Derbyshire
Fire & Rescue Service
Making Derbyshire Safer


# Fit to Respond to 2022

## An Opportunity to Shape the Future of Derbyshire Fire & Rescue Service


*Make a difference and express your views by taking part in this consultation*

www.derbys-fire.gov.uk

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# INTRODUCTION

Thank you for taking the time to take part in our consultation process. This document explains why the Service must change and our proposals to address the required change.

Your fire and rescue service has a vision of making Derbyshire a safer place to live, work and visit and providing the best service we can with the resources we have available. This is achieved through the Service's three priorities:

- Preventing fire and other emergencies
- Protecting people, property and the environment
- Responding to fire and rescue emergencies

We have developed a number of proposals to form a new emergency response model for the county which proposes to alter the location and number of our fire stations, emergency response vehicles and staffing. These are outlined in this document at pages 41 to 185. The county wide model B, which is a hybrid of wholetime and retained fire stations, illustrates all these local proposals and how they link together to provide an emergency response for the whole of Derbyshire.

**This is your opportunity to influence both our local and county wide proposals in relation to the proposed:**

- **station closures;**
- **station relocations;**
- **building of new stations;**
- **our plans for staffing levels at the proposed stations;**
- **our plans for the number of fire engines and smaller response vehicles at the proposed stations;**
- **and the overall county wide model (B).**

Please let us know to what extent you agree or disagree with our proposals and importantly why. This will help us to understand your views when reconsidering our proposals following the consultation period.

There is a guide on page 26 that explains the difference between our staffing systems and the associated costs or savings in increasing or decreasing provision at a location.

**Finally please tell us what you think about our proposals relating to other services we provide to you, which are:**

- **Home Fire Safety Checks,**
- **Youth Engagement Schemes,**
- **Fire Cadets,**
- **Fire Safety Protection Audits**
- **Incidents we attend and level of resources we send,**
- **Recovery of costs by charging you for attending non-statutory incidents or false alarms.**

Through our consultation process we aim to ensure:

- the widest possible range of citizens right across Derbyshire have the chance to influence the plans, the overall response rate is high and the process is fully inclusive
- both operational and non-operational staff have the opportunity to comment and shape the draft plans
- all key stakeholders have the opportunity to comment on proposals relevant to their activity and geographical spread

This is your opportunity to help shape the future of Derbyshire Fire and Rescue Service.

**Please take time to complete the survey at page 34 of this document.**

**The consultation period commences on 1 October 2013 and closes on 23 December 2013.**

This document should provide you with sufficient information to respond to the consultation. However should you wish to look in more detail at our statistical analysis and research there is reference information on all our work to date on our website at www.derbys-fire.gov.uk, in particular in sections 4, 5, and 6 which give more detail on the proposals that directly affect you and our communities.

You will find there a bank of frequently asked questions and other supporting information that will continue to be updated throughout the consultation period, along with information about consultation events that you may wish to become involved with. Please also look out for our updates on Twitter and Facebook.

Sean Frayne
Chief Fire Officer/Chief Executive

Cllr Roland Hosker
Chair of Derbyshire Fire & Rescue Authority

# WHY THE SERVICE MUST CHANGE

Over the last decade the Service has seen a significant reduction in the number of incidents that we have been required to attend. Furthermore, since 2010 your fire and rescue service has faced unprecedented financial challenges and has taken significant action to address them. There has been minimal impact to the 'front line' so far.

To meet the most recent government funding announcements we must continue to act decisively to ensure the communities of Derbyshire receive the best possible service. **The reality is we will have to deliver 'less with less'.**

We believe that by proactively tackling these challenges now, we can build the foundation for a 'fire and rescue service which is fit to respond for 2022 and beyond'. We believe that 2022 is a realistic timescale for these changes to happen, minimising the impact on our employees, your safety, and when considering the scale of the change that will be required.

## What you said

In our 2012/13 consultation we asked *'if the Service continues to face restrictions on its budget, would you support the principle of matching the Service's resources to the level of risk in each area?'* The overwhelming majority (80.5%) of respondents were supportive of matching resources to levels of risk, for example locating our fire stations and fire engines where they are needed most, in the areas of high risk and targeting our home fire safety checks to those people most at risk from fire.

Faced with continuing reductions in funding we must now target our reduced resources to where they are needed most; to life risk. The proposals within this document are our recommended approach on how to achieve this.

## You call us less

Derbyshire's population, its buildings and the number of cars on its roads are ever increasing, yet the number of incidents we attend is falling. This trend demonstrates that risks in the community are reducing as a result of our increased prevention activities.

The numbers of homes with smoke alarms, the introduction of sprinkler systems, the way buildings are designed and regulations regarding the manufacture of furniture all contribute towards making homes safer and protecting vulnerable people.

As part of our research we have analysed our performance data for the last 10 years and it has shown a downwards trend across Derbyshire in all types of incident, despite the fact that the number of households, population and number of vehicles on our roads has increased. In the last 10 years Derbyshire's population has grown by 5.1%, and the number of houses has increased by 8.4%.

However the number of incidents has not increased to reflect this. In fact we have experienced:

- a 50% reduction in the number of incidents we have attended. These have fallen from 14,777 in 2003/04 to 7,377 in 2012/13.
- a 62% reduction in all types of fires that we have attended.

Our statistics show there has been a 32% reduction in the likelihood of a fire in the home in Derbyshire today compared to ten years ago.

On Derbyshire's roads we have worked closely with the Police on road safety campaigns, particularly in relation to educating young drivers on the risks of being a driver. We have seen a 20% reduction in Road Traffic Collisions attended over the last 10 years.

Our first priority when responding to any type of emergency is the protection of life, 'life risk'. Of all of the incidents attended in 2012/13 only 8% were classed as life risk – that is 565 incidents.

We have been working hard with local businesses and agencies to reduce the number of occasions we have been required to attend a premise due to the activation of a fire alarm which has subsequently been identified as a false alarm. Through this work we have seen a 47% reduction in false activation of fire alarms.

# FUNDING REDUCTIONS 2010-2018

## What has this meant so far?

Derbyshire Fire and Rescue Authority have a statutory duty to balance the budget each year and are dependent on central government to provide over 45% of its funding. Since 2010 the Government has announced a series of funding reductions for the Authority. These funding reductions have meant the Service has less money to spend year on year. Based on the notifications we have received from Government to date, our operating budget will reduce by £4.8M over the period 2011/12 to 2014/15 (a 24% reduction in funding).

In response to the financial challenges, in 2010, we established a programme known as the 'Effectiveness Programme' to deliver sustainable 'on-going cashable savings'. We had delivered £3.1M of on-going savings by the end of 2012/13 and are on schedule to have achieved £4.4M on-going savings by the end of 2013/14. Our work to achieve this has included:

- Cost reductions – This involved challenging all of our budgets, reducing our levels of spend with all external suppliers and providers, and a complete internal service restructure.

- Managing our workforce numbers – this led to a reduction of 145 posts (15% of the workforce), of which 14% were management positions.

At £35.98 per head of population per year, the Service provides a low cost service to our communities.

## What does it mean for the future?

There are no indications that the funding reductions are likely to disappear after the next election. Indeed, the national Labour opposition party has confirmed publicly that they will have no choice but to work within the government's financial plans for 2015/16 should they be successful in leading government following a general election.

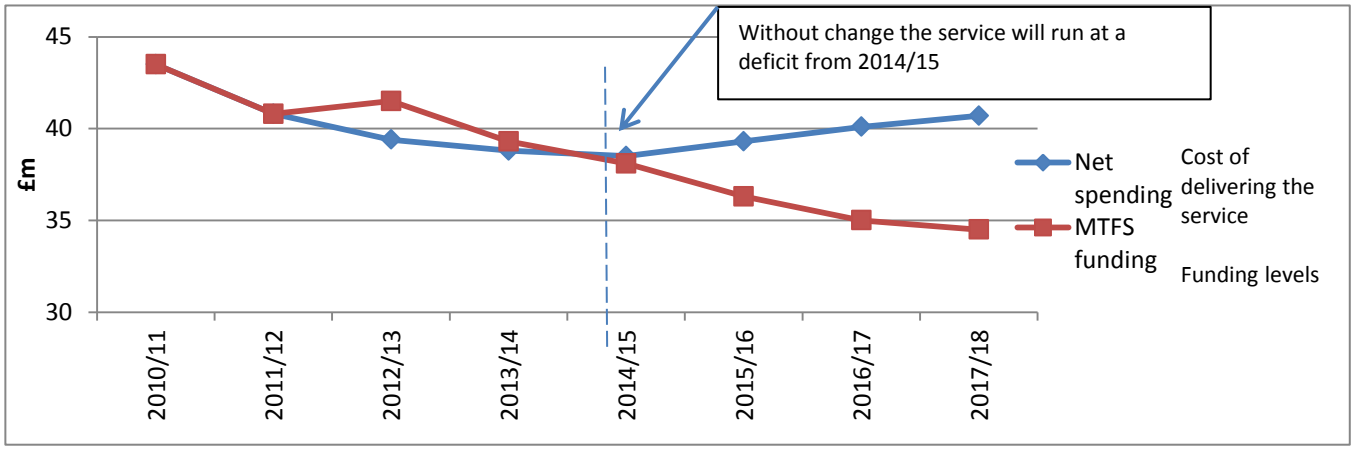
Whilst we have made good progress to date, funding reductions in 2015/16 are estimated to be in the region of 10% (£1.5M) based on information provided from the Government in June 2013. Further cuts of 6.5% are anticipated in 2016/17 and in 2017/18. This could leave us with a deficit in our budget of between £4.4M and £5.1M by 2016/17 and means the Service will have experienced more than a 40% reduction in its funding by 2016/17. The variation in figures account for flexibility for the Fire and Rescue Authority to determine whether or not in each year they raise your council tax.

Whether we have to find £4.4M or £5.1M this will require a complete transformation of the way we deliver our services to you and a rethink on how we work.

Whilst we recognise our plans are based on some financial estimates at this stage, we believe they are sound and are required to confirm the robustness of our assumptions in setting our budget.

Forecasts are based on government announcements relating to public sector spending, and use financial modeling to take account of known pressures and the effect of saving plans on our budget. Our External Auditors have reviewed the Authority's Medium Term Financial Forecast and confirmed '*The Authority's financial and operational plans are clearly integrated and project forward in some considerable and appropriate detail over the next four years'.*

The graph below shows in £M the level of funding we receive starting in 2010/11 and projected through to 2017/18 i.e. the red line. It also shows our operating costs to deliver the service i.e. the blue line. As indicated by the arrow, if we do not reduce our operating costs further the Service will run at a deficit from 2014/15 and the Fire and Rescue Authority will have failed to meet their statutory duty.




## What are we doing with money we have saved so far and how are we going to fund the proposals?

Due to the proactive approach taken by the Service to address the financial challenges early, we are currently holding reserves (savings) of £15.8M. Of this, £2.5M is maintained in a general reserve to provide short term funding if required in line with best practice. However we propose to use a large proportion of the remaining reserves to support these Transforming Service Delivery proposals and provide funding to cover costs associated with staff changes.

We will however, be reliant on the sale of existing stations to the offset some of the costs associated with the building of new stations; we also propose to actively pursue government 'one-off' transformation grants as they become available to support the change programme. Estimated costs of new stations are based on current footprint of new builds. We aim to achieve lower costs per station through redesign to a smaller footprint. Estimates on resale values are conservative for costing purposes. We aim to maximise our return on these assets in line with the market at the time of sale.

A further contribution to the capital costs could be made from the sale of the Authority's housing stock, located at Matlock, Glossop, and Swadlincote Fire Stations. These houses have been provided to firefighters working the day staffing / crewing systems at those sites.

# OUR EXISTING ARRANGEMENTS TO RESPOND TO INCIDENTS

Most of Derbyshire's fire stations are located where they are in line with national standards of fire cover set in 1947 and subsequently updated in 1985. These standards were determined based on the number and type of buildings in an area. These standards became void in 2004, with the introduction of the requirement to locate resources based on local risk information, with a priority on life risk and to set local emergency response standards.

Subsequently the Fire and Rescue Authority set a local emergency response standard to provide the first fire engine to life risk incidents within 10 minutes on 80% of occasions.

To date the location of our fire stations and emergency response vehicles have remained fundamentally unchanged. However, to address the challenges brought about by reduced funding we have undertaken a detailed review of our emergency response provision. The current station based staffing costs of our emergency response provision are approximately £15M per year. This figure is based on having 31 Fire Stations, 41 Fire Engines and 308 whole time firefighters and 300 retained (part-time or on-call) firefighters located across the County.

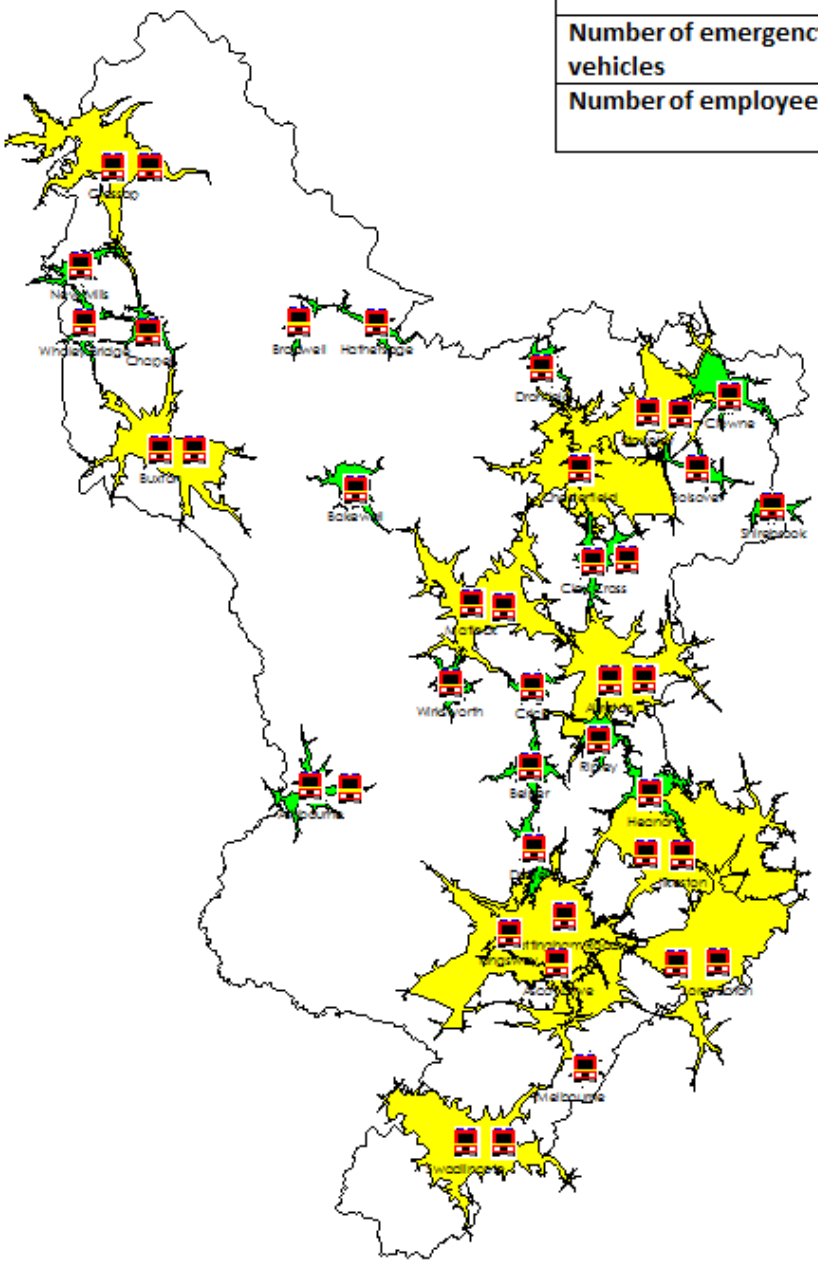
Our existing emergency response provision is no longer the best use of our resources and has become financially unsustainable due to significant reductions in government grant funding. As indicated earlier, you call us less. Our incidents across all types have reduced. We have seen changes in demographics and road infrastructure across the County. More information on your locality can be found at pages 41 to 185. Our operating budget has and continues to reduce significantly, so we can no longer operate within our existing model. Our service will have to provide 'less with less', but what we will do is to continue to work hard at reducing risk in our communities to help reduce the demand on our Service and make our communities safer.

The map overleaf shows the current location of the Service's fire stations. The yellow areas indicate how far wholetime (WDS) i.e. full-time crewed fire engines can travel in ten minutes based on normal road speed. The green areas show how far the Retained Duty System (RDS) or part-time or on-call crewed fire engines can travel in ten minutes based on normal road speed. Please note this is a shorter distance because RDS firefighters are allowed five minutes to travel from their home or place of work to the fire station before joining the crew on the appliance to travel to an incident. The images of fire engines show the current number located at each station.

Two of our current stations Glossop and Matlock currently provide a 'day staffed or crewed' provision. This means that for a 12 hour period each day the first fire engine is staffed by wholetime firefighters. The remaining 12 hour provision is provided by the same employees being on-call as retained firefighters from houses provided by the Authority which are located next to the fire station or from their own home in the locality. Therefore at these stations the area they are able to respond to in 10 minutes based on normal road speed (shown in yellow) currently reduces at night when they go on-call.

# Existing model

| | |
|---|---|
| Staffing cost of these arrangements | £15M |
| Number of fire stations | 31 |
| Number of emergency response vehicles | 41 |
| Number of employees | 308 WDS<br>300 RDS |



Your local fire engine covers the whole of Derbyshire and all the fire engines in Derbyshire cover your local area.

Fire Engine

Wholetime or Day Staffing (WDS)

On-Call (RDS)

# THE JOURNEY TOWARDS A SERVICE 'FIT TO RESPOND FOR 2022 AND BEYOND'

## Our approach to the review

In January 2013, the Service established a project group of experienced operational response officers, to fundamentally review the way we deliver our emergency response to you. This group worked within a framework of objectives which were to:

- locate resources to current and future risk (with a priority on life risk)
- work within the current national duty systems (work patterns) available (i.e. wholetime, day staffing or crewing, retained duty system)
- identify locations to maximise our response times to Derbyshire's communities
- not to be bound by current locations and current levels of resources
- be mindful of the financial challenges facing the Service.

