

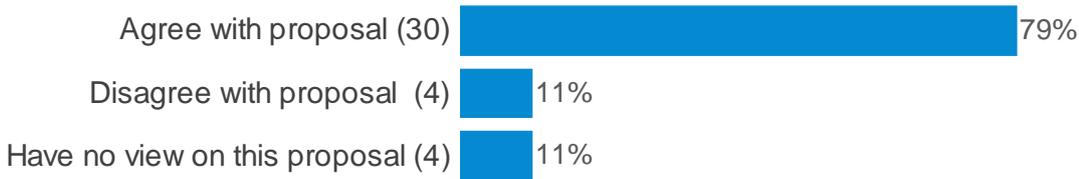
Technical Response Units LFR

This report was generated on 10/05/21, giving the results for 39 respondents. A filter of 'All Respondents' has been applied to the data.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

Bariatric Response

Based on the evidence, do you agree or disagree with our proposal to remove existing provision at Grantham Station, with a response being maintained at Lincoln North, Skegness and Spalding Stations?



If you disagree, please briefly explain why

although the figures are lower at Grantham, they still require the skill set due to the average amount of calls at just under 1 per month, the duration it takes for any other asset to arrive can be quite crucial, and the amount of training is quite minimal compared to other skill sets.

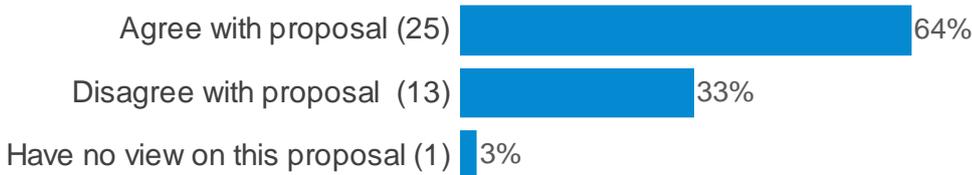
We are helping EMAS more and more with large overweight patients, to get an appliance to go EMAS control are not calling the patient bariatric. I think all the wholetime stations should have bariatric.

the skills we have should not be scaled down

EMAS are requesting more & more help to move large patients which should be categorized as bariatric but don't due to the fact that LFR wont send an appliance.

Large Animal Rescue (includes livestock and horses)

Based on the evidence, do you agree or disagree with our proposal to remove existing provision from Corby Glen, Grantham, Louth and Sleaford Stations, with a response being provided from Lincoln North, Skegness and Spalding Stations?



If you disagree, please briefly explain why

Gainsborough have had more Large animal than Lincoln North. Surely they should have it over Lincoln instead of command support?

having been based at Grantham I feel that the data dose not reflect the true amount of mobilizations the area. The Grantham area also posts a high risk due to the amount of liveries and major horse arenas.

maintain the number of skills we have

All wholtime personnel within Lincolnshire should be both trained to the required level of response .Due to the equipment being relatively small and not a burden on current appliance stowage this is also a viable argument for keeping the ability to respond to incidents with the community.

Travel time could be significant if the nearest AR2 team is unavailable at the time of a call (due to skill sets or at another incident) This could put the RDS crew in a situation where they may feel forced to act to attempt a rescue rather than wait what could be nearly an hour for the AR2 to arrive. Also there are some incidents that require 2 AR2 teams - again increased travel time for suitably trained teams to arrive could put teams in a position to do things they shouldn't.

We are a large farming county, ensuring neighbouring crews have access to specialisms such as this is, in my view, vital to ensuring we keep our communities and colleagues safe in Lincolnshire. If we reduce the training to only three stations, this places a greater pressure on their availability. They are busy stations and are likely to be committed to a job if needed.

leaves too big an area uncovered - animals are usually at risk of loosing their lives

Do the figures make sense in taking away skills and re deploying them, considering the initial training cost for up skilling and the loss of experienced animal rescue operatives

Crews would be waiting longer for specialist crews meaning members of the public putting themselves at risk to help injured animals.

