation 5

That the Authority support further investment in to training and equipment for water rescue provision.

Recommendation 6

That the Authority pause the proposals on new wildfire capabilities and refer this to the National Joint Council Technical Working Group.

Recommendation 7

That the Authority pause the proposal on expanding (re-launching) its cardiac response capabilities and refer this to the National Joint Council Technical Working Group.

Recommendation 8

That the Authority approve the investment into a new water carrier to enhance operational capability and improve safety.

Recommendation 9

That the Authority approve the implementation of the FBU's welfare, rehabilitation and relief policy.

Recommendation 10

That the Authority consults the residents and businesses of Cheshire on the proposed changes to the Cheshire standard attendance made by all four Cheshire Unitary Councils, and if supported to implement this within 12 months.

Recommendation 11

That the Authority approve the FBU requirements on workplace facilities and Personal Protective Equipment.

Recommendation 12

That the Authority approve investment to upgrade station rest facilities and overtime rates of pay.

Recommendation 13

That the Authority approves investment for a contaminants vehicle.

Recommendation 14

That the Authority approves investment to negotiate local improvements to the Retained Duty System to improve recruitment, retention and availability.

Third Party Petition Comments

These comments were included by signatories to the petition created by Justin Madders MP that called on Cheshire Fire Authority to maintain two fire engines at Ellesmere Port Fire Station. The electronic petition provided the ability for signatories to include a reason for signing the petition.

- We need to keep this in our Town
- This is a death sentence potentially to take one of the engines, we're next to an oil refinery and these engines are needed!
- Ridiculous to even consider
- It's an important asset to the town and very much needed.
- We are a high risk area because of the industry close to the town
- More people live in Ellesmere port than Chester so clearly we need at least 2
- I'm signing because we need them.
- Ellesmere port needs two or three fire engines due to the amount of industry in the area it is really senseless just to have one
- With a population of over 50 thousand ellesmere port and surrounding areas definitely needs more than one fire engine!
- The second fire engine is a necessity for Ellesmere Port.
- 1 is not enough never mind cutting back we need more
- we need a fire engine in a town of this size it takes far too long for an out of town engine to get to a fire I have seen first hand how fast a house can go up and be out of control and the engines were only about 1/2 mile from the house so we won't have any chance if we lose the last fire engine in Ellesmere port
- There is a great need to keep engines in Ellesmere Port.
- Maintaining fire cover is vital in saving lives especially in an area which has so much chemical, nuclear and petroleum industries in its vicinity.
- Signing as my siblings, daughter and family live in Ellesmere Port
- Ellesmere Port needs 2 fire engines we are a town with Cheshire Oaks next door this would save people's lives
- We need this service in our neighborhood
- We need to keep the second engine, we have a lot of risky areas in the Port which means we need the fire engines.
- It's simply not good enough to rely on another city regardless of how close services..... lives matter!
- She'll be in area
- We need more fire engines not less
- We need more than one just look at how this town is growing, more houses being built & crammed together to house more & more people & an oil refinery.
- The fire engine should be kept it's an absolute joke it's Come to this xx
- We need at least 2 here for a town this size
- We need this
- We need this 2nd station because of the factories that live here with us! If 1 was to burst into flames again we would need every single fire fighter we have now as close as they are to us now to fight it!
- With all the new housing estates and industries in the area it is imperative we retain two fire engines. The consequences would be dire otherwise

- The town is growing and also has a lot of industrial businesses dealing in flammable material.
- No more cuts!
- We need it in the town and motorway
- Adequate Fire cover should be provided.
- While development of an area expands, why would any one in their right mind reduce services vital to safety and preservation of life, absolutely bonkers!!
- Absolute maddness ,that we have enough fire fighting appliances (just about) for our local population. And as a GROWING town with new housing estates, businesses etc we want to cut the resources !!!! I hate to think of the deaths that could be caused by the BIG increase in response times waiting on an appliance getting from Chester?
- Safety is paramount in our town as well as a growing town lots of new houses being build but more importantly protect our fire men And lady's jobs I support you all
- Well it's pretty obvious.
- We need to have the engines to cover such a large area
- We need the fir engine we are losing to chester
- There has been a lot of new housing around the area over the last few years and this is still increasing. Wd live near to major industries including petrochemical and recycling plants. One engine simply is not enough - especially as we have continuous traffic jams due to Cheshire Oaks and traffic going towards N Wales and Manchester - engines from other areas would struggle to get through on the event of a large fire. Removing an engine would, in my opinion, risk lives!
- its needed and should never be taken away more lives will be saved x
- We need all the fire fighters and appliances we can
- The area has extensive industry including Petro/Chemical and a nuclear facility, the town is expanding all the time with new housing, lives will be put at risk going to one appliance.
- We need local firefighters, to arrive quickly in emergency situations
- I am aware of the increase in new houses in this area, and it must happen that at any time there can be more than one fire at any one time, what happens then, call Chester 6 miles away.
- We have a lot of dangerous industry in ellesmere port. Reducing our fire engines would be idiotic!!
- Sarah Wightman
- We need this in our town
- Definitely essential
- I dont want to die in a fire thanks
- We need our appliances the town is growing !!!!!
- We need it
- Because we need 2 engines not one
- We should never take the absence of demand for granted. There may be a time when an additional one is needed and its absence could be deadly.
- Because it is important to not be working on a skeleton crew .
- The service is being decimated
- I think we lose enough with not having much police presence don't need to lose the fire station as well
- We need to keep it here, with all the traffic that come here on the motorway and cheshire oaks and all the new builds that are in the town now too x

- Why put lives at risk just to save money? 2 fire engines for a town the size of Ellesmere Port is surely an absolute minimum at best?
- I don't want anyone to lose their life because the fire department don't have the ability to send out both engines in order to save lives. Seconds and minutes count when lives are at risk
- We live on top of Shell and have Capenhurst yet they think it's ok for us to wait an extra ten minutes for a fire engine to arrive well it's not. I'm sick of the people in the port not being as important as those living in Chester. To shut this station down would be dangerous
- Given the amount of new properties being built and the industries surrounding the town, we should be looking for 3 engines not reducing it down to one
- It's only right for the amount of properties and businesses in Ellesmere Port
- If it's closed lives cannot be saved.
- Unbelievably poor decision. We have petrochemical industry on the doorstep, a huge shopping centre just out of town and an expanding housing base. Makes no sense to reduce the number of fire engines!
- EVERY ONE NEEDS TO STOP THIS MADNESS
- One engine is simply not enough.
- We need 2 Fire Engines for the size of our town, God forbid if anything in Stanlow or anywhere else for that matter
- I agree with this petition, they are threatening people's lives.
- With the petrochemical plants, the large shopping centres and the many residents we need quick response
- To keep it open
- These cuts are dangerous
- Seriously can't state how much losing this would be detrimental to the safety of the people and premises of Ellesmere.
- The increase in houses being built, with the increase of residents in Ellesmere Port surely increases the risk of house fires??
- RIP Stuart Walker ... we need this appliance
- We need two appliances based in Ellesmere Port, Housing has increased massively over the last few years and these people need to be kept safe with all of the industry on our doorstep
- Please keep Ellesmere Port safe and keep the same number of fire engines needed.
- A man in our town just this week has lost his life in a fire. A fire that was put out by Ellesmere Port and Heswall fire crews. We can't afford to lose anymore. How many more people will lose their lives??? Put my taxes up if you have to we can't cut our vital services anymore!!!!
- This could be the difference of life or death
- You can never have too much cover for fire, better to have excess than lose life for lack of
- We need our firemen and women close to us to help save lives. Also in close proximity to all the petrochemical industries in Ellesmere Port
- Large industrial town needs an efficient fire service. Lives depend on the second engine.
- Vital service, required permanently
- I have personal experience of the great job these guys do, had 2 appliances at my home a few months ago, put the fire out, then one stayed with my wife who has a

heart condition until I arrived home from work. How would that level of service be done if our second appliance is moved?

- The service should continue as it is- what price saving lives?
- Signed and good on campaign too!!
- I am signing this petition because I am showing my support on this Ellesmere port fire station Thank you
- For the safety of the people of Capenhurst and surrounding area, we need to keep the second engine.
- very concerned about this
- this is important to Ellesmere Port
- Lives are at risk whilst wasting millions down south on vanity projects.... Not right
- When a life(s) is lost because of a lack of equipment, it will not be acceptable to the familie(s) concerned.
- We need that second fire engine peoples lives could potentially be at risk if we lose it how can the "government " think that is ok!! Disgusting
- It's stupid to cut cover from dangerous levels to ridiculous. What are the management thinking?
- I think it is wise to keep two Fire Engines in Ellesmere Port, as Ellesmere Port is a growing community.
- Resources should be maintained rather than reduced. Only the public can suffer in the end and will anyone be morally ready to answer the questions that will be asked about this after the next fire disaster?
- Of course you need two. Speaking as a former domicile with connections in the area, this is a growing urban area. There are significant industries, commercial businesses and high risk blocks of flats. Having only one is ridiculous!
- I support this cause
- One fire engine just isn't enough for a growing town. 2 fire engines isn't enough if I'm honest
- Fire is a serious thing and should not be taken lightly, fire services already struggle around the area what will taking another engine away
- One appliance is not enough to attend many fires, having to call upon another area will delay getting the fire under control and possibly cost lives. The M53/M56 is also a concern to the area and appliances attend incidents on here regularly. There are numerous industries on the oil refinery, together with the car plant. Finally this will result in the loss of jobs of firefighters living in the area and surrounding areas. They will not be replaced. This plan to reduce the appliances is a cost cutting exercise, caused due to the lack of funding. We must fight this.
- Fire cuts have gone to far. This is dangerous
- This is a necessary station. Please don't close.
- As a retired fighter with over 30 years operational experience I appreciate the value of good fire cover.
- Ellesmere Port has industrial risks , high rise buildings and a motor way . All of which dictate the need for comprehensive firefighting provision.
- Is actually embarrassing with the council tax rising and we are LOSING our emergency services
- This is a disgrace
- These continuous cuts need to stop!
- Enough is Enough! The Cuts to the Fire Service need to Stop!!
- Ellesmere port needs more engines not less x

- it's a disgrace to even think that a town the size of Ellesmere Port has adequate cover with one tender..
- Because of the large A risk industries so close to town.
- These guys save lives
- We need to keep our fire station open given the amount of new housing being built and the increase in population not to mention the many industries we have in the area which could prove devastating if there was ever a fire, accident of worse
- Essential for community safety.
- I believe that we need this.
- We need to keep emergency services local to our area
- Lives will be lost if we lose this fire station
- Yes saving moneys good...but.. Saving lives is better
- Let's stop the gradual deconstruction that has been happening quietly for many years. It's not the lads it's the powers that be.
- It is just nonsensical to only have one fire engine for a town as large as Ellesmere Port.
- Firefighter of Cheshire, long retired but alarmed at the present state of the service. Population deserves far better support than the present day service, is able to provide.
- We more fire stations all over country
- Absolutely ridiculous that you want to reduce the station to one engine. With the growing size of the port, the surrounding motorways it covers and the industrial area you are putting lives at risk by wanting to reduce to one engine. Plus we have high rise flats in the town and one engine could not cope until engines arrived from other areas, even if you used retainers these would be needed on top of the two engines
- It's important to have as many fire engines as we can
- Lives are more important
- It's ridiculous what area they expect the fire brigade to cover. Putting the amount of vehicles and staff UP, not down, should be the priority
- We need it to big of town and shell on the door step
- I know it makes sense
- I live in the area
- We need more firefighters and stations not less ☐
- Do I have to spell it out, REALLY...?
- This town is building houses by the hundred..... we need this service!
- We need this service, how could we not.
- We have seen too many fire station shut or 2nd appliances taken off the run and Grenfell was a produce of these
- It's leaving us at risk
- Because the fire station is needed to protect the local area
- To keep family and friends safe
- I'm signing this partition because I cannot stand by and watch further erosion of our proud service, those responsible will be held accountable for lives lost which given time is inevitable. I also have a personal interest in that we live within the EP turnout area.
- The loss of any pump in such a high risk is wrong
- With all the industry & now more new houses in & around the town, one fire engine is a joke
- I believe at least 2 fire engines are needed.

- Am signing because there's too many Tory cuts and I support the fire service and comrades.
- We need this service as more & more houses are being built in Ellesmere Port, Hooton & Ledsham areas. We also still have large installations ie Essar & Capenhurst that if they had an incident could be potential a disaster. One engine would not be enough as an instant rapid response. Save our fire stations & their support vehicles & fire service personnel.
- Keep the fire engine
- We must keep our firefighters
- Fire cuts, cost lives
- Cuts cost lives!
- We need the cover for the host of chemical plants in our area. Perhaps Chester can have them as well.
- I feel strongly that this should stay in Ellesmere Port!!!! We have more houses & Shell Refinery too!
- I'm shocked to hear that an area of that size only has two engines. To reduce it to one is diabolical! Resulting in yet more job losses in a much needed emergency service and possibly lives too
- Ellesmere Port needs these brave fire fighters, with the areas growth of new housing they should be adding trucks and personnel not taking them away! This is outrageous...
- We should be investing in the Fire Service not constantly cutting!
- With the oil refinery there , 1 fire engine is not enough
- I was stationed at Ellesmere Port as my first posting back in the late 70's. The job has changed so much but the fundamental requirement for having sufficient resources available to ensure a safe system of work and deal with incidents, especially in such a high risk area would be totally undermined without the second appliance at such a risk critical location such as Ellesmere Port
- We cannot play postcode lottery with Fire Cover Cuts cost Lives
- We need it!
- The local risks in the station footprint mean that the community of Ellesmere Port need two full time fire engines. This proposal is not based on risk it is based on flawed modelling and financial austerity and must be stopped or lives are at risk
- One fire engine in close proximity to shell and other plants is ridiculous.
- Without this your putting people out of work and also putting peoples life at risk
- I believe we need 2 fire engines in ellesmere port due to all the factories we have in the area and also all the new houses being built
- We need to keep these services in order to save lives.
- We have got shell in Ellesmere Port
- I line right behind a oil refinery I can't believe you are thinking about leaving our community short in firemen and there engines
- The town is growing, more and more housing developments going up . The Fire Brigade need the equipment and facilities to keep the public safe . Ellesmere Port is also surrounded by factory's and the Shell Oil Refinery
- On our doorstep is an oil plant and a nuclear plant...let alone the central location that Ellesmere Port offers to serve all the towns around it. There are many semi rural areas who need the extra fire engine. Safety cannot be cut back!!
- This is important
- I'm fed up with cutbacks under the Tories.

- We need two fire engines
- Ridiculous to have just 1 fire engine !
- Because its risking lives with them
- I work in Ellesmere Port and live in Eastham and seriously think we need more fire engines not less!
- We need more than one engine in the port
- We need to stop cutting our emergencies services.
- We need two engines in our town because we still have factories and employment here.
- We cannot compromise on this! We are surrounded by heavy chemical and petrochemical industry our area is in a period of growth with new properties being built. We should be looking to increase the number of appliances we have not decrease.
- The amount of A risk properties on the station ground is beyond belief when it comes to taking valuable life saving equipment off the run. These Councilor's live in cloud cuckoo land not realising Stanlow, the M56 and M53 dissect the station turnout area as with various HOMO along with Cheshire Oaks that poses its own life risk.
- I sign because I believe fire service it us a must for having good, well equiped and efficent Civil Defence organiation.
- Im signing because we need to keep them if we don't and there is a fire we would be in trouble.
- It's incredulous that a town the size of Ellesmere Port can be served on the M53 side with all the industry, warehousing and emerging new building developments there by having just one tender. Plus the sharing of the various tenders between Chester, Dunkirk and E.Port seems like making do rather than safety lead. There are 3 blocks of flats at E.Port too. The cladding may be OK but Grenfell is still in our minds regards the speed to get to fire events. Plus what happens if an event at Neston/Willaston takes place leaving only one machine at E.Port to cover West E.Port? Do please keep 2 tenders at E.Port.
- 2nd pump is a necessity for the area. Especially with surrounding industry/chemical industries that are local to the area
- A second engine is required in such a densely populated and heavy industrial area
- To keep the Community safe it's scary thinking how many new houses and flats are being built to reduce the amount of fire engines where would the sense in that be??
- We need more, not less.
- I no longer live in Ellesmere port but I have a lot of family and friends that still do. I moved to a small town on the east coast called Eastbourne. We recently had a fire here in a hotel on the seafront. It completely destroyed the hotel and luckily noone was seriously hurt. Help from surrounding areas were pulled in as the few fire engines we have couldnt cope with the extremity of a fire. This is a 100 bedded hotel... Imagine if any of your factorys went up!!!! A Large industrial town. Don't tempt fate.
- We have family on the Wirral and a nephew who is a fire fighter.
- We are throwing up houses left right and centre and want to cut services that will be needed more than ever to support the growth and peoples safety.
- With our Rising population we need 2 fire engines or lives could be lost or endangered!
- Theres a big f**king industrial estate and over 80000 residents in the town.
- I believe it's vital to have more than one engine in case the unthinkable happens.

- Increased house building in the area and the ever present risks at the Stanlow refinery mean reducing the fire engine fleet to just one for the area is a step too far.
- The area is still expanding with new homes and there is so much industrial business in the area including oil refinery. It doesn't make sense to reduce it & put lives at risk.
- Removing fire appliances puts people's lives at risk due to the increased response times when an appliance is sent from other parts of the county
- Due to the importance of having a local fire bobbys station
- We need it
- They need the support to keep both engines so this is me supporting. Good luck EP
- as ellesmere port is a growing town it needs 2 engines
- My dad served as a fire fighter in Ellesmere Port for 30years this would be an absolute shame to loose a fire engine in a town that is quickly growing and id hate for someone to loose their life due to this loss too
- To avoid a potential catastrophe - we gave several dangerous business areas around here. What happens if Essar catches fire? Time is of the essence and waiting for appliances from other areas could be fatal
- 1 is a ridiculous idea. there are more houses all the time? industrial areas etc this could be a death sentence for someone
- It's a big area with increase of population we should be increasing not reducing a life saving service
- The residents of Ellesmere Port need to feel safe in the homes, place of work etc and need the fire service and also those men need their jobs they are highly trained for and to serve the community.
- Its ludicrous to take away a means to save someone's life.
- We are a growing town and one engine is not enough. Lives will be put at risk. Plus we have an oil refinery which may need back up should they should encounter problems.
- I'm signing because theres been to many cuts and not enough investment in all our public service. Just borrowing off Peter to pay Paul.
- One engine is no good for such a big area and with so many industrial sites
- We need to keep 2 engines.Especially now all these new homes are being built.
- The town is growing NOT shrinking
- Because i live in Ellesmere Port and it would put our town at risk
- We need it lives will be lost without it
- Because there not many left or any close to the port we need to keep what we have
- We need more buildings not less
- My family are in Whitby, and I want them to be protected as fully as possible.
- We have shell and houses are goin up all the time,this could be a death sentence fingers crossed ther s not but i think we deffo need 2
- I think the retention of two engines at a Ellesmere Port Fire Station is essential because of the industries we have in the area and also the growing housing developments in the borough.
- They do a fantastic job and they shouldn't be under pressure to do there job effectively without half there equipment to save lives.
- We need to stop reducing and destroying public services
- Services required for public safety should be kept as a priority. Cut somewhere that doesn't affect people's safety.
- My father was a fire fighter there over 30 years... they needed that equipment then and need it now more than ever.... it's a no brainer

- Cuts to fire service cut lives short!
- I want the town to be safe!!
- With essar and numerous other big facilities all situated round this town it's essential for 2 engines, lives will be lost with out it
- it will leave the port in a dangerous state.
- I believe there should be more not less fire fighters
- It's the right thing to do. A few years ago it had 3 full time pumps
- The Fire Service is already operating at a level that is unsafe. To further reduce our coverage will endanger lives.
- Because losing one will ultimately put lives at risk. to the Tory's
- There needs to be an end of the madness associated with continuous cuts in safety to satisfy the demands of a detached central government.
- We can't be without sufficient cover. I engine appliance for the area is not safe. Lives will be at risk and possibly lost.
- There are more houses than ever, still increasing with a growing population. This seems like a crazy suggestion which could cost lives.
- There's 2 Massive Fuel Terminals in and around Ellesmere port plus Countless Chemical production plants
- I think we need this in Ellesmere Port
- we lost one when west kirby and upton combined they built a new fire station for two rigs then took one away stop bloody cost cutting when the powers that be spent millions building the new station
- The service is there for a reason. Alarms, health & safety, common sense fail & WILL do one day. One engine to cover a car crash cannot then rescue a family in a house fire, even if it's only a mile away. Which ever engine is free from the surrounding area will take valuable time to arrive. A scenario, yes but it's happened before and WILL happen again. Stop the senseless cuts to our emergency services.
- Cheshire and South Wirral residents need the security and reassurance that the industrial area, Stanlow, Capenhurst etc can be secured quickly in the event of an incident and have sufficient manning.
- You may always need the extra engine.
- We need the second fire engine what happens if the one Remaining is off the road for some reason so they need back up
- Ellesmere port needs 2 engines.
- It's needed here get more fire engines and train more firefighters for other areas
- None of us ever know when we might need our wonderful fire service. We can't afford to let this happen by stealth - we need to make our voices heard!
- We've always had them and we need them
- I believe there shouldn't be a reduction in units at this station.
- We need 2 fire engines
- Essential to have two! What if there is a problem with the first engine? ! Or if there are two fires/ emergencies. Foolish to have just one. There must be back up.
- It would be madness to only have one pump.
- Ellsmereport needs more pumps and stations not less
- can't believe they would cut services here with shell on the doorstep and the fact they cover a wide area.
- It is imperative that we keep the second fire engine with Stanlow and other industrial giants in our area. It also covers Neston, Parkgate etc. I know the Fire Service has

suffered many cuts, but to reduce Ellesmere Port to one fire engine is a disaster waiting to happen.

- It doesn't just cover Ellesmere Port, it covers Neston, Burton, Parkgate etc too.
- My father was in the fire service
- It is vital that two engines are retained. Growing number of homes , several large industrial/commercial areas and an adjacent motorway network
- It's important to keep this station open
- Ellesmere port has an oil refinery based near the town, (ok it has it's own fire engine but if it goes its going to need all the help it can get!), chester is just down the road with very historic buildings, the housing increase in ellesmere port means we should be retaining the few engines we have, not getting rid of them.
- The area is growing with new housing springing up in a several places so we need additional emergency services to support us..... not less!
- It's an important service our community can't afford to have deminished.
- We need 2 fire engines not 1 for the size of the town people's lives will be put at risk
- It's a ridiculous suggestion to have only one fire engine covering a growing town! A second engine is an absolute necessity
- I strongly agree. We are a town with a growing population and lots of industry.
- As well as 2 Engines being necessary you'll be setting an example to other Fire & Rescue Authorities.
- It's a valuable service our growing town needs
- It is a must have situation!!!
- The issues around the number of fire engines across Cheshire has been raised for awhile and it needs to be resolved, so that the communities they fire service serve feel safeguarded by adequate provision.
- Property expansion, growth in population.
- We need all the fire engines that we can get..instead of getting rid of them. Putting peoples lives at risk takes more than 3 or 4 mins to come from the nearest one to ellesmere port so let's keep it
- Given the amount of heavy industry in the area, with the potential risks of fire and chemical spills, it seems remarkably short sighted to consider reducing the number of vehicles (and crews) in the area.
- We need to keep the 2 fire engines at Ellesmere Port as lot more houses been built in area
- Definitely keep them both
- Massively important to have more than just one fire engine in Ellesmere Port. Growing Town = more inhabitants = more fire risks...
- We need it, we can't afford to put lives at risk
- personal save lives , putting the stn out of town is a very dangerous idea
- Ellesmere Port deserves the second fire engine
- Cutting down to one may be a bit risky in my eyes.
- I was in cheshire fire and Rescue Service and I know the risks in the area.
- In a growing town we need more emergency services! Cutting this service surely must be a health and safety violation!
- We absolutely need 2, if not more, fire engines to sustain this ever growing town. These cuts are ridiculous
- I have seen the devastating effects of fire and believe removing one if the engines will mean more risk for residents of Ellesmere port
- It requires 2 appliances there, the risks are still there.

- This is outrageous!!!!
- I live in Whitby and well aware of the need taking into account the housing in the area is growing and also a growing industrial infrastructure
- I live in Ellesmere Port and we value and need our emergency services
- I'm signing this because I believe 2 fire engines are needed in Ellesmere Port due to living right by a oil refinery
- There is much more housing and residents in Ellesmere Port now and the second fire engine is a must for us to keep
- There are so many new houses being built in Little Sutton and the surrounding areas that surely its vital to retain 2 fire engines
- I believe you need this
- it's ridiculous stopping fire engines when there are lots of fire engines needed NOW,
- 2 fire engines are needed to cover Ellesmere Port & surrounding areas. New housing is being built all around Ellesmere Port & surrounding areas. There has already been serious house fires over the years & fire protection cover is still needed for the local hospital and businesses and not taken away!
- It is putting people's lives at risk. People deserve better
- We need to keep maximum capability in our area.
- It's a definite yes that we need this in Ellesmere Port!!!!!! We still have lots of industry!
- Absolutely ridiculous to do this when Ellesmere Port has so much industrial business in and around it.
- Grenfell
- Having lived through a house fire I know then IMO importance the engines being close. Ellesmere Port Firenze brigade arrived within three minutes of the 999 call by which they time we had lost the whole of the back of our property I can't imagine the damage if you are adding another 10-15 wait We were lucky nobody was hurting badly but the extra time would mean life or fealty in a lot of circumstances
- This is an essential service for this type of mixed community.
- One engine will not be enough to cover such a large residential and industrial area.
- How can 1 fire engine and crew cover our whole town and industrial sites? This surely poses a risk!
- It's vital to have emergency services up to community capita.
- It is important not to cut the services in Ellesmere Port and maintain the welfare of the people of Ellesmere Port.
- Ellesmere Port and the wider area needs at least 2 Fire Engines at the Station. My Dad worked there for most of his 30 year career in the Fire Service. Listen to the experienced former Fireman. The town getting bigger not smaller.
- Thanks Justin Madders for raising this. Ellesmere Port needs to be looked after
- We need it!
- We need the two engines in this growing town.
- Absolutely. This is a large town which is continuing to grow. There is a need to retain the 2 fire stations, and puts the public at risk if they are shut
- We need the fire service
- Because Ellesmere Port is a growing Town and it also supports surrounding areas
- Very much needed with increase in housing.
- Could cost more lives! Keep the second pump and only dispatch one from one station and another pump from a different station that means there always one for a second call out

- Ellesmere Port needs it's fire station police station is there but it's merely a landmark nowadays please keep the fire station we have enough new houses .
- We need this...we support other areas too...
- Its needed
- Far too many cuts in our NHS & services, which has detrimental consequences to people's health & safety and lives!
- One fire engine is nowhere near enough to serve the population as well as the industrial areas of Elle
- Because Emergency services mean what it says and Ellesmere Port has lots of new development.
- Because there's bloody dangerous stuff in the Ellesmere Port area that does enjoy fire. Never mind the risk to people you're increasing.
- We are a growing town and need more than one engine
- It needs three, the Oil refinery is dangerous to life
- We need two fire engines for Ellesmere Port. Lots of new houses have been built so the town is expanding.
- We need two engines what would u do if needed two but only have one
- I take care of adult with learning difficulties and physical disability. In the event of a fire they can not get out off there bedrooms. We need a local service that can be there in minutes. Every minute counts
- Too much industry in this area for us not have a proper fire service in town!!
- With over 5000 new homes in the area and high risk industrial zones it would be criminal to take away a fire engine. If anything we need MORE.
- A single fire station for a heavily populated and heavily industrialised area is a single point of failure. A bottle-neck at either site could put savable lives at risk. For once, do the right thing, put people first and reduce the risk.
- Time is crucial when a fire starts, the time it takes to get extra services could be a matter of life and death for the people of Ellesmere Port and the surrounding areas
- Ellesmere Port is expanding and has industry to support. If we go to one engine it will only be a couple of years until some bean counter says the station is too big for one fire engine so it will have to go somewhere else
- What a joke , it's next to essar 4gods sake
- It's needed. The area has grown
- One fire engine is NOT enough!! To many houses being built to have just one!!
- A town of Ellesmere Port size, with petrochemical industry near by. Requires at least TWO Pumps at it's local Fire Station.
- lives will be lost if theres only 1 fire engine. Our town is getting bigger by the day but our frontline services are getting cut.
- This is necessary to save lives
- We should keep the 2nd engine here have you seen the traffic where the new station is.
- Reducing Ellesmere Port to one fire engine just seems like a bad idea. If there were 2 separate fire incidents, an engine would have to come from somewhere else and that could be catastrophic.
- I think it's vital what happens if there is more than one fire?very scarey
- It make no sense for safety reason to only have one fire engine to cover the region.
- I live in the town don't want wait longer for help. As Justin has said the town is expanding and needs at least 2 engines.