They used a 'blank canvas' approach to redesign a Service that is 'fit for Derbyshire communities for 2022 and beyond'. The team had access to the latest technology and mapping software to identify areas of local risk, and to identify how far a fire engine could travel within 10 minutes from different localities. An in-depth review by these officers considered a range of factors important to emergency response provision. These included:

- optimising resource to risk – ensuring our emergency response resources are tactically placed to meet our areas identified as highest risk from fire
- maximising use of our resources for Derbyshire's communities – realigning the placement of our resources to provide maximum emergency response provision within the county boundary
- response times (current and new) – comparing the proposed model with the current model in terms of impact on our response times
- resilience of our County wide provision – our ability to deal with large scale and multiple incidents across the whole of the county
- sites of higher fire risk to firefighters – commercial and industrial sites that present a higher risk to firefighters when responding to incidents
- road infrastructure – recognising the impact of new roads and changes to existing roads
- population profile (prioritising those most vulnerable to fire)
- deprivation – aligning resources to areas of higher deprivation as evidence shows that they are more at risk of fire
- historical incident data (all types) – this provides factual evidence of where incidents occur and the associated trends
- future local development plans –consideration of future local authority (council) development plans
- operating costs – the need to reduce our operational costs in line with funding reductions

# Some influencing factors in more detail

### Firefighter safety

We value the safety of our own operational Firefighters. Therefore those sites that are considered as a high risk to firefighters attending incidents have been taken into account. It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. Where there is a significant increase in attendance times to a specific high risk site additional risk reduction, planning, training and contingency plan testing, working in collaboration with owners and occupiers would take place as a form of mitigation.

### Initial response times & transport risk

There are many influencing factors that impact on our response times. The road infrastructure is dynamic, in that it is constantly changing due to events such as traffic congestion; volume of traffic; road traffic collisions and even time of day. All of these factors can slow down the natural flow of traffic and level of risk on our highways and this inevitably, impacts on our response times too.

### Property Fire Risk Ratings

The rationale behind the Property Fire Risk Map is to ascertain where risk lies in the county. This is performed by scoring Lower Super Output Areas (LSOAs) according to 4 predefined parameters. These are:

- The number of dwelling fires in an LSOA
- The number of property fires in an LSOA
- The number of dwelling fire casualties in an LSOA
- The Indices of Multiple Deprivation (IMD) score for the LSOA

From these figures, scores between 2, 4, 6, 8, 10 or 12 are given, where 2 represents the lowest risk score and 12 the maximum. These figures are then put into the risk map mathematical formula, which is detailed below.

- S: Final risk score
- D: Annual rate of dwelling fire
- C: Annual rate of dwelling fire casualties
- P: Number of property fires
- I: IMD banding score

$$S = D + 4C + P + 2I$$

The scores that come out of the formula lie between and including 16 and 96 and are thus split into four final risk grades; Very High, High, Medium and Low. The reason for multiplying C and I by 4 and 2 respectively, is to give them more effect in terms of the final risk score.

These categories are equally sized groups of 20; for example the Low risk falls between 16 and 35, Medium 36 to 55 and so on. The final grades (VH, H, M and L) are then uploaded into the Geographical Information System and thematically mapped to represent areas of risk.

**Derbyshire Resilience**

It is important to recognise that all fire engines within Derbyshire, and if necessary, from outside Derbyshire, are a resource for your local community. Likewise, fire engines in your located in your community are not exclusively assets for your area, they are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances (such as for example a very large fire or wide area flooding) require it. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending Fire Engine. The proposals have therefore given focus to this in more detail for each local area. There is more information outlining the detailed methodology and evaluation of the above factors in our reference document which can be found on our website, and at pages 41 to 185 in this document you will find more detail in relation to each locality.

**Local Authority (Council) Future Plans which could impact on our plans**

The East Midlands Regional Plan was abolished in 2013. This was also known as the Regional Strategy. It set development targets for the county and each local authority area. Following its abolition local planning authorities were given the responsibility to review and, where appropriate, revise their approach to objectively assess their own housing needs and use of land.

Currently, most Local Authority Plans are in draft form, with the exceptions being Chesterfield Borough Council (adopted in June 2013) and Erewash Borough Council which will report on its plans shortly. Most other authorities have reached a fairly advanced stage in preparing their plans and these have been taken into account. However, a number are still in public consultation and we will continue to monitor the current and emerging situation.

## Options considered

Using professional judgement, underpinned by statistical analysis, a number of options were identified and evaluated. The three models considered by the Fire and Rescue Authority were:

- Model A - Wholly Wholetime
- Model B - Hybrid of Wholetime and Retained Duty System
- Model C - Wholly Retained Duty System

## Model A

Model A was a wholly whole-time model. The model proposed a response delivery solution made up of 13 whole-time Fire Stations. There were 2 options within this model. These 2 options were firstly 13 stations, each with 2 fire engines, and secondly 13 stations, each with one fire engine. A whole-time station is permanently staffed 24 hours a day 365 days a year with full-time employees; all appliances are available for immediate response.

The two fire engines per station solution along with the extensive station build programme required did not enable the required financial savings to meet the known and anticipated financial challenges. Furthermore the one fire engine per station solution, whilst providing significant savings, did not provide sufficient operational resilience overall and would have a detrimental impact on firefighter safety due to the delay in supporting resources. We also recognised that whilst this model provided similar cover as our current model to life risk incidents, it substantially reduced the cover of known high risk areas, and reduced cover overall for all incidents, in comparison to the current model and model B. It was decided therefore not to put this model forward for consultation.

## Model B

**This model is the preferred model that the Fire and Rescue Authority wish to consult upon.** It is made up of a hybrid of two duty systems (whole-time and retained). A whole-time station is permanently staffed 24 hours a day 365 days a year with full-time employees; all appliances are available for immediate response. A retained duty system station has part-time employees who are on call to respond to incidents from their homes or places of work. They have five minutes in which to attend the fire station before the emergency response vehicle actually mobilises to the incident. The model proposes a response delivery solution made up of 20 Fire Stations. The proposal is for two wholly wholetime stations, three stations with WT and RDS staff and 15 with wholly RDS staff.

The proposed hybrid model B would have limited impact on the communities of Derbyshire whilst enabling a reduction of around 20% of station based staffing costs.

Community fire safety (Prevention) - We intend to increase the number of resources we allocate to community safety (prevention) to work with vulnerable members in the community as outlined in support services section at page 30.

The difference in levels of response would be mitigated in part by the introduction of the 30 Operational Community Safety Officers (OCSOs) and a subsequent increase in prevention activities to accelerate the driving down of risk in communities.

We know our communities well and with the help of the public, in line with our community contract, we are able to quickly identify and take action to reduce the risk of fire to those most in need. This is not new to us, we have been working successfully like this for a number of years; the difference is we would have more people actually working in our communities, making them safer.

Fire Safety (Protection) - Our increased activity would also extend to those that work in the commercial sector and in all forms of industry as outlined in the support services section at page 30. We already have a well-established risk based inspection programme that works with these sectors, supporting them and assisting them to comply with fire safety regulations designed to ensure their businesses, staff and customers are safer from fire.

Model B is considered to provide the preferred solution because it achieves significant financial savings without unduly compromising the response service we currently provide. The model also provides the greatest cover of the three options for known high risk groups, meaning that we would be able to respond quickly to those most likely to have a fire in the future.

## Model C

This was a wholly retained model made up of 38 Fire Stations staffed by personnel on the retained duty system. This provided an increase of 7 stations from the current 31. A retained duty system station has part-time employees who are on call to respond to incidents from their homes or places of work. They have five minutes in which to attend the fire station before the emergency response vehicle actually responds to the incident.

Model C provided the highest level of savings across all models and put a fire station in more of Derbyshire's communities. We recognise the model could also have recommended an even greater increase on the number of RDS stations proposed and still make significant savings which could provide some improvement to performance. However, it was not considered to provide the preferred solution because it did not take into account the challenges associated with the recruitment of RDS employees, the speed of response and resilience issues associated with 100% reliance on the retained duty system. This model would also mean a significant drop in performance as it would have the highest impact on our ability to reach high risk areas and all other types of incident.

## Summary

The table overleaf provides a summary of the associated costs, performance and geographical reach of the first fire engine's ability to respond within 10 minutes to our communities for each model. More detailed explanations are outlined in the reference document on the website.

A summary of each of the models considered by the Fire & Rescue Authority are outlined below:

| Models | Existing model<br><br>Hybrid of wholetime - WDS, retained duty system – RDS (on-call) and day staffing - DS | Model A<br><br>Wholly wholetime - WDS | Model B<br><br>Hybrid of wholetime - WDS and retained duty system RDS (on-call) | Model C<br><br>Wholly retained duty system - RDS (on-call) |
|---|---|---|---|---|
| **First fire engine to all incidents within ten minutes** | 82.9% (day)<br><br>80.9% (night) | 73.7% | 75.2% | 58.9% |
| **First fire engine to life risk incidents within ten minutes** | 76.2% (day)<br><br>74.2% (night) | 72.7% | 66.4% | 49.2% |
| **First fire engine to the population of Derbyshire within ten minutes** | 78.7% (day)<br><br>75.9% (night) | 69.4% | 70.1% | 51.9% |
| **First fire engine to those deemed most at risk from fire within ten minutes -Mosaic Groups (L,M,N,O)** | 84.2% (day)<br><br>81.8% (night) | 69.3% | 76.5% | 54.7% |
| **Number of firefighter posts on stations** | 308 WDS<br><br>300 RDS | 676 WDS (2 engines per station)<br><br>364 WDS (1 engine per station)<br><br>0 RDS | 200 WDS<br><br>(30 posts as OCSOs)<br><br>306 RDS | 0 WDS<br><br>532 RDS |

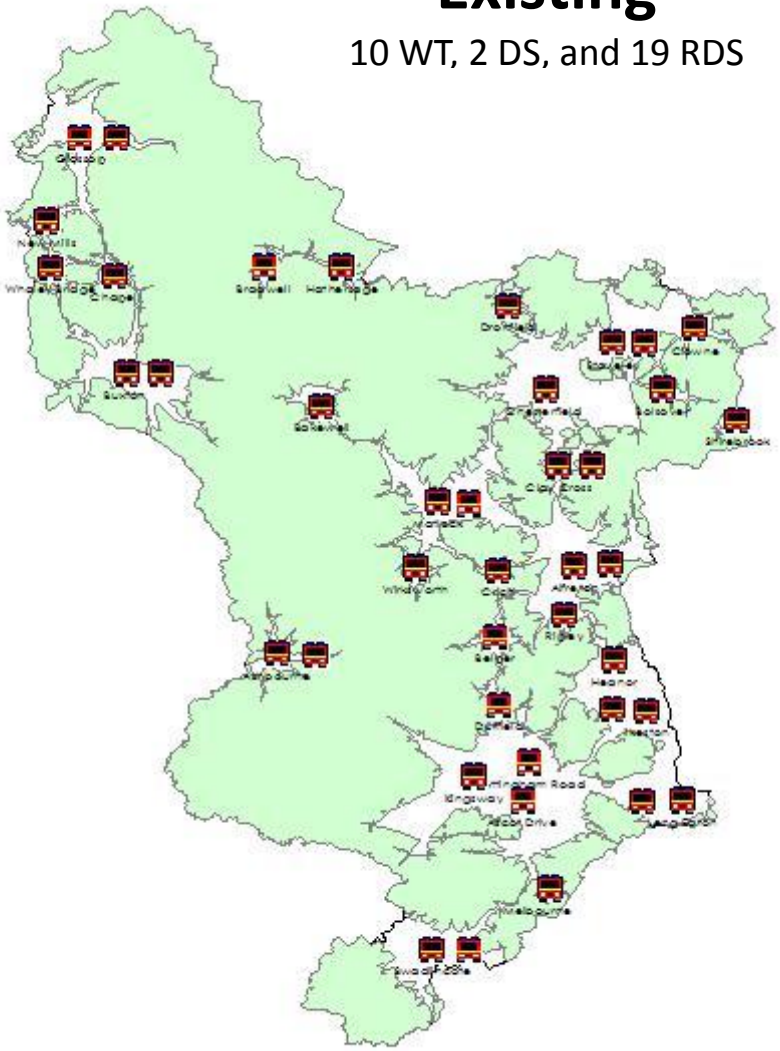
| Models | Existing model | Model A (wholly WDS) | Model B (hybrid of WDS and RDS) | Model C (wholly RDS) |
|---|---|---|---|---|
| **Changes in staffing levels** | NA | 2 engines per station =<br>Increase of 368 WDS posts<br>Reduction of 300 RDS posts<br>1 engine per station =<br>Increase of 56 WDS posts<br>Reduction of 300 RDS posts | Reduction of 78 WDS posts<br>Increase of 6 RDS posts | Reduction of 308 WDS posts<br>Increase of 232 RDS posts |
| **Number of fire stations** | 31 stations | 13 stations (both options) | 20 stations | 38 stations |
| **Number of emergency response vehicles** | 41 Fire Engines | 26 Fire Engines (2 engines per station<br>13 Fire Engines (1 engine per station) | 25 Fire Engines<br>15 Smaller Response Vehicles | 38 Fire Engines |
| **Approximate Staffing Costs per year** | £15M | £26M (2 engines per station)<br>£14M (1 engine per station) | £12M | £5.5M |

The maps overleaf provide a geographical image of each of the models considered, with the proposed models displayed on the right, compared to our existing service provision on the left. The areas shaded white are the localities that a fire engine could reach within 10 minutes.

# Comparison Models

## Existing

10 WT, 2 DS, and 19 RDS



## Model A - Wholly WT

13 WT stations


Fire Engine

# Comparison Models

## Existing

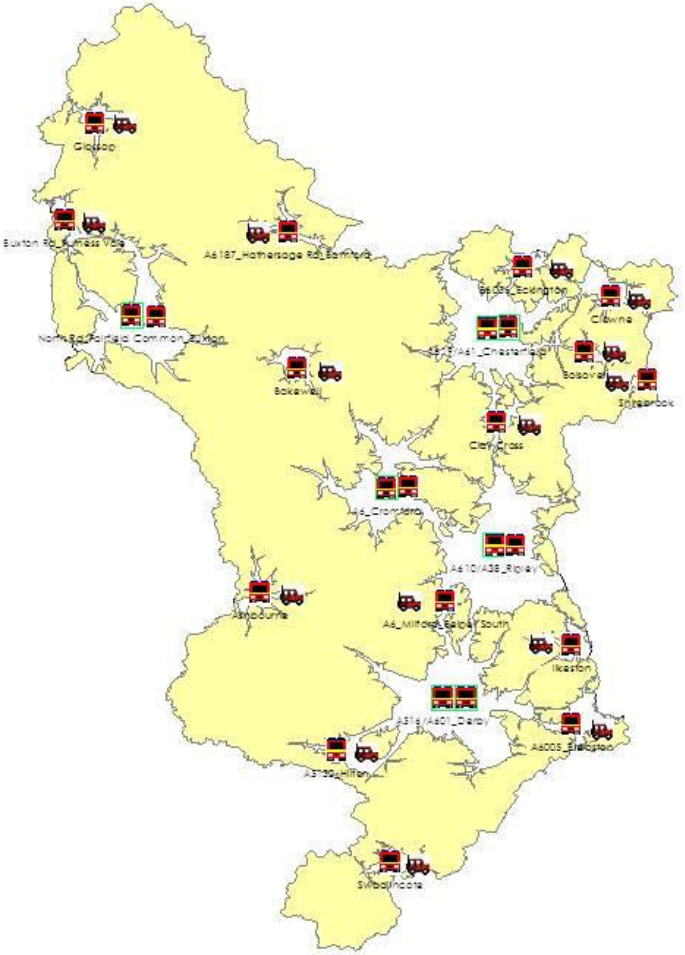
10 WT,  2 DS and 19 RDS


SRV

Fire Engine

## Model B (Hybrid)

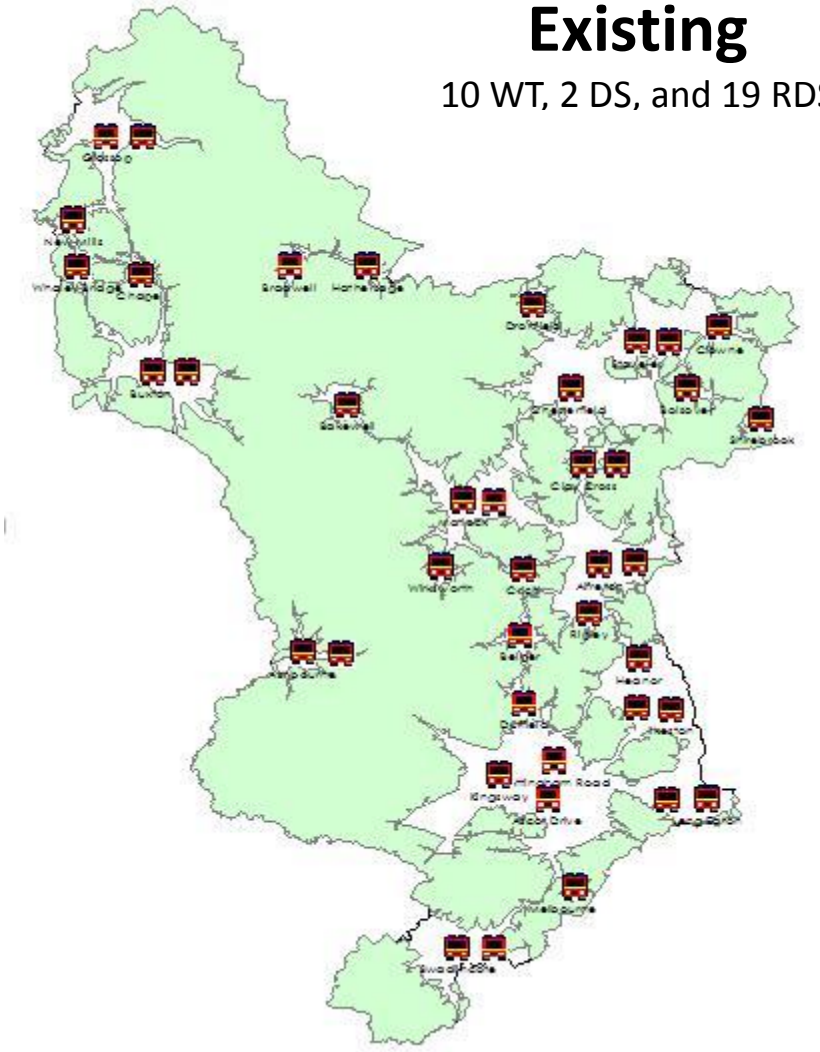
5 WT and 15 RDS



# Comparison Models

## Existing

10 WT, 2 DS, and 19 RDS



## Model C Wholly RDS

38 RDS stations


Fire Engine

# CONSULTATION PROPOSALS - County wide wholetime and retained hybrid emergency response model (B)

**The view of the Fire and Rescue Authority is that the most appropriate and balanced model, is a hybrid of Whole-time and Retained Duty System emergency response resources in strategic locations across Derbyshire. This view has been formed taking into account all of the research undertaken which is outlined in this document and in the more detailed reference document, which can be found on our website at www.derbys-fire.gov.uk**

## Stations

A hybrid model (B) of five whole time fire stations and fifteen on-call RDS fire stations is proposed for consultation. The net costs of the associated building programme are initially estimated at £9.1M (£27.1M new builds off-set by receipts from sales of £18M). Through our proactive efforts to find efficiencies to date we have set aside £15.8M in reserves (savings) to support our transition to a new model. Furthermore, there are opportunities to seek government grants for such new build or change projects.