Believe either Sleaford or Grantham should keep this to assure a quick response in that section of the county

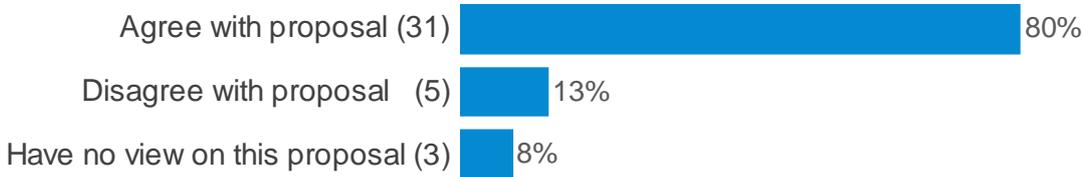
Response only available from Lincoln North, Skegness and Spalding leaves a very large gap centre of the county, especially if one of these crews were not available. Also considering Grantham and Louth figures higher than Lincoln North and Skegness on the analysis.

I feel that Sleaford is well situated in the center of the county to be a valuable resource. It may not be the first vehicle there but can be used to back up other teams

Referring to the Animal rescue incident hotspot legend the data suggests that Louth is in an extremely ideal location in terms of being central to where the incidents are located that they have attended. Although the data only goes back until March 2019 there have been a number of large animal rescues that Louth has attended after this period, either within the station area or outside of it thus not showing a true representation of the risk. There have been occasions where the crew at Louth has not been AR2 on that day due to the service not providing enough training course for the new crew members or long term back fills therefore meaning Louth have not attended and the next nearest team having to attend. According to the incident analysis for large animal rescues only Louth attended 4 whereas north only attended 2. the other point to consider with Lincoln North is that because they carry the quick release equipment on the RSU which is required at almost all Large animal rescue incidents it could have been mobilized purely for that equipment and not the extra crew numbers for AR2, again this not truly reflecting the correct data for the risk. You will also be losing the skills and the experience that the crew at Louth has gained over the years from training and attending operation incidents which is priceless, invaluable and irreplaceable which would be a huge loss to the service and our communities by training up brand new crews from scratch.

Technical Rope Rescue

Based on the evidence, do you agree or disagree with our proposal to disband the specialist provision based at Skegness and Sleaford Stations?



If you disagree, please briefly explain why

Fire and Rescue will still naturally be called to incidents, maintaining at least one small team at a central location would add at least some resilience where line rescue teams cannot gain access or require additional advice. Buildings (commercial and domestic) are going to get taller, not smaller and with the addition of industry/wind turbines etc, that should have their own methods I believe there is still a place as the risks have not gone away, its just that there hasn't been a significant number of incidents.

Risks in Skegness? Fantasy island, high tourism etc?

Rescues from height could be time critical and the increased time taken for a specialist team to arrive could make a significant difference, the aim to have USAR complete these rescues could be inadequate due to there mobilization timescales

Technical rope rescue is useful in a number of situations - particularly as we are a very rural county with mine shafts, rail shafts and various other crevasses etc. Having crew with this specialist training ensures we have colleagues who are equipped to tackle a much wider range of incidents (not just mountain rescue).

i believe there is a high chance that skengess would be a place technical rope would be used although data suggests not

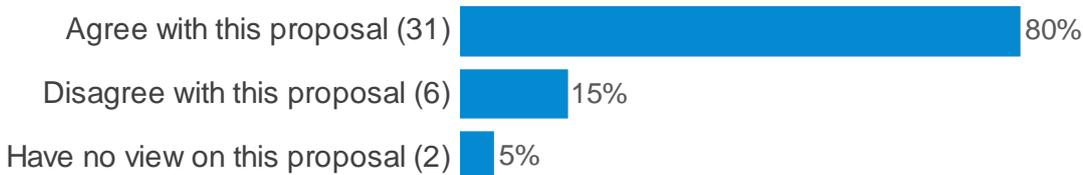
Swift Water Rescue

Based on the evidence, do you agree or disagree with our proposal to:

Remove Type B boats from Sleaford and Louth Stations. Maintain resource at Boston, Gainsborough, Lincoln North and Spalding Stations.

Remove Type C boat from Louth and Spalding Stations. Maintain resource at Bourne, Lincoln South and Skegness Stations.

(Type B)



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(Type C)



Type B - If you disagree, please briefly explain why

keep the skills we have

looking closely at the local risk within each area should also form part of an informed decision and not just reported incidents.

haven't we received funding for this from national resilience? Why haven't competencies been maintained? Yet again Lincolnshire will be seen as the poor relations 'country bumpkins' within the UK national fire & rescue.

Again does this make sense with the initial costs of initial training, loss of experienced swift water operatives. How has the data been gathered as we have attended many more shouts than the figures reflect. We have also ensured and maintained out crew competences to a very high standard.