- 2 still isn't enough with the local growth of dwellings, however a reduction could have detrimental effects.
- I believe 2 engines is a minimum for a town of this size.
- With numerous new build homes and amenities popping up all over Ellesmere Port reducing the number of engines will put lives at risk keep the engines available to save lives
- For the size of Ellesmere port. And the more houses being built in the area I dont agree to us losing a fire engine in the area.. Stanlow oil refinery is on our doorstep. 1engine is not enough to cover this area.
- Absolutely disgusting. Town is now massive and they are thinking of reducing the fire engines. The powers that be obviously dont live here.
- We need this
- Having lived through a house fire I know then IMO importance the engines being close. Ellesmere Port Firenze brigade arrived within three minutes of the 999 call by which they time we had lost the whole of the back of our property I can't imagine the damage if you are adding another 10-15 wait We were lucky nobody was hurting badly but the extra time would mean life or fealty in a lot of circumstances
- Our fire service is essential to the safety of our town.
- As Justin says, we have many new houses being built and to reduce the number of fire units is insane.
- With all the new housing in and around Ellesmere Port, Cheshire Oaks shopping Centre and busy near by busy motor ways it's important Ellesmere Port needs two fire engines on stand by. Ready For a quick response in emergencies to save lives, animals and buildings!
- I believe after living in this town for 52 years that one engine is not enough . We have a growing infrastructure as well as petrochemical industries .
- Premises in Chester need protection a second fire engine provides
- We need both engines.
- It's the right thing to do
- They need to stop reducing our much needed services
- We need a spare
- One fire engine is not enough, two is the minimum the area should have
- Totally agree we need to keep both engines
- I want to keep the second fire engine in Chester.
- We deserve proper coverage for our emergency services.
- We need, as a town, more than 1 engines. 2 isn't enough!!!
- One fire engine? How does that work then? What if there's more than one fire? What if there's a big fire? An industrial fire? Cutting back on fire engines endangers lives.
- The size of the town is increasing - we need more protection not less.
- It will be far too late to produce Tears, when they are both needed , but we only have one. We dont half our car/house insurance,because its been quiet,and not used. Utter nonsense from cost cutters. you never cut costs on SAFTEY
- The town is expanding with more houses so your putting lifes at risk
- Peoples lives at risk if they dont keep it
- Vital fire engine needed in area , use on motorway and connections to areas we can reach quicker not just helps us but others only days ago needed this is only a saving money scheme that needs to be stopped!

- For the size of the town and considering the amount of industry, including several sites that have the potential to have serious incidents, we need more than one fire engine at Ellesmere Port.
- The fire station is needed



Integrated Risk Management Plan 2020-2024

Review of Response Plans following
Consultation

June 2020



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Replace the third aerial appliance with a high reach fire engine

Background

- 1.1. Fire and Rescue Services use aerial appliances (aerials) to tackle a range of emergencies. The aerials come in various forms such as a Hydraulic Platform or Aerial Ladder Platform (ALP). Cheshire Fire and Rescue Service (CFRS) has three aerials, based at Chester, Lymm and Macclesfield.
- 1.2. Aerials allow firefighters to work at heights that cannot be accessed using the ladders carried on standard fire engines, but most commonly, they are used as a 'water tower' to apply a large jet of water onto a fire from above. Whilst aerials are critical in resolving some operational incidents, their usage is typically infrequent. In an average year an aerial is used on 47 occasions across Cheshire. This workload is shared between the three aerials. When aerials are used they are not normally used immediately after arriving on scene; and will respond to support standard fire engines that are already in attendance.
- 1.3. Two of the aerials were replaced in 2016/17 with brand new Aerial Ladder Platforms (ALPs). The new ALPs (pictured below) included the latest available technology and each cost £588k. They are based at Chester and Lymm but they respond to emergencies across the whole of Cheshire, and beyond.



- 1.4. The third aerial based at Macclesfield was not replaced back in 2017, even though it was 15 years old and in need of replacement. This was because, at that time, following extensive review and consultation, it was recommended that the number of aerials be reduced from three to two. This was on the basis that two aerials are sufficient to meet risk and demand. The Macclesfield aerial

is used least of all; an average of 4 occasions per year.

- 1.5. However, at its meeting in February 2018, the Authority decided to defer the decision to reduce provision to two ALPs pending a further review. The scope of the review was to assess the impact of introducing the two brand new ALPs and moving one of them from Stockton Heath to the new fire station at Lymm. The review also considered alternative options and emerging technology.
- 1.6. The review is complete and has reaffirmed that the move from three to two aerials is appropriate. Furthermore, since 2017, the cost of replacing the third aerial has increased from £588k to around £750k. The Service can obtain additional aerials from neighbouring fire and rescue services through existing mutual aid agreements.
- 1.7. Nonetheless, during the review the Service identified a cost effective solution that would maintain the provision of three aerials within Cheshire. Namely a High Reach Fire Engine (HRET). The HRET does not have all of the capability of an ALP but it would bring new technology and capabilities that we do not currently have. It can also fulfil the function of a standard fire engine, whilst also providing aerial capabilities, including an improved water tower capability and the ability to pierce through materials to apply water and extinguish the fire. This will be particularly useful when firefighting in complex buildings and roof spaces and will improve operational effectiveness and firefighter safety.
- 1.8. The following section includes an overview of the various options that were considered, along with further information on matters arising through the consultation.

Assessment of Options

- 1.9. Options considered:

Option A - Maintain three aerials by replacing the aerial at Macclesfield with a new vehicle, similar or identical to the ALPs at Chester and Lymm.

Option B - Remove the Macclesfield aerial and begin operating a two aerial model, retaining the ALPs at Chester and Lymm.

Option C - Implement Option B then reassess in 12 months to consider the aerial capability and locations.

Option D - Remove the Macclesfield aerial but replace one of the two fire engines at Macclesfield with a new 'High Reach Fire Engine' (HRFE).

- 1.10. Analysis focused primarily on risk and demand, including the frequency of mobilisations and utilisation of each aerial. During the two-year period from October 2017 to September 2019 the three aerials were used at 94 emergencies.
- 1.11. **Table 1** below provides a breakdown of use during the two-year period. Note that on most occasions the aerial is used as a water tower, to apply water from above the fire.

Table 1 – Aerial Utilisation 2017-19

Appliance	E09A1	E19A1	E28A1	Total
Usage	Chester	Macc.	Lymm	
Assess Fire from Above	3	0	2	5
Assist Police	1	0	1	2
Chimney Fire	8	4	3	15
Dangerous Structure	1	0	0	1
Launching Boat	1	0	8	9
Lighting	1	1	0	2
Rescue of Animal	1	0	3	4
Rescue of Person (Fire)	0	0	0	0
Rescue of Person (Non-Fire)	0	0	6	6
Roof Fire - Access in Cage	3	0	2	5
Water Tower (apply water from above)	16	3	26	45
Total Uses	35	8	51	94

- 1.12. These demand levels, particularly in relation to the Macclesfield aerial, support **Option B** (removal of the Macclesfield aerial). With two ALPs the Service would be able to meet risk and demand, and respond to all incidents in good time. However, in considering the options the Service was mindful of the need for resilience and the opportunity to bring in new technologies that could enhance our current capabilities and improve firefighter safety.
- 1.13. **Resilience** - a third aerial would support resilience. For example, the Service aims to have an ALP in the city of Chester at all times due to the unique heritage risk. If the Chester ALP is in use, the ALP from Lymm is temporarily relocated to Chester. A third aerial would allow the service to provide improved coverage and further support resilience.
- 1.14. **New Technology** - a third aerial would allow the opportunity to procure new technology. Most recently, a number of Fire and Rescue Services have begun

to invest in new ‘High Reach Extending Turrets’ (HRET). These are aerial booms fitted on top of a standard fire engine. Effectively this results in a ‘High Reach’ fire engine (HRFE). Examples pictured below.

- 1.15. HRFEs provide an enhanced ‘water tower’ capability and are quicker to deploy than the current ALPs. They could be used at half of the aerial deployments listed in **Table 1** (Page 5), which would free up the ALPs to cover other risks. A HRFE would also provide the added benefit of being able to pierce through buildings and roofing at height; a capability we do not currently have. Most significantly, the HRFE can perform the function of a standard fire engine so is effectively two vehicles in one. This is reflected in the cost, but the HRFE is still much cheaper than an ALP.



- 1.16. The cost of a HRFE is c. £550k and the cost of a standard fire engine is £250k. The HRFE can perform both roles so after deducting the cost of the standard fire engine the net cost is £300k*. The estimated costs of the four options is included below.

Table 2 – Option Cost Appraisal

Option A (3 ALP's)	£750k
Option B (2 ALP's)	£0k
Option C (2 ALP's, review in 12 months)	£0k
Option D (2 ALP's + 1 HRFE)	£300k*

¹ *(£550k - £250k = £300k).

Considerations

- 1.17. The HRFE does not have all of the capabilities of the ALP; notably it cannot be used to rescue people from height. Rescues of people are broken down into two categories, rescues at fires and non-fire **Table 1** (Page 5). As can be seen there were zero rescues from fires over the two-year reference period. The review team reviewed incidents over the last decade and could not find a single occasion when an aerial was used to rescue a person from a fire. Rescue at non-fires do occur, on average of two or three occasions per year. For example, a rescue of a person who has been injured at height and cannot safely get to the ground. The ALPs at Lymm and Chester will still be available for such rescues.
- 1.18. Feedback from consultees and Greenstreet Berman's independent report highlights that Macclesfield may not be the optimum location for the HRFE. Instead, a more central/south east location may offer improved efficiency and effectiveness. Therefore, in common with all projects, the Service will conduct a post implementation review and will make recommendations to the Authority as required. The review will form part of the wider "Specialist Response Vehicle" review detailed within the IRMP 2020-2024.

Summary

- 1.19.
- Replacement of the Macclesfield aerial with an ALP costing £750k is not justified.
 - The preferred option is to replace one of the fire engines at Macclesfield with a High Reach Fire Engine (HRFE), net cost £300k.
 - A HRFE can perform many of the functions of an ALP and could be used instead at around 50% of emergencies requiring an aerial.
 - The deployment of the HRFE will mean the Chester and Lymm ALPs can remain available to provide cover and a rescue capability.
 - The HRFE will provide new technology for firefighters with an enhanced capability to tackle fires, particularly in complex buildings and roof spaces, which will improve effectiveness and firefighter safety.
 - The HRFE project will include a post implementation review, which will specifically assess the efficiency and effectiveness of it being located at Macclesfield.

Recommendation

- 1.20. **Option D** - Remove the Macclesfield aerial but replace one of the two fire engines at Macclesfield with a new 'High Reach Fire Engine'. (HRFE).

Introduce a Day Crewing System at Wilmslow Fire Station

Background

- 2.1. Since 2010 Wilmslow fire station has operated using nucleus crewing, which uses a combination of both wholetime and on-call staff to maintain availability of the fire engine 24/7. Wholetime (full time) staff work at the station between 7am and 7pm and they respond to emergencies within 90 seconds of notification. Overnight cover (7pm to 7am) is provided by on-call staff, who are part-time firefighters that live or work near to the fire station. They are alerted by pager and then travel to the station to respond to emergencies within five minutes of notification. On average, the on-call firefighter response is three and a half minutes slower than for wholetime.
- 2.2. Recruitment and retention of on-call firefighters is challenging in Wilmslow. Currently staff numbers are low which affects fire engine availability. During 2019, the on-call team were able to maintain availability of the fire engine for an average of 19% of the time between 7pm-7am. Through the use of surplus firefighters from other locations, overtime and standby moves we were able to ensure availability of a fire engine in Wilmslow 99% of the time.
- 2.3. This crewing model has ensured that the fire engine is available, whilst keeping spend within the agreed station budget, but it relies on surplus staff being available elsewhere and a willingness for staff to work overtime.

Assessment of Options

- 2.4. The Authority commissioned a review to explore alternative crewing options for Wilmslow and identify the optimum solution.

Option A - Convert it to Wholetime duty system 24/7

Option B - No change - retain the current arrangements.

Option C - Convert it to Day Crewing duty system.

Option D - Maintain current daytime crew (7am-7pm) but remove overnight crewing (7pm to 7am) and rely on neighbouring fire engines to respond into Wilmslow.

Option E - Convert it to On-Call duty system 24/7

2.5. As an integral part of the review, the Service completed an assessment of the current and emerging risks and activity levels in the Wilmslow area. The intention of this analysis was to understand if there has been any significant change in risk and/or demand in the area.

Considerations

2.6. In common with the rest of Cheshire, the population, number of dwellings and road users have all increased in the Wilmslow area. The number of emergencies in the Wilmslow area has risen slightly over the last eight years compared with a 5% decrease in emergencies across Cheshire. We now attend an average of 36 additional incidents per year in Wilmslow. Many of these are attributed to the introduction of a new scheme where the Service responds to 'gain entry' to premises for North West Ambulance Service so they can swiftly treat casualties. Other than this increase, the assessment did not highlight any notable issues or concerns relevant to the operational provision in the area.

2.7. When considering changes to the emergency response crewing arrangements, the Service used Phoenix software to assess the impact of different models on response times and the CFRS response standard. This standard is to attend life risk incidents (e.g. house fires and road traffic collisions) within 10 minutes on 80% of occasions. This modelling is presented in **Table 3** below for each of the options and includes the impact on salary costs for each scenario.

Table 3 - Phoenix Simulation¹ Wilmslow Fire Engine Crewing Options

OPTION		Attendance Time (Ave.)	Response Standard ³	Salary Cost (Annual)
A	Convert to Wholetime	6m 09s (-1m 02s)	93.46%	+223k
B	No change	7m 11s	85.62%	£0k
C	Convert to Day Crewing	7m 01s (-10s)	90.20%	-£183k ⁴
D	Remove overnight crewing	8m 05s (+54s)	68.63%	-£162k
E	Convert to On-Call, 24/7 ²	10m 15s (+3m 4s)	43.79%	-£480k

¹Phoenix simulation tool uses actual historical emergencies data to predict outcomes. Actual outcomes may differ.

²Assumes on-call availability of 19% based on current performance

³Percentage of life risk incidents in the Wilmslow area to which the first fire engine would arrive within 10 minutes

⁴Would require the Service to provide subsidised living accommodation for the firefighters

- 2.8. **Option A** – This option would improve average response times by 1m 02s but it would cost around £223k more per year than the current system. This cost is not justifiable when considering risk, demand and balance of resources. **Table 4** shows the average annual mobilisations (operational demand) for fire engines crewed by each duty system type.

Table 4 - Average annual mobilisations in 2019 for fire engines crewed by each duty system.

Duty System	Operational Demand
Wholetime 24/7	755
Day Crewing / Nucleus	498
On-Call	166

- 2.9. In comparison, the Wilmslow fire engine was mobilised on **451** occasions during 2019, placing it below average for all duty systems except on-call.
- 2.10. Some consultation feedback specifically called for a wholetime crewing model at Wilmslow to meet the risks presented by Manchester Airport. Response to an airport emergency is provided jointly by CFRS, Greater Manchester Fire and Rescue Service and the airport's own fire service. Wholetime crewing is therefore not essential to providing this response which would continue to be provided under Options B or C.
- 2.11. **Option B** – Retain current arrangements. Whilst this is effective, it depends on having surplus staff elsewhere and a willingness for staff to work overtime.
- 2.12. **Option C** – Convert to Day Crewing. This option is in place at other stations in Cheshire and has proven to be efficient and effective, but it would require suitable living accommodation adjacent to the fire station for the firefighters.
- 2.13. Day Crewing provides guaranteed 100% availability of the fire engine 24/7 without the need to bring in supplementary resources. The annual salary cost is £183k less than the current nucleus duty system. These savings are sufficient to cover the cost of the long-term loan for the capital investment in living accommodation. Once the loan is repaid, the Authority will own the assets and will benefit from lower annual salary costs.

- 2.14. A potential site has been identified for the living accommodation through a collaboration with Cheshire Constabulary but this will take time to implement and is not guaranteed. The interim arrangement and fall-back position will be to maintain, strengthen and adapt the current model.
- 2.15. Day Crewing would affect response times. The average fire engine response time will be slightly faster, but it will vary across the week. Weekend daytimes are predicted to be two minutes slower whilst response times overnight should be one and a half minutes faster due to the proximity of the living accommodation.
- 2.16. **Option D** – Remove overnight cover. This would worsen response times. Overnight cover for the first fire engine into Wilmslow would be provided by neighbouring fire stations, predominantly Greater Manchester Fire and Rescue Service because they have several fire engines, which are closer than the next nearest Cheshire fire engines. Whilst our mutual aid arrangements and partnership at North West Fire Control would facilitate this option, the Service would prefer to continue to base a fire engine in Wilmslow.
- 2.17. **Option E** - Converting to on-call would decrease response times and reduce performance. Given the historical challenges in recruiting on-call Firefighters at Wilmslow, the availability of a fully on-call fire engine is likely to be poor. Furthermore, the removal of wholetime firefighters would reduce capacity to deliver prevention activities in the area.

Summary

- 2.18.
- The preferred option is to convert to Day Crewing
 - It provides guaranteed 100% availability of the fire engine 24/7 without the need to recruit and retain on-call firefighters or bring in supplementary resources.
 - The salary costs are £183k less than the current system.
 - The savings will be used to fund the capital investment loan.
 - After the loan is repaid, the Authority will own the assets and benefit from lower annual salary costs.
 - Overall, the fire engine response times will be slightly quicker, though response times will vary throughout the week.
 - Provides a sustainable and proportionate level of cover for the risk and activity levels in the area.

- The Authority will need to secure suitable living accommodation adjacent to the fire station which will take time and is not guaranteed.
- The interim arrangement and fall-back position will be to maintain, strengthen and adapt the current model.

Recommendation

2.19 **Option C** - Convert Wilmslow to a Day Crewing duty system

Relocate Ellesmere Port's second fire engine to Powey Lane

Background

- 3.1. In 2014 the Authority embarked upon a five-year programme of change (called the Emergency Response Programme). The changes aimed to improve the efficiency and effectiveness of the Service and achieve a balanced budget. This included proposals to change the crewing arrangements for the second fire engine at Ellesmere Port from wholetime to on-call from 2018.
- 3.2. However, in February 2018, following a review and public consultation, the Authority resolved that:
- “Officers be instructed to determine if the second fire engine at Ellesmere Port could be relocated to another area or station in order to satisfy the sustainability question and value for money challenge presented by the review.”*
- 3.3. The Service subsequently carried out a review in 2019 in line with the above instruction. The review was conducted on the basis that the fire engine would, regardless of its location, continue to be crewed on a wholetime basis.
- 3.4. It is important to note that the other elements of the Emergency Response Programme continued as originally planned. This included the opening of a new fire station at Powey Lane (near Mollington) in 2017 and the relocation of one of the two fire engines from Chester to this location, in anticipation of the change at Ellesmere Port.

Assessment of Options

- 3.5. Options Considered:
- Option A** - Retain the fire engine in its current location at Ellesmere Port.
- Option B** - Relocate the fire engine to another station that does not currently have a wholetime fire engine
- Option C** - Relocate the fire engine to another station that already has a wholetime fire engine
- 3.6. As an integral part of the review, the Service completed an assessment of the current and emerging risks and demand. The intention of the assessment was to provide assurance that there has not been any significant change.
- 3.7. The assessment did not highlight any notable issues or concerns. For example, in common with the rest of Cheshire, the population, number of dwellings, non-domestic premises and road vehicles/users have all increased in Ellesmere

Port, whilst the number of emergency incidents in the area has decreased.

- 3.8. When considering changes to the emergency response crewing arrangements, the Service used Phoenix software to assess the impact of different models on response times and the CFRS response standard. This standard is to attend life risk incidents (e.g. house fires and road traffic collisions) within ten minutes on 80% of occasions.
- 3.9. The Service modelled each of the options above and compared the impact including the Cheshire-wide average for first and second fire engine response times to emergencies.
- 3.10. **Option A – Retain the fire engine in its current location at Ellesmere Port.** This option did not prove efficient or effective when compared with other options. Nor did it provide value for money. It was also counter to the Authority decision at its meeting in February 2018. At that meeting a motion to keep two wholetime fire engines at Ellesmere Port was not supported by the Authority.
- 3.11. **Option B – Relocate the fire engine to another station that does not currently have a wholetime fire engine.** The Service identified that the optimum locations for the fire engine to improve first fire engine average response times would be Holmes Chapel or Middlewich, both on-call fire stations. Response times in those station areas would improve by 4m 20s and 3m 39s respectively.
- 3.12. **Option C - Relocate the fire engine to another station that already has a wholetime fire engine.** When assessed against improving second fire engine response times, relocating the fire engine to Chester would deliver the most benefit. The average response time for the second fire engine arriving at emergencies in the Chester area would improve by a predicted 4m 49s. This was the biggest improvement for any location across Cheshire.
- 3.13. The findings demonstrate that **Options B** and **C** would deliver improvements.
- 3.14. In determining the optimum solution, the Service was mindful of the instruction from the Authority to consider value for money and sustainability.
- 3.15. The annual salary costs for operating a wholetime fire engine are £865k. Whilst relocating the wholetime fire engine from Ellesmere Port to on-call stations at Holmes Chapel or Middlewich would improve response times in these localities, the risks and number of emergencies in these areas is relatively low, which would result in very low activity levels when compared with other

wholetime fire engines.

- 3.16. The presence of the wholetime fire engine in these areas would mean that the local on-call fire engine would suffer a significant reduction in call volumes and is unlikely to be sustainable, in the long-term reducing the number of fire engines in those areas from two to one.
- 3.17. Conversely, having two fire engines on a wholetime station will be sustainable and would mean that one of the fire engines can be released to cover and support other areas when required, such as to facilitate operational training courses. The second fire engine at Ellesmere Port is currently used for this purpose around 9% of the time.
- 3.18. Finally, the community size and demographics in Holmes Chapel and Middlewich would limit the amount of risk based prevention and protection activity that could be carried out by a wholetime crew based at these locations. The crew would provide more benefit in urban areas where there is for example, significantly more prevention work, including targeted safe and well addresses.
- 3.19. **Table 5** provides a summary of the population, dwellings and activity levels in each of the station areas highlighted in **Options B** and **C** above.

Table 5 - Comparison between three locations (2018/19)

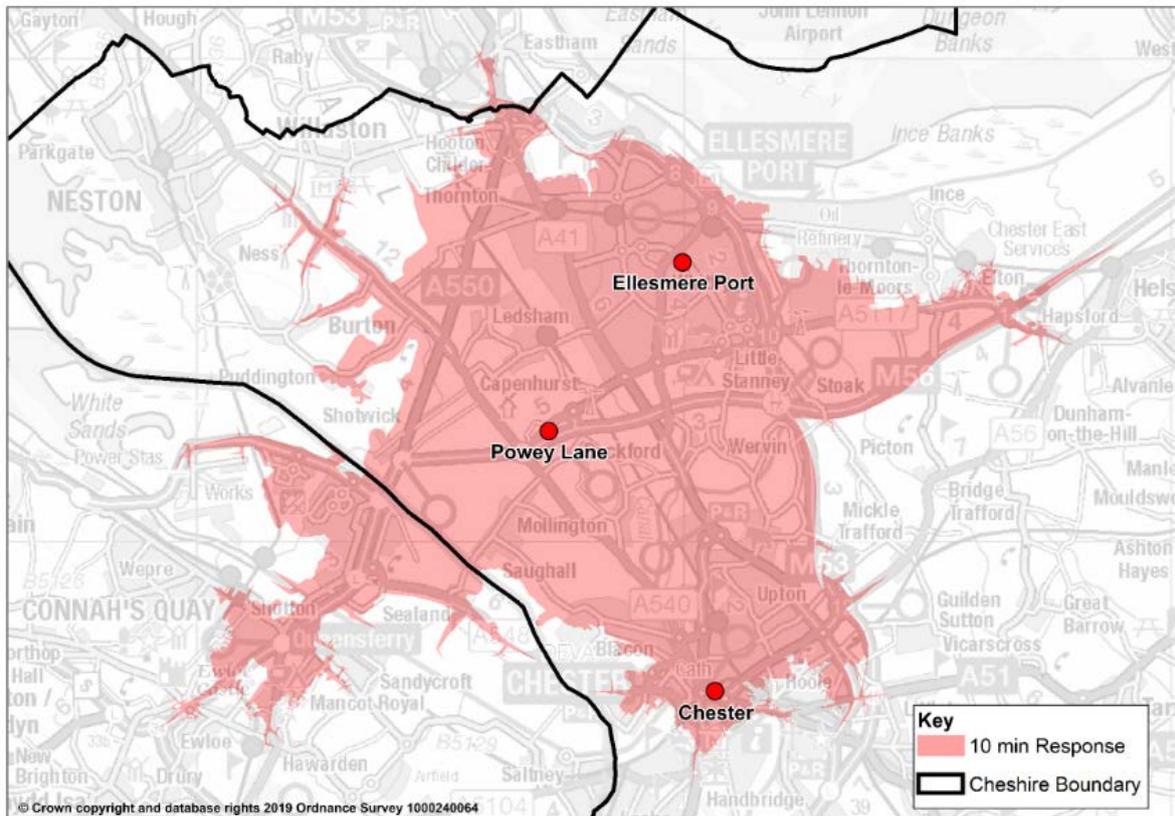
	Holmes Chapel	Middlewich	Chester
Population	12,604	18,053	98,313
Dwellings	5698	6,601	45,980
Emergency incidents in station area	93	127	801

- 3.20. In summary, the above assessment determined that both **Options B and C** allow the second fire engine to add benefit elsewhere when compared to its current location.