Estimated costs of new stations are based on current footprint of new builds. We aim to achieve lower costs per station through redesign to a smaller footprint. Estimates on resale values are conservative for costing purposes. We aim to maximise our return on these assets in line with the market at the time of sale. A further contribution to the capital costs could be made from the sale of the Authority's housing stock, located at Matlock, Glossop, and Swadlincote Fire Stations. These houses have been provided to firefighters working the day staffing / crewing systems at those sites (the houses have been included in the station figures above).

## Emergency Response Vehicles

We currently have 41 fire engines. Our proposal includes the replacement of some of these with Smaller Response Vehicles (SRVs). We propose 25 Fire Engines and 15 Smaller Response Vehicles (SRVs) would be located at the stations as outlined below:

- Two fire engines at each of the following fire stations (Derby and Chesterfield). All four fire engines would be staffed by wholetime firefighters.
- Two fire engines at each of the following fire stations – (Ripley, Buxton and Cromford). Three of these fire engines would be staffed by whole-time employees and three would be staffed by retained duty system (on-call) employees.
- One fire engine, plus one Smaller Response Vehicle (SRV) at each of the fifteen retained duty system (on-call) stations

SRVs would carry a reduced equipment level. They would be able to respond to smaller incident types as well as supporting fire engine provision at larger incidents when required. This would provide a more flexible solution in that 40 emergency response vehicles (25 fire engines and 15 SRVs) would replace the current fleet of 41 fire engines, enabling a more targeted and cost-efficient response as well as a potentially safer solution for firefighters through a more timely and appropriate level

of response in more rural areas. For example, we no longer propose to send 4-6 firefighters in a large, fully equipped fire engine to a small bin fire that requires fewer resources. Having two emergency response vehicles at each retained station means that our firefighters will no longer always have to rely on immediate support from other stations when attending larger incidents in their areas, for example, a well-developed fire in a house.

The model would enable a potential net saving on vehicle leasing of approximately £119K per year. This figure is derived from the annual lease cost of 16 fire engines at £16.8K per year for each vehicle. This is partially off-set by the estimated lease costs associated with SRVs of £10K per year per vehicle as they replace a fire engine that comes to the end of its lease.

**Staffing Levels**

All changes to staffing arrangements would be consulted upon in line with employment legislation and service policies and procedures. The proposed model would be supported by an increase of 6 retained duty system (on-call) firefighters (which means a total of 17 RDS posts on each station). This would enable a sufficient level of staffing for both emergency response vehicles.

Affected RDS employees would be encouraged and supported to relocate to new station areas with a relocation package being made available. However, we anticipate the proposed model would result in some compulsory redundancies for this group of employees for which statutory redundancy payments would be made. This is because they need to live or work in the locality of the fire station and not every employee would want to or be able to relocate.

We focus our resources on stopping incidents happening in the first place. The model would reduce wholetime (WDS) posts on stations from 308 to 200 posts (108 less). However, we would accelerate our prevention programme by converting 30 of these posts to work in the community carrying out fire safety and response activities to continue to reduce risk further. These would be called Operational Community Safety Officers (OCSOs).

The OCSOs would provide operational resilience for rural stations to address current staffing issues (RDS appliances are currently unavailable on average 25% of the time). They would also assist in managing the transition from the current model to the proposed one ensuring adequate fire cover is maintained.

Therefore, this model would have a net reduction of 78 WDS posts. Should our workforce profile continue to reduce in line with the WDS retirement profile, then natural turnover of employees should enable the Service to manage the reduction in the wholetime workforce through vacancy control and retirements. The proposed model is financially viable, whilst predicting operationally reaching 70% of the population and 75% of all incidents within ten minutes.

Indicative savings outlined in the individual proposals for consultation total around £5.4M. It should be noted however that additional costs of some £1.6M reduce the overall saving to around £3.8M in total. These additional costs consist of Operational Community Safety Officers £1.2M, and adjustments to the RDS establishment to 17 posts per station of £0.4M.

Net overall savings anticipated at this stage amount to around £3.8M, consisting of station based staffing savings £3M and other savings £0.8M (building and transport related).

The table below compares the existing model to the proposed model and shows some limited impact on the communities of Derbyshire whilst enabling a 20% reduction in station based staffing costs.

| Models | Existing model | Proposed Model | Difference |
|---|---|---|---|
| **Approximate Staffing Cost per year** | £15M | £12M | -20% |
| **First fire engine to all incidents within ten minutes** | 82.9% (day)<br>80.9% (night)<br>81.9% (average) | 75.2% | -6.7% |
| **First fire engine to life risk incidents within ten minutes** | 76.2% (day)<br>74.2% (night)<br>75.2% (average) | 66.4% | -8.8% |
| **First fire engine to the population of Derbyshire within ten minutes** | 78.7% (day)<br>75.9% (night)<br>77.3% (average) | 70.1% | -7.2% |
| **First fire engine to those deemed most at risk from fire within ten minutes** | 84.2% (day)<br>81.8% (night)<br>83% (average) | 76.5% | -6.5% |
| **Number of posts on stations** | 308 WDS<br>300 RDS | 230 WDS<br>(includes 30 WDS posts as OCSOs)<br>306 RDS | -78 WDS<br><br>+6 RDS |
| **Number of Emergency Response Vehicles** | 41 Fire Engines | 25 Fire Engines<br><br>15 Smaller Response Vehicles | -1 Emergency Response vehicle |
| **Number of Fire Stations** | 31 Fire Stations | 20 Fire Stations | -11 Fire Stations |

The map overleaf shows the county wide proposed hybrid wholetime and retained model B geographically. The areas shaded yellow are where the first fire engine could reach in 10 minutes from a wholetime fire station. (NB the same area of coverage would apply for a 12 hour period each day on a station that was day staffed or crewed). The areas shaded green are where the first fire engine could reach in 10 minutes from a retained station. These are shorter in distance due to the need to allow the retained (part-time) firefighters 5 minutes to respond from their home or workplace to the station before they join their crew on the fire engine to leave the station and respond to the incident.

**Emergency response outside of Derbyshire**

The changes would require the negotiation of revised mutual aid arrangements with neighbouring Fire and Rescue Services as each of the relevant proposals is delivered.

As you will see we propose to alter the location and number of our fire stations, emergency response vehicles and firefighters across the county.

**This is your opportunity to shape the future of our Service and influence our proposals in relation to the emergency response provision for the county. We welcome your views on:**

- **proposed station closures,**
- **station relocations,**
- **building of new stations,**
- **our plans for firefighter levels at the proposed stations,**
- **our plans for the number of fire engines and smaller response vehicles,**
- **the impact on overall county wide resilience**
- **any information you feel we have not taken into account.**

**Please let us know to what extent you agree or disagree with our proposed model for the county and importantly why. This will help us to understand your views when reconsidering our proposals following the consultation period.**

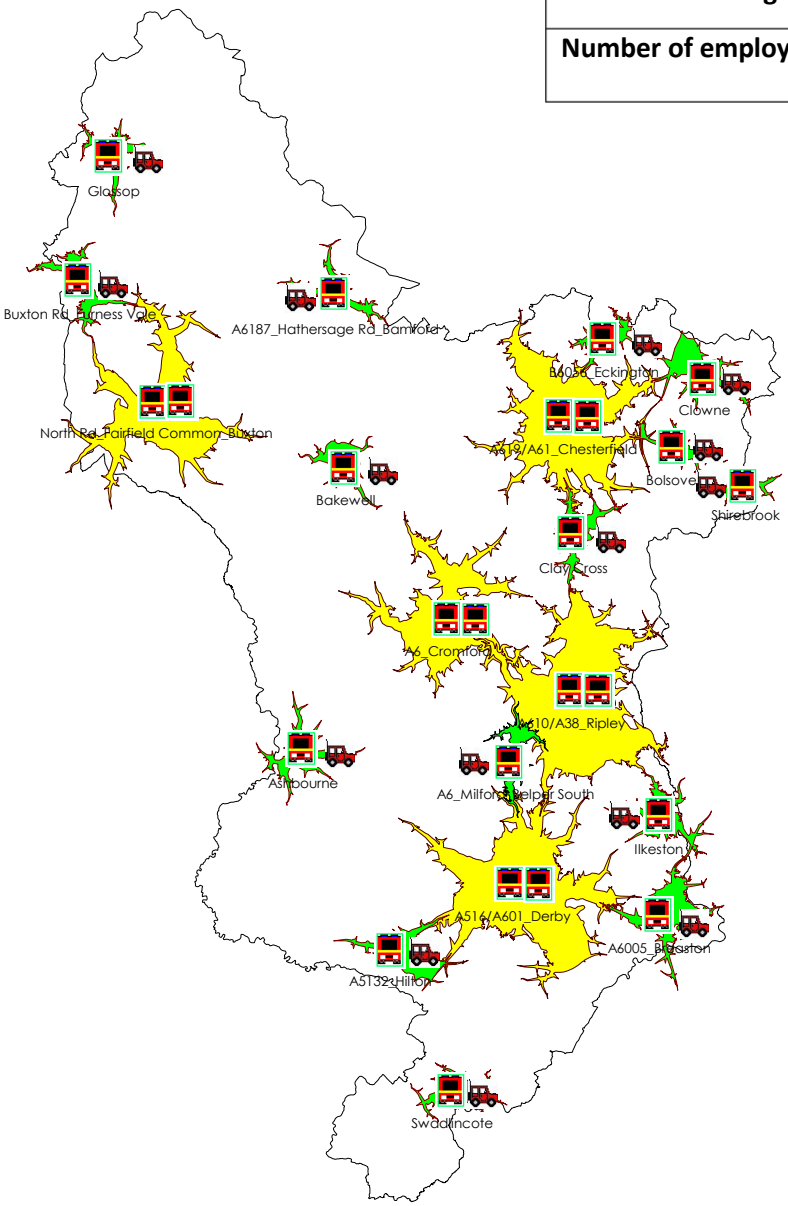

**Fire Appliance**

**Small Response Vehicle**

**Hybrid = Whole-time & RDS (on-call) provision**

**PROPOSED MODEL B**

| | |
|---|---|
| **Staffing cost of these arrangements** | **£12M pa** |
| **Number of fire stations** | **20** |
| **Number of emergency response vehicles** | **40** |
| **Number of employees** | **230 WDS<br>306 RDS** |




Wholetime (WDS)
On-Call (RDS)

SRV Fire Engine

# WHAT DOES IT MEAN FOR ME – LOCAL PROPOSALS

We have developed 14 proposals to form our new emergency response model for the county, based on this hybrid model B. The county wide map on page 26 illustrates all these local proposals and how they link together to provide cover for the whole of Derbyshire.

You will find in pages 41 to 185 detailed explanations of each of the proposals. The proposals outline in more detail:

- Key Points of note
- Our proposal for the local area
- Consideration given to Local Authority (Council) Local Development Plans
- Our rationale for the proposals
- Fire Engine availability in the current stations
- Financial Information on the costs / savings of each proposal
- What does it mean for the local communities and initial estimated response times
- Impact on heritage risk
- Impact on transport risk
- Impact on firefighter safety

**Financial Information**

You will see from the map overleaf the associated running costs for a wholetime, a day staffing or crewed and a retained fire station. This information is provided to support you in recommending any changes to our proposals.

Please bear in mind that to increase the provision in one locality would be at the expense of provision in another area of the County, unless a more generous settlement than estimated was received in our funding, to offset any associated increase in cost. So your views on how we could do this are important.

Examples of feedback you may wish to give us include:

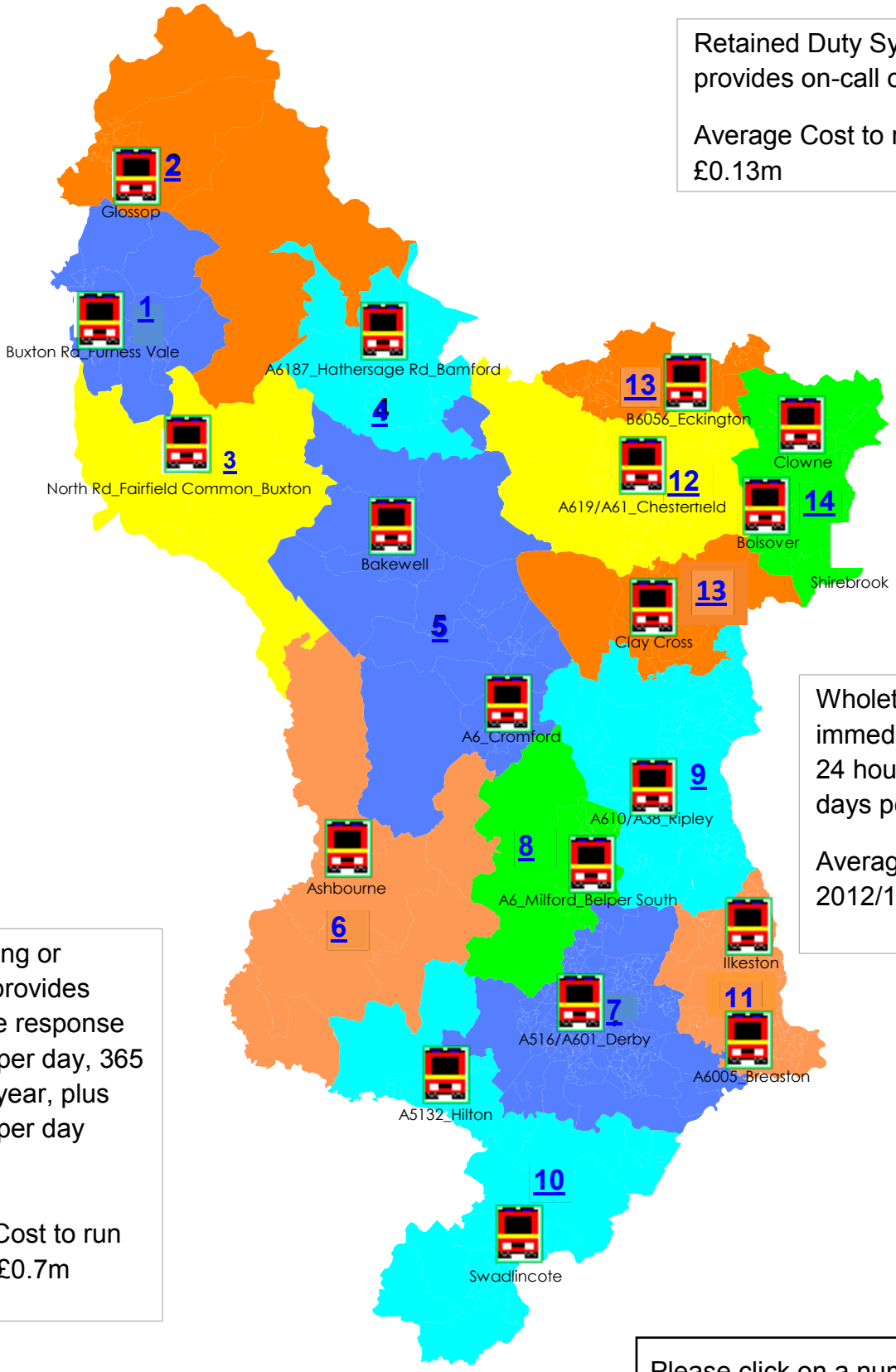
- one of the stations recommended for downgrading should remain wholetime or become day staffed or crewed;
- a different station to those proposed should be removed;
- a station should be upgraded from RDS to Wholetime or Day Staffing or Crewed;
- there is a more appropriate location for one of the stations;
- there should be an additional fire engine and / or an additional SRV staffed on a particular station;
- you could have information that you feel we have not considered on a particular locality and its risks.

**We would like to hear your views as to what extent you agree or disagree with our local proposals, but more importantly we need to know why you believe your recommendation is appropriate to help us understand when considering your views.**

# Summary of the local proposals

Retained Duty System (RDS) provides on-call only provision.

Average Cost to run 2012/13 £0.13m




Wholetime provides immediate response 24 hours per day, 365 days per year.

Average Cost to run 2012/13 £1.3m

Day Staffing or Crewing provides immediate response 12 hours per day, 365 days per year, plus 12 hours per day on-call

Average Cost to run 2012/13 £0.7m

Please click on a number to go to a specific proposal

# Local Proposals

**Proposal 1**
Merger of New Mills, Whaley Bridge and Chapel-en-le Frith stations
Go to page 41

**Proposal 2**
Glossop station
Change from day crewing to RDS
Go to page 51

**Proposal 3**
Buxton station
Relocation in Buxton
Go to page 61

**Proposal 4**
Merger of Bradwell and Hathersage stations
Go to page 69

**Proposal 5**
Merger of Wirksworth and Matlock stations
Addition of an SRV at Bakewell station
Go to page 78

**Proposal 6**
Ashbourne station
Replacement of one fire engine with an SRV
Go to page 89

**Proposal 7**
Merger of Derby stations - Notts Road, Kingsway and Ascot Drive
Go to page 98

**Proposal 8**
Merger of Duffield and Belper stations
Go to page 110

Please click on a number to go to a specific proposal

**Proposal 9**
Merger of Ripley, Heanor, Crich and Alfreton stations
Relocation of Ripley station in Ripley Go to page 119

**Proposal 10**
Close Melbourne station
New station at Hilton
Swadlincote change from WDS to RDS
Go to page 130

**Proposal 11**
Long Eaton relocation to Breaston area and change from WDS to RDS- Ilkeston change from WDS to RDS
Go to page 141

**Proposal 12**
Relocation and increase of WDS posts at Chesterfield station
Closure of Staveley station
Go to page 153

**Proposal 13**
Close Dronfield station
New station at Eckington
Replacement of fire engine at Clay Cross with an SRV
Go to page 164

**Proposal 14**
Bolsover, Clowne and Shirebrook stations
Addition of an SRV at each of the three stations
Go to page 178

Please click on a number to go to a specific proposal

# SUPPORT SERVICES

Since 2010 the Service has undertaken a restructure of services resulting in a 19% reduction in support employees. To improve the efficiency and effectiveness of these services, service improvement reviews are being undertaken in relation to our people, processes and systems. Furthermore, the Fire & Rescue Authority have agreed to continue to look for opportunities outside of Derbyshire Fire and Rescue Service to maintain efficiency and effectiveness.

We recognise however, that as the Service reduces in size a further review of support services will be required to maintain an efficient and effective delivery model. Initial assessment of the cross-cutting support areas, associated running cost budgets recommended for review and vacancy management could provide further significant savings of around £1.8M. A summary of these opportunities is outlined below:

- Reducing levels of assurance and reporting
- ICT systems integration and development
- Income generation from sponsorship
- Reviewing the level and approach to training and development
- Challenging our current level and approach to employee services, benefits and allowances
- Income generated from revised Treasury Management approach

Also included within the estimated £1.8M savings are the reviews of the following services which are provided directly to the community. **We would also like to know what you think of our proposals for these services.**

**Review of the types of incidents we attend and the level of emergency response vehicles and firefighters we send. We will consider whether or not to recover our costs by charging you for attending incidents that are not part of our statutory duties, and when we respond to false alarms.**

In 2012/13 as a percentage of our emergency calls 45 % turned out to be false alarms. Mostly these came from automatic fire detectors in places like offices, hotels etc. Furthermore we get a lot of calls that are not an emergency, for example someone is trapped in a lift, an animal is trapped or lost, a washing machine has leaked, someone is locked out of their home. We propose to review the level of response (if any) we send to these types on non-emergency incident and consider whether it is appropriate to charge for such services if we do continue to provide them.