Due to now needing 2 SWRT crews at water rescues believe downgrading SWRT would make mobilising much harder and maintaining appliance availability. Also believe more data needs to be collected with the introduction of 2 SWRT Crew response before decision can be made.

The SWRT incident hotspot legend the data suggests that Louth is in an extremely ideal location in terms of being central to where the incidents are located that they have attended. Local risk such has Covenham Reservoir should not be forgotten as on February 6th 2016 a rescue was performed by a Type B team, link to article followed. (<https://www.lincolnshireworld.com/news/update-rescue-crews-attend-covenham-reservoir-after-reports-of-windsurfer-in-distress-2178845>). There was unfortunately a death at Covenham Reservoir on the 4th of July 2020; a SWRT team did not attend this as the lady was preannounced dead at the scene. Just these two incidents clearly show that this is a high risk area that needs to be considered to ensure that the local community are safe. In summer 2020 there were reports of children jumping into the Reservoir area an area which is extremely dangerous due to the works that are underwater in that part, thanks to proactive work from local SWRT crews at Louth and the Police this risk to the children was reduced. There have been a number of occasions where the crew at Louth has not been SWRT on that day due to the service not providing enough training course for the new crew members or long term back fills therefore meaning Louth have not attended and the next nearest team having to attend, this meaning the figures are not showing the true risk in the areas that Louth would have been the nearest SWRT team to. Also there have been incidents that we have attended in P1 and in actual fact should have been attended in the SWRT Van thus not showing true data for the risk in the area. You will also be losing the skills and the experience that the crew at Louth has gained over the years from training and attending operation incidents which is priceless, invaluable and irreplaceable which would be a huge loss to the service and our communities by training up brand new crews from scratch. The review states that Louth has only attended 7 SWRT incidents in a 5 year period however we have actually attended 38 incidents according to the SWRT rescue incident analysis, and it is actually 7 incidents in the station area.

Type C - If you disagree, please briefly explain why

with the number of calls Spalding gets, and the lack of calls Bourne gets, I'd suggest Spalding keeping both B+C at Spalding as they'll be trained anyway, and removing the C from Bourne which will save on training costs.

Maintaining a Type C boat at Bourne? Retained crewing, travel distances to risk areas

Leaves gap in response to Grantham area

Looking at the usage Bourne was used once, is this enough to warrant a boat on station.

keep the skills we have

don't believe that there is the requirement for type C team at Lincoln South with Lincoln North being a type B team. Lincoln South currently SWRT trained but don't mobilize to incidents.

Louth is at high risk of flooding. The Louth SWRT team were integral in the 2007 flooding response. Also with global warming/rising river & sea levels, sadly flooding will become more widespread and the public will look to F&R for assistance. Also we run the risk of exhausting the trained crews, if there are so few of them.

Again does this make sense with the initial costs of initial training, loss of experienced swift water operatives. How has the data been gathered as we have attended many more shouts than the figures reflect. We have also ensured and maintained our crew competences to a very high standard. Should a Boat resources be held on the east coast, where the risk is much higher for east coast inundation'

Type C boat handling is a very effective rescue tool if used correctly with a well drilled crew. It does however have a very high skill fade and not something I believe an on call station can maintain.

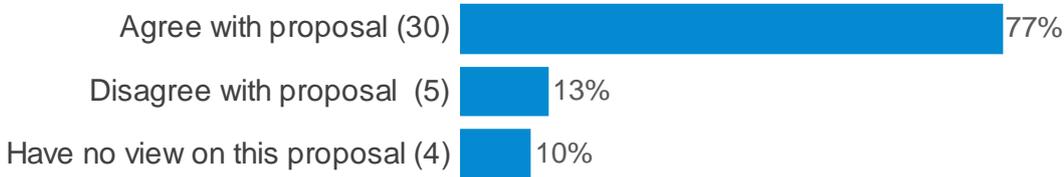
Due to now needing 2 SWRT crews at water rescues believe downgrading SWRT would make mobilising much harder and maintaining appliance availability. Also believe more data needs to be collected with the introduction of 2 SWRT Crew response before decision can be made.

although I agree with removing the type B team from Sleaford I feel that some form of SWRT should be maintained at the station given its centralized location and its ability to provide a back up to other SWRT teams.