Considerations

- 3.21. In 2019, on 276 occasions the second fire engine at Ellesmere Port was required to move to another station to provide operational cover, for example if the Chester fire engine was at an incident. 71% of these were to cover the Chester area. If Chester has two fire engines this demand will reduce significantly.
- 3.22. If Ellesmere Port has only one fire engine, its second fire engine response will be provided by Powey Lane, which is 3.3 miles from the Ellesmere Port fire station.
- 3.23. If **Option C** is implemented the resources across the three wholetime stations in Cheshire West and Chester will be balanced optimally, whilst maintaining the operational improvements achieved from the Authority's £3.6m capital investment in the new station at Powey Lane.
- 3.24. Powey Lane opened in 2017 and its station area covers a geographical footprint of around 115 square kilometres. Since opening, response times to emergencies within its station footprint have improved by around two minutes on average. Improvement are greater in some areas, for example, response times are three minutes faster in Neston, and Powey Lane is the first fire engine to arrive at eight out ten emergencies in this area. Powey Lane's fire engine is strategically placed to support neighbouring areas including Chester and Ellesmere Port, and often arrives at emergencies before the local fire engine. Moreover, Powey Lane houses numerous specialist operational resources including our High Volume Pump, bulk foam stocks and Environmental Protection Unit. These are all available to serve locally and across the whole of Cheshire.
- 3.25. Currently the resources are not balanced which means slower response times when a second fire engine is required in Chester. **Fig. A** shows that the fire engine from Powey Lane is able to reach all of the town of Ellesmere Port within 10 minutes yet it can only cover around half of the city of Chester. Effectively, this means that the current provision allows three fire engines to attend all of the Ellesmere Port area within 10 minutes, yet parts of Chester can only be reached in 10 minutes by one fire engine.

Fig. A - 10-minute response reach from Powey Lane fire station.



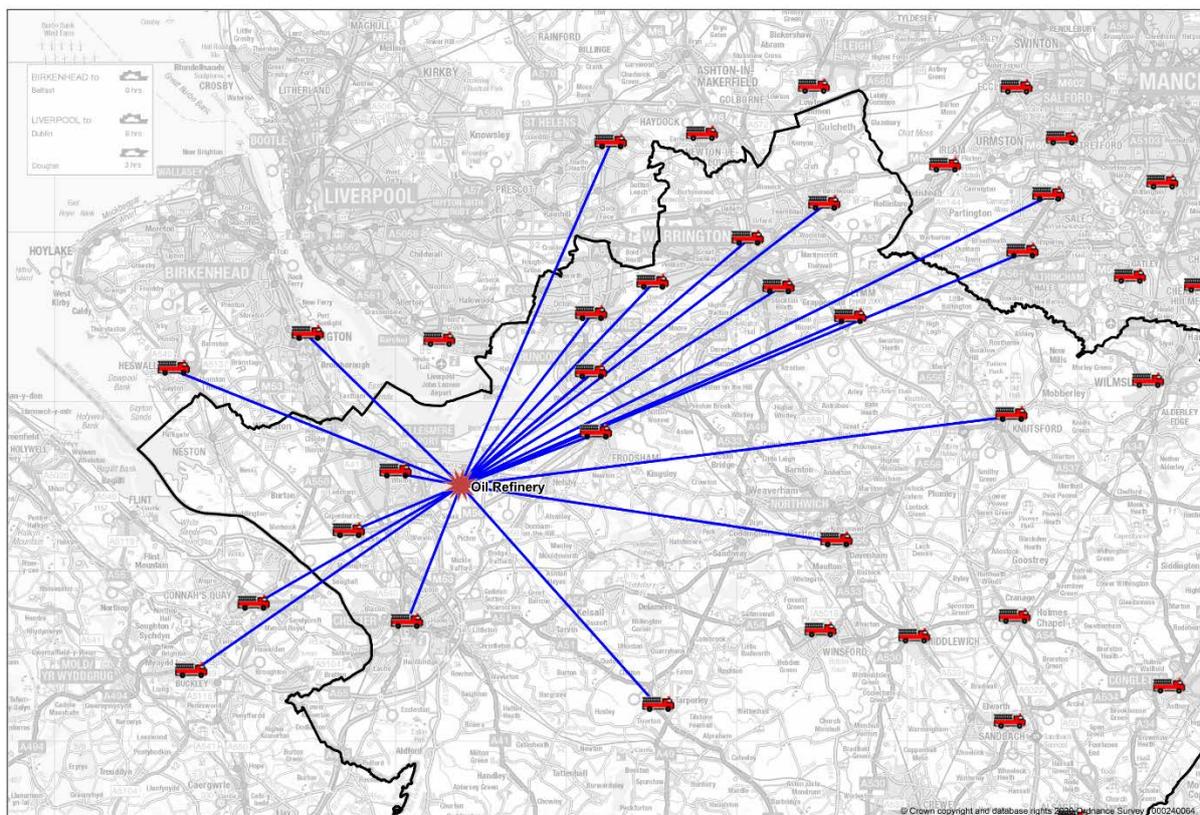
3.26. This is not sustainable when you consider that Chester has the most risks of the three station areas. It has the largest population, number of dwellings, non-domestic (business premises), road traffic collisions (RTCs), and number of emergencies requiring two or more fire engines (shown in **Table 6**). In addition, 42% of Cheshire’s Grade 1 and Grade 2* listed buildings are located in Chester (a total of 206, compared to two in Ellesmere Port).

Table 6 - Comparison of the three stations (2018/19)

	Powey Lane	Ellesmere Port	Chester
Population	30,981	60,969	98,313
Dwellings	13,216	28,658	45,980
Emergencies requiring two or more fire engines (per year average)	47	93	122

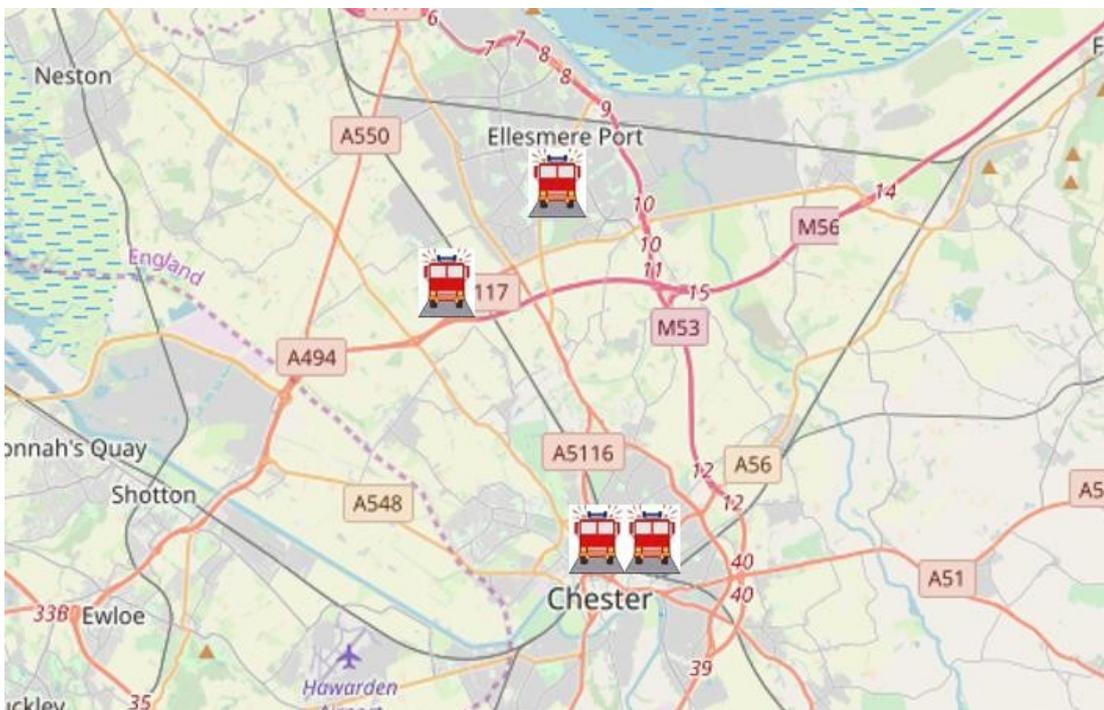
- 3.27. The only risk area that is greater in Ellesmere Port is that it has a higher number of Control of Major Accident Hazard (COMAH) sites; seven in total.
- 3.28. COMAH sites carry some of the highest risks of any sites in Cheshire but they are very safe. This is because they are heavily regulated and work to the highest safety standards. Some of the sites employ their own emergency response teams, including firefighters. The result is that they have extremely low number of accidents and emergencies. During the last five years, the Service has attended only one fire at a COMAH site in Ellesmere Port station area. The fire involved a tree in the outdoor grounds.
- 3.29. Despite the safety record, there is no place for complacency. The Service prepares meticulously for major emergencies, working with the high-risk sites to develop plans and partaking in exercises, including those delivered through the Cheshire Resilience Forum. If a major incident does occur at a COMAH site, it will require dozens of fire engines and many specialist resources, which will come from all over Cheshire and beyond. Below is an example of response to a major incident at Essar Oil Refinery in Stanlow.

Fig. B – Major Incident Response



- 3.30. The number of fire engines based at Ellesmere Port fire station has negligible impact on the overall response. Moreover, the relocation of Ellesmere Port's second fire engine will not change the overall number of fire engines in Cheshire, nor would it change the Services capacity to respond to major incidents.
- 3.31. Implementation of **Option C** would maintain the current four fire engines across the Chester and Ellesmere Port areas whilst balancing out provision and response times across the three stations (**Fig. C**). It would mean that Ellesmere Port and Chester each have two fire engines covering their area.

3.32. Fig. C – Fire engine locations following implementation of option C



- 3.33. **Table 7** (page 20) shows the results from Phoenix modelling, including the impact on response times across the three station areas.
- 3.34. Response times across the three stations would be balanced if two fire engines were located at Chester. The average second fire engine response times in Ellesmere Port would increase by a predicted 2m 23s but would still be quicker than the Cheshire average and would be the third fastest of any town in Cheshire. Additionally, Powey Lane would provide a response to all parts of Ellesmere Port within 10 minutes, which is not currently possible for all parts of Chester.

Table 7 - First and Second fire engine response times in each station area compared with the Cheshire average

	Ellesmere Port	Chester	Powey Lane	Cheshire Average (Wholetime)
First Fire Engine	5m 26s	6m 46s	8m 48s	7m 45s
Second Fire Engine (Two fire engines at Ellesmere Port)	5m 36s	11m 47s	10m 45s	10m 21s
Second Fire Engine (Two fire engines at Chester)	7m 54s (+2m 23s)	6m 58s (-4m 49s)	10m 45s (0m 0s)	10m 06s (-0m 15s)

- 3.35. The second fire engine response time in Chester would improve by 4m 49s if a second fire engine was located there.
- 3.36. The location of the second fire engine will not change the response time for the first fire engine to the three areas. Most emergencies, roughly eight out ten, require only one fire engine.
- 3.37. There are no cost implications. The crewing costs will not change because there will be no change to the number of wholetime fire engines.

Summary

- 3.38. **Option B**; relocating the fire engine to Holmes Chapel or Middlewich on-call fire stations would not provide value for money and is unlikely to be sustainable. It would also affect capacity to facilitate standbys, operational training and deliver risk based prevention and protection activities.
- 3.39. **Option C**; locating two fire engines at Chester offers the greatest improvement to the average second fire engine response times in both the locality and Cheshire-wide and is recommended.
- 3.40. The risks and operational demands are greater in Chester than Ellesmere Port, hence it makes sense to have two fire engines at Chester.

- 3.41. Average second fire engine response times in Chester would improve by a predicted 4m 49s whilst maintaining excellent response times in Ellesmere Port.
- 3.42. Two fire engines, one based at Ellesmere Port (Wellington Road) and one at Powey Lane (located 3.3 miles south of Wellington Road) will continue to cover Ellesmere Port area.
- 3.43. Second fire engine response times into Ellesmere Port would be slower than present but would still be the third fastest of any town across the whole of Cheshire.
- 3.44. Two fire engines will arrive to emergencies in Ellesmere Port within eight minutes on average.
- 3.45. The total number of fire engines will not change, nor will capacity to respond to major incidents. Capacity to respond to major incidents has improved since the specialist resources were re-located to Powey Lane.
- 3.46. The benefits from investment in Powey Lane's fire station would continue. This includes provision of specialist operational resources and faster response times across Cheshire West and Chester.
- 3.47. Powey Lane's fire engine can respond to the whole of Ellesmere Port within 10 minutes and is quicker than Ellesmere Port's fire engines into many areas, including Neston.

Recommendation

- 3.48. **Option C** - Relocate the fire engine to another station that already has a Wholetime fire engine, as follows:
 - Relocate Ellesmere Port's second fire engine to Powey Lane.
 - This will facilitate the return of Chester's second fire engine from Powey Lane to its original pre 2017 location at Chester.
 - Therefore, two fire engines will be based at Chester, one at Ellesmere Port and one at Powey Lane.

Expand our response to road traffic collisions

Background

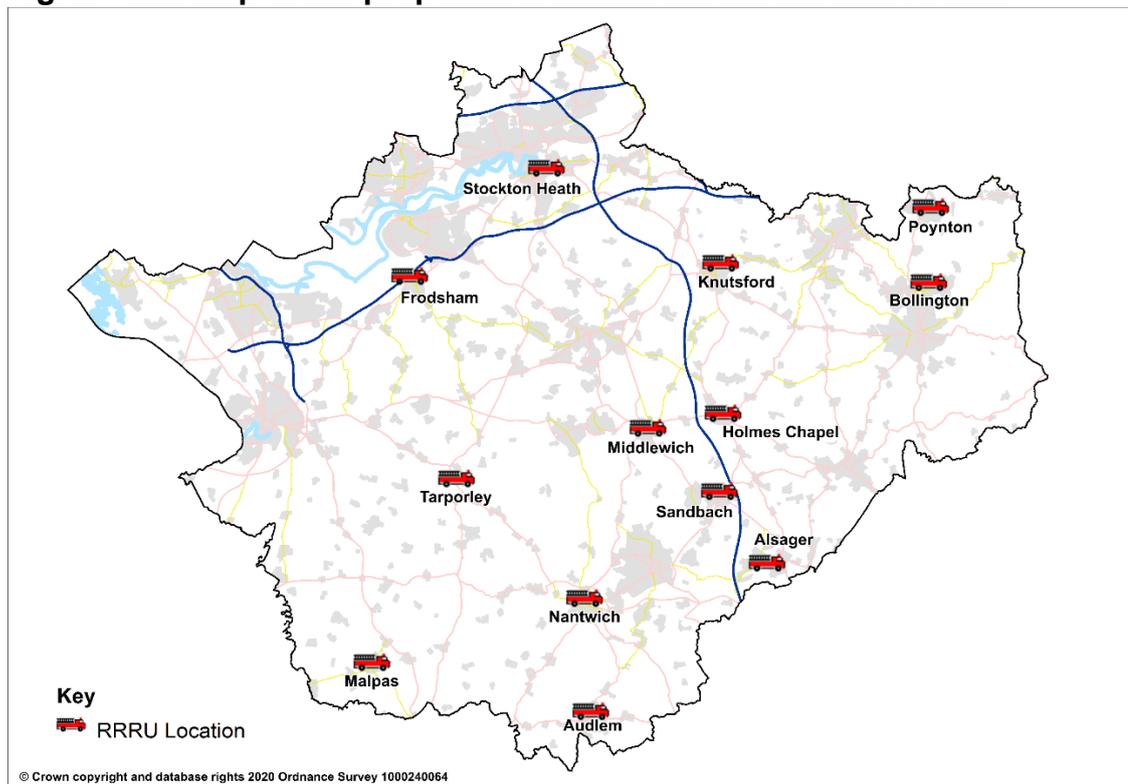
- 4.1. CFRS responds to road traffic collisions (RTCs) to rescue people and help to save lives. In recent years the number of fatal road traffic collisions has increased in Cheshire. There were 46 deaths in 2018, twice as many as the previous year. Within its draft IRMP the Authority sets out a two fold response to this risk. Firstly, it proposes to increase its prevention activities and partnership work relating to road safety with the aim of preventing road accidents. Secondly, it proposes to improve its operational response to RTCs by introducing a fleet of Rapid Response Rescue Units (RRRU) across all of its on-call fire stations.
- 4.2. CFRS has operated two RRRU since 2009; these are located at Holmes Chapel and Sandbach (pictured below). The locations were chosen due to the volume of RTCs in these areas and their proximity to the motorway network. The RRRU provide a nimble vehicle and faster response. They have proven to be efficient and effective. They have been mobilised on 377 occasions during the last eleven years. Expansion of RRRU provision into other areas will improve operational availability and response times. The RRRU will be crewed by on-call firefighters.



- 4.3. On-Call firefighters either live or work within a five-minute radius of the fire station. When required they are alerted by pagers and respond to the station to collect the fire engine and respond to the emergency within five minutes of being notified.
- 4.4. The RRRU can be crewed with two firefighters whereas the fire engine requires that a minimum crew of three are available. Therefore, the RRRU will be available more often and will increase the frequency with which we can provide a response from the closest fire station to an incident.

- 4.5. Furthermore, RRRU can mobilise as soon as the two firefighters with the required skills arrive at the station whereas the fire engine has to wait until the full crew arrives, usually four firefighters. This improved efficiency, combined with improved operational availability and a smaller more agile response vehicle will mean local on-call stations respond to emergencies faster and more often.
- 4.6. On-call firefighters are trained to the same standards as their full time counterparts and therefore in all aspects of RTC response. On arrival at the RTC the RRRU crew can begin life saving trauma care including airway management, basic life support and at more serious collisions can begin triaging casualties or rapidly extricate them using high powered cutting gear. They are also able do preparatory work prior to the arrival of oncoming fire engines (RRRU are not sent to emergencies instead of a fully crewed fire engine; they are additional to the fire engines that will still attend as normal). The overall aim is to improve the speed with which we provide casualty care, reduce casualty extrication times, improve outcomes and save lives.

Fig. D - The map of the proposed locations for the thirteen RRRU.



Note: Holmes Chapel and Sandbach fire stations already operate a RRRU, which will be replaced with newer vehicles as part of this proposal

Additional Benefits

- 4.7. In addition to improved availability of operational resources and faster response times, the RRRU will provide additional benefits. They will transport additional firefighters to larger and more serious emergencies. For example, if there are 10 on-call firefighters available, six can respond in the fire engine with four following in the RRRU, so 10 firefighters can respond in total. This will improve the speed and weight of response to many emergencies across large areas of Cheshire.
- 4.8. Where the emergency is a fire, the RRRU would not proceed ahead of the fire engine but will follow on once the normal fire engine has mobilised. This ensures a safe system of work in line with well-tested arrangements, which have been in place with the RRRU at Holmes Chapel and Sandbach since 2009 and have proven to be 100% safe. There have been no accidents or near misses reported during the last decade relating to RRRU.
- 4.9. RRRU will also have a 4x4 capability so will be useful for responding to incidents in extreme weather, flooding and rural fires, which are all increasing risks identified in the IRMP.
- 4.10. The RRRU will be tailored to local needs and can be equipped to deal with local risks. For example, in areas prone to flooding, the RRRU could carry water rescue equipment, while in other areas at risk of moorland fire they could carry specialist wildfire equipment.
- 4.11. In future, the RRRU could be mobilised to a wider range of emergencies. For example, they could respond to support the ambulance service to 'gain entry' into locked premises to treat casualties or to provide life-saving treatment at cardiac arrest emergencies. The scope of the RRRU will be kept under review to ensure they provide optimum operational effectiveness and value for money.
- 4.12. All of the above will mean that on-call firefighters can respond to more emergencies. In turn, this will result in improved learning, operational experience, pay, reward and ultimately job satisfaction and staff retention.
- 4.13. Each RRRU and the associated equipment will require an upfront capital investment of around £40,000. This results in a total of £520,000 for 13 vehicles. The RRRU should will have a lifespan of between 10 and 15 years.

Summary

4.14. The RRRU will be located on all 13 of our on-call fire stations. They will provide many benefits, including:

- Faster response times to road traffic collisions
- Improved availability of resources at on-call stations
- Allow up to ten firefighters from the local station to emergencies.
- Provide 4x4 capability so will be useful for responding to extreme weather, floods and rural fires.
- Will be equipped and tailored to local risks to provide specialist capabilities and equipment. For example, wildfire or flood response.
- Provide opportunity and scope to respond to additional risks such as “gain entry” or cardiac response.
- Provide improved opportunities and turnouts that are more frequent for on-call firefighters which will support recruitment and retention.

Recommendation

4.15. Introduce a fleet of Rapid Response Rescue Units (RRRU) across all of the Service’s on-call Fire Stations. This will be achieved by expanding from two to thirteen RRRU.

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SAVING LIVES

CHANGING LIVES

PROTECTING LIVES

Integrated Risk Management Plan

2020-2024





“

...we will make the Service better able to meet the challenges and needs of modern societies, embracing new technology and recognising the changing risks within our communities.

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Foreword



Councillor Bob Rudd
Chair,
Cheshire Fire Authority

We are pleased to introduce Cheshire Fire Authority's Integrated Risk Management Plan 2020-2024 (IRMP). The IRMP sets out the risks facing the communities of Cheshire, how we will prevent and protect our communities from fire and other emergencies and our plans for providing emergency response.

Cheshire Fire Authority is required to have regard to the Fire and Rescue National Framework for England when carrying out its functions. The Framework sets out the Government's priorities and objectives for fire and rescue authorities in England. One such requirement of the Framework is to produce an IRMP.



Mark Cashin
Chief Fire Officer
and Chief Executive
Cheshire Fire and
Rescue Service

This four year IRMP will outline how the Authority will make Cheshire Fire and Rescue Service better able to meet the challenges and needs of modern societies, embracing new technology and recognising the changing risks within our communities. This has been developed through a comprehensive review of the whole service, using feedback from staff, representative bodies and an extensive period of consultation on our plan; including independent assessment by third parties.

The Authority has undergone a significant period of transformation in responding to a changing society and reductions in central funding. It has seen the construction of four new fire stations to better spread emergency response cover across Cheshire; has embarked on significant collaborative projects with partner agencies and is advancing an extensive programme of modernisation to its fire stations – alongside developing a new immersive operational training centre.

There are, as with all fire and rescue services, many challenges to be faced and overcome in the years ahead. The findings of the Hackitt Review and Public Inquiry into the Grenfell Tower tragedy contain important lessons for fire and rescue services across the country to learn from and address, to ensure that a tragedy such as this is never repeated.

You will also see in further detail later in the IRMP how the Authority will look to address key and emerging risks posed by issues such as an increasingly older society, climate change and the built environment. Of course, many parts of society will need to adapt and respond to the changes we have faced, and will continue to face, as a result of the coronavirus pandemic. Fire authorities are no exception to this and we too will need to adapt to the 'new normal', while continuing to work with our partners to keep the community safe.

Ultimately, the Authority is dedicated to providing the communities of Cheshire with a fire and rescue service that is committed to saving lives, changing lives and protecting lives to achieve its vision of no deaths, injuries or damage from fires or other emergencies. We believe this IRMP helps to make this vision a reality.

Covid-19

While this IRMP was in its development and consultation phase, the emergence of Covid-19 coronavirus and the subsequent global pandemic saw a rapid and profound change in the functioning of our society to tackle this health emergency. Despite the uncertainty that this has caused for many of us, we have been clear in our resolve to continue to help those in need.

We have undertaken a huge amount of work in supporting our partner agencies to help our communities stay safe. This has included a wide range of activities to support both residents and our front-line colleagues, such as:

- Delivering prescription medicines to vulnerable residents.
- Using our FireBikes to help transport vital blood and tissue samples.
- Transporting food parcels to help those in need.
- Supporting the mass distribution of personal protection equipment to health and care colleagues.
- Helping our local authority partners identify extremely vulnerable people so that necessary support can be put in place.

The pandemic has also meant a significant change to how we operate as a service. We have introduced changes to many aspects of our day-to-day working practices to comply with social distancing and minimise the risk of infection to our staff, their families and the wider community.

We have developed new ways to deliver some of our services, such as providing more telephone and online support for businesses through our Protection Department. As we emerge from this pandemic, we will continue to develop new ways of working to ensure we can provide our services safely and effectively.

At the time of writing this IRMP, we cannot yet be sure as to the longer-term impacts on either Cheshire Fire and Rescue Service or society as a whole from Covid-19. Therefore as we go through the time period covered by this IRMP, we may need to adjust existing plans or develop new proposals, to ensure that we adapt to the new environment.



SAVING LIVES
 CHANGING LIVES
 PROTECTING LIVES

The county of Cheshire

The county of Cheshire covers some 905 square miles and has a population of just over 1 million. The county is largely rural, with urban populations and major industry concentrated mostly in the North West of Cheshire. Major conurbations include the city of Chester and towns of Warrington, Crewe, Macclesfield, Ellesmere Port, Runcorn and Widnes.

- ▶ **Cheshire West and Chester** as a unitary authority includes the historic city of Chester; the industrial towns of Ellesmere Port and Winsford, and market towns and villages. It is largely rural, with the main centres of population in the north and west of the borough. The area benefits from strong tourism and retail sectors, alongside established agricultural, automotive and manufacturing industries. There are nationally important petro-chemical and nuclear fuel industries in the north of the authority and the area has a historic link to salt mining. The authority consists of urban centres alongside smaller rural settlements and mixing affluent areas with more deprived parts of the community.