We also propose to review the number of firefighters that would respond to a non-life risk fires (e.g. small bin fire), in line with the introduction of smaller response vehicles.

**We propose to change our approach to our provision of Community Safety activities**

## Home Fire Safety Checks (HFSC)

We propose to increase the level of resources to undertake HFSC's through the introduction of 30 Operational Community Safety Officers to accelerate our prevention programme. However, we also propose to focus our home fire safety checks on those groups of people in our communities who are assessed as being at high risk from fire. They are Mosaic Groups (L, M, N, and O):-

- L = Active Elderly People Living in Pleasant Retirement Locations
- M = Elderly People Reliant on State Support
- N = Young People Renting Flats in High Density Social Housing
- O = Families Living in Low-Rise Social Housing

Anybody who requests a HFSC from outside the targeted groups would be directed to advisory information on how to carry out a HFSC or signposted to another agency who could or are providing this service to support fire safety development, without the need for us to attend your property.

## Diversionary Activities

The Service delivers a number of programmes or diversionary activities which aim to reduce Anti-Social Behaviour.

Youth Engagement Schemes

We propose to remove these activities from our mainstream funding. However, if funding is attained from external partners, our sponsorship framework or other funding bids, we will provide these services on request.

Fire Cadets

We propose to continue to support the delivery of five Fire Cadet Schemes currently located at Nottingham Road, Derby; Ilkeston, Chesterfield, Staveley and Shirebrook. However, further Fire Cadet Schemes would only be established if funding is attained from external partners, our sponsorship framework or other funding bids.

## Fire Protection

## Fire Safety Protection Audits

The Fire and Rescue Authority has a statutory duty to ensure that workplaces, or premises to which the public may resort, are safe from the risk of fire – or that if a fire does break out that the occupants can escape safely. We can't inspect every building in Derbyshire. However, we are proposing an alternative method of delivering the Service's Risk Based Inspection Programme (RBIP) of premises.

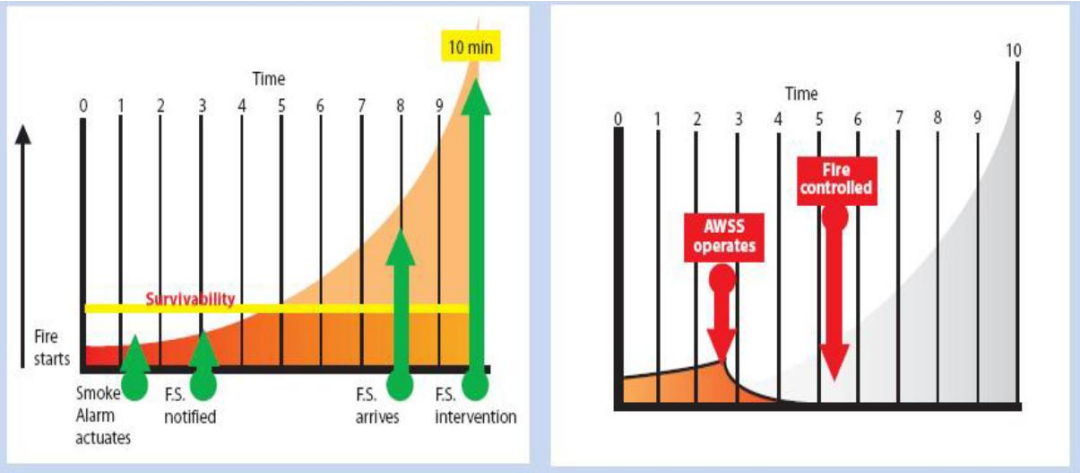
The current inspection regime to inspect High and Very High premises in our current risk assessment varies from 24 months to 48 months. We propose to adopt a 3 year re-inspection frequency of all premises that fall into these risk ratings. These include Hotels, Hospitals, Hostels, Boarding Schools, Care Homes, Public Houses with Sleeping Accommodation and Houses of Multiple Occupation. This will enable us to reduce the number of inspecting officers to reflect the revised inspection regime.

**These are the proposals for our other services that we would also welcome your views on. Please let us know to what extent you agree or disagree with these proposals and importantly why. This will help us to understand your views when reconsidering our proposals following the consultation period.**

**Sprinklers**

The ability to save life from fire is understandably time bound. Our response can only be started following notification of a fire. Very often fires will have started sometime before we are notified, developed smoke and gases that can kill and prevented escape of occupants. Unless we can get to you within 3 minutes of the actual start of a fire, there is every chance we may not be able to save your life.

The graph overleaf on the left shows the survivability of fire from time of ignition, against the time of operation of a smoke alarm. This is in comparison to the graph on the right which shows the timeline for control of a fire following activation of a sprinkler.




Therefore our opportunity to save life can be dependent on an immediate alert, immediate response and short travel times to be successful. Lives have and can be saved through response; however, we cannot guarantee this will always be the case. For the period April 2010 – March 2013 there have been 29 deaths from fire in Derbyshire which have arisen as a result of 20 incidents. Of these 18 fires were accidental, 10 were started deliberately and 1 remains unknown. Therefore our activities to prevent fires starting and our protection work to limit the effects of fire are most important.

There is clear evidence that sprinklers can be effective in stopping fires spreading, significantly enhancing fire safety within the home and drastically reducing death and serious injury as a result of fire.  Sprinklers have been successfully used for the protection of property such as factories, department stores and shopping centres for well over 130 years and there is now a growing appreciation of their potential to save lives in domestic properties where the majority of deaths from fire occur.

A Smoke Alarm Alerts You of a Fire,

But A Sprinkler System Will Extinguish the Fire

Smoke detectors warn you there is a fire, but a sprinkler system will extinguish the fire, protecting the occupants and prevent further fire damage that can leave a property inhabitable. The Service is attending more and more house fires where smoke alarms are not working or simply not fitted.  Fires in the home still account for the greatest number of fire deaths and injuries each year.  This can however be eradicated by installing domestic sprinklers in the home.

Over the past 18 months, the Service has embarked on a major campaign to highlight the benefits of domestic sprinkler systems (including portable suppression systems.  Domestic sprinklers will not only warn of a fire but also act immediately to control it, even when no one is present. No one has ever died in a property where a sprinkler system has been fitted.

Our Sprinkler campaign moving forward will assist our wider service transformation proposals.

**Following consultation last year on our sprinkler campaign,  in which your response was a resounding 'Yes' in support of it, we intend to actively continue encouraging all housing providers, landlords, and partners with a duty of care for those people considered to be vulnerable from fire to fit domestic sprinklers, for all new build properties and as a retrofit.**

# CONSULTATION ARRANGEMENTS

**Our consultation period begins for everyone on 1 October 2013 and closes on 23 December 2013.**

**Please take time to complete the survey at page 34 of this document and return no later than 23 December 2013.**

You can do this by filling this in by hand and returning to:
Consultation & Evaluation Officer,
Derbyshire Fire & Rescue Service,
FREEPOST 141
The Old Hall,
Burton Road,
Littleover, Derby.
DE23 6EH

Alternatively you can visit our website at www.derbys-fire.gov.uk, and complete the on-line survey from 1 October 2013. You will find there more supporting information that will continue to be updated throughout the consultation period and details on how to submit any questions.

You will also find information on our website about consultation activities that we intend to carry out that you may wish to become involved with. As a general guide contact with our employees, fire cadets, users of our community rooms, other fire and rescue services, partners and local organisations will begin in October 2013.

We also plan to run some resident road shows, hold some deliberative group discussions and give some briefings to vulnerable groups, during November 2013. Please look out for our updates on our website, in the local press, on Twitter and Facebook.


## Timetable

The published work programme for the Fire & Rescue Authority confirms that at their meeting on 27 February 2014, they will decide the budget for the Service for 2014/15, determine the level of Council Tax to be charged for 2014/15, and approve the Medium Term Financial Strategy 2014/18. Our timetable in relation to the proposed service transformation is therefore to make any recommendations for approval to the Fire & Rescue Authority, at that February meeting, having meaningfully considered your feedback.

## This is Where We Need Your Thoughts!
## Please take the time to complete the following survey.

# Have Your Say on the Derbyshire Fire & Rescue Service 'Fit to Respond' document. Our proposals to transform the Service

**Thank you for taking the time to complete this questionnaire and telling us what you think of our plans. Please ensure that you have read the summary of our proposals before completing the questionnaire. If you require further information, please look on our website www.derbys-fire.gov.uk**

## Consultation Proposal (page 20)
## County Wide Emergency Response

**1.** **First of all we would like to know your views on the county wide proposal (see pages 20-24). In this section you can comment on the proposals overall, or specifically about changes to:**

- **station closures**
- **station relocations**
- **building of new stations**
- **our plans for reducing staffing levels**
- **our plans for the number of fire engines and smaller response vehicles.**

**To what extent do you agree or disagree with the proposed county wide model? (Please tick one box)**

○ *Strongly agree* ○ *Agree* ○ *neither agree nor disagree* ○ *Disagree* ○ *Strongly disagree*

**2.** **Please tell us why**

**3.** **Please outline any information that you feel we have not considered**

## What does it mean for me?
## Local Proposals (page 41 onwards)

**4.** **We would like to know your views on the local proposals (see pages 41-185). In this section you can comment on the local proposals. Again you can comment on the local proposal overall or specifically about changes to:**

- **station closures**
- **station relocations**
- **building of new stations**
- **our plans for reducing staffing levels**
- **our plans for the number of fire engines and smaller response vehicles**

**To what extent do you agree or disagree with the local proposals? (Please tick the relevant box on each line)**

| | *Strongly agree* | *Agree* | *Neither agree nor disagree* | *Disagree* | *Strongly disagree* |
|---|---|---|---|---|---|
| New Mills/Whaley Bridge/Chapel-en-le-frith | ○ | ○ | ○ | ○ | ○ |
| Glossop | ○ | ○ | ○ | ○ | ○ |
| Buxton | ○ | ○ | ○ | ○ | ○ |
| Bradwell/Hathersage | ○ | ○ | ○ | ○ | ○ |
| Matlock/Wirksworth/Bakewell | ○ | ○ | ○ | ○ | ○ |
| Ashbourne | ○ | ○ | ○ | ○ | ○ |
| Derby City | ○ | ○ | ○ | ○ | ○ |
| Duffield/Belper | ○ | ○ | ○ | ○ | ○ |
| South Derbyshire | ○ | ○ | ○ | ○ | ○ |
| Erewash | ○ | ○ | ○ | ○ | ○ |
| Ripley/Heanor/Crich/Alfreton | ○ | ○ | ○ | ○ | ○ |
| Chesterfield/Staveley | ○ | ○ | ○ | ○ | ○ |
| North East Derbyshire | ○ | ○ | ○ | ○ | ○ |
| Bolsover District | ○ | ○ | ○ | ○ | ○ |

**5.** **Please tell us why? (You can comment on one or all of them but please write below the area your response refers to or if it refers to all areas)**

☐ *Comments relate to all areas*

*Comments relate to the following area(s)*

**6.** **Comments**

**7.** **Please outline any information that you feel we have not considered on a particular locality and its risks. (You can comment on one or all of them)**

**8.** **For each local proposal you disagreed with can you suggest an alternative. (Please state which proposal you are commenting on.)**

**9.** **Is there any local proposal you agree or disagree with the most? Please state which one.**

**10.** **Please tell us why.**

## Support Services to be reviewed (page 29)

**11.** **To what extent do you agree or disagree to the proposed changes to the other services provided to you: (Please tick the relevant box on each line)**

| | *Strongly agree* | *Agree* | *Neither agree nor disagree* | *Disagree* | *Strongly disagree* |
|---|---|---|---|---|---|
| Home Fire Safety Checks | ○ | ○ | ○ | ○ | ○ |
| Youth Engagement Schemes | ○ | ○ | ○ | ○ | ○ |
| Fire Cadets | ○ | ○ | ○ | ○ | ○ |
| Fire Safety Protection Audits | ○ | ○ | ○ | ○ | ○ |
| Incidents we attend and level of resources we send | ○ | ○ | ○ | ○ | ○ |
| Recovery of costs by charging you for attending non-statutory incidents or false alarms | ○ | ○ | ○ | ○ | ○ |

**12.** **Please tell us why? (You can comment on one or all of them but please write below the area your response refers to or if it refers to all areas)**

☐ *Comments relate to all areas*

*Comments relate to the following area(s)*

**13.** **Comments**

**14.** **Please outline any information that you feel we have not considered.**

**15.** **For each proposal you disagreed with can you suggest an alternative? (Please state which proposal you are commenting on.)**

## About You

**By providing us with the following information, you will help us to understand how the proposals affect different members of the public. All data is kept in line with the Data Protection Act**

**16.** **Which area do you live in? (Please tick the box which applies to you)**

- New Mills/Whaley Bridge/Chapel-en-le-frith
- Glossop
- Buxton
- Bradwell/Hathersage
- Matlock/Wirksworth/Bakewell
- Ashbourne
- Derby City
- Duffield/Belper
- South Derbyshire
- Erewash
- Ripley/Heanor/Crich/Alfreton
- Chesterfield/Staveley
- North East Derbyshire
- Bolsover District

**17.** **What town/village do you live in?**

**18.** **In the past 3 years have you had contact with Derbyshire Fire & Rescue Service in the following ways? (Tick all that apply)**

- *No, I have not had any contact with the Service in the last 3 years*
- *Fire Incident*
- *Road Traffic Collision*
- *Home Safety Check at your home*
- *Station Open Day*
- *Other, please give details*

**19.** **Are you responding as? (Please tick the box which applies to you)**

- *A member of the public*
- *An employee of DFRS*
- *An organisation/partner/stakeholder*

**20.** **Gender**

- *Male*
- *Female*

**21.** **What is your sexual orientation?**

- *Heterosexual*
- *Gay/Lesbian*
- *Bi-sexual*
- *Prefer not to say*

**22.** **What is your age?**

- *16 to 24*
- *25 to 44*
- *45 to 64*
- *65+*

**23.** **To which of these groups do you consider you belong?**

- *White British*
- *White Irish*
- *Any other White background*
- *Indian*
- *Pakistani*
- *Bangladeshi*
- *Any other Asian background*
- *Caribbean*
- *African*
- *Any other Black background*
- *Chinese*
- *Any other ethnic background*

**24.** **Do you consider yourself to be disabled?**

- *Yes*
- *No*

## LOCAL PROPOSALS SUMMARY

# What does it mean for me?

## Proposal 1

**The proposed merger of the fire stations at Chapel-en-le-Frith, New Mills and Whaley Bridge.**

### Introduction

The three retained (on-call) fire stations at Whaley Bridge, New Mills and Chapel-en-le-Frith (each staffing one fire engine) provide an initial emergency response for the geographical areas depicted on map no1.

They are three of five fire stations currently located in the High Peak District of Derbyshire, the other two being the wholetime station at Buxton and the day staffing or crewing station at Glossop.

### Key Points

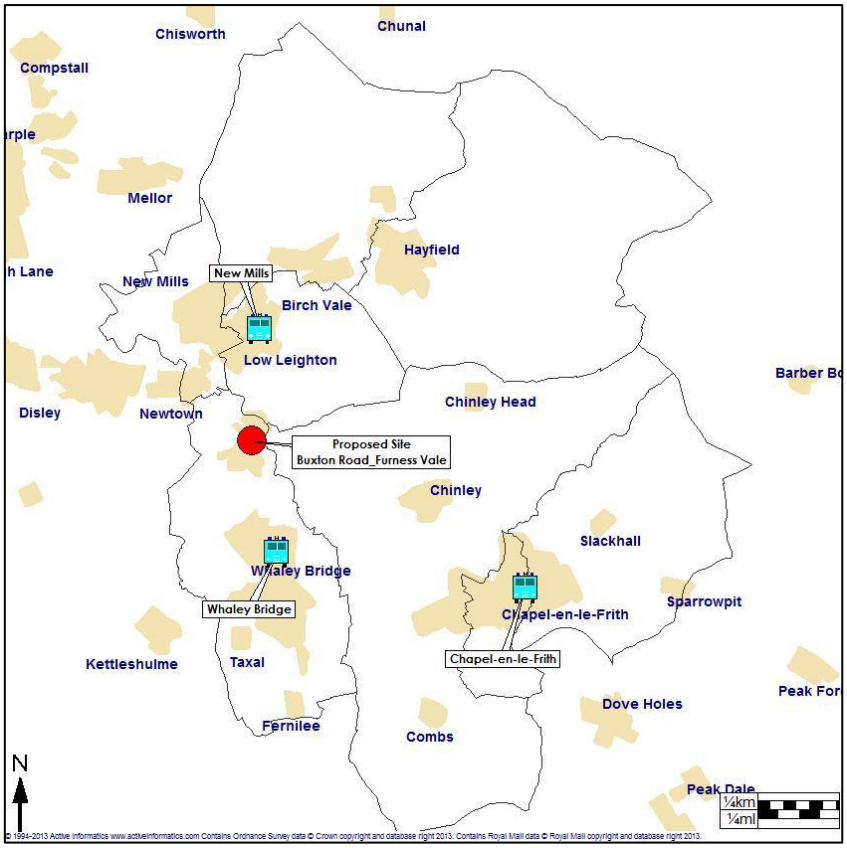
- The number of incidents in the areas served by the three retained fire stations has decreased over the four year period (2009-2013) by an average of 39%.
- The three retained fire stations do not provide the initial emergency response to any areas deemed as high or very high risk.
- The response to a primary local risk (Road Traffic Collisions-RTCs on the A6 trunk road) would not be adversely impacted upon due to the proposed location of the new station (adjacent to the A6).
- Those members of the public affected by this merger, deemed as a higher risk (based on our interpretation of data we hold regarding the local population) would be targeted with additional community safety and risk reduction activities.

### Our Proposal

It is proposed that the three retained fire stations are merged, providing a new station at an optimum location between the three existing station sites. Currently the desired location for the new fire station is considered to be in the Furness Vale area immediately adjacent to the A6.

One fire engine and one smaller response vehicle* would be located at the new station staffed by a total of up to 17 firefighters.

(*A smaller response vehicle is a smaller fire engine with similar albeit reduced capabilities, carrying fewer firefighters, equipment and water**. It would be able to respond independently as a primary response to small incidents or to support larger incidents.**)




Map depicting existing stations in relation to the proposed new station (map no 1)

Consideration was given to closing New Mills and Chapel-en-le-Frith, leaving Whaley Bridge in its current location to provide the initial emergency response for all three areas. However, this was not considered suitable due to the location of the current station at Whaley Bridge. The nature of the road infrastructure in the village means that response times are generally speaking slightly slower to most incidents as opposed to if a station was adjacent to the A6.