The SWRT incident hotspot legend the data suggests that Louth is in an extremely ideal location in terms of being central to where the incidents are located that they have attended. Local risk such as Covenham Reservoir should not be forgotten as on February 6th 2016 a rescue was performed by a Type B team, link to article followed. (<https://www.lincolnshireworld.com/news/update-rescue-crews-attend-covenham-reservoir-after-reports-of-windsurfer-in-distress-2178845>). There was unfortunately a death at Covenham Reservoir on the 4th of July 2020; a SWRT team did not attend this as the lady was preannounced dead at the scene. Just these two incidents clearly show that this is a high risk area that needs to be considered to ensure that the local community are safe. In summer 2020 there were reports of children jumping into the Reservoir area an area which is extremely dangerous due to the works that are underwater in that part, thanks to proactive work from local SWRT crews at Louth and the Police this risk to the children was reduced. There have been a number of occasions where the crew at Louth has not been SWRT on that day due to the service not providing enough training course for the new crew members or long term back fills therefore meaning Louth have not attended and the next nearest team having to attend, this meaning the figures are not showing the true risk in the areas that Louth would have been the nearest SWRT team to. Also there have been incidents that we have attended in P1 and in actual fact should have been attended in the SWRT Van thus not showing true data for the risk in the area. You will also be losing the skills and the experience that the crew at Louth has gained over the years from training and attending operation incidents which is priceless, invaluable and irreplaceable which would be a huge loss to the service and our communities by training up brand new crews from scratch. The review states that Louth has only attended 7 SWRT incidents in a 5 year period however we have actually attended 38 incidents according to the SWRT rescue incident analysis, and it is actually 7 incidents in the station area.

Large Transport

Based on the evidence, do you agree or disagree with our proposal to remove existing provision from Lincoln North Station, with an increased response being provided from Boston, Grantham and Louth Stations?



If you disagree, please briefly explain why

it's gonna create quite a gap in west division and significant delays in getting appropriate assets to an incident North of Lincoln A15

As per type B local risk must form part of the risk assessments when deciding the response capability IMO and not solely historic reported incident's.

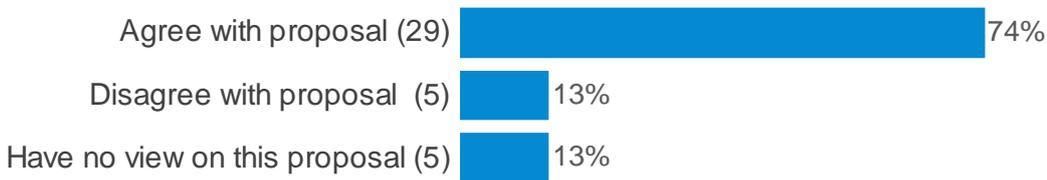
We agree with the proposal if this is a 'True' Heavy rescue and not a dumbed down version

This is being done to accommodate the hidden of making Louth a day-crewed station with no night commitment.

With the road network around Sleaford having as many incidents as it does I feel that it would be better suited to place a Large transport vehicle there instead of Grantham. It would be closer to other hazard areas as it could go south to support Granthams pumps but also it is better situated to cover other areas of the county. The personnel are already trained to a higher level for Large transport incidents with their USAR Training

Heavy Rescue (USAR)

Based on the evidence, do you agree or disagree with our proposal to remove existing provision from Lincoln North Station, with a response being provided from Grantham and Louth Stations?



If you disagree, please briefly explain why

Louth is far from most 'heavy goods' services in Lincolnshire, unless looking at cross border provision (into Grimsby, the docks etc). Rail networks centre on Lincoln, with the majority of heavy goods vehicles using the western section of Lincolnshire (up and down the A1), the north of the county (Scunthorpe to Hull, Grimsby etc) and across the central spine of the county (Lincoln to Norfolk and down to Spalding for agricultural support). Therefore taking away existing provision from Lincoln North appears foolish.

We agree with the proposal if this is a 'True' Heavy rescue and not a dumbed down version

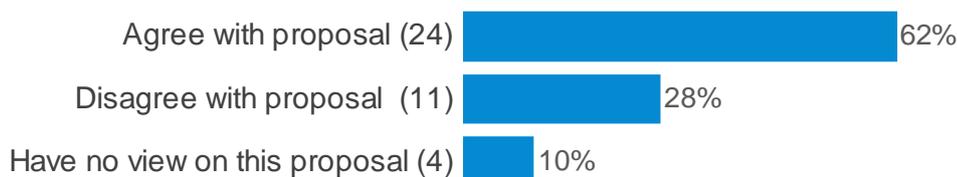
Same answer as Q5,

Response from one station within each division would be ideal

Sleaford personnel Are already USAR Trained however extra funding will now be required to train personnel up to this level to respond to incidents.