- ▶ **Cheshire East** is a large unitary authority containing the principal towns of Crewe and Macclesfield; as well as market towns and the commuter belt south of Manchester. It is home to internationally renowned vehicle manufacturers and pharmaceutical companies, while rail, agriculture and financial services are also key industries. It is an area of contrasting features, combining urban centres with rural villages and containing areas of significant affluence but also pockets of social deprivation. The borough is served by the M6 motorway, a network of urban and rural 'A' roads and the West Coast rail line, while Manchester Airport lies on its northern border. The area is home to several heritage buildings and the north east of the authority sits at the gateway to the Peak District National Park.



The county of Cheshire

- ▶ **Halton** incorporates the industrial towns of Runcorn and Widnes, connected by two major bridges across the River Mersey. The area is home to various chemical and science industries, as well as distribution and logistics companies. Some areas within the borough reside within the most socially deprived areas of the country. Aside from the Mersey crossings, key infrastructure includes docks and ports and a gas-fired power station at Rocksavage, south of Runcorn. The Manchester Ship Canal also runs across the borough, while Liverpool John Lennon International Airport lies just over the border in Merseyside.



Photo courtesy of Merseylink

- ▶ **Warrington** is located in between Liverpool and Manchester and is the largest urban conurbation in Cheshire. Warrington is traversed by the River Mersey, Manchester Ship Canal, three motorway networks and the West Coast rail line. Due to its location it has developed into an important transport and logistics hub. It also maintains strong retail, energy and night-time economies. There are several minority ethnic communities that reside within the borough, making it one of the most diverse areas of Cheshire. Some areas, mostly in the centre of the town, sit within the 20 per cent most deprived in the country, while other areas on the periphery of the borough are within the 30 per cent least deprived.



Cheshire is bordered by Merseyside and Greater Manchester in the North, Derbyshire and Staffordshire to the East, Shropshire to the South and North Wales lies over the Western border of the county.



Your Fire and Rescue Service

Overview

Cheshire Fire Authority is the publicly accountable body consisting of 23 elected Members appointed by Cheshire West and Chester, Cheshire East, Halton Borough Council and Warrington Borough Council. The Fire Authority oversees the fire and rescue service on behalf of the communities of Cheshire. You can find details of the Fire Authority Members and more about the role of the Authority in the [About Us](#) section of the Service website.

Cheshire Fire and Rescue Service is led by the Chief Fire Officer and Chief Executive and the [Service Management Team](#). You can find out more about the Service Management Team on our website.

The Service is split into four different functions and benefits from corporate support services provided by Cheshire Constabulary.	1	Service Delivery
	2	Operational Policy and Assurance
	3	Prevention
	4	Protection and Organisational Performance

These functions and the Joint Corporate Services are outlined in more detail over the page.

The Service operates from 28 fire stations across Cheshire, staffed in a number of different ways to reflect local risks and demands. The map on pages 10-11 shows where our stations are located across the county.

The Service also operates three community safety centres, three fire protection offices, a joint headquarters with Cheshire Constabulary, an operational training centre, [Safety Central](#), our safety and life skills centre in Lymm, and workshops at the Sadler Road site in Winsford.

The Service's emergency call handling function is provided by North West Fire Control, based at Lingley Mere in Warrington. [North West Fire Control](#) is a collaboration between four fire and rescue services providing a control room operation for Cheshire, Cumbria, Greater Manchester and Lancashire.



Service Delivery

The department encompasses our frontline emergency response functions and fire stations. Further details on how the emergency cover is provided across Cheshire can be found on pages 8 and 9.



Operational Policy and Assurance

The department provides operational and incident command training to our firefighters and develops operational policies, plans and procedures. It also manages and maintains our fleet of vehicles, tests and develops new equipment and oversees the provision of health, safety and wellbeing for the organisation.



Prevention

The department oversees much of the community-based work undertaken by the Service. This includes delivering fire safety and health and wellbeing advice to residents across Cheshire through our Safe and Well programme, delivering road safety advice, engaging with young people and managing our cohort of volunteers. The Prevention department also manages the Authority's innovative and immersive safety and lifeskills centre, [Safety Central](#), at Lymm.



Protection and Organisational Performance

The department is responsible for the Service's fire protection activities and ensuring non-residential premises comply with fire safety legislation. It is accredited to ISO 9001 which provides external assurance of its activities. The department also investigates the causes of fires, works to reduce the impact of deliberate fires on the community and leads on organisational performance and our work with Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services (HMICFRS).



Joint Corporate Services

The work of the Service is supported by a range of corporate services including human resources, communications and engagement, finance, procurement, stores and legal. This is delivered to both Cheshire Constabulary and Cheshire Fire and Rescue Service through joint teams based at the shared Police and Fire headquarters at Clemonds Hey, Winsford.

Cheshire Fire and Rescue Service functions

The Authority needs to balance the provision of fire and rescue services across the whole of Cheshire according to its resources and local risks. This map outlines how emergency response functions are provided across the county.

The Authority has mutual aid agreements with neighbouring fire authorities to provide assistance over the border or within Cheshire. For example, firefighters assisted Greater Manchester Fire and Rescue Service at the Saddleworth Moor fire and Merseyside firefighters provide cover into the Neston area of Cheshire.

● **Wholetime**

A wholetime station is where full time firefighters operate 24 hours a day. There are currently nine fire stations operating this system across Cheshire.

■ **Day Crewing**

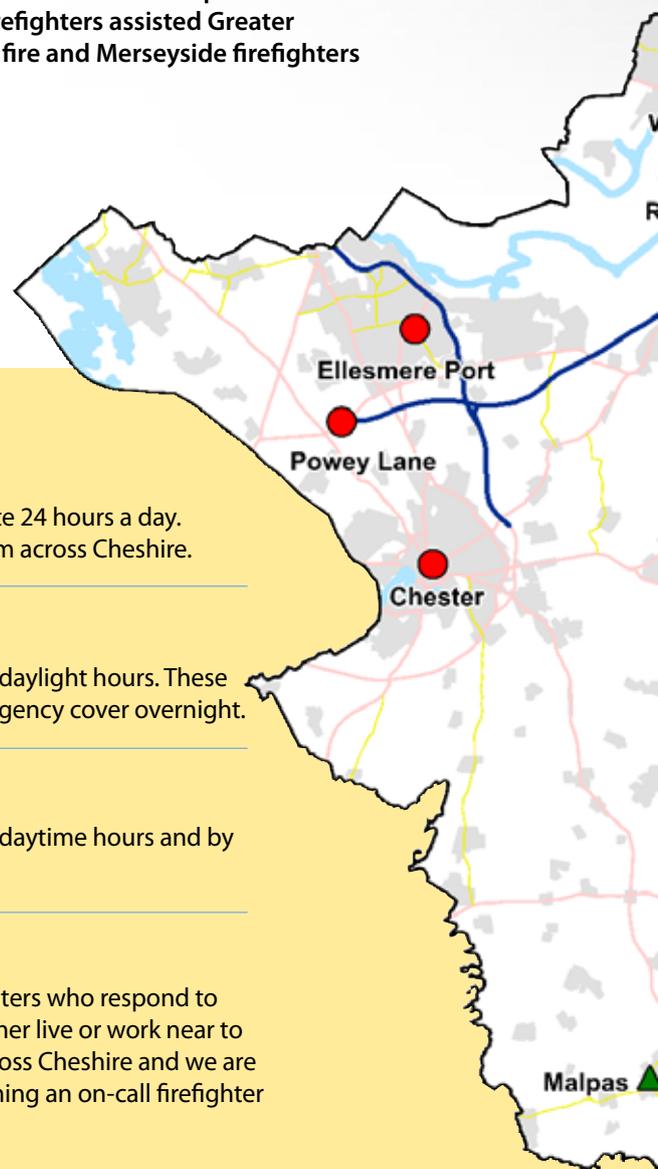
Three stations are crewed by full time firefighters during daylight hours. These firefighters live close to the fire station and provide emergency cover overnight.

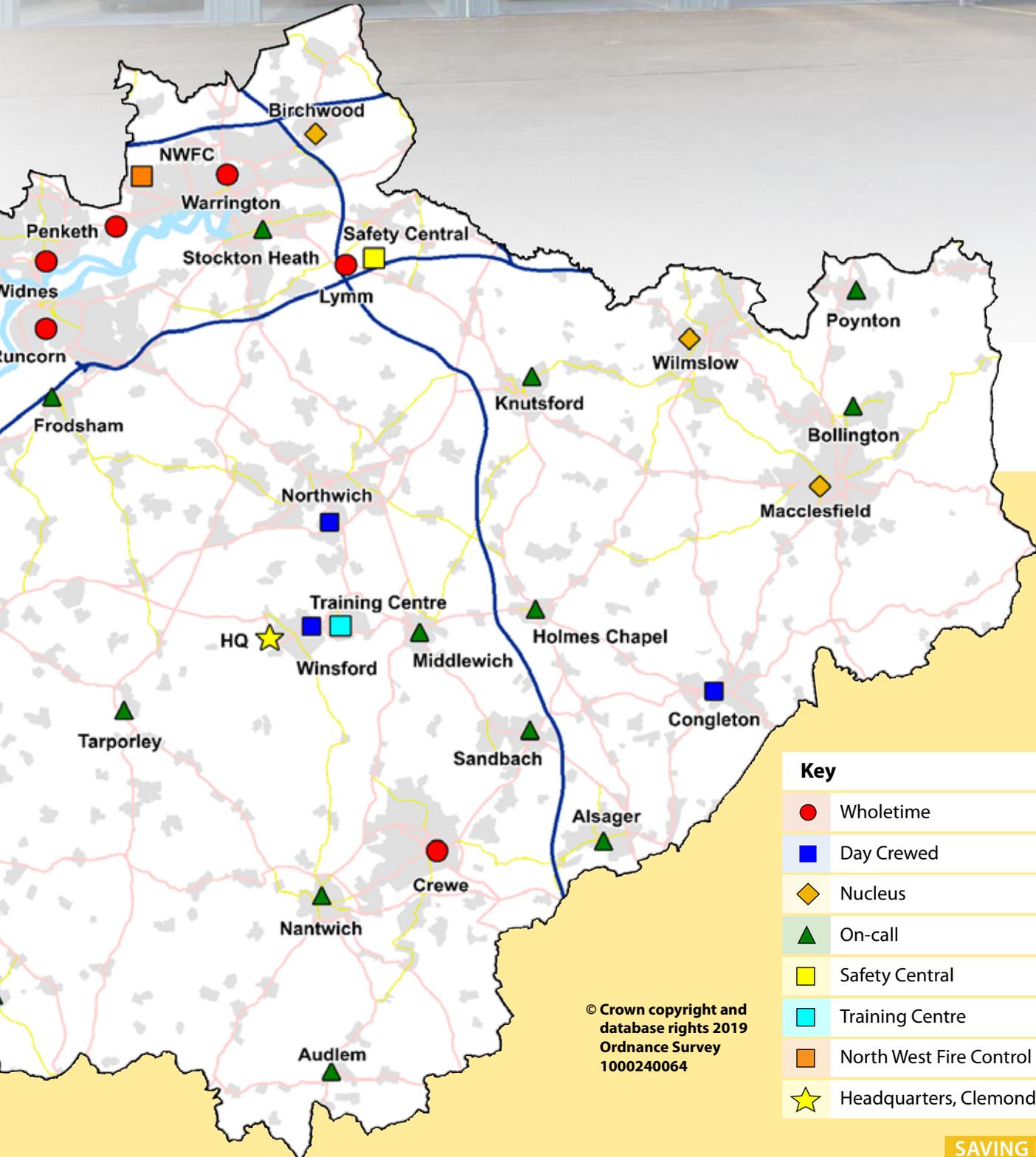
◆ **Nucleus**

Three stations are crewed by full time firefighters during daytime hours and by on-call (part time) firefighters overnight.

▲ **On-Call**

These stations are operated by on-call (part time) firefighters who respond to emergency calls via an alerter. On-call firefighters will either live or work near to the station. There are currently 13 on-call fire stations across Cheshire and we are recruiting at most of these. If you are interested in becoming an on-call firefighter please visit www.oncallfire.uk.





Key	
●	Wholetime
■	Day Crewed
◆	Nucleus
▲	On-call
■	Safety Central
■	Training Centre
■	North West Fire Control
★	Headquarters, Clemonds Hey

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SAVING LIVES
CHANGING LIVES
PROTECTING LIVES

The risks we face

The risks facing the Service are diverse. Cheshire has an ageing population. At present, 21 per cent of residents in Cheshire are aged over 65 and the elderly population is expected to continue to increase, with more than double the current number of residents aged over 80 by 2030. There is a clear link between old age and vulnerability, particularly from fire. In fact, those over 80 are significantly more likely to die in the event of a fire than any other age group.

Our research also shows that properties where people are either living alone or are lone parents are most likely to experience a fire in their home.

The number of people living with mental health issues in the UK continues to increase, and Cheshire is no exception. There are wider issues that need to be taken into account when planning, as these can create risks, such as smoking, drug and alcohol abuse as well as general health and wellbeing.

Our road networks continue to change and develop. Four major motorway networks cross Cheshire, spanning the length and breadth of the county, as well as 877km of urban and rural A roads. Cheshire's major road networks handle more than 5.9bn vehicle miles per year. These are supplemented by smaller country lanes and suburban streets. The West Coast Main Line runs North-South through Cheshire, alongside regional rail networks. Crewe is due to become a hub station for the HS2 rail network.

In addition to numerous retail and heritage centres, Cheshire is also home to a range of industry. This includes major vehicle manufacturers and associated supply chains, pharmaceutical companies, logistics, warehousing and distribution and a variety of petro-chemical sites.

Certain industrial sites are subject to specific Control of Major Accident Hazard ([COMAH](#)) Regulations. Cheshire has the highest number of COMAH sites in the UK, with 28 upper-tier sites primarily centred around the petro-chemical industry on the banks of the River Mersey.

Recent fires in several premises across the country, including Grenfell Tower and the fire at the Beechmere assisted living complex in Crewe, have brought a focus on the need to undertake specific work on assessing potential risks presented by buildings constructed using modern methods of construction, such as timber frame and cladding. We are working with partner agencies to ensure these risks are addressed.

The risks we face

Licensing legislation states that properties occupied by five or more people - who form two or more households - require a licence to operate as a house of multiple occupation (HMO). HMOs are also subject to particular fire safety regulations. There is a need to work with local authority partners to identify further premises which may be unlicensed HMOs and ensure that residents of these properties are safe from fire.

The impact of climate change increases the likelihood of extreme weather events, such as significant rainfall. As well as affecting coastal areas, rivers and canals, this can lead to surface water flooding impacting on people and property. Flooding is a major risk facing some areas of Cheshire. Parts of major conurbations in Warrington and Chester lie within a flood warning zone. Two major rivers (Mersey and Dee) traverse the north of Cheshire and other rivers such as the Weaver, Dane and Bollin feature across the rest of the county.

Climate change can also contribute towards the other extremity of heatwaves and prolonged dry weather. Such circumstances could lead to fires involving grass, heath and moorland which can lead to large scale wildfire incidents that require significant resources over an extended period of time.

Historically agriculture, particularly dairy farming, has been the county's primary industry, notably in Cheshire East. Large animals in distress pose potential serious risks to the public and financial hardship and business loss for farmers.

The following charts highlight the changes in key risks such as an ageing population and wildfires. Further information can be found in our horizon scanning analysis and supporting documentation, which were used to support the production of this IRMP and can be accessed via our website.

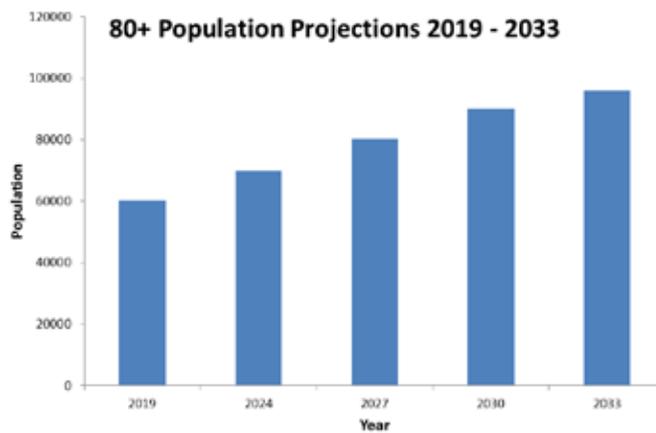


SAVING LIVES
CHANGING LIVES
PROTECTING LIVES

The risks we face

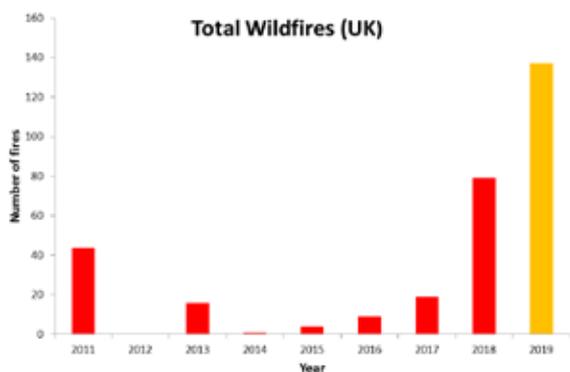
Ageing population

Population projections from the Office for National Statistics show that the overall population of Cheshire is likely to increase by 1.65 per cent by 2024. However, the population of people aged 80+ is expected to increase by 16 per cent to nearly 70,000 residents over the same period. While Cheshire East is predicted to have the largest population of 80+ residents at nearly 29,000, it is estimated that the largest change will be seen in the Warrington area where the 80+ population is expected to grow by 19 per cent, to just over 12,000 people.



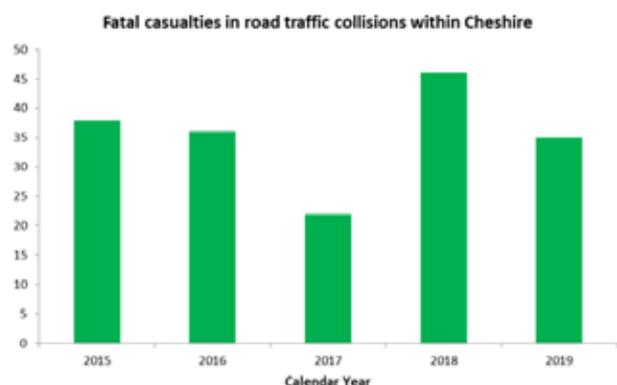
Wildfires

The UK has had more wildfires in 2019 than any year on record.



Road Traffic Collisions

In the past two years there have been a total of 81 deaths on the road in Cheshire.



Current Operational Demand

*Based on average yearly demand between 2016/17 and 2019/20

	8298	Incidents Attended
	2681	Fires
	3409	False Alarms
	1854	Other Special Service Incidents
	354	Road Traffic Collisions
	369	Accidental Dwelling Fires
	1082	Deliberate Fires
	173	Fires in Non Domestic Premises
	91	Injuries in Accidental Dwelling Fires
	31	Of These Attended Hospital

Predicted Annual Future Operational Demand

*Based on predicted 4 year average from 2020/21 to 2023/24

	8081	Incidents Attended
	2384	Fires
	3041	False Alarms
	2293	Other Special Service Incidents
	363	Road Traffic Collisions
	322	Accidental Dwelling Fires
	918	Deliberate Fires
	154	Fires in Non Domestic Premises
	75	Injuries in Accidental Dwelling Fires
	24	Of These Attended Hospital

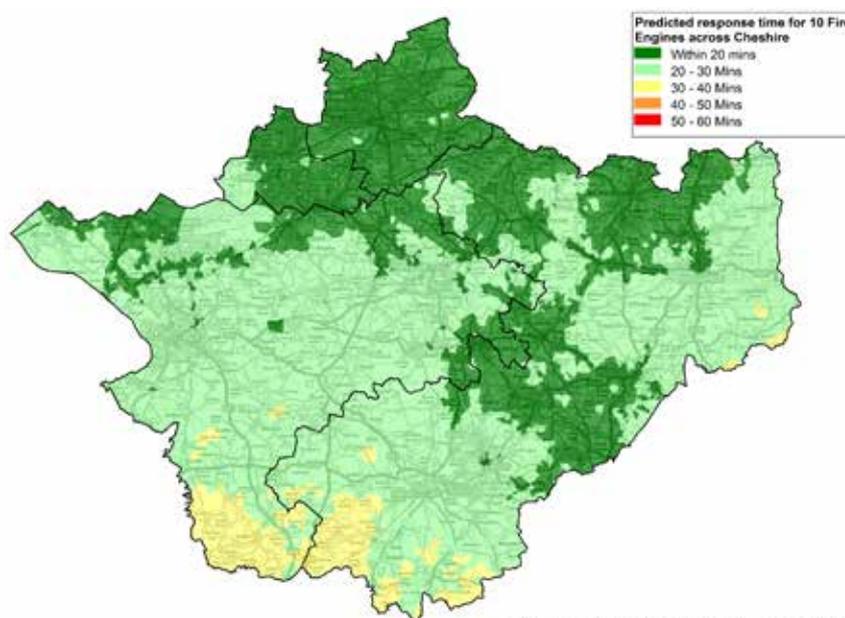
The risks we face

Responding to Major Incidents

Around 80% of incidents attended by the Service can be resolved by a single fire engine. On occasions, we do respond to major incidents that require many more resources. Recent examples include fires at Beechmere assisted living complex in Crewe in August 2019 and Chester Zoo in December 2018. Over twenty fire engines and specialist vehicles attended both of these incidents. The image below shows how quickly which we can get ten fire engines to various parts of Cheshire. Across 93% of the county we are able to provide ten fire engines within 30 minutes.

While such incidents are ongoing, the Service must maintain its ability to respond to further emergencies which may occur. To do this the Service has a coverage model which North West Fire Control use to distribute the remaining fire engines to strategic locations around Cheshire in order to provide optimal cover in all areas. This ensures we are able to continue meeting our response standard of arriving at 80% of life risk incidents within ten minutes.

Major incidents often require assistance from our neighbouring services. The Fire and Rescue Services Act 2004 allows fire authorities to make agreements with their neighbours to provide mutual assistance; either to specific geographical areas where the neighbouring authority may provide a quicker response, or to assist with major incidents and spate conditions. Cheshire has these arrangements in place with all six surrounding fire authorities. In return for their support, Cheshire resources will be used to help our neighbours when needed. Recently this has included assisting Greater Manchester and Staffordshire tackle large moorland fires and helping prevent a dam collapse in Derbyshire.



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Whole Service Review

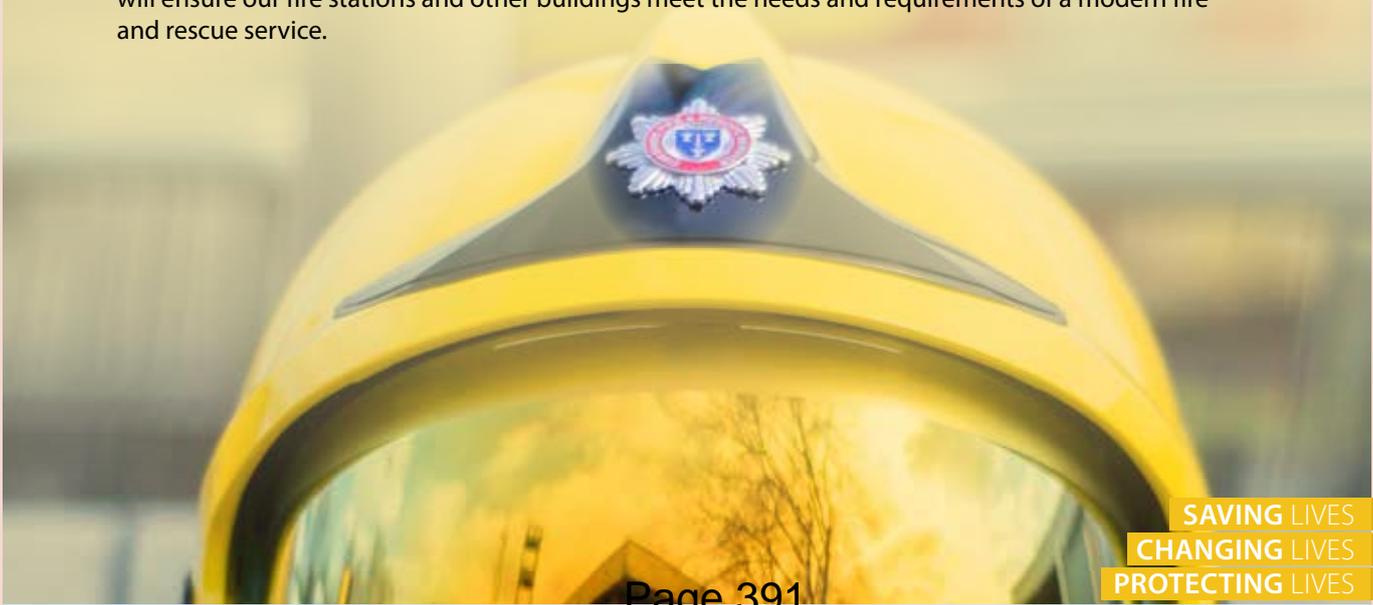
The Whole Service Review was requested by the Authority to align the provision of services across our prevention, protection and response functions to future risks, resources and priorities. The review sets the future direction of the Service for the years from 2020-2024. It has been developed using our Community Risk Management model and is informed by incident data, risks, statistics, information sources and feedback, as well as the outlook for public finances.

The Review was developed with the feedback of trade unions, staff and fire authority members, as well as considering feedback from previous public consultations. It incorporates and expands on previous reviews and includes proposals for the crewing arrangement at Wilmslow Fire Station, the location of Ellesmere Port’s second fire engine and the third aerial appliance. Further information on all these projects can be read in more detail later in this plan. The review also incorporated an analysis of the crewing arrangement at Penketh Fire Station; however the outcome of this work stream was to conclude that the existing arrangement is fit for purpose and therefore no changes are proposed at this time.

Significant work continues to improve the [on-call duty system](#). The programme encompasses recruitment, retention and ensuring that procedures and processes are updated to reflect the needs of our on-call firefighters.

In addition to the Whole Service Review, the Authority has a significant capital programme which is being progressed. As well as capital spending on fire engines and equipment there are particular programmes underway, including the [new training centre](#) under construction at Sadler Road in Winsford. The training centre and projects outlined in this plan will be funded using a significant amount of the Authority’s reserves and public borrowing where necessary.

The multi-year programme of modernisation across the Authority’s property portfolio is underway. Construction is progressing on the new fire station at Chester on the existing St Anne Street site, while preparatory work has begun on a new fire station on its existing site in Crewe. These projects will ensure our fire stations and other buildings meet the needs and requirements of a modern fire and rescue service.