**Local Authority Development Plans**

The High Peak Borough Council Local Authority Development Plan was studied to ensure that any anticipated future developments in the Chapel-en-le-Frith, Whaley Bridge, New Mills and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments (up to 2028) outlined within the relevant plan (known as being within the High Peak Central Sub Area) are:

- 580 new homes
- Torr Vale Mill, New Mills. Torr Vale Mill and associated land is allocated for a mixed use redevelopment, including, education use, office and business use, leisure and tourism facilities, residential development.
- Furness Vale Industrial Estate, Calico Lane, Furness Vale. Land amounting to 3.1 hectares is allocated for business, tourism and leisure uses, and residential development of up to 26 dwellings.

**Our Rationale**

The three retained fire stations and fire engines located 6.4 miles apart from each other provide an initial emergency response for an area deemed as predominantly low risk. Over recent years this has been evidenced in that the number of emergency calls to the fire and rescue service from the three station areas has remained very low and subsequently the demand placed upon the fire engines located in New Mills, Chapel-en-le-Frith and Whaley Bridge are consistently very low. Furthermore the number of incidents attended in these areas has reduced over recent years.

Therefore maintaining three fire stations and three fire engines in this relatively small area of low risk and low activity is deemed an over-provision and not the best use of resources. Currently, the timetable for this change is not agreed. However, the overall change programme would begin in 2014/15 and would be completed by the end of 2021/22.

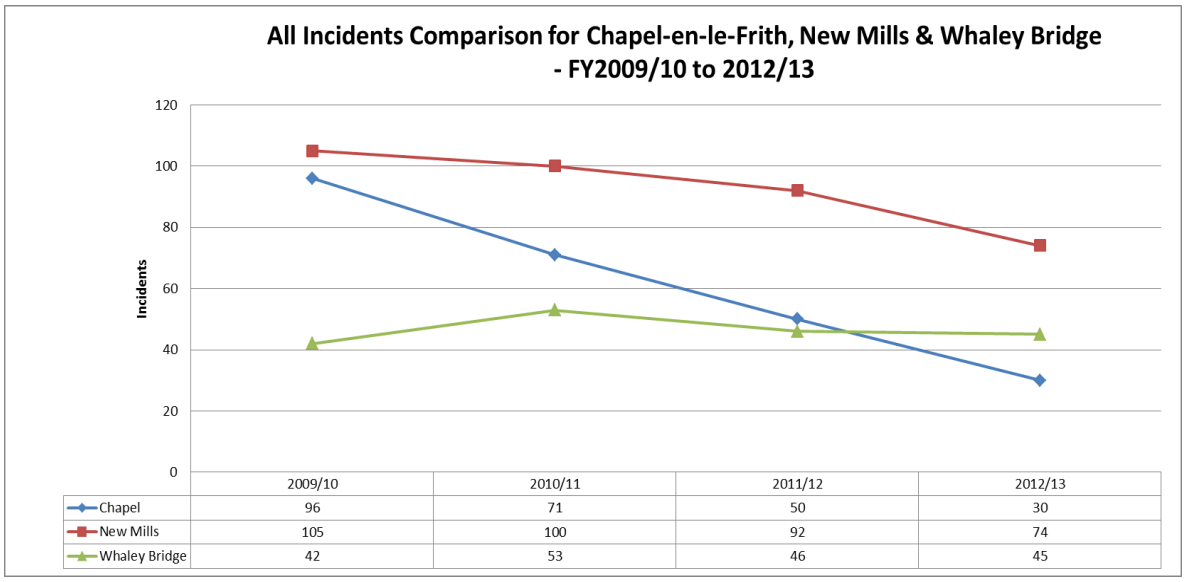
A reduction in demand in the Whaley Bridge, Chapel-en-le-Frith and New Mills areas:

The communities and buildings in Chapel-en-le-Frith, Whaley Bridge and New Mills and the nearby rural areas are considered as predominantly low risk from fire, although one part of the area (in the Blackbrook ward) is categorised as medium risk. This is due to the fact that there have been more incidents in that area over the last four years (in comparison to the nearby low risk areas).

In these areas, over the last four years, the number of fires and other incidents requiring a fire and rescue service response has remained low.

The graph illustration overleaf demonstrates the level of incidents per year over the last four years, by each station. The blue line shows the figures for the station at Chapel-en-le-Frith, the red line is New Mills and the green line is Whaley Bridge.

The graph shows that the demand for service in the New Mills and Chapel-en-le-Frith areas has decreased over the last four years. The demand in the Whaley Bridge area has remained fairly constant over the four year period. Overall, across the whole area this equates to an average reduction in the number of incidents of 39%.




As part of our community safety activities, 327 home fire safety checks (HFSCs) have been completed and 364 smoke detection alarms have been fitted during 2012/13 in and around the Chapel-en-le-Frith, New Mills and Whaley Bridge areas. (Source: Station Risk Profile-2013)

**Financial Information**

The costs of running the three fire stations during 2012/13 are provided in the table below.

| **Fire Station** | **Cost 2012/13** |
|---|---|
| Chapel-en-le-Frith | £165,200 |
| Whaley Bridge | £108,470 |
| New Mills | £127,560 |
| Overall costs per year | £401,230 |

The estimated staffing savings associated with the proposal are £151,000, with additional savings of £70,000 per year on running costs.

The sale of the three existing fire station sites would raise approximately £650,000.This would partially off-set the estimated costs of £925,000 associated with building a new station. This means that the overall cost of building a new station is estimated to be approximately £275,000.

**Fire Engine Availability**

It is also important for our proposals to consider the availability of fire engines. Information relating to the amount of time the three Fire Engines were available to respond during 2012/13 is provided below.

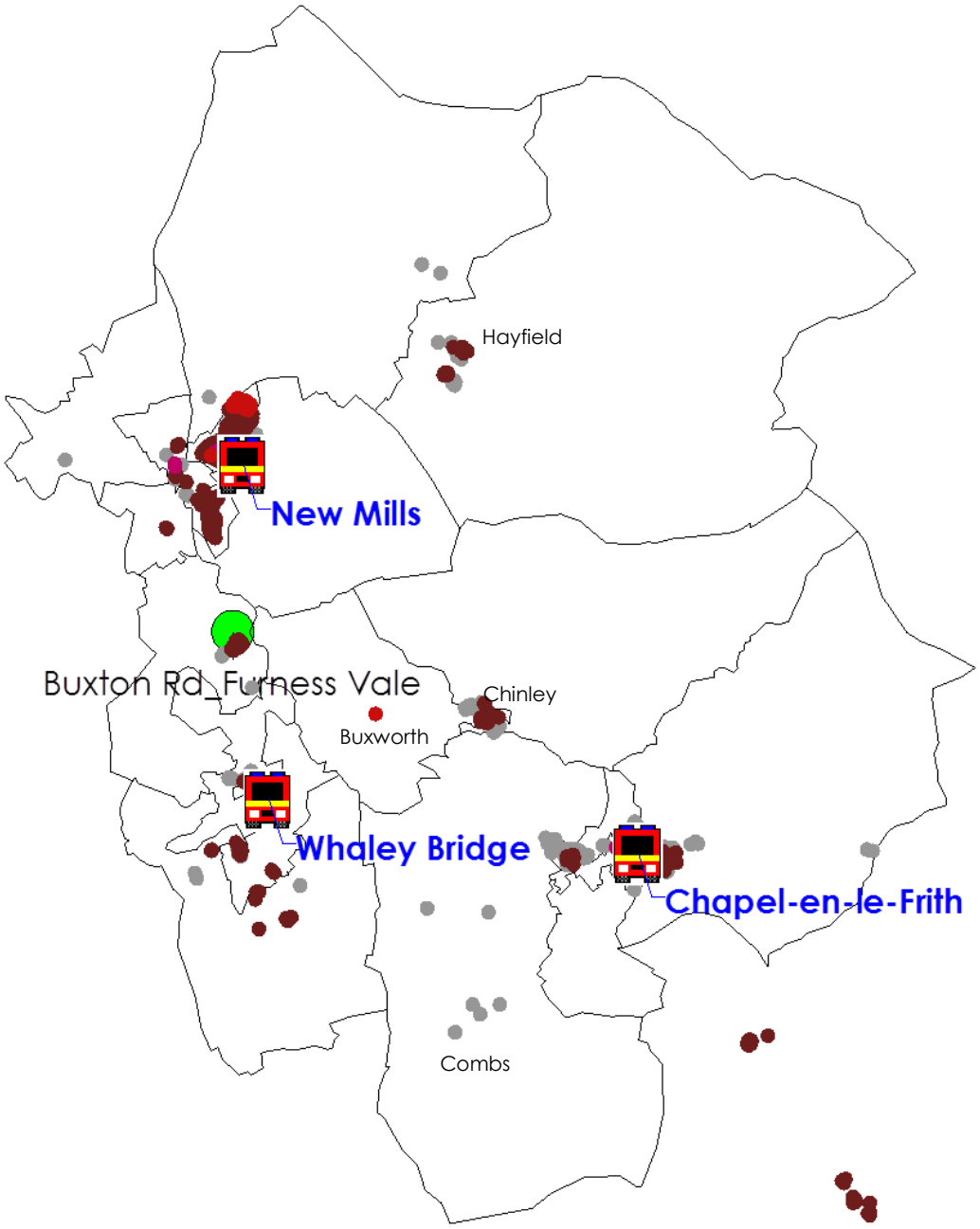
| Fire Station | 2012/13 availability given as a percentage | Current number of Firefighters |
|---|---|---|
| Chapel-en-le-Frith | 91.08% | 12 |
| Whaley Bridge | 81.41% | 12 |
| New Mills | 74.01% | 11 |

The table above shows that our fire engines were not available as often as we would like. This is primarily due to staffing vacancies, difficulties in recruiting and staff availability. These can all have an adverse impact on our emergency response in the three areas. There are occasions when the initial emergency response is not provided by the fire engine located in Chapel-en-le-Frith, Whaley Bridge or New Mills. The next nearest fire engine would be sent to respond instead. In these circumstances the response would not be as quick as it would be should the local fire engine be available. It should be noted that the availability reported for Chapel-en-le-Frith is considered to be very good.

**What does this mean for the local communities?**

The map overleaf shows the locations of where those people deemed most vulnerable from fire live in relation to the current locations of the three fire stations and the location of the proposed fire station.

A description of those vulnerable groups is provided on page 30 of this report.




Key Code

Existing Fire Station

Proposed Fire Station

MOSAIC Group L

MOSAIC Group M

MOSAIC Group N

MOSAIC Group O

Area Boundaries

The table on the next page provides a comparison between the current times taken for an initial responding fire engine from Whaley Bridge, New Mills or Chapel-en-le-Frith, to attend different geographical areas, compared to the initial response time by the fire engine if it were located at Buxton Road, Furness Vale.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

## Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference (Estimate) |
|---|---|---|---|---|
| Moss View Road area of Chapel-en-le-Frith | Medium | 8 minutes (3 min travel time) | 10 minutes (9 min travel time) | +2 minutes |
| Ash Grove area of Chinley | Low | 11 minutes (6 min travel time) | 11 minutes (6 min travel time) | - |
| Ollersett Ave area of New Mills | Low | 9 minutes (4 min travel time) | 11 minutes (6 min travel time) | +2 minutes |
| Market Street area of Whaley Bridge | Low | 8 minutes ( 3 min travel time) | 8 minutes (3 min travel time) | - |
| Buxton Road area of Furness Vale | Low | 9 minutes (4 min travel time) | 6 minutes (1 min travel time) | -3 minutes |

***Note: In the table above the times highlighted in red show that there would be a slower response in comparison to the current arrangements, those in green show that the response times would not change and those in blue show the response time would improve.***

A description of how risk areas are defined is provided on page 11 of this report.

In the High Peak there is an average of 72 households per square kilometre. This is one of the lowest when compared to other districts in Derbyshire. The vast majority of households are owned outright (with or without mortgages) with only a small percentage of rented properties. This is significant in that historical data suggests that more fires occur in rental properties.

### Heritage Risk

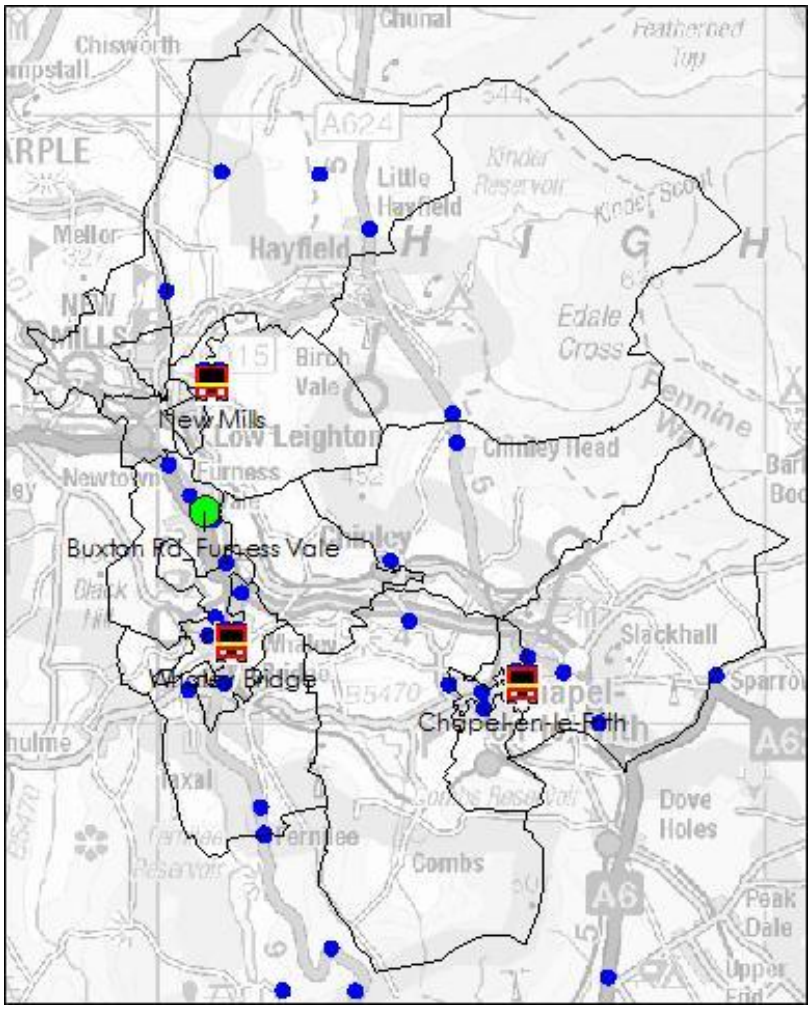
There are no grade one listed buildings (Source: English Heritage data) within the areas served by the three fire engines.

### Transport Risk

The road infrastructure is predominantly rural. However, a main trunk road (A6) passes directly through the area.

Over the last four years there have been 29 ‘life risk’ Road Traffic Collisions (RTC) in the area.  Significantly, within that four year period, life risk RTCs have reduced by 43%. Across the affected areas, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently a little over five minutes.

It can be projected that from the proposed new station location, this travel time will not typically exceed 8 minutes. This should be considered as a worst-case scenario figure as some common RTC areas, such as the A6 north and south of Furness Vale, will have a far shorter travel time.




Key Code

Existing Fire Station

Proposed Fire Station

Location of RTC Life Risk Incidents

There are many influencing factors that impact on our response times.

Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We also value the safety of our own firefighters. In the Whaley Bridge, Chapel-en-le-Frith and New Mills areas there are currently ten sites that are considered as potentially high risk to firefighters attending incidents there. We already have contingency plans in place regarding these sites. The current estimated response time to higher risk sites is within eight minutes. This proposed merger does not alter that estimated response time.

It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. Where there is a significant increase in attendance times to a specific high risk site, additional risk reduction, planning, training and contingency plan testing will be carried with owners and occupiers to reduce the risk.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Chapel-en-le-Frith, Whaley Bridge and New Mills. Likewise, the three fire engines currently located at Chapel-en-le-Frith, Whaley Bridge and New Mills are not exclusively assets for those areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the area would attend from the new station at Furness Vale supported by fire engines from Buxton and Glossop as required.

It is also important to note that if introduced, specific proposals relating to Buxton and Glossop may have an impact on their respective response times into the Furness Vale area. If fire engines from either of these locations were required to support the Furness Vale fire engine or smaller response vehicle the one from Buxton should provide faster support than it can currently.

This is because the proposal is that the current fire station at Staden Lane in Buxton would be re-located to the Fairfield area of Buxton. The response time for the Glossop fire engine in terms of providing support into the Furness Vale area would not alter between 6pm at night and 8am in the morning but would be slightly longer during daytime hours. This would be due to the proposal to change the staffing levels at Glossop from the current Day Staffing or Crewing system to being wholly retained duty system or on-call.

Some examples regarding how long the initial attending fire engine would take to attend different parts of the Whaley Bridge, Chapel-en-le-Frith and New Mills area are provided in the section entitled *'Initial Response Times'.*

# What does it mean for me?

# Proposal 2

**The proposed change of the Fire Station at Glossop from day crewing to retained (on-call)**

### Introduction

The day crewing fire station at Glossop (staffing two fire engines) provides an initial emergency response for the geographical areas depicted on map no1.

It is one of five fire stations currently located in the High Peak District of Derbyshire, the other four being the full-time station at Buxton and the retained (on-call) stations at Chapel-en-le-Frith, New Mills and Whaley Bridge.

