



DEVON &  
SOMERSET  
FIRE & RESCUE SERVICE

# Incident Support Unit Delivery Strategy

Version 0.02

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# 1. INTRODUCTION

This document sets out the Incident Support Unit (ISU) delivery strategy. The strategy is integral to and supportive of, the Rapid Intervention Vehicle (RIV) Strategy; which consists of three phases, each taking one year to complete. Each phase will see the introduction of 15 RIV's and at the completion of the programme there will be a total of 45 RIV's and 6 ISU's in operation across the Devon & Somerset Fire & Rescue Service (DSFRS).

## 1.1 Assumptions

This delivery strategy makes four assumptions:

- That the Organisation continues to adopt the recommendations contained within the Strategic Asset Review (November 2015) and the Strategic Fleet Review (September 2015) and in particular, the recommendation to introduce the new RIV's and ISU's.
- That the organisation continues to implement the RIV Full Business Case approved on the 22 February 2017
- That the prototype RIV soon to be delivered to the DSFRS for testing and appraisal meets the defined user output specification
- That the RIV prototype is proven to be fit for purpose

## 1.2 Background

The Strategic Asset Review and the Fleet Asset Review undertook a significant amount of research and information/data gathering in relation to matters including:

- The evolving DSFRS risk profiles
- Primary fire occurrences and locations
- Road traffic collision types, occurrences and locations
- Availability of appliances and equipment
- The disposition and types of appliances in use

The recommendations contained within these reports was to introduce a “Tiered Response” for our emergency response assets.

The Tiered Response will see three types of appliances in use throughout the Service:

- Medium Rescue Pump (MRP)
- Light Rescue Pump (LRP)
- Rapid Intervention Vehicle (RIV)

To date the application of the Tiered Response has gone very well indeed. The delivery of the LRP programme is very near completion and the vehicles are proving to be a valuable asset. Whilst this programme has been taking effect a number of old and out dated MRP's have been disposed of as they were at end of life. The overall number of appliances remains the same.

It is recognised that as the new vehicles are introduced into service and the number of traditional MRP appliances is reduced, the overall equipment inventory being carried across the fleet at any one time will diminish. This is because the LRP's and RIV's do not carry the same quantity of equipment carried by the MRP's.

When attending small to medium type incidents the reduced inventory will have no consequence. However, when attending larger multi pump incidents where the attendance consists of numerous RIV and LRP appliances there will be a need to augment the attendance at the incident in order to ensure a full complement of equipment is available to deal with the job in hand.

The ISU is essentially a variable crewed equipment carrying vehicle. The ISU is manned with a crew of one to five personnel depending on the availability of crew and the demands of the incident. The ISU will be utilised to deliver equipment to predominantly larger multi pump incidents. It will also be available on request to attend other incidents.

Apart from driver familiarisation there is no requirement for any additional training for ISU crews as the equipment carried on these vehicles is of standard issue across the service

The ISU locations take into account matters such as:

- A desired in attendance time to incidents of within approximately 30 minutes
- Road network/geography and locations of MRP/LRP/RIV appliances
- Host station: garage/parking/infrastructure/space
- Host station crewing and availability
- Host station: not currently operating any other specials (in order to not overburden staff with: training/maintenance of skills/standard testing/call activity)

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## 2.0 ISU Delivery Strategy

The Tiered Response strategy involves the introduction of RIV's and the delivery programme will take place over a three year rolling period. This ISU delivery strategy will be delivered in conjunction with the RIV delivery programme and will take into account the roll out order of the RIV's. The ISU delivery programme is organised in priority order to compliment the delivery of the RIV's.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

### 2.2 ISU Implementation Plan

In order to ensure the ISU Delivery Strategy is successfully delivered it will be supported by the RIV and ISU Implementation Plans. The plans will involve close working and coordination between the key stakeholders and departments.

### 2.3 Quality Assurance

In order to ensure the ISU strategy and implementation plan remains valid it is most important, indeed essential, that an annual review is undertaken. The annual review will “check, balance and challenge,” and will consider matters such as:

- The evolving DSFRS risk profiles and Other Organisational changes
- Incident data and trends
- Feedback from the Operational Assurance process
- Matters raised through the Improvement Process
- Appliance availability data

The annual review will if necessary make amendments and refresh the ISU Delivery Strategy and the ISU Implementation Plan. This is in order to maintain validity and to allow the Organisation to be able to operate in an agile informed and considered manner whilst operating in a dynamic environment.

## 2.4 Summary

“Creating Safer Communities” Our plan 2016 - 2021 sets out our commitments and intentions. The vehicles and equipment section of the plan explains the Tiered Response Model, and it also sets out how we will seek to take advantage of new technologies and modern vehicles.

The LRP element of the Tiered Response model is nearing completion and it has been deemed a great success. In order to maintain momentum and realise our Organisational aspirations the next phase requires the roll out of the RIV and ISU programme.

This ISU delivery strategy and the supporting ISU Implementation Plan will help to bring to fruition our vision of making Devon and Somerset a safer place to live, work and visit.

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Appendix A

[REDACTED]

[REDACTED]

[REDACTED]

## Appendix B

### ISU Inventory

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Figure 1: Schematic representation of the experimental design. The figure is divided into two main panels. The left panel shows a grid of 20 rows and 4 columns. The first column contains black bars of varying lengths representing different stimuli. The second column contains black squares. The third and fourth columns are green. The right panel shows a grid of 20 rows and 4 columns. The first column contains blue squares. The second column contains red squares. The third column contains orange squares. The fourth column contains yellow squares. Black bars and squares are placed in specific cells across the grid, indicating the timing and location of stimuli and responses.

[illegible][illegible]

Figure 1 displays four bar charts arranged in a 2x2 grid, showing the distribution of 1000 simulated data points for different sample sizes (n=10, 20, 50, 100). The charts are organized into two rows and two columns. The left column shows the distribution of the sample mean, and the right column shows the distribution of the sample variance. The x-axis for all charts represents the true values (A, B, C, D). The y-axis represents the frequency of simulated data points. As the sample size n increases, the distributions become narrower and more centered around the true values.

Sample Size (n)	Mean Distribution (Left Column)	Variance Distribution (Right Column)
n=10	Wide distribution, centered around the true mean.	Wide distribution, centered around the true variance.
n=20	Narrower distribution, centered around the true mean.	Narrower distribution, centered around the true variance.
n=50	Very narrow distribution, centered around the true mean.	Very narrow distribution, centered around the true variance.
n=100	Extremely narrow distribution, centered around the true mean.	Extremely narrow distribution, centered around the true variance.