How we reduce demand and assess risk

The Service uses its Community Risk Management model (CRM) to assess all foreseeable fire and rescue related risks that could affect its communities. We then put in place arrangements to mitigate these risks, either through adjusting existing provision, more effective collaboration and partnership working, or building new capability.

The CRM model involves detailed risk analysis, using a range of information to generate a risk profile across Cheshire, such as incident and response data; national and local statistics; site-specific risk information; local intelligence; feedback and the results of computer simulations and modelling. Officers consider all of the information then apply professional judgement to decide upon the optimum provisions and services required to reduce the risks, which are then delivered through the Service's prevention, protection and response departments. This informs the Authority's targets for activity such as Safe and Well visits and our response standard to attending life-risk emergencies, which is currently to attend life risk incidents (e.g. house fires and road traffic collisions) within ten minutes on 80 per cent of occasions. Performance against key targets is regularly reviewed and scrutinised by elected members.

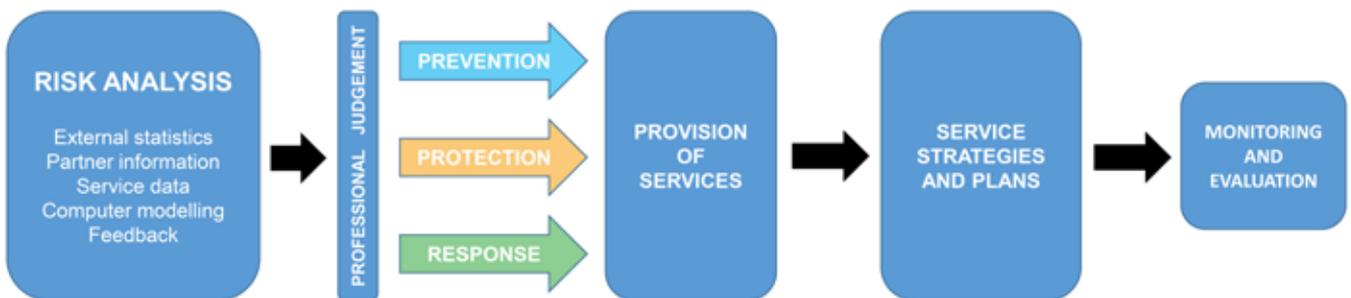
Effective response to some of the risks requires a partnership approach between other emergency services, local authorities, health providers and partner agencies. These partners are brought together through [Cheshire Resilience Forum](#) (CRF) to prepare and plan for responding to a range of emergencies. We regularly test these plans with partners through joint training exercises.

Local resilience forums such as the CRF are required to produce a Community Risk Register (CRR), which highlights potential risks facing the area. The risks we have outlined in this plan include some of those identified within the CRR, as well as more specific fire and rescue risks and influences.

We undertake to analyse risks in Cheshire using many data sources and use our professional judgement

To determine the optimum provision of services to address risk across Cheshire, according to our resources available

This provision is outlined in the Service's plans, such as the IRMP. Changes to our service provision will also be informed by feedback through public consultation



We monitor and evaluate our performance to inform any changes we may need to make to address and mitigate risks in the community.

Risks Prevention

Home Safety



Residents over 80 are more likely to die in the event of a fire than other age groups.

Who is most at risk

- ▶ Older people
- ▶ Lone person over pensionable age
- ▶ Lone person under pensionable age
- ▶ Lone parents with dependent children
- ▶ Those who drink or are otherwise distracted when cooking
- ▶ Those who smoke or use matches/candles

What we are doing

- ▶ Our firefighters and Prevention advocates carry out [Safe and Well](#) home visits to over-65s and the most vulnerable members of our communities. Alongside traditional fire safety advice, health information is given to residents through our healthcare partnership initiatives. In 2018/19, staff carried out over 40,000 visits. More information is provided in the chart overleaf.
- ▶ We deliver fire safety advice to all Cheshire residents through a range of initiatives including national and regional campaigns and local action plans.
- ▶ We have three community safety teams working from hubs across Cheshire to serve the whole community.
- ▶ We have [Safety Central](#), a lifeskills education centre in Lymm, open to school and community groups.
- ▶ We have [Risk Rater](#), a tailored online or mobile home safety application to risk assess homes and provide personalised fire safety plans.

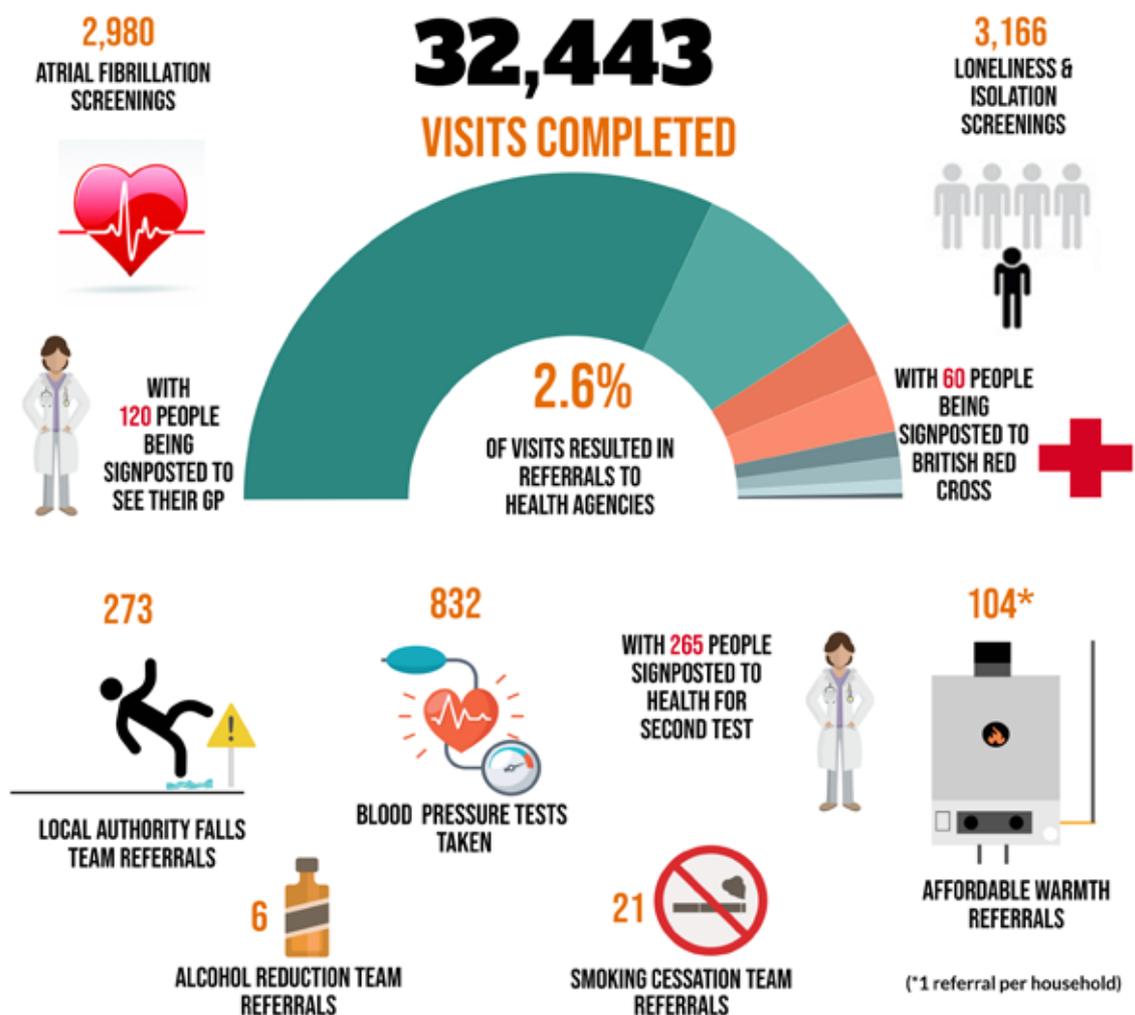
What we plan to do

- ▶ Revise our Safe and Well targeting methodology to include a focus on single adult and lone parent households.
- ▶ Develop campaigns to reduce kitchen/cooking fires and living room fires caused by smoking materials.

Risks Prevention

In 2017, the Authority began to offer Safe and Well visits to residents in the community who were at risk from fire. Alongside fire safety advice, firefighters and advocates provide householders with signposting information on how to keep healthy and prevent key risks related to fire, such as slips, trips and falls; smoking cessation and reducing alcohol intake.

The infographic below provides information on the outcomes of the Service's Safe and Well programme for 2019/20.



Risks Prevention

Young People



Our youth engagement programmes aim to reduce the risk of arson and anti-social behaviour, while giving young people opportunities

Who is most at risk

- ▶ School age children at risk of exclusion.
- ▶ Young people not in education, employment or training.

What we are doing

- ▶ Delivering cadet units at many of our fire stations to provide young people aged 12-17 opportunities to experience a uniformed service and develop their personal and social skills.
- ▶ Running RESPECT programmes with local partner agencies to instill positive behaviours in school age children aged 13-16 at risk of exclusion. We also run Primary Respect courses to develop the skills and self-esteem of children aged 9-11.
- ▶ Delivering an 'On The Streets' outreach programme aimed at 13-19 year olds in Halton to reduce anti-social behaviour such as hoax calls and small deliberate fires.
- ▶ Working with partners to provide FireSafe programmes to support families with children who have a fascination with fire and eliminate behaviour that puts people at risk.
- ▶ Working in a long-standing partnership with The Princes Trust to deliver programmes for 16-25 year olds to equip them with skills and behaviours to help them enter or rejoin education programmes or the workplace.
- ▶ Providing immersive and interactive fire safety awareness and education to schoolchildren, and other groups, through our exceptional safety and lifeskills centre, Safety Central.

What we plan to do

- ▶ We will continue to use our skills and trusted reputation to deliver youth engagement activities with our partners that reduce risk in the community, to give young people opportunities to develop and equip them with skills to help them make a positive contribution in their community.

Risks Prevention

Societal risks



Poor mental health and wellbeing can lead to fires and other incidents in the home.

Who is most at risk

- ▶ Those who are socially isolated
- ▶ Those who suffer from mental health issues
- ▶ Those who use alcohol and/or drugs
- ▶ Hoarders
- ▶ Some minority groups

What we are doing

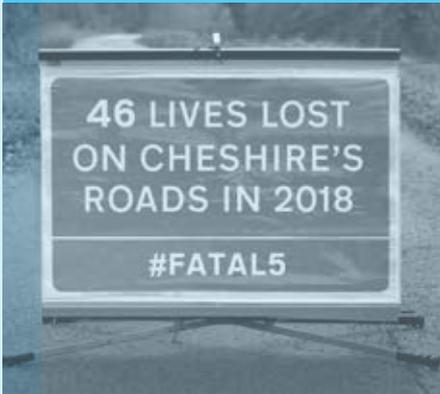
- ▶ Our firefighters and Prevention advocates carry out Safe and Well home visits to the most vulnerable members of our communities.
- ▶ Alongside traditional fire safety advice, health and wellbeing information is given to residents through our healthcare partnership initiatives.
- ▶ We identify and share, with residents' permission, those in the community who require additional assistance and support from our healthcare partners.
- ▶ We employ a mental health advocate who works with partners and within communities to ensure residents can access appropriate support.
- ▶ We have Family Support Advocates working collaboratively with Cheshire West and Chester Council who provide community support with vulnerable families.

What we plan to do

- ▶ We will continue to work with our partners and within communities to reduce risk and increase support for those affected with our intelligence-led, risk-based approach.
- ▶ Refine our targeting approach and focus interventions for vulnerable people, including those who are socially isolated; suffer from mental health issues; use alcohol and/or drugs; and hoarders.

Risks Prevention

Road Safety



During 2018 and 2019, 81 lives have been lost on Cheshire's roads.

Who is most at risk

- ▶ The biggest killer on the roads is motorists driving carelessly, followed by driving too fast, driving under the influence of drugs or alcohol, not wearing a seatbelt, and driving while using a mobile phone – together known as the [Fatal 5](#):

What we are doing

- ▶ We have a dedicated road safety plan and a team that proactively engages with the public to improve knowledge, attitude and behaviour.
- ▶ We are an active partner in the Cheshire Road Safety Group, alongside Cheshire Constabulary and the four unitary councils, fully supporting the #Fatal5 road safety campaign.
- ▶ We have a [Fire Bike team](#) that promotes post-test training and the Service's Biker Down courses.
- ▶ We target vulnerable road users to promote road safety, with [cycle safety](#) initiatives and [Think, Drive Survive!](#) seminars for young road users.
- ▶ We are commissioned to deliver road safety education activity on behalf of Cheshire East Council, one of few fire and rescue services to deliver on behalf of a local authority. This sees staff visit every school to deliver age appropriate interventions to improve road safety education.

What we plan to do

- ▶ We will increase our efforts and work with public sector partners to create a strategic road safety plan that will have a real impact on reducing the number of people killed or seriously injured on our roads. This will be informed by the feedback from our consultation.

Risks Protection

Heritage



The loss of any historic building represents a loss which can never be replaced.

Who and what is most at risk

- ▶ Occupiers including staff and visitors
- ▶ Significant historic buildings
- ▶ Artefacts, paintings and objects of historic value
- ▶ Tourism/local economy

What we are doing

- ▶ Carrying out fire safety audits at heritage sites.
- ▶ Working with owners and occupiers to ensure they comply with fire regulations.
- ▶ Holding heritage impact days in areas with significant numbers of historical buildings.
- ▶ Working with partners to develop and deliver an holistic approach to heritage protection.
- ▶ Holding operational exercises, incorporating salvage recovery, at historic sites.
- ▶ Developing specific operational plans to improve operational response to heritage fires.

What we plan to do

- ▶ We will develop our heritage risk management plans and recruit a dedicated heritage officer.

Risks Protection

Businesses



80 per cent of companies which don't recover within a month after a fire are likely to go out of business.

Who and what is most at risk

- ▶ Staff and customers
- ▶ Buildings and stock
- ▶ Local economy and jobs

What we are doing

- ▶ The Authority has a risk-based inspection programme for enforcing the provisions of the Regulatory Reform (Fire Safety) Order 2005. This prioritises premises posing the greatest risk to life. The programme follows national guidance and provides flexibility to take account of additional intelligence to address local and national issues. Inspectors are qualified in line with a robust competence framework to enable them to deliver the programme. Enforcement action is taken in accordance with the Regulators' Code and where required, prosecutions are undertaken for the most serious cases of non-compliance.
- ▶ Operational crews are trained to carry out low risk inspections and provide assurance, education and prevention advice, as well as identifying any areas of concern.
- ▶ We have a dedicated [Business Safety team](#) which provides advice, guidance and education to support fire protection activities. The team works with local stakeholders, such as partner agencies, Chambers of Commerce and under-represented groups.
- ▶ We hold business safety impact days in our communities.
- ▶ We deliver fire safety advice through a range of initiatives including national and regional campaigns and local action plans.
- ▶ We campaign for increased use of sprinkler systems and their inclusion in legislation.

What we plan to do

- ▶ Review our risk-based inspection programme to ensure it is suitable and addresses risks to businesses and improves safety.
- ▶ Expand our '[Sprinklers Save Lives](#)' campaign to educate and advise business owners and residential high-rise properties on the benefits of fitting sprinkler systems. This will be informed by our consultation feedback.

Risks Protection

Modern methods of construction



Not having correct fire policies and procedures in place is a criminal offence.

Who and what is most at risk

- ▶ Residents
- ▶ Staff and visitors
- ▶ Premises
- ▶ The environment

What we are doing

- ▶ We proactively visit construction sites to work with owners and residents to ensure the fire safety measures in place are appropriate.
- ▶ We have a risk-based inspection programme focused on life risk buildings.
- ▶ We pay particular attention to care homes, sheltered accommodation and extra care villages (life risk buildings) with timber framed construction.
- ▶ We recommend to all timber property owners that they review their fire safety policies and procedures.
- ▶ We advise residents to raise concerns about fire safety procedures with the owner of the property.
- ▶ We recommend the fitting of sprinklers in domestic and commercial buildings.
- ▶ We are reviewing and learning from emerging findings from nationally significant incidents, such as the outcomes of the Hackitt Review and public inquiry as a result of the Grenfell Tower fire.

What we plan to do

- ▶ Review our risk-based inspection programme to ensure it is suitable and addresses emerging risks associated with modern methods of construction, such as timber framed buildings and cladding systems. Consultation feedback will help inform this.
- ▶ Implement relevant outcomes from the Hackitt Review and Public Inquiry as a result of the Grenfell Tower fire.

Risks Protection

Houses in multiple occupation (HMO)



Landlords of HMO premises must have suitable fire precautions in place and a licence where required

Who and what is most at risk

- ▶ Residents and visitors
- ▶ Buildings and property

What we are doing

- ▶ We work with our Local Authority partners to ensure fire safety is managed in HMOs.
- ▶ We carry out inspections of HMO common areas.

What we plan to do

- ▶ Develop closer working relationships with Local Authorities and develop assurance mechanisms for HMO premises to ensure fire safety standards are being met.
- ▶ Utilising our consultation feedback, we will develop a Cheshire wide campaign to inform owners and residents of HMOs of the regulatory requirements in relation to fire, as well as any specific risks that may be presented by this type of accommodation.

Risks Response

Climate change



Extreme weather events linked to climate change can pose a risk to people and properties

Who and what is most at risk

- ▶ People
- ▶ Property
- ▶ Businesses including heritage buildings
- ▶ Countryside, wildlife and environment

What we are doing

- ▶ We have flood response plans and firefighters trained in swift water rescue.
- ▶ We have water rescue boats and technical rescue units.
- ▶ We have specialist resources and equipment for tackling wildfires.
- ▶ We are a member of the Fire Operations Group, which is specifically aimed at preventing and responding to wildfires and moorland fire. This group consists of fire and rescue services, national parks, the National Trust and other partners.

What we plan to do

- ▶ Review our flood/water response provision across Cheshire to ensure that it meets emerging needs.
- ▶ Develop a new wildfire capability, comprising a specialist team with personal protective equipment and dedicated vehicle to tackle wildfire and other climate change-related incidents such as flooding.
- ▶ Expand our fleet of 4x4 rapid response rescue units. These will be tailored to meet the risks of the local area. More detail is provided on page 37.



Risks Response

Specialist response vehicles



The Service has a range of specialist vehicles to enable firefighters to respond to many non-fire emergencies.

Who and what is most at risk

- ▶ People in water or at height
- ▶ Motorists
- ▶ Natural environment
- ▶ Industrial premises
- ▶ Large animals

What we are doing

The Authority maintains a number of assets and a fleet of vehicles to enable firefighters to respond to a wide range of incidents in addition to more typical fires and road traffic collisions. Its specialist resources are outlined below:

- ▶ Two rescue boats to support rescues from waterways and improve firefighter safety.
- ▶ Technical and animal rescue units to rescue people from height or large animals which are trapped.
- ▶ A high volume pump to provide large quantities of water at a fire or pump flood water away.
- ▶ Specialist vehicles to protect the environment or heritage sites during incidents, or to respond to chemical fires.
- ▶ A major rescue unit with heavy rescue equipment for incidents such as road traffic collisions involving heavy goods vehicles.
- ▶ A command unit to assist the organisation of large incidents and a unit to provide welfare facilities for firefighters.
- ▶ Three appliances to fight fires from above and access high locations (please see page 31 for more details on specific plans relating to these).
- ▶ We have implemented a successful trial of response to medical emergencies involving cardiac arrest.

What we plan to do

- ▶ Review the provision of specialist vehicle resources to ensure that capabilities are adequate and are distributed optimally.
- ▶ Review our water strategy in line with modern firefighting demands focusing on pre-planning, existing resources, new technology and potentially investing in a large water carrier which could also be utilised as our driver training vehicle. Provisionally this would be based at Ellesmere Port Fire Station.
- ▶ Roll out cardiac response capability across all of our fire stations (this will be tailored to the outcomes of national negotiations with trade unions).

SAVING LIVES
CHANGING LIVES
PROTECTING LIVES

Risks Response

Firefighter safety and effectiveness



The Authority is committed to ensuring that our firefighters and staff are provided with the best equipment to keep them safe and to improve how effective we are at keeping the community safe.

In recent years we have invested in:

- ▶ New battery operated road traffic collision cutting gear.
- ▶ Two new aerial appliances, based at Chester and Lymm Fire Stations.
- ▶ New personal protective equipment for our operational staff.
- ▶ Stabilisation equipment to aid operations during complex road traffic collision extrications.
- ▶ New fire engines (approximately three per year).
- ▶ A new £11m state-of-the-art operational training centre at Sadler Road, Winsford.

We are proposing to:

- ▶ Review the need for cold cut lances which enable crews to tackle fires quickly from outside a building by injecting high pressure water through walls and doors.
- ▶ Review and improve fireground welfare facilities for our firefighters.
- ▶ Invest in more positive pressure ventilation fans, which provide rapid smoke clearance and reduce heat when tackling fires.
- ▶ Continue to trial a fire service drone, with the aim of introducing this capability to support operational incidents.



This is an example of what the new cold cut lances may look like.

Photo courtesy of Kent Fire and Rescue Service

Response plans for 2020-2024

Replace the Third Aerial Appliance with a High Reach Fire Engine

The Service currently has three aerial appliances which are available for the whole of Cheshire.

Two were replaced in 2016 at a cost of £588,072 per aerial. The third aerial based at Macclesfield is 17 years old so is in need of replacement. It is used only four times per annum on average so is proportionally very expensive. An aerial appliance is a specialist vehicle with a large extendable platform that can apply water to fires from height and can be used to affect rescues.

In 2014/15 officers reviewed the feasibility to operate with two aerials rather than replace the third. This extensive review has concluded and confirmed that it would be feasible to reduce to two aerials. However, Officers believe that there would be significant operational benefits to replacing the third aerial with new type of aerial incorporating a High Reach Fire Engine (HRFE), similar to the pictured Stinger or Scorpion models below.

HRFEs are an emerging technology in UK fire and rescue services and are extremely versatile. They are both a fire engine and aerial appliance so are efficient and cost effective. The net capital cost of replacing the existing appliance with a HRFE is c. £300k rather than £750k. They offer outstanding water application capability and can pierce through material such as roofs and walls to assist firefighting.

The Authority will replace the aerial appliance and one fire engine at Macclesfield Fire Station with a High Reach Fire Engine. As a Cheshire-wide resource and following feedback from our consultation process, we will review the implementation and usage of the new vehicle after 12 months, to determine its optimum location to provide the best outcomes across Cheshire as a whole. Any resulting changes would be subject to further consultation.



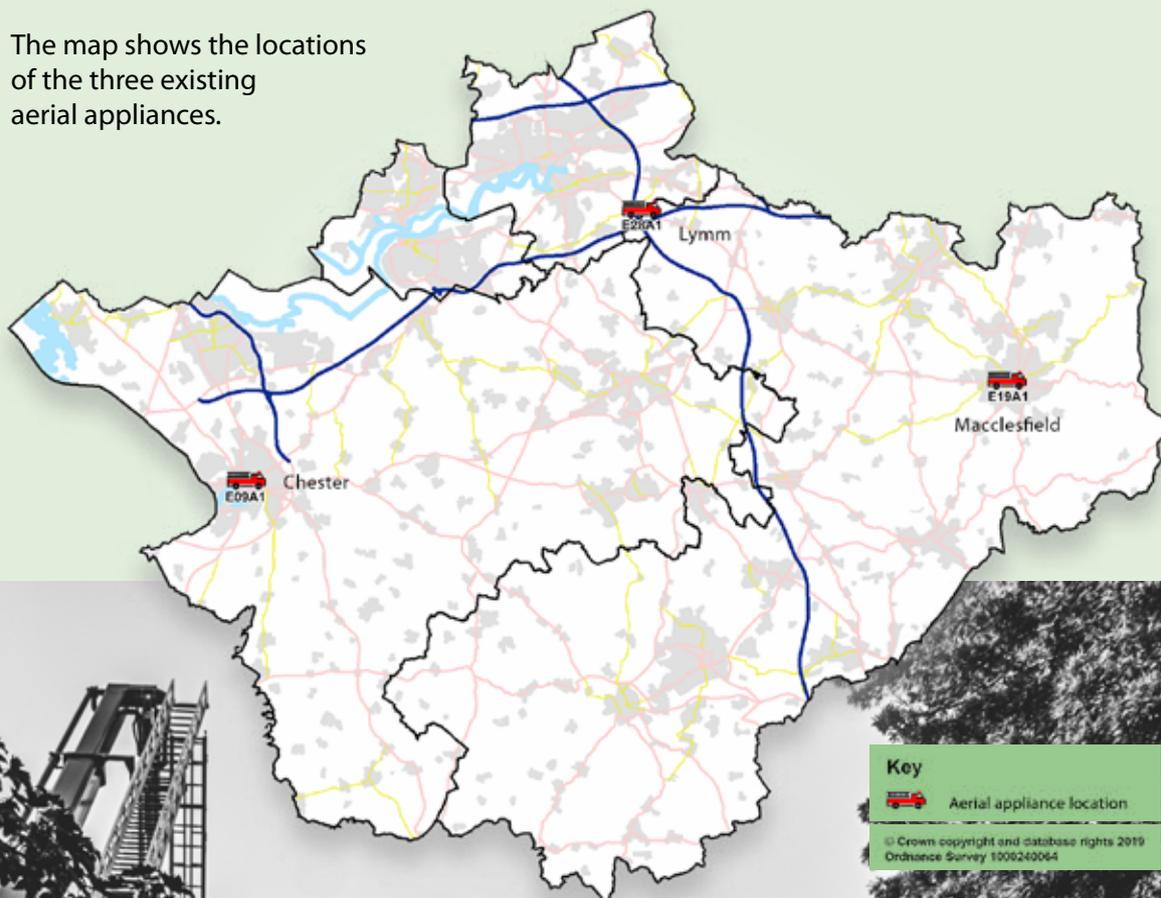
AT Stinger



E1 Scorpion

Response plans for 2020-2024

The map shows the locations of the three existing aerial appliances.



Introduce a Day Crewing System at Wilmslow Fire Station

The fire engine at Wilmslow operates as a nucleus crewing model (further details of our crewing models are provided on page 10). Historically it has been difficult to recruit and retain on-call staff at Wilmslow so there are frequently insufficient staff to crew the fire engine at night. This means bringing in resources from other parts of Cheshire to cover. While this can be challenging to manage it has ensured that the fire engine at Wilmslow is available 99 per cent of the time.