Command Support Provision

Based on the evidence, do you agree or disagree with our proposal to remove the existing provision from Market Rasen Station, with an increased response being provided from Gainsborough, Grantham and Louth Stations?



If you disagree, please briefly explain why

I don't agree with the command support provision being put at Gainsborough, as we already have SWRT and HVP as additional skills. Sleaford would be a fair option as they are central to the service and only have one additional skill in the new proposal.

No dedicated command support unit, taking frontline appliances off the run to do a command support role. If anything the command support role should be encouraged more on PDAs and be mobilised to most incidents like neighboring brigades such as notts/leics.

I disagree as I feel Sleaford should have command support instead of Gainsborough as they only has one extra skill.

Sleaford only have 1 extra skill (USAR) and are paid an extra 5% on top of wages for LCS. Gainsborough already has 2 extra specialisms - HVP and SWRT both of these are also national assets and crews are paid no extra.

As this skill location is not risk based, for example water teams next to bodies of water, I think the locations of this skill should be more centralized in the county to enable better response times and reduce travel distances. It would also be used at large incidents with long durations this would take wholtime crews out of their areas. Could retained stations do this as it would boost retained station jobs and opportunities to attend.

Should remain a single experienced unit to complete assest, depends on what extent command support will be utilized in future,

With the introduction of the new command support structures and equipment now in use on all appliances this response can initially be handled within the first stages of any incident by any appliances with a non emergency response from opps support should the incident become protracted.

If you disagree, please briefly explain why

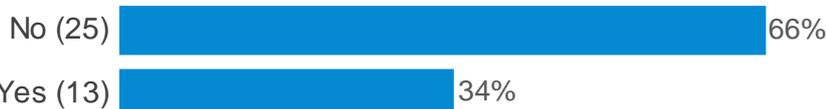
I believe that utilizing a specialist rescue vehicle as a command support vehicle as a waste of that specialist recourse. An incident requiring command support is a protracted incident - if, for example, Gainsboroughs TRU is sent as a command support vehicle it takes that specialist water rescue asset away from arguably the biggest water risk in the county. Believe that command support should be a stand alone vehicle or non mobile kit that could be mobilized by ops support.

i disagree because Gainsborough has HVP, SWRT, BOATS, and station rope , utilising the swrt van to for command support will take that capability away, and Gainsborough have more water jobs than house fires. Lincoln South are better suited and in a more central location to take on this asset .

Do not fully agree nor disagree, only Market Rasen often have the crew to man the CSU as well as support pump, would this be the same case for RDS at the proposed stations? Do agree with more than one CS available from another division not just West.

Taken from the review document the reasoning for Louth to have command support unit is due to the fact that Louth has only attended 7 SWRT incidents in a 5 year period however we have actually attended 38 incidents according to the SWRT rescue incident analysis, and it is actually 7 incidents in the station area therefore meaning the data is wrong and the grand total for incidents each station was mobilized to a SWRT incident was 286 and the total for Louth is 38.

Do you have any other comments you wish to make on these proposals?



If your comments relate to one area specifically please include the question number this comment relates to

Sleaford crew still attract the 25% extra salary allowance for their additional skill of USAR. As all other wholtime stations now have more additional skills than Sleaford surely we should attract the same allowance. Some of these skills are also a national asset.

Firefighters should not be undertaking command support duties at all . Firefighters at incidents should be doing the job trained for and working to put fires out and rescue people , their skills should not be wasted sitting down and doing paperwork. firefighters are also given no official training in command support , the role of command support should be carried out by crew managers at a minimum. firefighters being detailed to do command support at incidents is also a factor in retained FF retention, for example, a quiet station is finally called to a good job and the new FF's are detailed to fill in paperwork instead of getting mucked in and doing the job firefighters are here for, and the service is surprised people leave after a couple years service retained. also whole time FF's should not have skills and experience wasted on filling in paperwork.