### Key Points

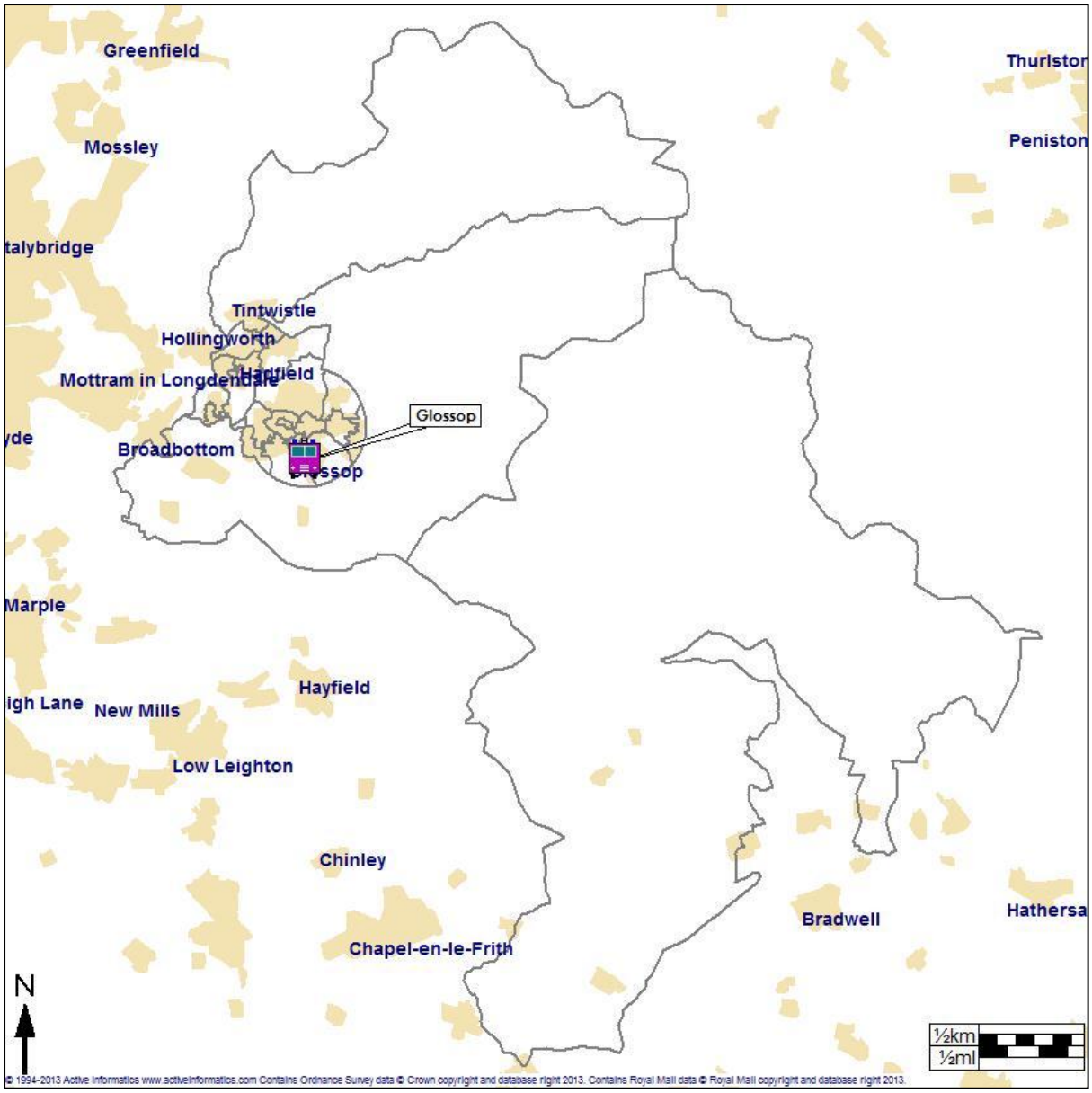
- The number of incidents in the area served by the day crewing fire station has decreased over the four year period (2009-2013) by 38%.
- The day crewing fire station does not provide the initial emergency response to any areas deemed as very high risk.
- Those members of the public affected by this change, deemed as a higher risk (based on our interpretation of data we hold regarding the local population) would be targeted with additional community safety and risk reduction activities.
- The initial emergency response to incidents in the Glossop area and nearby rural areas will not be affected between 6pm and 8am however the initial emergency response from 8am through day-time hours until 6pm will be increased by an estimated four to five minutes on average.

### Our Proposal

It is proposed that the day crewing arrangements at Glossop fire station are changed to a wholly retained (on-call) capability.

One fire engine and one smaller response vehicle* would be located at the new station staffed by a total of up to 17 personnel.

(*A smaller response vehicle is in effect a smaller fire engine with similar albeit reduced capabilities, carrying less equipment, less firefighters and less water.)




Settlements in and around Glossop (map no 1)

## Local Authority Development Plans

The High Peak Borough Council Local Authority Development Plan was studied to ensure that any anticipated future developments in the Glossop and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments outlined within the relevant plan, known as the Glossopdale Sub Area (up to 2028) are:

- 879 new homes
- Employment Land: Waterside, Hadfield: 1.6 Hectares, Land off Wren Nest Road: 2.5 Hectares

- Woods Mill, Glossop: Land amounting to 4 hectares is designated as Regeneration Area and identified for mixed use retail, commercial, and residential development of up to 104 dwellings.

**Our Rationale**

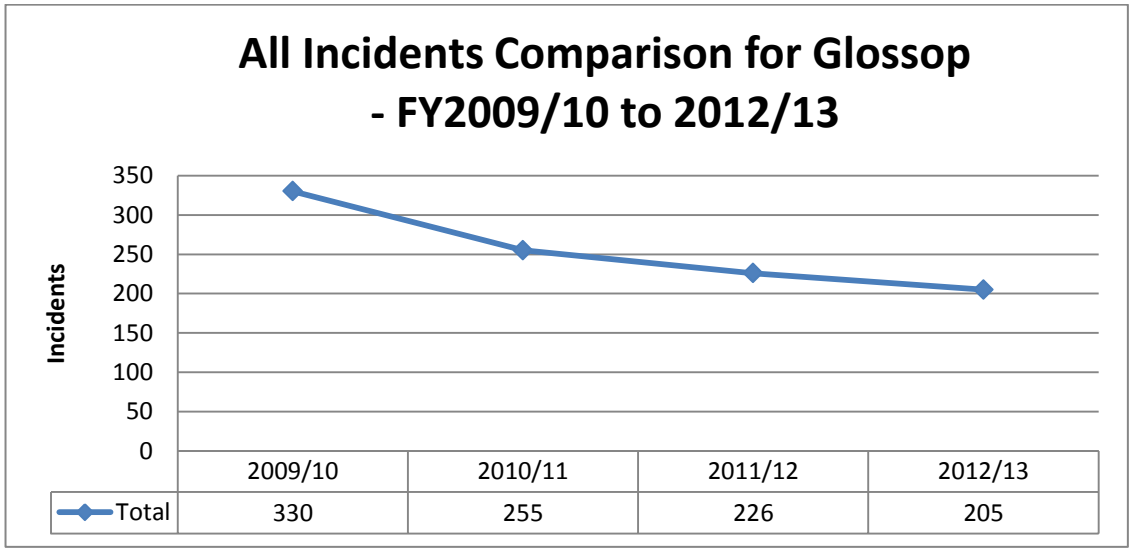
The numbers of emergency calls in and around Glossop has remained low over the last four years (2009-2013). Notably, more serious fires (known as primary fires) have dropped over the same period from 2009 to 2013 by 39% (from 54 to 33) and smaller fires (known as secondary fires) have decreased by 52%, from 60 to 29. Overall, the number of incidents in the area has reduced by 38% from 2009/10 to 2012/13.

Of the more serious fires in the last four years only, 11 were deemed to be a risk to life in the Glossop and surrounding areas over the four year period.

In terms of road traffic collisions, there has been an average of 15 per year from 2009 to 2013 in the Glossop area.

This consistently low level of demand in the area, coupled by the nature of risk in the area, which is mainly deemed as low, has informed a proposal to change the staffing arrangements at Glossop from day crewing and retained (on-call) to wholly retained (on-call). This proposal would have no detrimental impact on response times at night, but would increase response times during daytime hours.

It should be noted that there is one part of the Glossop area that is deemed as a high risk, and five areas are deemed as medium risk. Subject to further risk assessments, vulnerable members of the communities living in those areas would be targeted for additional community safety activities. The blue line shows total incidents per year.



As part of our community safety activities, 999 home fire safety checks (HFSCs) have been completed, and 910 smoke detection alarms have been fitted during 2012/13 in and around the areas of Glossop (Source: Station Risk Profile-2013).

**Financial Information**

The costs of running the fire station during 2012/13 are provided in the table below.

| Fire Station | Cost 2012/13 |
|---|---|
| Glossop | £645,500 |

The estimated staffing savings associated with this proposal are £488,000 per year, with additional savings to running costs estimated to be around £43,000 per year. There will be an additional saving in vehicle leasing costs of approximately £7,000 per year as a result of the reduction from two fire engines to one fire engine and one small response vehicle. This would lead to a total saving of approximately £538,000 per year for the proposed change in the staffing arrangements for day crewing to retained (on-call) and fire engine provision.

Furthermore should the changes be implemented then the housing stock currently provided for firefighters at this site working the day staffing system could be sold to contribute to wider capital costs (housing sales are not included in the above figures).

**Fire Engine Availability**

It is also important for our proposals to consider the availability of the fire engines. Information relating to the amount of time the two fire engines were available to respond during 2012/13 is provided below.

| Duty System | 2012/13 availability given as a percentage | Current number of Firefighters |
|---|---|---|
| Wholetime | 99.95% | 14 |
| Retained | 43.25% | 13 |

The table above shows that the retained fire engine was not available as often as we would like. This is primarily due to staffing vacancies, difficulties in recruiting and staff availability. These can all have an adverse impact on the initial emergency response in the area. The current low availability of the second fire engine would be

addressed through sustained recruitment and retention activities to attain and maintain a total of 17 firefighters.

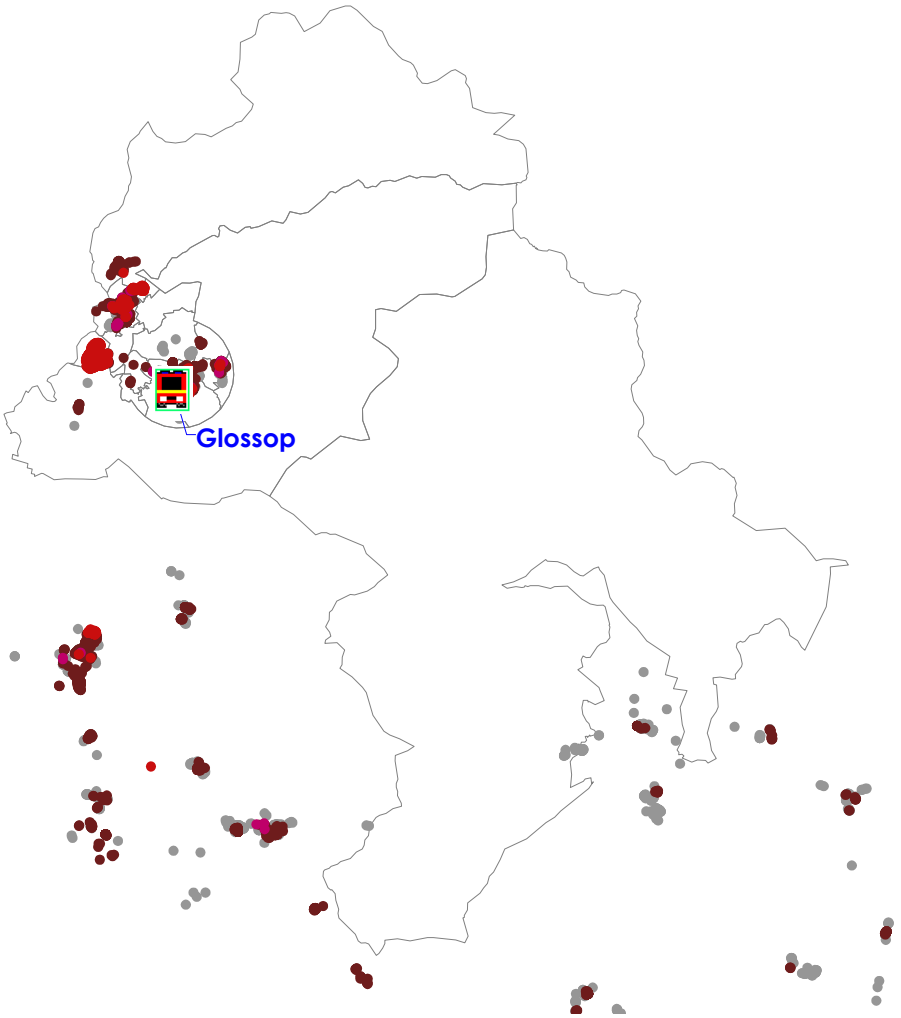
There are occasions when the initial emergency response is not provided by the fire engines located at Glossop. The next nearest fire engine would be sent to respond instead. In these circumstances the response would not be as quick as it would be should the local fire engine be available.

It should be noted that the next station is currently New Mills; proposal one would mean the next nearest fire engine would be located at Furness Vale, approximately 19 minutes travel time to the centre of Glossop.

**What does this mean for the local communities?**

The map overleaf shows the locations of where those people deemed most vulnerable from fire (Mosaic Groups L, M, N, and O) live in relation to the location of the fire station at Glossop.

A description of those vulnerable groups is provided on page 30 of this report.




Key Code

Fire Station

MOSAIC Group L

MOSAIC Group M

MOSAIC Group N

MOSAIC Group O

Area Boundaries

## Initial Response Times

The table below provides a comparison between the current times taken for an initial responding fire engine from Glossop to attend different geographical areas, compared to the initial response time by the fire engines if they were changed to retained (on-call) at Glossop station.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Chapel Lane area of Hadfield | High | 9 minutes (8 min travel time) | 13 minutes (8 min travel time) | +4 minutes |
| Melandra Castle Road area of Gamesley | Medium | 10 minutes (9 min travel time) | 14 minutes (9 min travel time) | +4 minutes |
| Highfield Road area of Whitfield | Medium | 4 minutes (3 min travel time) | 8 minutes (3 min travel time) | +4 minutes |
| High Street East area of Glossop | Medium | 3 minutes (2 min travel time) | 7 minutes (2 min travel time) | +4 minutes |
| Youlgreave Crescent area of Gamesley | Medium | 8 minutes (7 min travel time) | 12 minutes (7 min travel time) | +4 minutes |
| Lee Mount, off Charlestown Road area of Glossop | Medium | 2 minutes (1 min travel time) | 6 minutes (1 min travel time) | +4 minutes |

***Note1: In the table above rows highlighted in red show that there would be a slower response in comparison to the current arrangements.***

***Note2: The 'Current Initial Response Time' column above relates to day-time response where there is currently wholetime availability. The 'Proposed Initial Response Time (estimate)' will apply both night and day if the fire engines were changed to retained (on-call) at Glossop fire station. Therefore at night response times remain unchanged.***

A description of how risk areas are defined is provided on page 11 of this report.

In the High Peak there is an average of 72 households per square kilometre. This is one of the lowest when compared to other districts in Derbyshire. The vast majority of households are owned outright (with or without mortgages) with only a small

percentage of rented properties. This is significant in that historical data suggests that more fires occur in rental properties.

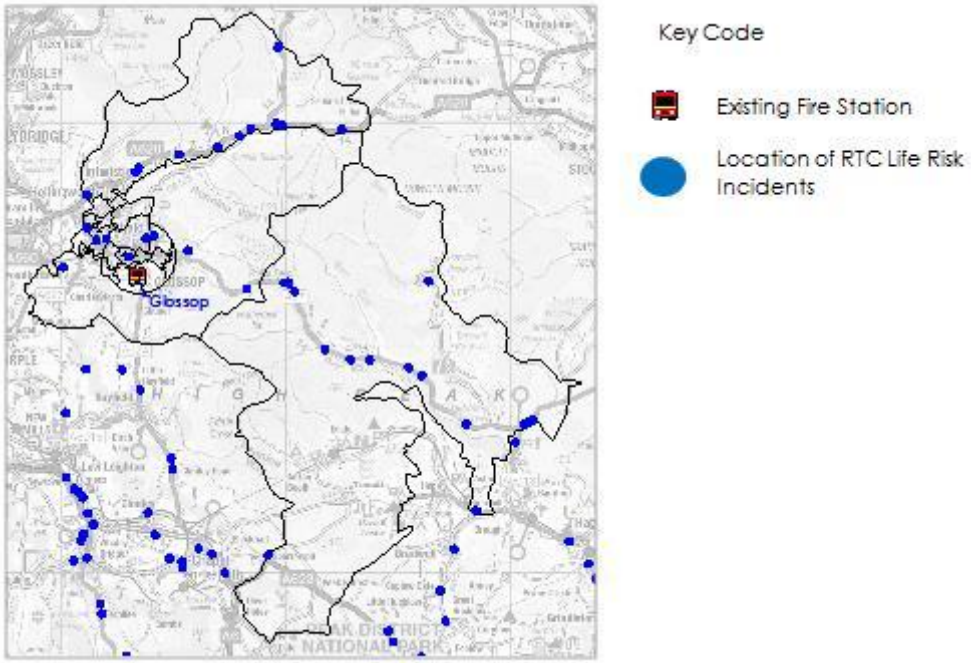
**Heritage Risk**

There are no grade one listed buildings (Source: English Heritage data) within the area served by Glossop station.

**Transport Risk**

The road infrastructure is predominantly rural. However, part of the A57 (Snake Pass) is within the station area.

Over the last four years there have been 31 ‘life risk’ road traffic collisions (RTCs) in the area. Significantly, within that four year period, life risk RTCs have reduced by 22%. Across the affected area, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently 11 minutes. The proposed change to a retained (on-call) staffing arrangement at Glossop will not affect the travel time but it will delay the turn-out of the fire engine by four minutes.




There are many influencing factors that impact on our response times.

Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We also value the safety of our own firefighters. In the Glossop area there are currently six sites that are considered as a potentially high risk to firefighters attending incidents there. We already have contingency plans in place regarding these sites.

The current average estimated response time to higher risk sites is within five minutes, with the exception of Woodhead Tunnel which is within 17 minutes. The proposed change to wholly retained (on-call) staffing arrangements at Glossop will increase the initial emergency response by an estimated four minutes during the day.

It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers/responsible persons are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. Where there is a significant increase in attendance times to a specific high risk site, additional risk reduction, planning, training and contingency plan testing will be carried out with owners and occupiers to reduce the risk.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Glossop. Likewise, the two fire engines currently located at Glossop are not exclusively assets for those areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that the initial fire engine to incidents in the area would still attend from Glossop and support would come from the proposed new stations at Furness Vale, Bamford and Buxton as required.

It is also important to note that if introduced, proposals relating to Buxton, New Mills, Whaley Bridge and Chapel-en-le Frith, may have an impact on their respective response times into the area of Glossop. If fire engines from these locations were required to support the Glossop fire engine the proposed station at Furness Vale would provide support to the Glossop area within approximately 15 to 20 minutes. Proposals relating to Bradwell and Hathersage may also impact on response times into the area. Additional support from Buxton would be faster; this is because the proposal is that the current fire station at Staden Lane in Buxton would be re-located to the Fairfield area of Buxton.

Some examples regarding how long the initial attending fire engine would take to attend different parts of the Glossop station area are provided in the section entitled *‘Initial response times.’*

# What does it mean for me?

# Proposal 3

**The proposed relocation of the Fire Station at Buxton**

### Introduction

The fire station at Buxton, staffing one whole-time (full-time) and one retained (on-call) fire engine provides an initial emergency response for the geographical areas depicted in the map on the next page (map no. 1).

It is one of five fire stations that are currently located in the High Peak District of Derbyshire, the other four being the day crewing station at Glossop and the retained (on-call) stations at Chapel-en-le-Frith, New Mills and Whaley Bridge.