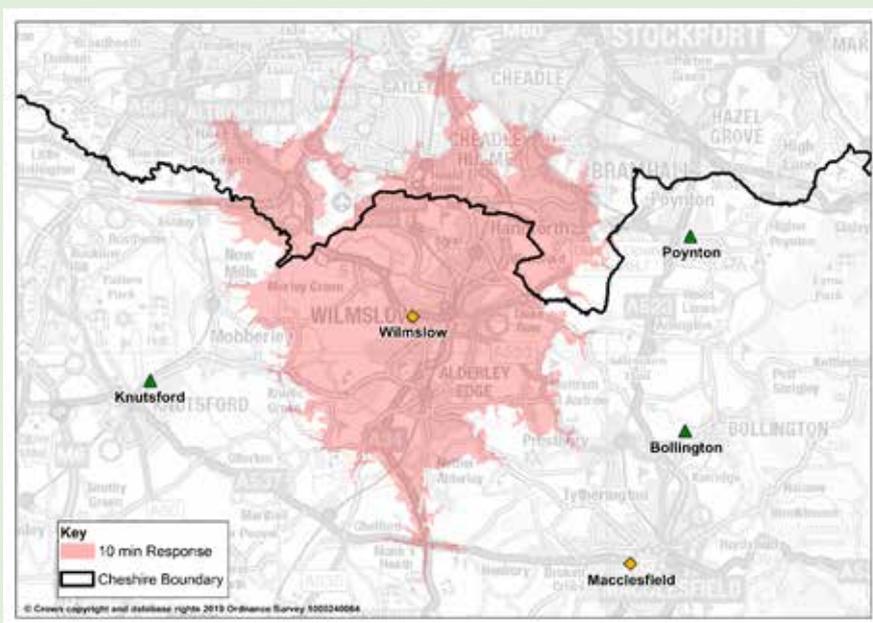
Following a review of the current arrangements at Wilmslow, the Authority has decided to change the crewing model to Day Crewing (DC). DC is in place at other stations in Cheshire and is extremely efficient and effective. It operates with full time staff who receive additional pay for providing guaranteed on-call cover overnight, guaranteeing 24/7 availability without the need to bring in cover. It saves c.£200k per year on the current model, however it requires accommodation adjacent to the station for staff. It is expected that this will be paid for using revenue savings. Furthermore, though average night time response times could be quicker by around 1.5 minutes, average response times during the daytime at weekends may be around 2 minutes slower.

Some consultation feedback called for a wholetime crewing model at Wilmslow and highlighted Manchester Airport as a specific local risk. Comments also referred to an alternative option should the required land not be available.

The Authority's view at this time is that the level of fire and rescue activity in Wilmslow means that the extra revenue cost of a wholetime system would not be an efficient use of resources. Regarding Manchester Airport, Wilmslow is usually sent to support Greater Manchester Fire and Rescue Service and the airport's own fire service, who provide the primary response to an airport emergency. This would continue to be the case under the new model.

The Authority has identified a suitable site, owned by the Cheshire Police and Crime Commissioner, that would enable the development of this plan. However, availability of this land is not guaranteed. Should this plan not prove possible, the Authority will look to further improve the current operating model. Any substantial change to the crewing arrangements would be proposed in future IRMPs and subject to consultation.

Wilmslow Fire Station



The map shows the 10 minute response reach from [Wilmslow Fire Station](#).

Relocate Ellesmere Port's second fire engine to Powey Lane

In 2017 the Authority opened a new fire station at Powey Lane. Various specialist response vehicles were moved to the station as well as a fire engine from Chester. The new station provides specialist capabilities and has significantly improved response times across a large area, including to outlying areas such as Neston.

Powey Lane Fire Station is 3.3 miles from Ellesmere Port Fire Station and its fire engine can respond to all of Ellesmere Port within 10 minutes. Because of this, the Authority intended to change the crewing of one of two fire engines based at Ellesmere Port Fire Station from wholetime (full time) to on-call (part time). However, after consideration the Authority felt that it did not provide value for money and was unlikely to be sustainable; therefore, the Authority explored whether this fire engine could be relocated to another area or station.

Following this review, the Authority has decided to relocate this engine to Powey Lane. This means that the current Powey Lane fire engine would return to its original location at Chester Fire Station. The net effect of this change is to have one fire engine each at Ellesmere Port Fire Station and Powey Lane; and two at Chester Fire Station.

This change will maintain all of the benefits of the new fire station at Powey Lane and balance resources across Cheshire West, while ensuring that response times in Chester and Ellesmere Port are amongst the best in Cheshire.

A considerable amount of consultation feedback focused on risk within Chester and Ellesmere Port. Regarding Chester, comments highlighted the heritage risk within Chester, the size and density of the City's population and its prominence as a visitor attraction.

Industrial risks within Ellesmere Port were also highlighted. If a major incident occurs at these premises, a significant number of resources from across Cheshire and neighbouring areas would be needed. Robust arrangements are in place to provide an effective response to an incident of this scale.

Stanlow oil refinery is referenced specifically. If the on-site fire service were unable to control a fire in its initial stages, a large number of fire engines would be required. The slight reduction in the attendance time for a second fire engine would not dictate the outcome of the incident, and in any event this would still be within 10 minutes. Foam supplies would be required to resolve the incident, which are, and will continue to be, stored at Powey Lane, from where the second fire engine would respond.

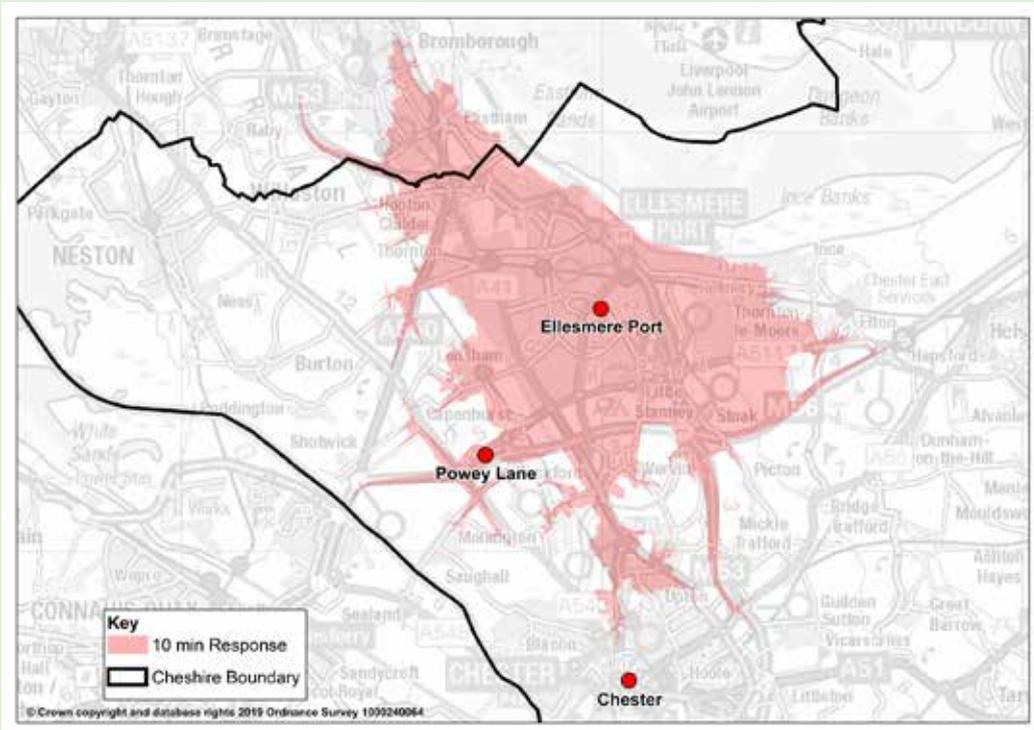
Some staff comments questioned whether the location of the second fire engine at Ellesmere Port was consequential, as it is believed to spend a lot of time outside of its own area on standby and covering other locations. In reality, the fire engine spends 91.3% of the time available to respond from its home station, therefore it is important that it be best located to maximise its operational benefit.

This engine also attends a large number of unplanned standby calls, whereby a fire engine is moved to cover another station due to incident activity. 71% of these were to cover the Chester area. Many of these calls would be removed by providing Chester with two fire engines, while maintaining two to cover Ellesmere Port from the fire stations at Powey Lane and Wellington Road.



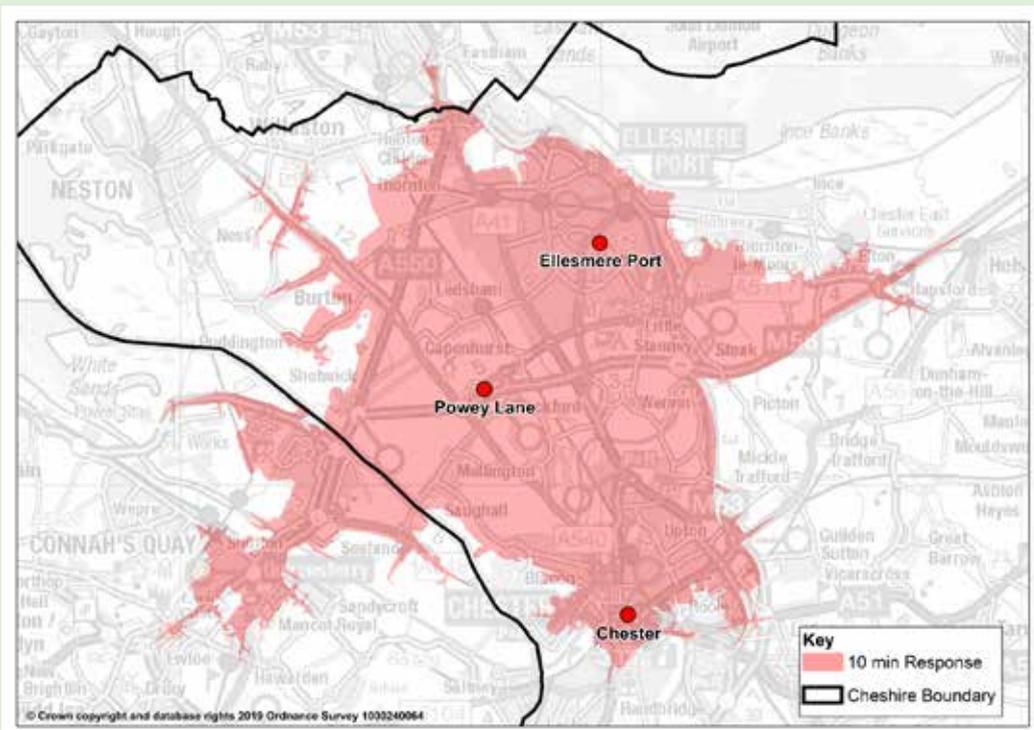
Powey Lane Fire Station

Ellesmere Port Fire Station



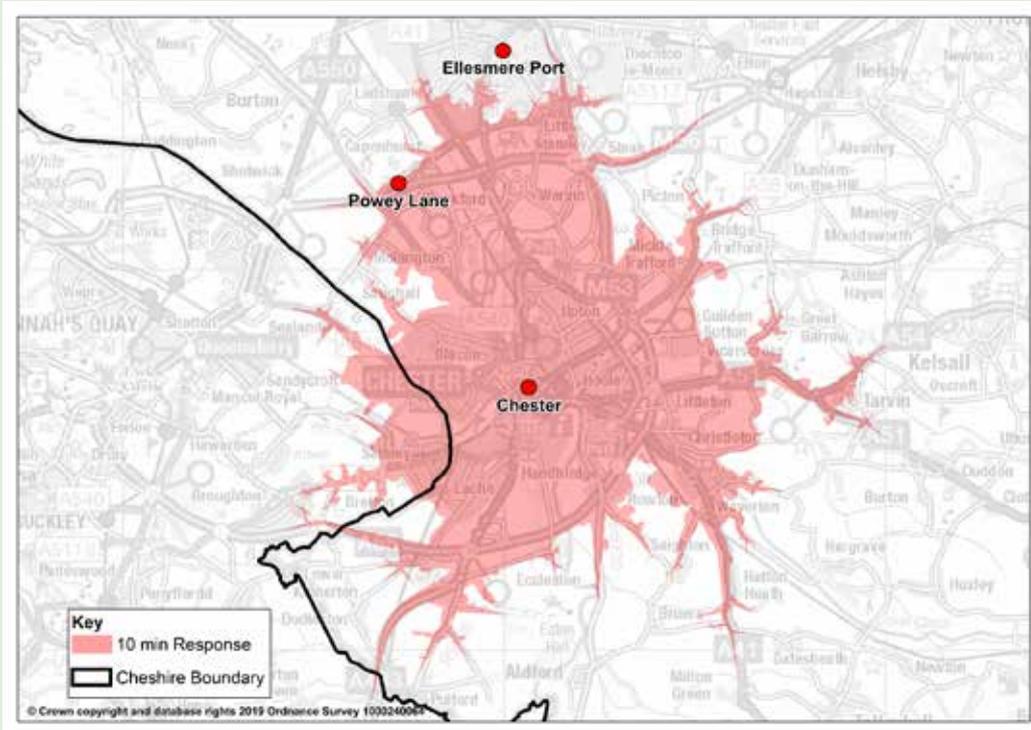
The map shows the 10 minute response reach from [Ellesmere Port Fire Station](#).

Powey Lane Fire Station

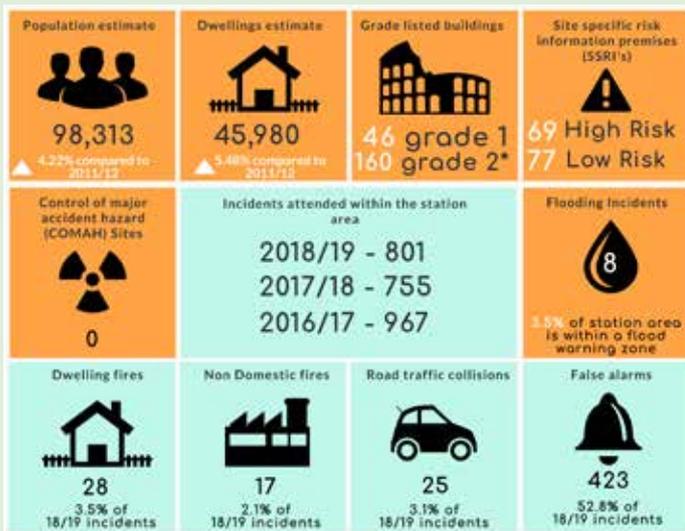


The map shows the 10 minute response reach from [Powey Lane Fire Station](#).

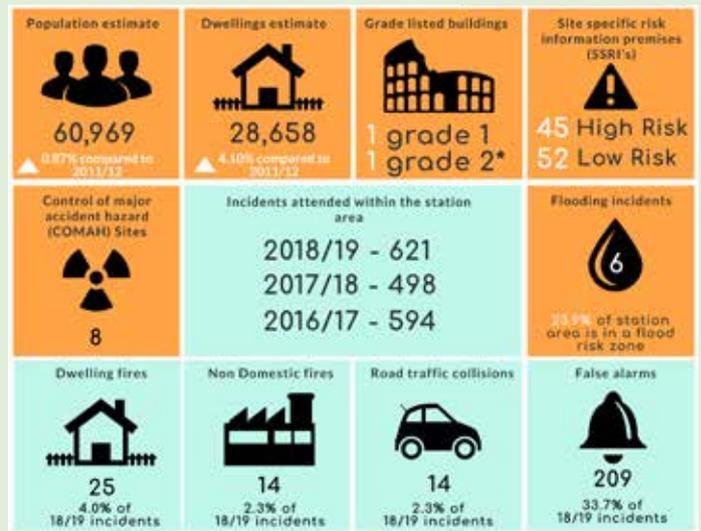
Chester Fire Station



The map shows the 10 minute response reach from [Chester Fire Station](#).



Key fire and rescue risk and demand within Chester



Key fire and rescue risk and demand within Ellesmere Port

Response plans for 2020-2024

Expanding our response to road traffic collisions

Over the last two years there have been 81 lives lost due to road traffic collisions (RTCs) in Cheshire. The Authority's plan to reduce this is two-fold; prevention (see page 20) and improved emergency response to RTCs.

To improve response, the Authority will introduce a fleet of 13 Rapid Response Rescue Units (RRRU), mainly in rural parts of Cheshire where response times tend to be slower. The RRRU will be crewed by two firefighters who will respond to RTCs to provide lifesaving trauma care. They will also do preparatory work prior to the arrival of fire engines, thus improving casualty extrication times and outcomes.

The RRRU will be tailored to local needs and be equipped to deal with local risks such as flooding, wildfires (or cardiac response, subject to national negotiations). Capabilities of specific vehicles at each location will be considered as part of a review of our specialist appliances. The vehicles will be in addition to the existing resources at the fire station and are not intended to be used for firefighting operations as you would expect of a traditional fire engine.

Each vehicle and the associated equipment will require a capital investment of approximately £40,000.

RRRU have been in use since 2009 and the necessary assurance and operating procedures already exists. As vehicles are rolled out to additional stations, the suitability of risk assessments will be reviewed and appropriate training will be provided to staff. Any such expansion of the vehicle's role as described above would also be subject to consultation with representative bodies.

Additional feedback suggested RRRU would be better placed on wholetime stations. Given the availability of standard fire engines at these locations and the fact that recruitment and retention of staff is not a challenge, there are limited benefits which would be delivered by placing an RRRU at these stations.

The map shows the locations of the proposed 13 Rapid Response Rescue Units.



This is an example of what a new Cheshire RRRU may look like.



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Collaboration

The Policing and Crime Act 2017 places a duty on all emergency services to explore how they can better work together in order to improve their efficiency and effectiveness. Prior to this, Cheshire had already embarked upon significant collaboration with partners to establish [North West Fire Control](#). The centre, in Warrington, provides emergency call handling and mobilisation for fire and rescue services in Cheshire, Cumbria, Lancashire and Greater Manchester.

In Cheshire, the [Police and Crime Commissioner](#) and [Fire Authority](#) work closely together to foster greater joint working. This has already resulted in a major programme of collaboration to provide joint corporate services to both fire and police from a shared headquarters building. Going forward, the Authority will work with the PCC and Cheshire Constabulary to further refine this programme to improve the services provided to our respective members of staff through the introduction of a performance and evaluation framework.

The Authority also works with North West Ambulance Service to assist them in gaining entry to properties where there is a concern for someone's welfare. The Authority will continue to explore the possibility of utilising firefighters to respond to emergency cardiac response incidents alongside paramedics. This initiative is, however, influenced by the national negotiations between employers and representative bodies regarding the role of modern firefighters

As the Authority progresses its programme of modernising many of its fire stations, it will consider opportunities to further collaborate with local partner agencies, working closer together and sharing premises to reduce costs and operate more efficiently and effectively.

Additionally, the Fire Authority will continue to employ staff as part of multi-agency teams working with local partners under the Complex Dependencies Programme, providing an integrated approach to prevent children, families and vulnerable adults reaching crisis, and providing crisis management for those that have.

The Authority will, through the course of all of its collaborative arrangements, undertake reviews as necessary to ensure collaborations are providing the expected benefits to the organisation and the community.



HMICFRS

In 2017 a new independent inspectorate was created for fire and rescue services in England when the existing inspectorate for policing took on responsibility for fire as well, becoming [Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services \(HMICFRS\)](#).

The first cycle of inspections took place during 2018/19 and Cheshire was inspected during 2018, with the report published in December 2018. The inspection consisted of three key themes, with several sub-sets of questions under each theme:

- Effectiveness (how effective the Service is at keeping people safe and secure from fire and other risks)
- Efficiency (how efficient the Service is at keeping people safe and secure from fire and other risks)
- People (how well the service looks after its people)

HMICFRS uses a similar grading model to that of OFSTED for school inspections, using the following grades: Outstanding; Good; Requires Improvement or Inadequate.

Cheshire was graded as 'Good' for its effectiveness and efficiency and 'Requires Improvement' in how it looks after its people.

Following the inspection, an action plan was developed to address the findings of the inspection and drive improvements. This was produced after engaging with staff across the organisation to inform its development. Progress against the action plan is monitored by Members of Cheshire Fire Authority. Work is ongoing to progress this action plan and continue to make improvements ahead of the next cycle of inspections.



Looking after our people

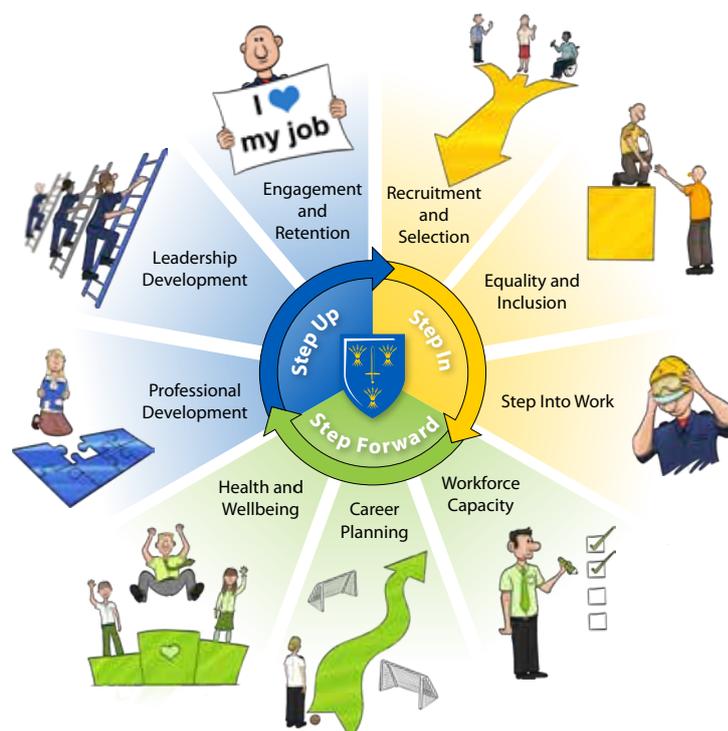
One of the key priorities for the Authority is to look after its people and to build upon its reputation for being a high performing, compassionate and inclusive employer.

This is underpinned by a culture where everyone feels they are treated fairly and can enjoy their work in a welcoming and collaborative environment where the value of both individual and team contributions are recognised.

The Service's [People Strategy](#) sets the direction and focus for our people-related activity. It has been developed in recognition of the fact that people are our greatest asset and incorporates the following areas of emphasis:

- Strengthening leadership and line management to support organisational change and service delivery to the public.
- Creating cultural values and behaviours which make Cheshire Fire and Rescue Service a great place to work.
- Developing ways of working that respond to service model needs.
- Providing excellent training and education to ensure continuous improvement of services to the public against a backdrop of changing demands.
- Strengthening our ability to provide an excellent service by diversifying our staff and creating a fair and equal place to work.
- Supporting the health and wellbeing of all our staff.

Within the [People Strategy](#) is a framework that encompasses the Service's people priorities and objectives. This is referred to as the "Steps Framework" and comprises three main elements – Step In, Step Forward and Step Up.



Looking after our people

Step In

This covers all aspects of attraction and recruitment to focus on fairly selecting the candidates with the right values, attitude and skills to make a difference to their community.

Step Forward

This is about maximising the capacity and sustainability of our people through effective planning and matching resources with finances, aligning individual career aspirations with the need to futureproof the organisation. This aspect of the strategy also underpins the Service's commitment to staff wellbeing and creating a safe and healthy working environment.

Step Up

This is about strengthening our leadership and providing excellent training and development to our people to ensure continuous improvement of services to our communities.

Step In

The Authority operates a blended approach to the recruitment of its staff. In addition to operational and support staff recruitment campaigns, it incorporates the provision of apprenticeships and work experience placements to provide opportunities for young people.

The Authority is committed to being an open and inclusive employer. It is proud to be ranked third in the Stonewall Workplace Equality Index for the second successive year, ranking it as the best performing emergency service in the UK within the Index. This demonstrates the Authority's ongoing commitment to the lesbian, gay, bisexual and transgender (LGBT+) community. Central to this work is the active staff network of LGBT+ staff and allies, FirePride, to promote an inclusive and supportive workplace.

A similar network, Limitless, provides support and advice for female staff and addresses issues affecting women in the workplace. The Service supports positive action and community events to engage with and recruit from traditionally under-represented groups, such as women and black and minority ethnic residents, making the Authority more representative of the community.



SAVING LIVES
CHANGING LIVES
PROTECTING LIVES

Looking after our people

Step Forward

In order to ensure the Authority is sustainable for the future, strategic workforce planning is undertaken to provide an accurate picture of the structure and capabilities of the workforce. This enables us to plan recruitment activity and address future skills shortages. Work is underway to develop more career pathways to ensure the Service provides different avenues to joining the organisation and to provide meaningful career opportunities within the Authority.

The Authority is committed to ensuring that firefighters and staff can carry out their jobs safely and effectively. It has robust health and safety procedures in place and its support for staff has led to nationally recognised low levels of sickness absence. Particularly regarding mental health and wellbeing, the Authority has procedures in place to support staff in the event of traumatic incidents and has relaunched its network for staff to champion mental health in the workplace. It has recently appointed a dedicated mental health and wellbeing advisor to help build a culture where staff can openly discuss their mental health and seek support if required. The advisor is also leading work to support mental health and wellbeing needs of staff which may have emerged due to the Covid-19 pandemic.

Step Up

Professional and leadership development is a key area of emphasis for the Authority coupled with the development of a culture that is based on trust, integrity and authentic staff engagement.

We develop resilient leaders and offer a range of interventions to upskill and support existing and future leaders. We support academic achievement to ensure our leaders have the relevant underpinning knowledge and we offer a range of development tools, including appraisals, coaching, mentoring and bespoke leadership development programmes. In selecting and developing leaders we use a national leadership framework to ensure the leadership skills and behaviours are relevant and appropriate to the fire sector.

Another aspect of development is creating a learning culture that ensures our firefighters are able to undertake immersive and realistic operational training. While the success of its prevention work has led to a long-term reduction in fires, this does mean that firefighters are more reliant on training and simulation to develop their learning and experience. To address this, work is ongoing to construct a new operational training centre to provide realistic and interactive scenarios to ensure staff can deal with the wide range of incidents that may occur in Cheshire.

Having an engaged workforce is a key way of continuing to improve the organisation and providing the community of Cheshire with a first class fire and rescue service.

The Authority is keen to ensure positive industrial relations and work effectively with representative bodies to resolve issues and improve the organisation. Additionally, the commitment to engage with staff has seen the establishment of a Staff Engagement Forum to consider topical issues and suggest improvements. Other initiatives include the introduction of staff conferences to further involve all staff in developing the organisation, and increasing the visibility of senior leaders to gather and act on feedback from staff. Staff engagement will continue to be a priority throughout the duration of this IRMP.

Looking after our people

Our Core Values

By 2018, our core values were nearly ten years old. Therefore, we embarked on a comprehensive review to make sure that the values we live by in the workplace are a true reflection of us and the behaviours we want to promote.