HVP was not included in this review. It is currently split between 3 stations on a monthly rotation which can cause issues. If the assets were kept together and not split apart on a 3 way rotation this would enable better quality of training. for example 1 month HVP & HOSE LAYER at Gainsborough all practical training done, that same month Grantham no assets but available for crewing and theoretical/ table top exercises performed and the following month swap. If both wholtime and retained crews at grantham and gainsborough were trained up that would provide the adequate crewing levels and simplify the asset. As sleaford has been left to specialize in USAR with no other skills and have the 25% allowance and allowance in training days would that be offered to other stations with national assets the same allowance. With some stations even having 2 national assets

With a little bit of joined up thinking and practical investigation via other UK fire and rescue services it is clear that other Fire authorities have invested heavily within this subject. Others have invested heavily and enabled more than capable response vehicles which would allow for a greater comprehensive and standardized response across its response area.

Crews that have specialist level 3 skills should be paid for those skills. USAR crew get an extra 5% for their USAR skill. This is an unfair system.

If your comments relate to one area specifically please include the question number this comment relates to

Specialist water training needs a dedicated trainer and provision for crews to get off station to do the training without being cancelled at last minute notice due to no RDS cover. Specialist crews should be paid the extra 5% that USAR crews are paid to reflect the extra skills and those crews should have access to better training for those skills.

Any decision to implement any specialism must be supported by the required training. The required training includes the maintenance of the specialisms with the time and budget for it to be done properly. Previously this has not been the case with water rescue for example.

Have we not gone to the government for extra funding? Sadly because we started doing these things without them being part of F&R remit that the public now expect us to do it and will be frustrated/annoyed/angry that our response will be further delayed or we will be unable to assist. If F&R are unable to help - who can?

Water Rescue. I have attended over 20 shouts to water related incidents in the last 2 years so I am surprised by the figures in the report, does this also include incidents to which we have been mobilised in the wrong appliance, ie attending water incidents in P1 instead of R3

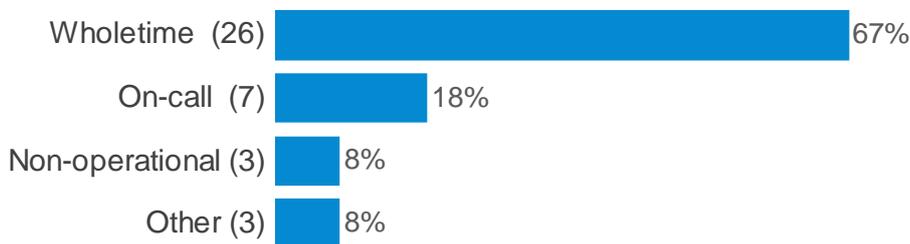
The figures used do not include times where specialist crews would have been available but due to staff not being up skilled are not.

It seems unwise to make one of the quietest wholetime stations even quieter by removing all of the specialisms that it holds. At the same time Busier stations are gaining more specialisms and even more incidents. There is no allowance for the fact these busy stations are more likely to be occupied at another incident in the pump and so unable to respond to specialist incidents.

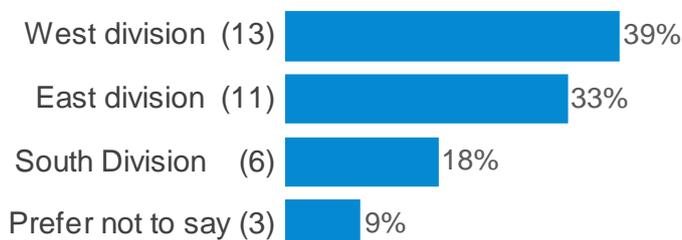
Q 5&6.Sleaford as a USAR station already have and maintain these skills and could provide a timely response as a crew whilst being backed up by the on call USAR team for larger protracted incidents. What is vitally important is the service must be able to acquire, maintain and resource these additional skills for the crews which has been problematic to say the least in recent years.

What is vitally important is the service must be able to acquire, maintain and resource these additional skills for the crews which has been problematic to say the least in recent years. Recognising that some of the technical rescue capabilities sit outside of the statutory duty of the Fire and Rescue Service these functions are included in the IRMP to meet identified risks. We urge Lincolnshire Fire and Rescue to request additional funding from Government to enable proper resourcing to these risks. In addition, firefighters should also receive financial recognition for the extra skills applied and maintained outside the requirements of the role but within the job function.

**Please tell us in what capacity you have answered this survey?
(Member of staff / representative body)**



Please select which division



If Other please state

FBU

FBU