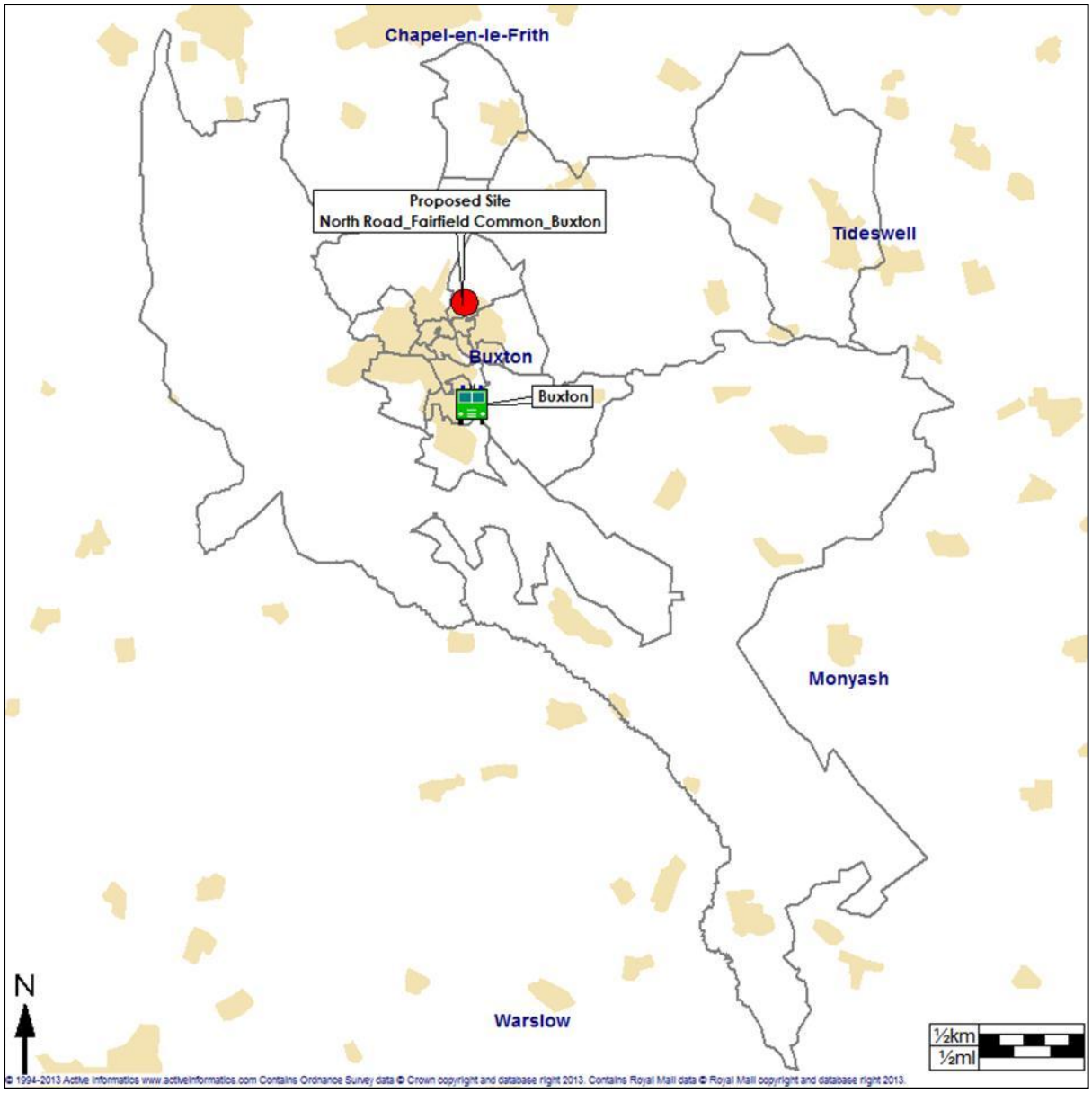
### Key Points

- The number of incidents in the area served by the station has decreased over the four year period (2009-2013) by an average of 13%.
- The station provides the initial emergency response to one area which is deemed as a very high risk and one area which is categorised as high risk. The majority of areas covered by the station are categorised as medium or low risk.
- The newly proposed location would mean that the initial emergency response to the areas deemed as very high and high risk would be improved.
- The newly proposed location is on average closer to more members of the community deemed as vulnerable. Therefore the initial emergency response to these members of communities would generally speaking be quicker.
- Those members of the public affected by this merger, deemed as a higher risk (based on our interpretation of data we hold regarding the local population) would be targeted with additional community safety and risk reduction activities.

### Our Proposal

It is proposed that the station is relocated to an optimum location, providing better cover and resilience to the High Peak District. Currently the desired location for the new fire station is considered to be in the Fairfield Common area of Buxton, located close to the A6.

Two fire engines would be located at the new station staffed by a total of 28 whole-time (full-time) personnel and up to 17 retained (on-call) personnel.



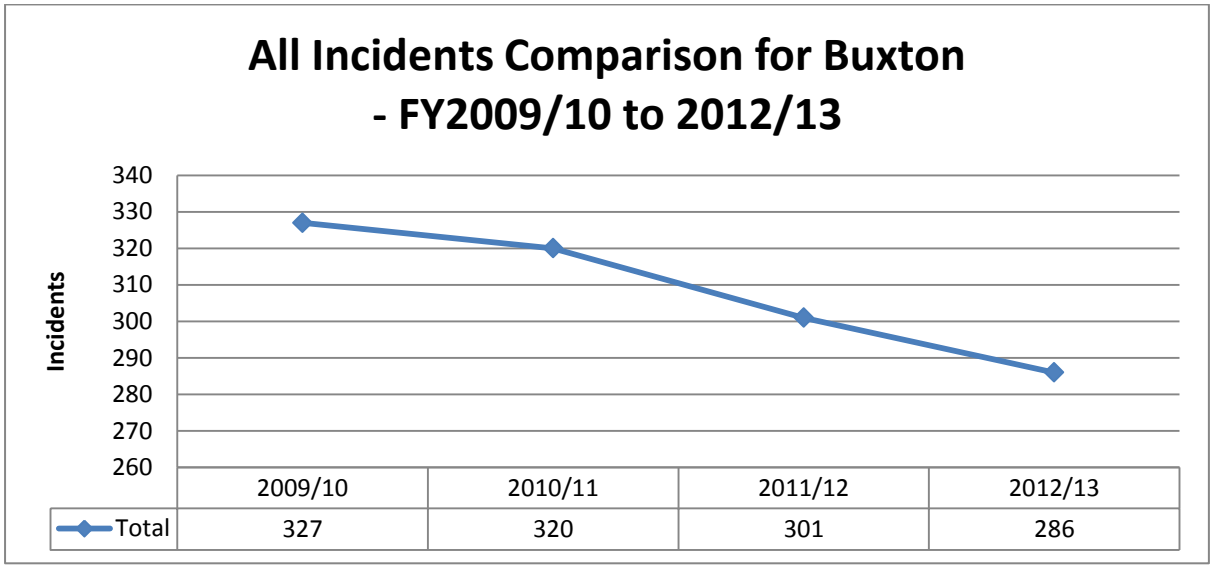

Map depicting existing stations in relation to the proposed new station (map number 1)

## Local Authority Development Plans

The High Peak District Local Authority Development Plan was studied to ensure that any anticipated future developments in Buxton and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments outlined within the relevant plan identify that up to 1,178 new homes will be built between 2011-2028 with a further 16.4 hectares being earmarked for industrial development in the surrounding areas.

## Our Rationale

The current location of the fire station in Buxton is not considered as the best location. The risk to the south of Buxton, where the fire station is currently located is deemed as very low. The proposed location at or near Fairfield Common will reduce the initial response times to the areas deemed as very high risk and high risk (two in total) that are located in Buxton. Furthermore, the fire engines at Buxton would be located more favourably to support, as required, Chapel-en-le-Frith, Whaley Bridge, Furness Vale and New Mills areas. The blue line below shows total incidents per year.




As part of our community safety activities, 594 home fire safety checks (HFSCs) have been completed and 700 smoke detection alarms have been fitted during 2012/13 in and around the Buxton area. (Source: Station Risk Profile-2013)

## Financial Information

The costs of running the fire station during 2012/13 are provided in the table below.

| Fire Station | Cost 2012/13 |
|---|---|
| Buxton | £1,492,000 |

The sale of the existing fire station site would raise approximately £1 million. This would partially off-set the estimated costs of £4,325,000 associated with building the proposed new station.

**Fire Engine Availability**

It is also important for our proposals to consider how often fire engines are available. Information relating to the amount of time the two fire engines were available to respond during 2012/13 is provided below.

| **Fire Station** | **2012/13 availability given as a percentage** | **Current Number of Firefighters (Oct 2012)** |
|---|---|---|
| Buxton Whole-time | 99.90% | 28 |
| Buxton Retained | 11.62% | 5 |

The table above shows that whilst the whole-time (full-time) fire engine was available practically all of the time, the retained (on-call) fire engine was available for incidents very rarely. This is primarily due to staffing vacancies, difficulties in recruiting and staff availability. These can all have an adverse impact on our secondary response in the area. There are occasions when the initial emergency response is not provided by the fire engine located in Buxton. In these cases, the next nearest fire engine would be sent to respond instead. In these circumstances the response would not be as quick as it would be should the local fire engine be available.

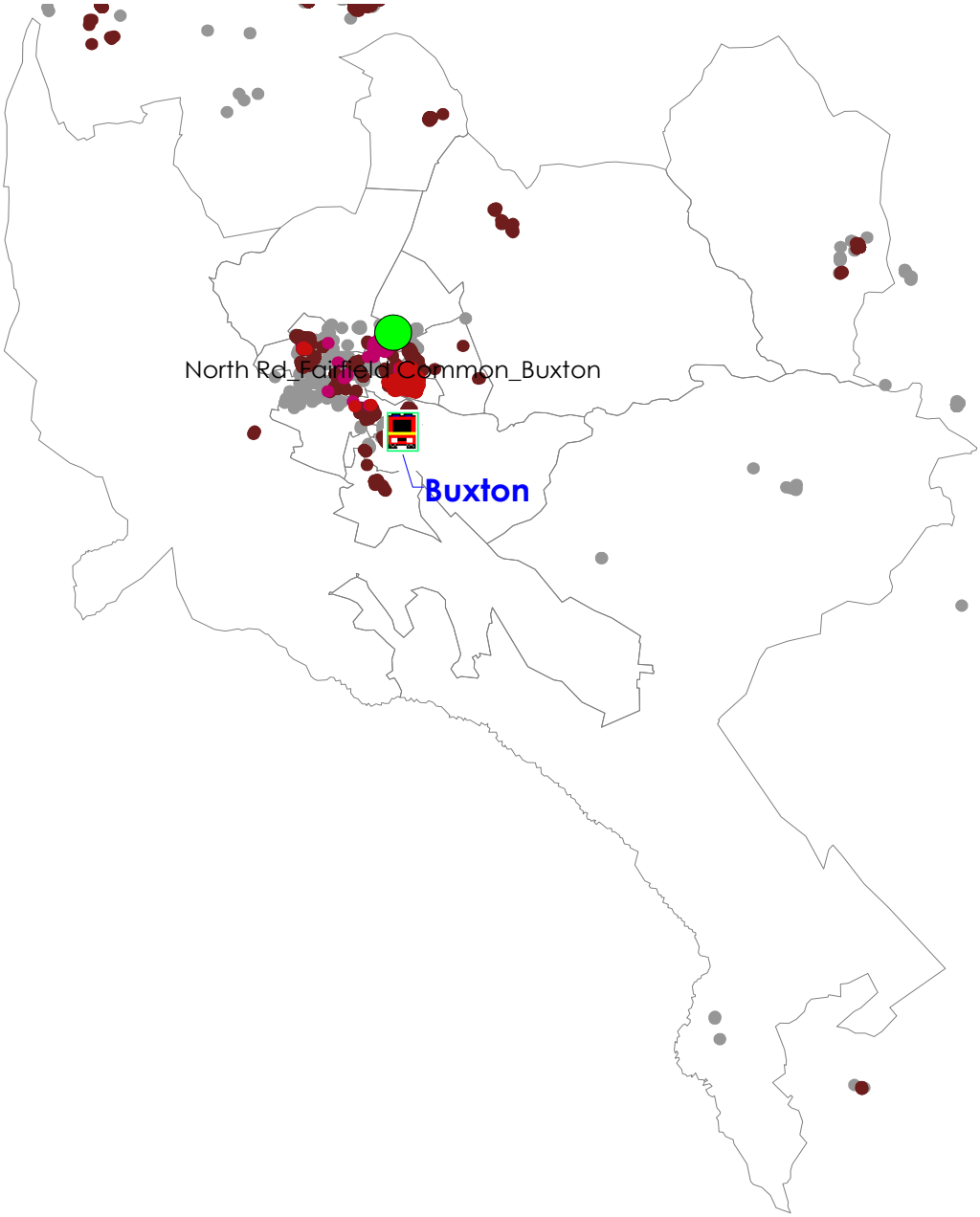
A key element of this proposal would be the recruitment and retention of retained (on-call) firefighters to ensure the proposed number of 17 is both achieved and maintained.

**What does this mean for the local communities?**

The map on the following page (map 2) shows the locations of where those people deemed most vulnerable from fire live in relation to the current location of the fire station and the location of the proposed new fire station.

It can be seen that the new location is on average closer to more members of the community deemed as vulnerable (Mosaic groups L, M, N and O). This means that generally speaking the initial emergency response to these members of communities would be quicker.

A description of those vulnerable groups is provided on page 30 of this report.




Key Code (map 2)

- Existing Fire Station
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- Area Boundaries

## Initial Response Times

The table below provides a comparison between the current times taken for an initial responding fire engine from the fire station at Buxton, to attend different geographical areas, compared to the initial response time by the fire engine if it were located near Fairfield Common, Buxton.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Boarstones Lane area of Fairfield | Very High | 9 minutes (8 min travel time) | 5 minutes (4 min travel time) | -4 minutes |
| School Road area of Upper End, Peak Dale | High | 13 minutes (12 min travel time) | 10 minutes (9 min travel time) | -3 minutes |
| Kent's Bank Road area of Buxton | Medium | 5 minutes (4 min travel time) | 5 minutes (4 min travel time) | - |
| The Crescent area of Buxton | Medium | 5 minutes (4 min travel time) | 4 minutes (3 in travel time) | -1 minute |
| Fairfield Road area of Hogshaw | Medium | 5 minutes (4 min travel time) | 2 minutes (1 min travel time) | -3 minutes |

***Note: In the table above rows highlighted in green show that the response times would not change. Those in blue signify an improved response.***

A description of how risk areas are defined is provided on page 11 of this report.

## Heritage Risk

There is one Grade One listed building (Source: English Heritage data) within the areas served by the station. This is 'The Crescent' which is located in Buxton itself.

This proposal will not have a detrimental effect on the initial emergency response to 'The Crescent.'

**Transport Risk**

The road infrastructure is a variety of urban and rural with a number of ‘A’ roads converging on Buxton as well as a number of ‘B’ and minor roads in the surrounding area.

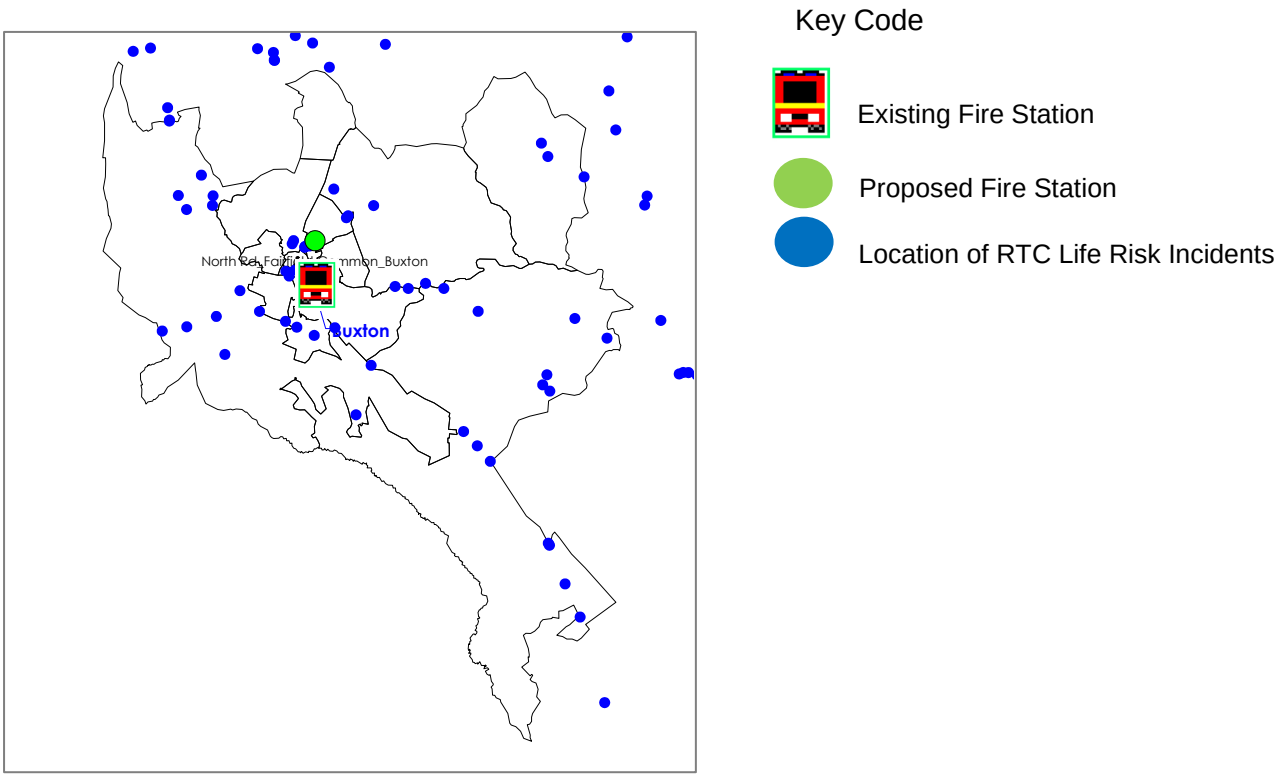
Over the last four years, there have been 53 ‘life risk’ Road Traffic Collisions (RTCs) in the area. Within that four year period, life risk RTCs have decreased by 19%.

The High Peak road network is easily accessible from the proposed new location on the A6, with access to the A54, A515 and the A53.

Across the affected area, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently eight minutes.

It can be projected that from the proposed new station location, this travel time will not typically exceed 11 minutes at the furthest point.

This should be considered as a worst-case scenario figure as some common RTC areas, such as the A6 will have a far shorter travel time.




There are many influencing factors that impact on our response times.

Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We also value the safety of our own operational firefighters. In the Buxton area, there are currently eight sites that are considered as a high risk to firefighters attending incidents there. We already have plans in place regarding these sites. The current estimated response time to higher risk sites is within 11 minutes. This proposal does not alter that response time.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Buxton. Likewise, the two fire engines currently located at Buxton are not exclusive assets for these areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding.

If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the area would attend from the new station at Buxton supported by fire engines from Furness Vale, Bakewell and Glossop as required.

Some examples regarding how long the initial attending fire engine would take to attend different parts of the Buxton area are provided in the section entitled *'Initial Response Times.'*

# What does it mean for me?

# Proposal 4

**The proposed merger of the fire stations at Bradwell and Hathersage**

### Introduction

The two retained (on-call) fire stations at Bradwell and Hathersage (each staffing one fire engine) provide an initial emergency response for the geographical areas depicted on map no 1.

They are two of six fire stations that are currently located in the Derbyshire Dales District of Derbyshire, the other four being the day crewing station at Matlock and the retained (on-call) stations of Ashbourne, Bakewell and Wirksworth.