This review took over a year and involved a significant amount of engagement with our staff through surveys, focus groups and several interactive conferences. Our new values are provided below and were developed and decided by our staff.

The values are deliberately centred around people. We felt it was important to develop a set of simple, memorable principles that not only shape the organisation, but reflect us as individuals. That way, we can truly embed our values not just through our policies and procedures, but in how we conduct ourselves as people each and every day.



Our finances

Cheshire Fire Authority is funded through two main sources of income: funding from central government and through its share of council tax, called its precept. Council tax makes up around 67 per cent of the Authority's funding with government grants and distribution of business rates comprising the other 33 per cent.

For the last full financial year, 2018/19, this resulted in a budget of £42.7m. The graphic on the right of this page outlines how this budget is split between the Authority's various functions. Further details can be found in the [Authority's 2018/19 Statement of Accounts](#), accessible via our website www.cheshirefire.gov.uk

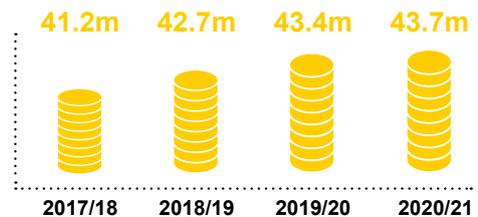
As part of its budget management, the Authority produces a Medium Term Financial Plan (MTFP), covering a five year period. The MTFP is updated regularly to reflect emerging, local, regional and national issues and makes informed assumptions about issues such as future pay, inflation, government funding and council tax levels. Current assumptions include an annual increase in its precept of 1.99 per cent, an annual pay increase of 2 per cent for staff and 2 per cent for non-pay inflation. The latest MTFP can be viewed on our website.

Over the past year the Authority has undertaken a comprehensive exercise to more effectively and efficiently align resources to deliver against its key aims and objectives, a process known as priority based budgeting. It will continue with this approach over coming years to ensure funding is allocated towards priority areas and make our community safer.

As with other public sector organisations, the Authority is impacted by spending decisions taken by Government. The Government outlines its key spending priorities through its annual Budget announcement and, longer-term, through Comprehensive Spending Reviews (CSR).

There is a considerable amount of uncertainty regarding the future outlook for public spending, as a result of the external political environment and the impact of coronavirus. More clarity may emerge from the next CSR, the outcomes of which may require the Authority to revise its plans as necessary to ensure it fulfils its legal duty to deliver a balanced budget.

Our funding



What we spend it on

2018/19 actual spend:



Our finances

What we spend

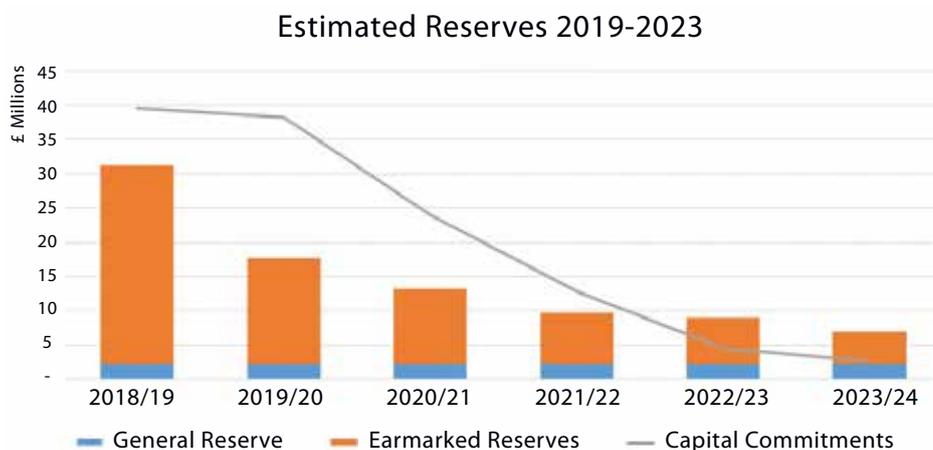
The Authority’s biggest outlay is on its staff, which accounts for over 70 per cent of its spending. It also has other costs including fuel, supplies and services such as utilities.

In 2014 the Government ceased providing the Authority with specific capital funding. This has meant that capital spending, such as replacement fire engines or new fire kit and equipment, has had to be completely funded by the Authority either through reserves or by setting aside money from its revenue budget (which is the amount of money the Authority requires to provide its services during the year).

In addition to regular capital spending on items such as those described above, the Authority has a significant capital programme underway. This programme will use up the vast majority of reserves over the next four years and incorporates several key elements:

- ▶ Construction of a new operational training centre at its Sadler Road site in Winsford. The success of the Authority’s fire prevention work means that there are now less fire incidents than in the past. While this is great news, it does mean that firefighters rely more on simulation and training to develop their skills rather than real life experience from incidents. The centre will provide staff with realistic and interactive training scenarios that reflect the range of risks across Cheshire.
- ▶ Building new fire stations at Chester and Crewe. Construction of the new fire station at Chester is well underway and will lead to a more efficient and modern building to benefit staff and the community. The Authority is also commencing plans to build a new fire station on the site of the existing facility in Crewe.
- ▶ The Authority is also continuing with a significant programme of modernisation of its estates. This involves the modernisation of most of its fire stations and its housing stock and will provide more modern and efficient premises for its staff.

The chart shows the Authority’s capital commitments and its projected level of reserves up to 2023/24.



Summary of our plans

To summarise, here are our plans for 2020-2024:

From
2020/21

- Extend Safe and Well home visits to focus interventions for a broader range of vulnerable people.
- Work with public sector partners to create a strategic road safety plan that will have a real impact on reducing the number of people killed or seriously injured on our roads.
- Develop targeted campaigns to raise awareness and protect our communities from the key causes of fire.
- Review our Risk Based Inspection Programme.
- Expand our 'Sprinklers Save Lives' campaign, promoting the use of sprinklers in business premises and high rise residential properties.
- Move the second fire engine at Ellesmere Port Fire Station to Powey Lane, moving the current fire engine at Powey Lane back to Chester.
- Develop our wildfire capability.
- Review the need for new equipment to improve the effectiveness of our response.

From
2021/22

- Change our approach to how we manage heritage risks.
- Launch a Cheshire-wide campaign aimed at owners and occupiers of Houses in Multiple Occupation.
- Replace the aerial appliance and a fire engine at Macclesfield with a High-Reach Fire Engine.
- Provide Rapid Response Rescue Units on all of our primary on-call fire stations.
- Review our specialist resources.

From
2022/23

- Develop a new four year plan.

From
2023/24

- Change the crewing system at Wilmslow Fire Station to a Day Crewing Duty System.

Developing our plans

The plans within this IRMP were subject to an extensive consultation process between 16 December 2019 and 24 April 2020. This consultation involved members of the public, Cheshire Fire and Rescue Service staff, as well as stakeholders and partner agencies from across Cheshire.

Our public consultation involved an online survey, a series of community roadshows, focus groups and other deliberative sessions. We also had a survey for our staff to complete, alongside team visits and conferences for employees to input into our proposals. We also consulted directly with our partners and stakeholders in writing and through individual meetings and briefings.

Our consultation process was subject to an independent Quality Assurance assessment by the Consultation Institute, to ensure that the process undertaken by the Authority met required standards of good practice.

In addition Greenstreet Berman, specialists in risk analysis, provided independent assessment of our proposals subject to consultation, and the methodologies used to develop them.

The plans were then subject to approval by Cheshire Fire Authority on 1 July 2020. This IRMP highlights where the feedback from our consultation has influenced the decisions taken regarding the proposals. More information on the consultation, including feedback reports, consultation materials and other documentation, can be accessed via our website www.cheshirefire.gov.uk.



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Independent review of Cheshire FRS Emergency Response Proposals 2020-24

Final report

Our ref: GSB CL3281

AUTHOR: MICHAEL WRIGHT





Revision Record

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Executive Summary

Introduction

Cheshire FRS have proposed four changes to fire cover as part of the 2020-24 Integrated Risk Management Plan (IRMP), namely:

1. To replace the hydraulic (aerial) ladder platform at Macclesfield with a High Reach Fire Engine (HRFE).
2. To introduce a Day Crewed duty system at Wilmslow.
3. To relocate the second Wholetime fire engine from Ellesmere Port to Powey Lane, and to move the Powey Lane Wholetime fire engine to Chester, such that Chester has two Wholetime fire engines.
4. To expand the fleet of Rapid Response Rescue Units (RRRU) from two to 13 and have these at each station with a wholly On-Call duty system.

The review aims to provide assurance on the validity and reliability of the data and the assessment process completed by Cheshire FRS to inform the review.

The review assessed Supplementary Information, Background Data, Cheshire FRS presentations and verbal feedback from Cheshire FRS IRMP team.

The reviewer

The review was completed by Michael Wright (BSc, MSc, CMIOSH, Director). Michael Wright has supported the UK fire service for 26 years. Michael can draw on risk assessment and community fire safety operational analysis to scrutinise the Cheshire Fire and Rescue Service (FRS) whole service review.

Key observations

A suitable and sufficient scope of analysis and data has been compiled and presented. This included assessments of response times, operational workloads, risk profiles and future risk. The assessments did cover all reasonable options. The analysis was detailed and had a wide scope. Some points of data could benefit from clarification and highlighting.

The evidence is consistent with the four proposals. Further consideration could be given to:

- Clarifying the rationale for a HRFE being initially located in Macclesfield, as opposed to another station, and arrangements for ensuring that its first year trial is an effective operational test;
- Clarifying the contingency for not being able to build accommodation in Wilmslow for a Day Crew duty system;
- Re-stating the operational rationale for a Wholetime crew at Powey Lane and its special resource role adjacent to the M56;
- Widening the range of incidents that RRRU are deployed to – for the sake of improving weight of response to fires, improved utilisation of On-Call crews and a faster response to “smaller” non-fire incidents (some of which could be lifesaving).

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1 INTRODUCTION

1.1 Background

Cheshire FRS have proposed four changes to fire cover as part of the 2020-24 Integrated Risk Management Plan (IRMP), namely:

1. To replace the third hydraulic (aerial) ladder platform at Macclesfield with a High Reach Fire Engine (HRFE).
2. To introduce a Day Crewed duty system at Wilmslow.
3. To relocate the second Wholetime fire engine from Ellesmere Port to Powey Lane, and to move the Powey Lane Wholetime fire engine to Chester such that Chester has two Wholetime fire engines.
4. To expand the fleet of Rapid Response Rescue Units (RRRU) from two to 13 and have these at each station with a wholly On-Call duty system.

1.2 Purpose of the independent review

The review aims to provide assurance on the validity and reliability of the data and assessment process completed by Cheshire FRS to inform the review.

The review answered the following questions:

1. Have suitable and sufficient data and analyses been completed and presented?
2. Are key results clearly presented?
3. Does the data and analysis support the proposals?
4. Has the review assessed the feasibility of plans?
5. Have all reasonable options and issues been identified and assessed?
6. Has due account had been taken of review findings and data?

1.3 The reviewer

The review was completed by Michael Wright (BSc, MSc, CMIOSH, Director). Michael Wright has supported the UK fire service for 26 years. Michael can draw on risk assessment, community fire safety, operational analysis to scrutinise the Cheshire Fire and Rescue Service (FRS) whole service review. This includes:

- 1992-1995: Assisting London Fire Brigade to develop a new approach to fire fighter operational safety in response to the death and serious injury of firefighters, including dynamic, generic and site specific risk assessment, realistic training and operating procedures.
- 1995-1998: Development of a new risk based approach to planning fire cover and community fire - a part of the 'Out of the line of fire' response to the Audit Commission's 1995 report 'In the line of fire'. This work underpinned the national transformation of the UK fire service approach to fire safety and fire cover, culminating in the Integrated Risk Management Planning (IRMP) process.
- 1998 to date: Support to national government and fire and rescue services to develop and apply fire cover review, risk assessment and IRMPs. This has also included peer review and validation of fire cover reviews for Cheshire FRS, Manchester FRS, Lothian and Borders FRS (as was), Highlands and Islands FRS (as was) and national review work for the government.

- 2000 to date: Support to national government and fire and rescue services to develop and evaluate community fire safety strategies, including Home fire risk checks, arson prevention, schools based fire safety education, fire regulation and enforcement.
- Worked for the Fire Brigades Union in 2014 to assess the causes of longer fire service emergency response times and the impact of this on loss of life.

Outside of the fire service, Michael has led the development and application of operational response review projects for the Royal National Lifeboat Institution (which are very similar to fire cover reviews), and developed risk assessment methods for use by the UK Maritime and Coastguard Agency, and reviewed specialist response teams for responding to terrorist attacks.

1.4 Evidence reviewed

The review is based on the following documentation and review meetings.

Documents reviewed:

1. Draft IRMP 2020-24.
2. Supplementary Information (one per proposal).
3. Background data (V.1) (one per proposal).
4. Power point presentations by Cheshire FRS IRMP team (December 2019 and February 2020).

Review meetings in:

1. January 2020.
2. February 2020.
3. May 2020.

The review meetings led to additional data and analysis being completed by Cheshire FRS and additional verbal clarification of the rationale for some aspects of the proposals.

2 PROPOSAL 1: REPLACE THE THIRD AERIAL APPLIANCE WITH A HIGH REACH FIRE ENGINE

2.1 The proposal

The proposal is to replace the Macclesfield aerial ladder platform (ALP – a hydraulic platform) with a High Reach Fire Engine (HRFE¹) and for Cheshire to be serviced by this and two ALPs operating from Chester and Lymm. Figure 1 shows two types of HRFEs. Figure 2 shows the Lymm ALP.

The rationale is that operational needs align to two ALPs and that a HRFE offers new capabilities and would be a better value for money option than an ALP, especially in respect of providing a superior water tower capability. The HRFE can, for example, deliver water over a longer distance (~85m) and has a piercing tool. The HRFE is remotely operated, enabling the operator to be distant from the fire, such as when the turret is above a fire. AT Stinger has 16.5m vertical reach, E1 Scorpion has 20m vertical reach. As they have on-board water tanks, they can quickly deliver water. An ALP relies on water pumped from a fire engine. The HRFE can also act as a fire engine so can perform both roles.

Figure 1: Pictures of HRFEs



Figure 2: Lymm ALP at an incident



¹ Also called a High Reach Extending Turrets' (HRET).

2.2 Observations

2.2.1 Is there a need for three aerial ladder platforms?

The data clearly indicates a very low level of demand for a third ALP. The vast majority of incidents requiring an ALP are attended by the Chester and Lymm ALPs. This is due to the vast majority of incidents that require an ALP being in the north side of Cheshire, as evidenced by the presented data. Two ALPs are advocated in part to ensure that, when one is deployed, a second is available to attend other simultaneous incidents, or to provide relief duties.

The data specifically indicates a low level of demand for an ALP in the Macclesfield area. The case for not having an ALP in Macclesfield is evidenced. This includes:

- Very low level of ALP mobilisation;
- Two² (out of 24 in Cheshire) high rise buildings in the Macclesfield area have been assured by Cheshire FRS inspections in respect of fire protection and absence of flammable cladding;
- The Macclesfield ALP has been used for water tower functions – which a HRFE can provide;
- Over the border ALPs can attend Macclesfield in 20 to 30 minutes³, which equals ALP attendances times in some other urban parts of Cheshire.

2.2.2 Optimal locations for aerials

Communication with Cheshire FRS officers provided additional insights into the operational case for locating ALPs (as opposed to a HRFE) in Chester and Lymm (or another north east station). The full rationale is not fully articulated in the supplementary information.

The full case is articulated as:

- For Chester – the vulnerability of heritage fire risk and the need to have “over the top and round the back” access to heritage buildings; the need to assist with boat deployments; 9 out of Cheshire’s 24 high rise (residential⁴) blocks are in Chester and 3 in nearby Ellesmere Port, as well as the frequency of incidents benefiting from an aerial in the north of Cheshire;
- For Lymm⁵ – assisting with boat deployments and technical rescue incidents, seven high or medium rise residential blocks, as well as the frequency of incidents benefiting from an aerial in the north of Cheshire. Lymm can also serve the south of the county via the M6.

This is important, as it indicates that there are specific reasons for ALPs being located in Chester and Lymm, instead of choosing to locate an HRFE in either Chester or Lymm.

Assessment did test the impact of changing the location of the ALPs and their optimal locations in respect of response times. This modelled all potential locations across Cheshire.

There is some evidence that the attendance time of Cheshire FRS aerials to the southern central part of Cheshire (e.g. Crewe and Nantwich), are longer than elsewhere in Cheshire.

² Pennine Court and Range Court, 16 storeys, 49m roof height, 92 flats each. ALPs have a 32 metre reach.

³ There is no response time standard for aerials in Cheshire FRS.

⁴ 10 to 13 storeys

⁵ Whilst modelling suggests that locating a water tower in Widnes would be optimal, the difference in response times is not great

A two ALP policy does not change this because the Lymm ALP reaches Crewe before Macclesfield's ALP.

2.2.3 Location of high-rise residential buildings

Whilst data on the location of high-rise residential buildings has been compiled, this was not presented in the supplementary information. Their locations were communicated as part of this review.

It should be noted that most fires in high-rise buildings are fought internally and that ALPs offer a limited rescue capability due to upper floors in high rise buildings being higher than the reach of aerials. ALPs can reach approximately 10 storeys, depending on the height per storey. Also, ALPs are not designed for mass rescues. Evacuation of high-rise buildings assumes the use of staircases. Fire-fighting in high rise building assumes the use of equipment inside the building, such as risers.

Nonetheless, data on Cheshire high-rise buildings indicates that they are mostly located in the north of Cheshire, with two 16 storey residential flats in Macclesfield.

2.2.4 Is there a need for a HRFE?

The IRMP notes that a HRFE offers new capability, particularly breaking into roofs (remotely) and enhanced water tower capability.

This means that past ALP experience may not provide a complete picture of what HRFEs may be used for in the future. Communication from Cheshire FRS officers indicates that they could provide additional operational capability at a wider range of incidents than cited in the IRMP. For example, the 'instant' water tower from the on-board tank combined with high output long range jet means that all types of fire can be fought from a safe distance, thus improving operational effectiveness and firefighter safety.

2.2.5 Optimal location for a HRFE

2.2.5.1 Trialling a HRFE

The criteria for choosing a location for trialling a HRFE could be clarified. Communication with Cheshire FRS officers indicates that these would include:

1. There being sufficient "normal" fire and rescue incidents in the area for the HRFE to be trialled as a "standard" fire engine;
2. A crew duty system that would assure "faster" mobilisation and availability (i.e. Nucleus, Day Crewed or Wholetime rather than On-Call).

Proximity to incidents requiring special resources were not considered to be a key criterion. Where ALPs are used as water towers, there is an "extended" time between mobilisation and delivery of water. On arrival at an incident, ALPs need to be set up (e.g. deploy stabilizers) and connected to a fire engine. Secondly, ALPs are often requested by the on-scene officer in charge after they have assessed the incident. Therefore, a small difference (e.g. 5 minutes) in response times between the station and the incident is not considered to be a key criterion.

Macclesfield satisfies the two criteria for a location to trial the HRFE. It has a Nucleus crew and a moderate number of incidents (>600 per year). These criteria would also be met at other stations, such as Crewe or Wilmslow.

2.2.5.2 Response times

The presented analysis indicates that other locations, such as Middlewich⁶, are equally or more suitable in respect of proximity to incidents. A central Cheshire location would provide equidistance to many parts of Cheshire, whilst Macclesfield is obviously on the eastern border.

The map of aerial mobilisations on page 4 of the Background Data indicates that there are a cluster of incidents in the Crewe/Nantwich/Winsford/Northwich areas and that there are more incidents in these areas than in and around Macclesfield. It also shows that the 20-minute response time radius around Macclesfield is relatively small, presumably due to the road speeds around Macclesfield. Macclesfield is twice as far from the M6 as Crewe, increasing its deployment times to those parts of Cheshire where a HRFE may be needed.

These areas are served by the ALP from Lymm. The response time to Crewe-Nantwich area could be improved if the HRFE was more central/south Cheshire. However, as previously noted, there is no response time standard for aerals.

2.2.6 Effectively trialling the HRFE

Cheshire FRS officers confirmed that it was the intention to locate the HRFE at Macclesfield and test out the new capability and assess its effectiveness. Its location would be subject to ongoing review as per all specialist resources across Cheshire. If successful, additional HRFE's might, in due time, be deployed at additional locations.

The assurance of a successful operational trial could be further elaborated. For example:

- That mobilisation rules will be evolved to ensure it will be mobilised as appropriate, such as when a water tower or breaking into roofs is required;
- That its location in Macclesfield will not limit its deployment to the main area of water tower incidents, namely the north of Cheshire;
- That availability of the Macclesfield Nucleus crew will not overly limit its trial mobilisations.

2.3 Conclusions

2.3.1 Has a suitable and sufficient analysis been completed?

A suitable and sufficient scope of analysis and data has been compiled and presented. This includes:

- An analysis of the frequency of aerial mobilisation, the types of incidents attended, and the functions performed;
- The response times that would be achieved across Cheshire to incidents involving aerals and / or a HRFE;
- An analysis of the optimal locations for ALPs and HRFE, in respect of response times;
- The locality specific rationale for optimal location of ALPs and a HRFE, such as location of heritage risk and assisting with boat deployment.

2.3.2 Have all reasonable options been considered?

All reasonable options have been considered for the number and location of ALPs.

⁶ Middlewich is an On-Call station and has a relatively lower number of "normal" incidents, and so does not meet the criteria for a trial location.

It is less clear that all options for the *optimum* location for a HRFE have been given due weight. Macclesfield does meet the criteria for trialling the HRFE.

2.3.3 Does the evidence support the proposal?

The evidence supports a two ALP policy and the location of the two ALPs.

As noted above, if a single HRFE is retained in the future, the optimal location of a HRFE should be subject to review.

2.3.4 Clarifications

It could be clarified that the HRFE would be the 35th fire engine as well as a special resource. Thus, the proposal is to have 35 fire engines (one of which would be the HRFE) plus two separate aerial ladder platforms.

Secondly, it could be clarified that the Macclesfield location for a HRFE may not be the optimum location, in respect of response times, and will be subject to review.

Furthermore, if the HRFE proves to add value, there is the possibility that additional HRFE would be procured and located elsewhere in Cheshire.

3 PROPOSAL 2: INTRODUCE A DAY CREWING SYSTEM AT WILMSLOW FIRE STATION

3.1 The proposal

Wilmslow fire and rescue station is currently Nucleus crewed – full time staff during the day and On-Call crew at night. Three of the adjacent Cheshire FRS stations are On-Call and one (Macclesfield) is Nucleus.

It is stated that there have been difficulties in recruiting and retaining the night-time On-Call crew. This has been managed by bringing staff in from elsewhere to fulfil the night-time crew. This “backfilling” has maintained 99% availability. In the absence of backfilling, night-time availability would be a little under 20%. However, it is time consuming and considered “costly”.

The proposal is to move to a Day Crew system, where a full-time crew operates during the day (weekdays) and is available On-Call at night and at weekends by virtue of living in accommodate adjacent to the fire station.

3.2 Observations

3.2.1 Supplementary information

A 30 page data pack was provided which includes a large amount of data.

The key points may be lost in the detail. In addition, the commentary in the data pack information compares a single latest year against a single baseline year. The number of incidents in a relatively small area will spike and dip a lot. The trend over 5 to 10 years provides a clearer picture.

3.2.2 Key points: Risk profile

The key points are noted below. Overall, the size of the town and level of operational activity is mid-range and consistent with other Day Crewed stations. In particular:

- Wilmslow’s attendances exceed those at the Congleton Day Crewed station, are almost equal to Winsford’s Day Crewed station and somewhat less than Northwich’s Day Crewed station;
- Wilmslow’s attendances are somewhat less than some other Nucleus crewed stations, such as Macclesfield and Birchwood – about 450 vs about 650 per year.

It is also important to note that:

- A large proportion of Wilmslow’s life risk incidents occur at night, which is when the proposed Day Crew would be available for rapid mobilisation;
- Wilmslow has a high frequency of Platinum and Gold safe and well addresses, i.e. a vulnerable older population;
- Wilmslow is 14th out of 35 Cheshire fire engines in terms of number of attendances.
- Wilmslow has about 41,000 residents compared to about 34,276 in Winsford (Day Crewed), 65,833 in Northwich (Day Crewed), 59,384 Macclesfield (Nucleus) and 41,208 in Birchwood (Nucleus).

Thus, Wilmslow’s population is comparable to other Day Crewed and Nucleus Crewed stations.

Table 1: Key points: Wilmslow risk profile

Topic	Key points
Population level	Wilmslow is a medium sized town with a population of about 42,000 people, 19,000 dwellings and 3,380 business properties, some heritage buildings, but no HMOs and a small night time economy.
Growing or reducing	The population is growing in Wilmslow, as with the rest of Cheshire.
Number of fires	In the period 2014/15 to 2018/19 there was an average of 18 dwelling and 12 non-dwelling property fires each year.
Traffic levels	Traffic volumes have been steady for the past 9 years and are projected to increase.
Operational activity level	Wilmslow operational activity has slowly risen over the past 8 years.
Fire engines required per incident	Most incidents require a single fire engine .
Life risk incidents	There is a moderate number of life risk incidents each year , in the region of tens.
Day vs night risk	Whilst in most years most life risk incidents occur during the day, a large proportion occur at night .
Safe and well	Wilmslow has the third highest number of Platinum (high risk) safe and well addresses in Cheshire, and sixth most Gold.

3.2.3 Response times

The assessment considered every option: closure, Wholetime, Day Crew, current Nucleus arrangement, wholly On-Call, no night time crew and station closure.

Removing the night shift, being wholly On-Call or closing the station would fail the Cheshire response time standard.

The Day Crew option is only a little better in terms of response times than the current arrangement because the night time On-Call crew is being back filled to achieve 99% availability. A Day Crew option would meet the 10 minute response time standard on 90% instead of 85% of occasions.

Previous Cheshire FRS trials assumed a five-minute time interval between the first fire engine and the second fire engine, as a test of the feasibility of the procedure, rather than as a pre-requisite for a safe system of work. The interval between the 1st fire engine and the 2nd fire engine is well below 5 minutes in all options.

3.2.4 Contingency for no site for accommodation

It was not clear from the draft Background data whether a site for accommodation has been positively identified or acquired. There was no mention of whether a site has been found in the draft document. It was clarified in the final IRMP that there is a contingency, in the event that an accommodation unit cannot be built.

3.2.5 Presentation of costs and changes in costs

The presentation of changes costs could be a little clearer. They are represented in Table 2.

Table 2: Re-presentation of change in revenue costs

Option	Cost	Change in cost
A w/t	£865,000	+£223,000
B Current	£642,000	Zero
C D/C	£459,000	-£183,000
D Remove overnight	£480,000	-£162,000
E: On-Call	£162,000	-£480,000

In addition, the approximate capital cost of the accommodation could be more clearly stated for comparison to the 25-30 year revenue savings. The information, presented in slide form, indicated an annualised (25 year) cost of £195,000 to £225,000 for the construction of accommodation for a Day Crew. A Day Crew has a saving, in operational costs, of £183,000 per year giving a net (taking account of construction costs) annual cost increase of £13,000 to £38,000. This would be offset by rental income but this is not explicit in the information.

3.3 Conclusions

3.3.1 Has a suitable and sufficient analysis been completed?

A suitable and sufficient scope of analysis and data has been compiled and presented. This includes:

- Analysis of operational workloads, day and night;
- Impact on response times of each option;
- The risk profile of Wilmslow and its potential growth and changes in the future.

3.3.2 Have all reasonable options been considered?

All reasonable options have been considered.

3.3.3 Does the evidence support the proposal?

The evidence shows an operational and workload case for Day Crewing at Wilmslow. This has lower revenue costs and, after taking account of capital costs and likely rental income, is cost neutral.

The data indicates that the level of operational demand and incident severity requires one structural engine at Wilmslow, with other fire engines attending from neighbouring stations. The data also indicates that the provision of night time cover is important.

In the event that an accommodation unit is not possible, a contingency for making current crewing sustainable should be implemented, such as assuring a sustainable Nucleus Crewing arrangement.

4 PROPOSAL 3: RELOCATE ELLESMERE PORT 2ND FIRE ENGINE TO POWEY LANE

4.1 The proposal

After building a new station at Powey Lane (south side of Ellesmere Port) it is proposed to move its fire engine to Chester, and for Ellesmere Port's second fire engine to move to Powey Lane.

Figure 3: Proposed location of Wholtime fire engines



4.2 Observations

4.2.1 Clarity of presented information

The presentation of the assessment of options in the Supplementary Information could be clearer.

It could be sub-divided:

1. Holmes Chapel, Middlewich vs Chester
2. Chester vs Powey Lane vs Ellesmere Port

The Background data compares a recent year with a single earlier year as a point of comparison. As the number of incidents spikes and dips from one year to another, it is more useful to consider the trend in incidents over a number of years.

The point that Ellesmere Port P2 is used a lot for standby moves (10% of its available time) could be commented on (figure 35 and 36 of the Background data). Does this have any implication for the proposal to relocate it?

4.2.2 Key points: Chester and Ellesmere Port

A large amount of information is provided. The key points of comparison for Chester and Ellesmere Port are drawn out in Table 3. It can be noted that:

- The time interval between the first and second fire engine arrival would be greatly reduced for Chester;
- Chester is a higher risk area than Ellesmere Port in terms of residential, RTC and night time risk;
- As the Powey Lane Wholtime fire engine is on the south of Ellesmere Port, it can reach all of Ellesmere Port in 10 minutes and act as a second fire engine for Ellesmere Port.

Whilst the assessment also considered Holmes Chapel and Middlewich, the analysis screened these locations out on the grounds that the operational workloads do not provide value for money for a Wholtime fire engine.

The impact on average response times, across Cheshire, of moving the second Wholtime fire engine is minimal.

The implication of COMAH sites at Ellesmere Port was considered in the 2017 review. It was noted that the response to a major incident at a COMAH site would be made by many fire engines and specialist resources from across Cheshire. It should also be noted that Powey Lane would remain a second fire engine for Ellesmere Port COMAH site incidents as well as providing specialist resources for COMAH site incidents.

The possibility of an On-Call fire engine at Chester was assessed. The number of households from whom On-Call staff could be recruited was limited (2000 households) in the 5 minute radius, with just 28 in the second priority group (zero in the top priority group).

Table 3: Key points for Chester and Ellesmere Port

Topic	Comments
2 nd fire engine response times	<p>Greater benefit of a second fire engine in Chester than Ellesmere Port.</p> <p>The current 2nd response to Chester is on the cusp of the 5-minute interval between arrival of first and second fire engine, assumed in the ridership trials. By having a 2nd Wholetime in Chester, the interval between the first and second fire engine is minimal - reducing interval by 4 minutes and 49 seconds.</p> <p>Ellesmere Port would remain well within the 5-minute assumption if its second fire engine was relocated, due to the closeness of Powey Lane, with an interval of about 2.5 minutes.</p>
1 st fire engine response times	Minimal impact on each location.
Cheshire FRS 1 st fire engine response time standard ⁷	Minimal impact on each location.
Frequency of requiring two fire engines	Minimal difference.
Number of dwelling fires and fires in non-dwelling premises	Similar in both areas in 2018/19.
Frequency of incident attendances	Significantly more in Chester.
Population	Chester is markedly larger (60% larger).
Population growth	There has been a low level of population growth since 2011/12 in both Ellesmere Port (0.47%) and Chester (2.63%), but somewhat more in Chester. Both have forecasted growth.
Population vulnerability	<p>Chester has far more Platinum to Bronze Safe and Well visits than Ellesmere Port.</p> <p>More HMOs in Chester than Ellesmere Port.</p>
Fire deaths and injuries	More fire deaths and injuries in Chester than Ellesmere Port.
Non-domestic premises	Far more in Chester than Ellesmere Port.
Large fires	Similar in each location.

⁷ Reach 80% of life risk incidents in 10 minutes

Topic	Comments
Night time economy	Larger night time economy in Chester than Ellesmere Port.
RTCs	Far more in Chester than Ellesmere Port.
Special risks	Chester has substantial heritage risk, 18% of Cheshire total. Ellesmere Port has high concentration of COMAH sites, 7 in total.

4.3 Conclusions

4.3.1 Has a suitable and sufficient analysis been completed?

A suitable and sufficient scope of analysis and data has been compiled and presented. This includes:

- Assessment of every station in Cheshire of the impact on response times of moving the second fire engine;
- The risk profiles of Chester and Ellesmere Port, including trends in incidents, population growth and special risks;
- The impact on first and second fire engine response times of changing the second fire engine location.

The reason for Ellesmere Port standby moves could be clarified along with any implications this has.

4.3.2 Have all reasonable options been considered?

All options for relocating Ellesmere Port's second fire engine were modelled, i.e. every other station in Cheshire. All combinations of Wholetime fire engines at Ellesmere Port, Powey Lane and Chester were assessed. This included the option of a Wholetime and a Nucleus crew at each of Ellesmere Port and Chester.

The option of closing Powey Lane and having two Wholetime crews at Ellesmere Port and Chester was not assessed. This is considered reasonable noting the role of Powey Lane as having special resources and direct access to the M56 for county wide special support. The operational rationale for Powey Lane being Wholetime could be clarified in the IRMP. The option of two Wholetime fire engines at Powey Lane was assessed and found to be a poorer option.

4.3.3 Does the evidence support the proposal?

The evidence indicates that having two fire engines in Chester would greatly improve its second fire engine response times. Also, Chester has more RTCs, a far more vulnerable population, heritage risk and night time risk. Ellesmere Port would be served within Cheshire FRS performance standards by two fire engines one from Ellesmere Port and one from Powey Lane, with specialist COMAH resource coming from Powey Lane.

5 PROPOSAL 4: EXPANDING OUR RESPONSE TO ROAD TRAFFIC COLLISIONS

5.1 The proposal

The proposal is to expand the fleet of Rapid Response Rescue Units (RRRU) from two to 13. These would be allocated to fire stations wholly crewed by On-Call Duty Systems.

The new RRRU will accommodate four persons. They can be deployed with two persons. They can perform lifesaving trauma care. RRRU have a 4x4 capability and so can also respond to extreme weather, floods and rural fires.

It is policy that a standard fire engine is deployed in addition to RRRU. Two persons would travel on the RRRU and a minimum of three on the standard fire engine. As the RRRU can deploy with two persons, it can mobilise sooner than a standard fire engine, which policy requires a crew of four.

Two RRRU are currently located at Holmes Chapel and Sandbach.

Figure 4: A RRRU



5.2 Observations

5.2.1 Clarifications

The Supplementary and Background data could clarify:

1. What trauma care and preparatory work the RRRU can provide, and what can't they provide.

This would help indicate the extent to which the RRRU provide a lifesaving service.

2. The frequency that the RRRU have and whether they might, in the future, attend RTCs where persons needed to be extricated.

5.2.2 Crew safety

A check was made by Cheshire FRS of incident and near miss records. In addition, RRRU (crew/watch) managers were asked to recall any safety issues. There were zero recorded injuries or near miss reports related to the 10-year operational history of the RRRU.

It is also understood that Cheshire FRs ran physical trials of the deployment of RRRU to motorways and have developed Standard Operating Procedures specifically for RRRU.

5.2.3 Impact on response time to RTCs

The current two RRRU have achieved response times of 6 minutes 38 seconds and eight minutes 42 seconds, respectively. This does offer evidence that they have been mobilised well within the Cheshire FRS response time standards. A check was made on the calculated improvement in response times to RTCs.

It should be noted that the reduced response time goes from 10:13 to just under 9 minutes. This would bring the time to within the Cheshire FRS response time standard for life risk incidents.

There is clinical research and research into the impact of fire and rescue response times on

survival⁸. This indicates that a reduction in response times to RTCs involving casualties or extrications would improve survival rates by about 4%. This means about 15% fewer deaths at RTCs involving casualties or extrications. There are about 16 deaths per year in RTCs attended by Cheshire FRS, averaged over 2015/16 to 2018/19⁹. As the RRRU would attend about 15% of all RTCs in Cheshire, they might attend at 2 fatal incidents per year. A 15% reduction in lethality would save one life every three years, very approximately.

5.2.4 Frequency of attending RTCs

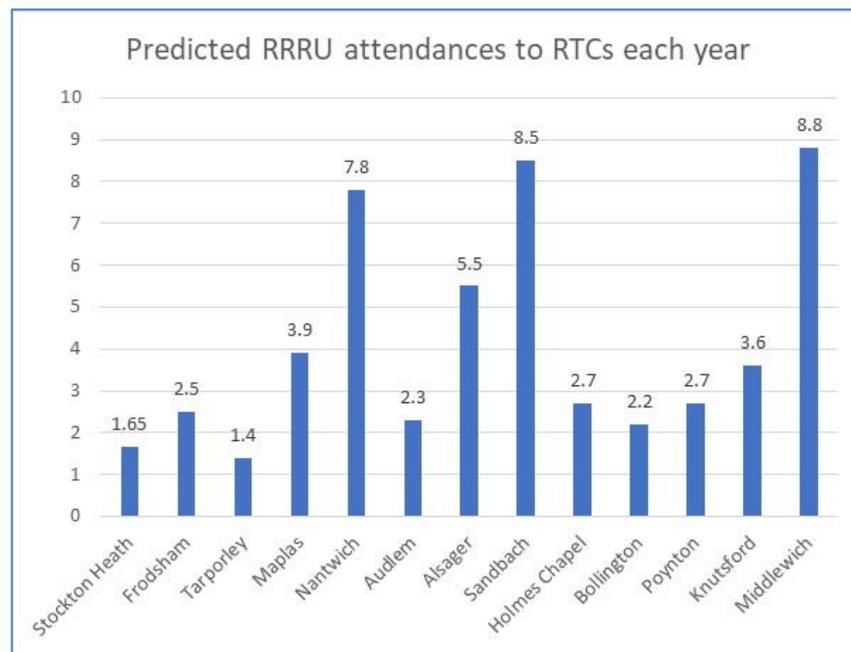
Data does show that the current two RRRU have been deployed to a significant number of incidents each year, about 14 and 20 incidents each, per year.

The background data indicates the predicted frequency of RRRU attending RTCs within their nominal station areas. The frequency varies greatly between stations, from less than 2 to about 9 each year. This is shown in Figure 5 using data from section 2.1 of Proposal 4 Background data. It should be noted that the RRRU may also attend incidents outside of their station areas. These additional incidents are not included in the Cheshire FRS data.

The total for all 13 RRRU would be around 53 attendances to RTCs each year. This would be about 15% of all RTCs in Cheshire.

The prediction frequency for Holmes Chapel and Sandbach is less than for the 2009-2019.

Figure 5: Predicted frequency of RRRU attending RTCs along with standard fire engine within their station areas



5.2.5 RTCs vs other incidents

Whilst the proposal is titled “Expanding our response to RTCs” the supplementary information and background data considers potential deployment to other types of incidents.

This is considered important, in the context that some On-Call stations have a very low

⁸ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/6234/1778745.pdf

⁹ <https://www.gov.uk/government/statistical-data-sets/fire-statistics-data-tables#non-fire-incidents>

predicted frequency of RRRU attending RTCs, as noted in Figure 5.

Figure 6 shows the total number of predicted RRRU deployments if they were deployed to a wider range of incidents within their station areas. The RRRU would be utilised five times more often if they were deployed to the full range of incidents that they are thought capable of supporting.

The four categories in Figure 6 are:

1. RTCs where a RRRU would be deployed in addition to the standard fire engine – based on two crew arriving before others;
2. Cardiac arrest incidents where two crew arrive before others¹⁰;
3. Incidents that a crew of two could manage alone or as an initial attendance, such as ‘gaining entry’;
4. Larger non-RTC incidents. These are incidents where the RRRU would supplement the standard fire engine – such as building fires. This gives an attendance of seven or more crew.

The data is taken from Cheshire FRS analysis. The range of incidents in categories three and four are listed in the Background data. Whilst the mobilisation policy would be subject to further risk assessment, the hypothetical mobilisation criteria are credible. The predictions take account of recorded crew availability, including the frequency of only two crew being available and frequency of more crew being available, e.g. 5 or 7. When five crew are available it is assumed that the standard fire engine can be deployed. When 7 or more crew are available, the standard fire engine (e.g. with 5 crew) and RRRU (two or more crew) can be co-deployed to “larger” incidents. The Cheshire FRS analysis does acknowledge limitations in the data, including the use of county wide recorded availability (instead of station specific) and being unable to account for whether two people, with the necessary skills, arrive first to mobilise a RRRU.

¹⁰ The chances of survival from cardiac arrest increases by about 10% for every minute saved in applying defibrillation.
https://www.zoll.com/-/media/uploadedfiles/public_site/core_technologies/real_cpr_help/cpr-fakten-pdf

Figure 6: Predicted frequency of deployment of RRRU to RTC and other categories of incidents within station areas

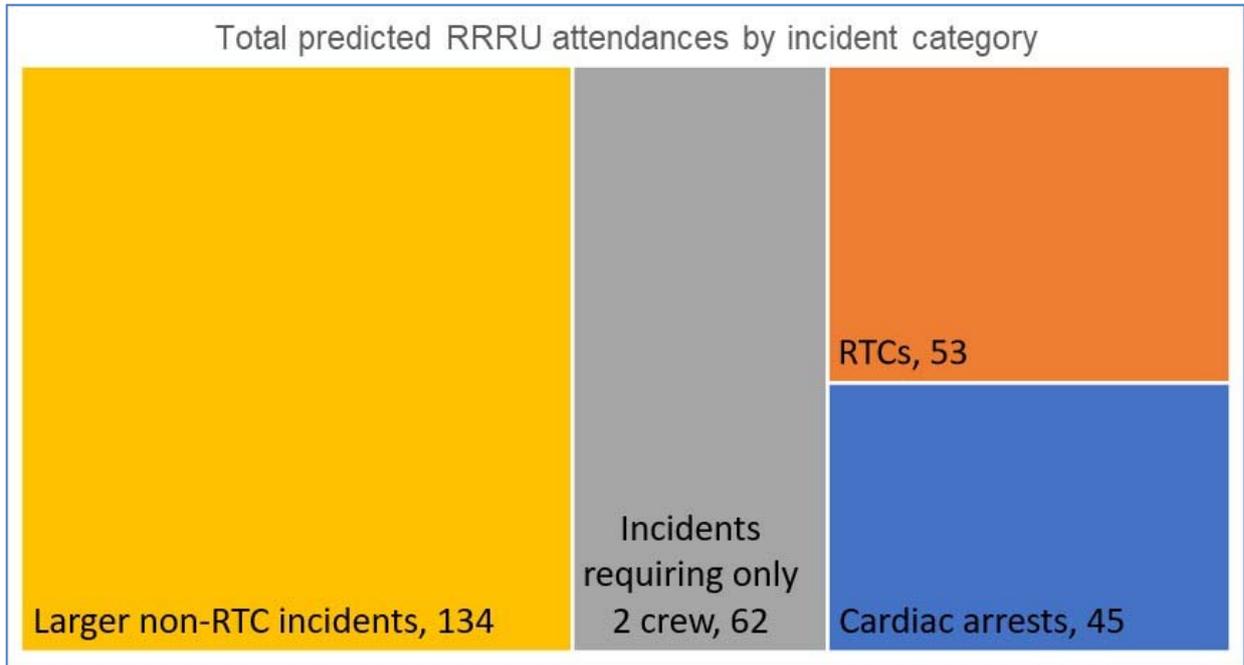
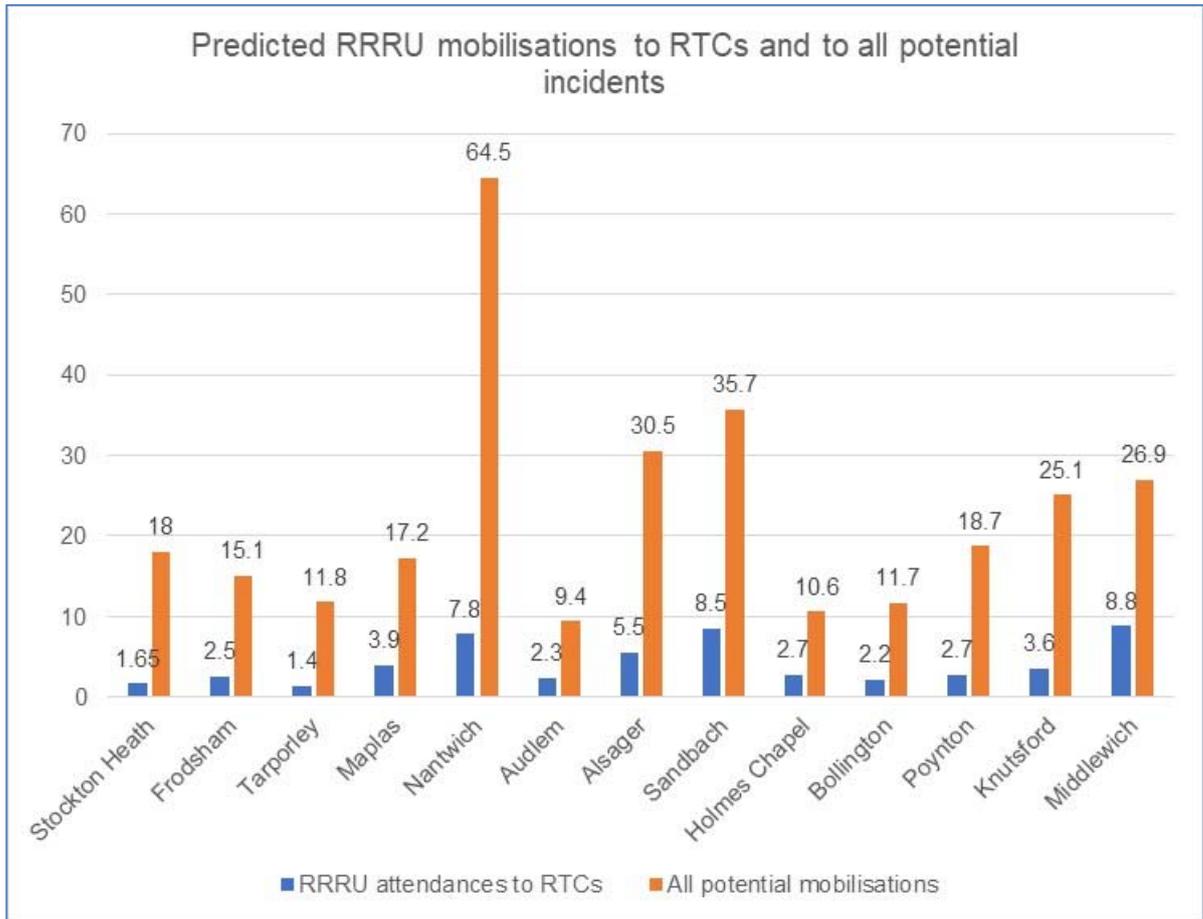


Figure 7 shows the total number of incidents RRRU could be deployed to, alongside the number of incidents they could attend if they were only deployed to RTCs. The lowest level of RRRU utilization would be 9.4 per year, at Audlem.

Figure 7: Predicted RRRU mobilisations to RTCs and to all potential incidents each year within station areas



Deployment alongside standard fire engines to fire

The deployment of RRRU alongside standard fire engines would increase the number of fire fighters available during the initial stages of an incident.

This is not required by Cheshire FRS response time standards nor by its ridership¹¹ policy.

Cheshire FRS incident task analysis does note the benefit of additional crew arriving within 5 minutes of the first fire engine. The deployment of RRRU would provide a greater weight of response sooner for On-Call stations with a single fire engine, if they are co-deployed.

5.2.6 Potential to improve retention and availability of On-Call Crews

The availability of On-Call Crews varies a lot between stations. It is thought that the availability of crew is linked to the frequency of their deployment. In particular, individuals may be more likely to ensure their availability (by declaring themselves to be On-Call) if they have a higher frequency of being deployed.

The RRRU should increase the frequency of On-Call crew being deployed. It is reasonable to assume that this will improve crew morale and availability.

It is difficult to quantify the impact on crew morale and availability. The benefit would be greater if RRRU are used for a wide range of incidents.

If RRRU attended a wide range of incidents, they would attend about 20% of all incidents at

¹¹ A minimum of four persons on the first fire engine attending a primary fire

On-Call stations. Thus, two or more crew would be deployed on 20% more occasions.

5.3 Conclusions

5.3.1 Suitable and sufficient analysis

A suitable and sufficient scope of analysis and data has been compiled and presented. This includes:

- Assessment of frequency of mobilisation to different types of incidents;
- Impact on response times;
- Occurrence of crew safety incidents or near misses involving RRRU.

Testimonials from current RRRU crews

An option is to seek testimonial feedback from current RRRU crew regarding:

- The impact of RRRU on the motivation and availability of On-Call crew;
- RRRU safety and operational value.

Whilst the impact on crew morale and availability cannot be easily quantified, these may be moderate benefits.

The current county wide availability of On-Call stations is stated to be 64.81% but varies a lot. It is in the range of 30% to 50% at some stations. This suggests potential value of increased crew mobilisation.

5.3.2 Have all reasonable options been considered?

Greater value could be achieved by using the RRRU for a wider range of incidents.

This could include:

- Deployment alongside standard fire engines to fires;
- Solo deployment to small non-fire incidents where a RRRU is sufficient, such as forced entry.

This would increase RRRU mobilisation fivefold. This would reduce the cost per deployment fivefold.

Whilst the data and analysis are available to consider the impact of a wider range of mobilisations, this option is not explicitly cited.

5.3.3 Does evidence support the proposals?

The evidence does indicate that RRRU would achieve faster response to RTCs including those where peoples' lives are at risk.

This would comprise:

- 53 RTCs attended by RRRU before arrival of a standard fire engine;
- A reduction in time taken to reach RTCs, down from 10 minutes 13 seconds to just under 9 minutes.

This would reduce the number of deaths at RTCs with casualties or extrications attended by RRRU by approximately 15%. As RRRU would attend about 15% of all Cheshire RTCs, this would save about one life every three years or so. Over a ten year fleet life, this would be about three RTC lives saved for a capital cost of £400,000.



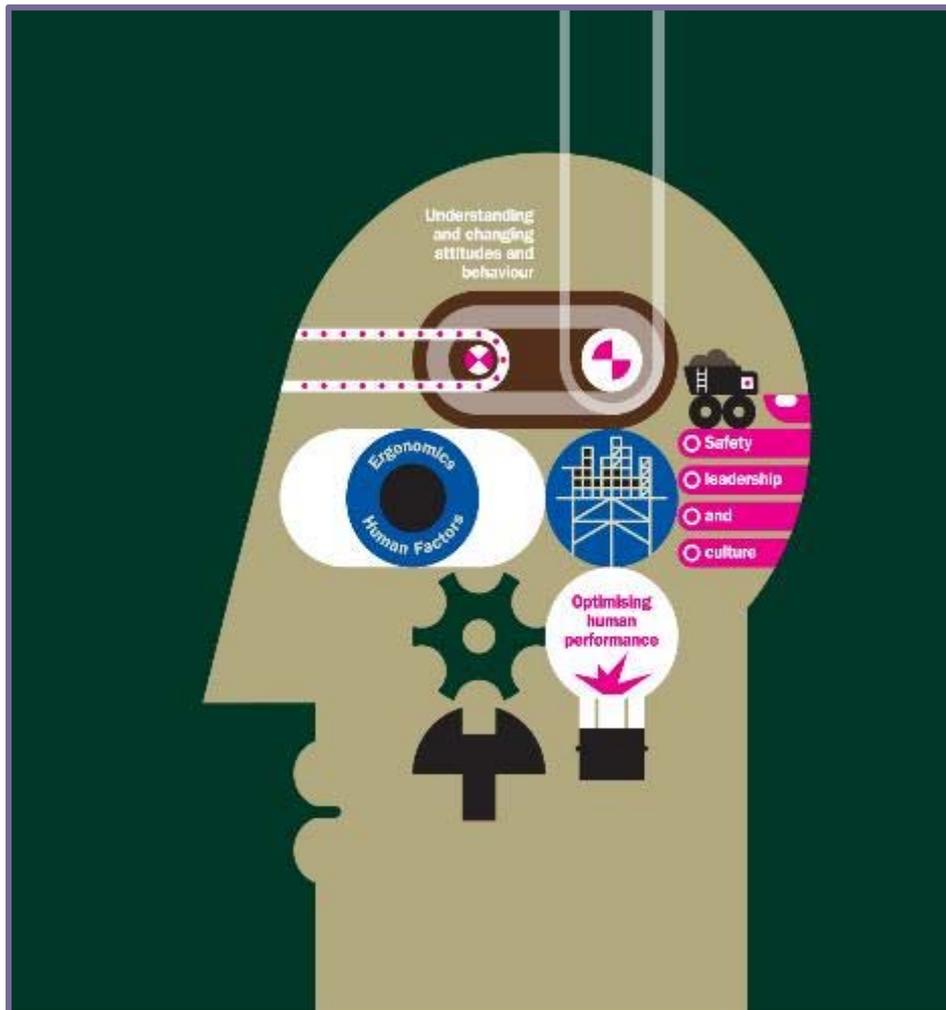
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