### Key Points

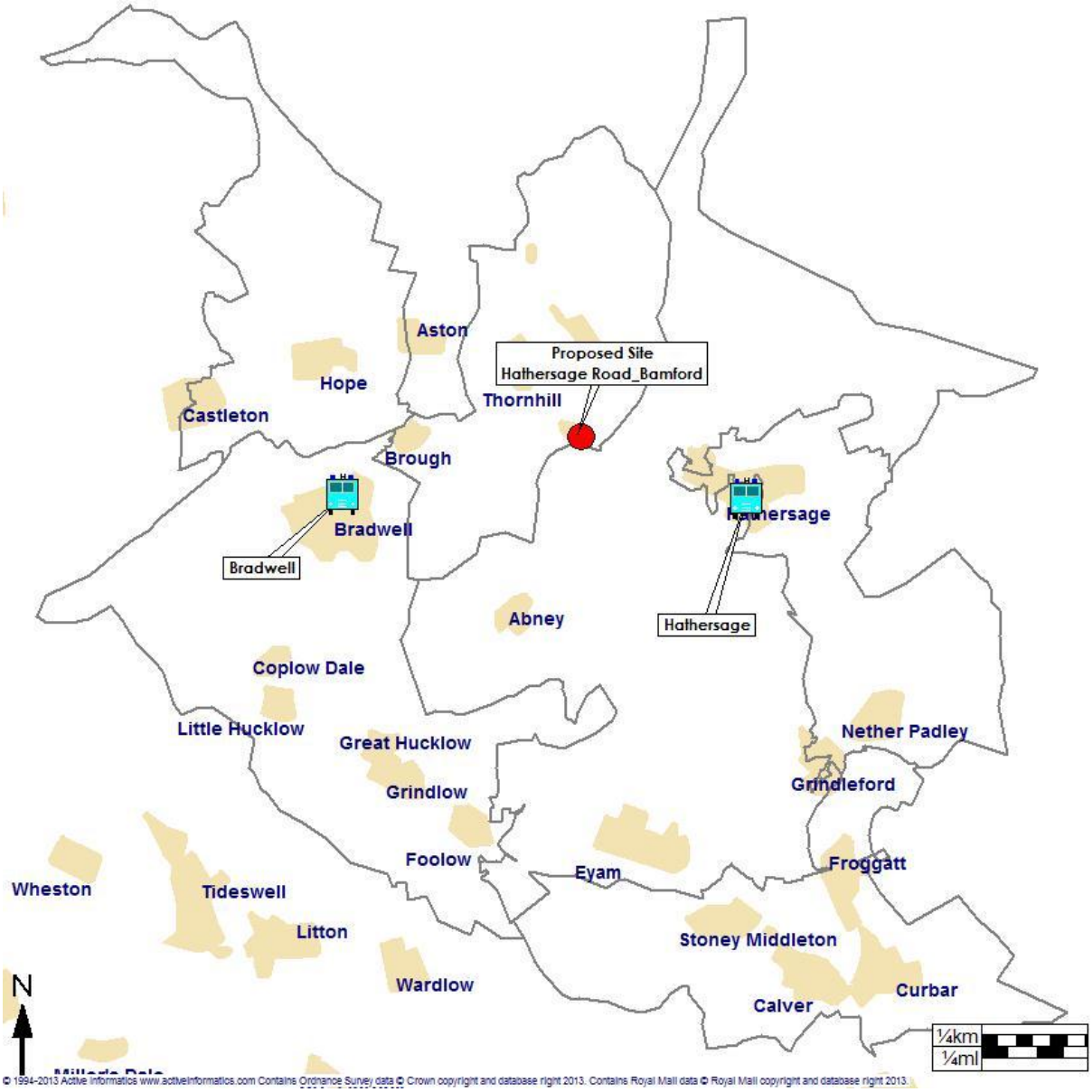
- The number of incidents in the area served by the two retained (on-call) fire stations has decreased over the four year period (2009-2013) by an average of 40%.
- The two retained (on-call) fire stations do not provide the initial emergency response to any areas deemed as high or very high risk.
- The newly proposed site at Bamford is closer to more vulnerable members of the community in the general locality.(see map 2)
- Those members of the public affected by this merger, deemed as a higher risk (based on our interpretation of data we hold regarding the local population) would be targeted with additional community safety and risk reduction activities.

### Our Proposal

It is proposed to reduce the number of stations in this area from two to one. Also that the two retained (on-call) fire stations are merged, providing a new station at an optimum location between the two existing station sites. Currently the desired location for the new fire station is considered to be in the area of Bamford on Hathersage Road (A6187).

One fire engine and one Smaller Response Vehicle* would be located at the new station staffed by a total of up to 17 personnel.

(*A smaller response vehicle is a smaller fire engine with similar albeit reduced capabilities, carrying fewer firefighters, equipment and water. It would be able to respond independently as a primary response to small incidents or to support larger incidents.)




Map depicting existing stations in relation to the proposed new station (map no 1)

Consideration was given to closing Bradwell and leaving Hathersage in its current location to provide the initial emergency response for both areas.

This is a possible alternative solution; however, it is not the optimum solution.

The current preferred site adjacent to the A6187 near Bamford would enable a timely response to both communities. Importantly the newly proposed site is also closer to more vulnerable members of the community as can be seen on map 2, provided later in this document under the section titled '*What does this mean for the local communities?'*

## Local Authority Development Plans

The Peak District National Park Local Authority Development Plan was studied to ensure that any anticipated future developments in Bradwell / Hathersage and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate.

The future developments plan identified that no major developments were due to take place between 2011 and 2028.

## Our Rationale

The two retained (on-call) fire stations and fire engines currently located four and a half miles apart from each other in Hathersage and Bradwell provide an initial emergency response for an area deemed as predominantly low risk.

Over recent years (2009-2013) the number of emergency calls to the fire and rescue service from the two areas has remained very low and subsequently the demand placed upon the fire engines located at Hathersage and Bradwell is consistently very low.

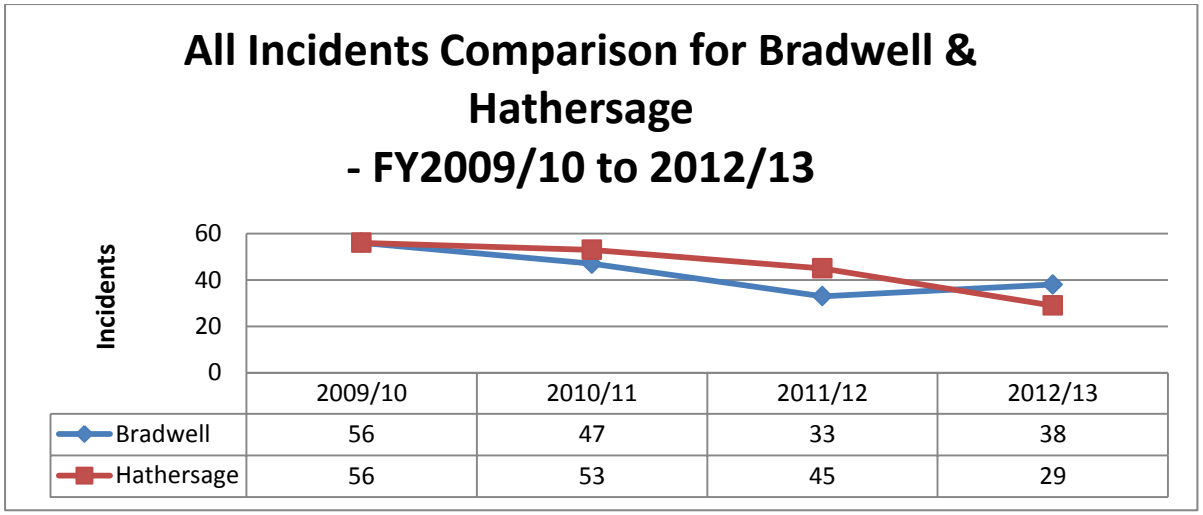
Furthermore, the number of calls from these areas has reduced over recent years by 48% in the Hathersage area and 32% in the Bradwell area. More significantly the number of more serious fires (primary fires) in the Bradwell area has reduced by 67% (from 12 in 2009/2010 to 4 in 2012/13.)

Therefore, maintaining two fire engines and two fire stations in these areas of low risk and low activity is deemed an over-provision and not the best use of resources available.

The location of the proposed new fire station at Bamford would provide a good initial response to both areas, but more importantly is also closer to more members of the community deemed as vulnerable (Mosaic groups L, M, N and O), as can be seen on map 2 (provided later in the document.)

Currently, the timetable for this change is not agreed. However, the overall change programme would begin in 2014/15 and would be completed by the end of 2021/22.

The table overleaf shows the total number of incidents per station per year. The blue line shows Bradwell's incidents, and the red line shows Hathersage's incidents.




As part of our community safety activities, 67 Home Fire Safety Checks (HFSCs) have been completed and 43 smoke detection alarms have been fitted during 2012/13 in and around the Bradwell and Hathersage areas. (Source: Station Risk Profile-2013).

**Financial Information**

The current costs of running and actual staffing levels for the two fire stations during 2012/13 are provided in the table below.

| **Fire Station** | **Cost 2012/13** |
|---|---|
| Bradwell | £95,000 |
| Hathersage | £71,200 |
| Combined annual costs | £166,200 |

The estimated staffing savings associated with this proposal are £31,000 per year with additional savings to running costs estimated to be around £6,000. There will be an additional saving in vehicle leasing costs of approximately £7,000. This would lead to a total saving of approximately £44,000.

The sale of the sites at Bradwell and Hathersage are predicted to raise £305,000. This will partially off-set the £925,000 cost of building a new fire station at Bamford.

**Fire Engine Availability**

It is also important for our proposals to consider how available fire engines are. Information relating to the amount of time the two fire engines were available to respond during 2012/13 is provided below.

| Fire Station | 2012/13 availability given as a percentage | Current number of firefighters |
|---|---|---|
| Bradwell | 90.79% | 9 |
| Hathersage | 83.27% | 9 |

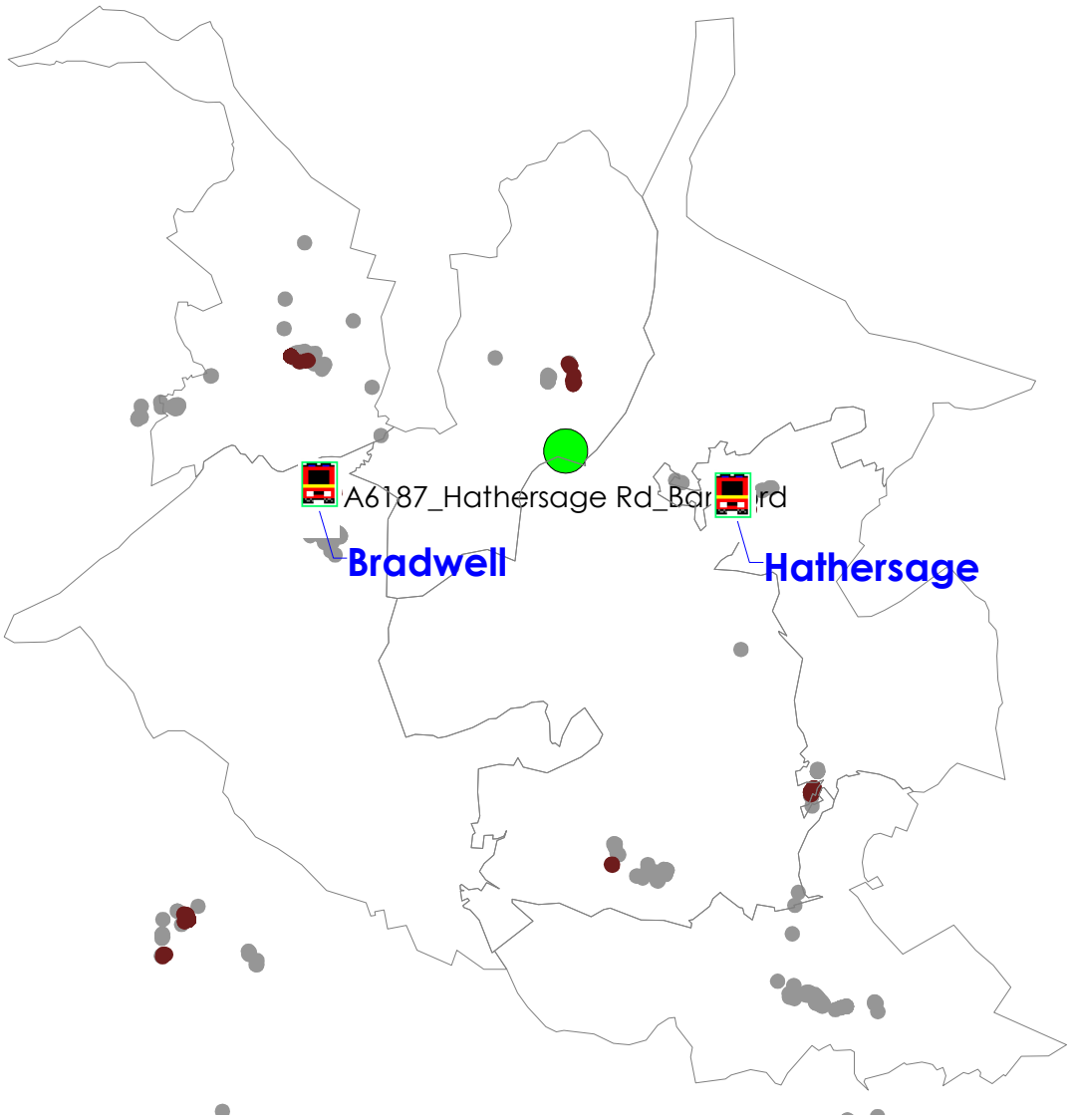
The table above shows minor short-falls in the availability for the two fire engines. This is primarily due to staffing vacancies, difficulties in recruiting and staff availability. It should be noted however that for the number of personnel available at the two stations, the availability is considered to be good, especially at Bradwell.

There are occasions when the initial emergency response is not provided by the fire engine located in either Bradwell or Hathersage. The next nearest fire engine would be sent to respond instead. In these circumstances the response would not be as quick as it would be should the local fire engines be available.

**What does this mean for the local communities?**

Map 2 below shows the locations of where those people deemed most vulnerable from fire, live in relation to the current locations of the two fire stations and the location of the proposed fire station.

A description of those vulnerable groups is provided at page 30 of this report.




Map 2

Key Code

- Existing Fire Stations
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- Area Boundaries

## Initial Response Times

The table below provides a comparison between the current times taken for an initial responding fire engine from Bradwell or Hathersage, to attend different geographical areas, compared to the initial response time by the fire engine if it were located at the proposed Bamford site.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference (Estimate) |
|---|---|---|---|---|
| Edale Road area of Hope | Medium | 11 minutes (6 min travel) | 11 minutes (6 min travel) | - |
| How Lane area of Castleton | Medium | 12 minutes (7 min travel) | 12 minutes (7 min travel) | - |
| Church Street area of Bradwell | Low | 6 minutes (1 min travel) | 11 minutes (6 min travel) | +5 minutes |
| Station Road area of Hathersage | Low | 6 minutes (1 min travel) | 8 minutes (3 min travel) | +2 minutes |

***Note: In the table above rows highlighted in red show that there would be a slower response in comparison to the current arrangements and those in green show that the response times would not change.***

A description of how risk areas are defined is provided on page 11 of this report.

Household density in the Derbyshire Dales is an average of 39 households per square kilometre. This is the lowest density when compared to other districts in Derbyshire. The vast majority of households are privately owned (with or without mortgages) with only a small percentage of properties rented. This is significant as historical data suggests that more fires occur in rental properties.

## Heritage Risk

There are five Grade One listed buildings (Source: English Heritage data) within the areas served by the two fire engines. Where a response time to a specific heritage risk is significantly increased we will work with relevant agencies and people to review existing contingency plans or to devise new contingency plans as deemed appropriate with a view to minimising any additional risk.

**Transport Risk**

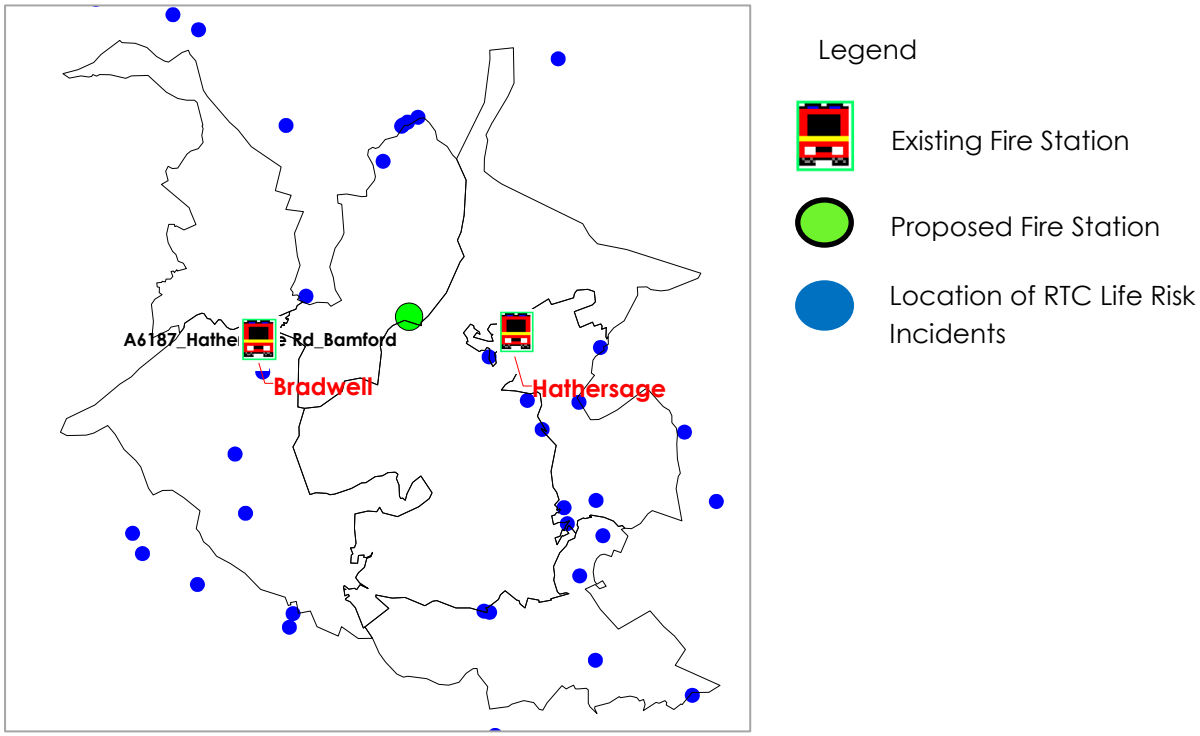
The road infrastructure is predominantly rural with no major trunk roads in the area. However, several commonly used commuter routes do pass through the area.

Over the last four years (2019-2013) there have been 48 Road Traffic Collisions (RTC) in the Bradwell and Hathersage areas with 27 of them being classified as 'life risk' incidents.

This is an overall RTC increase of 7%.

In the Bradwell and Hathersage areas, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is just below eight minutes (7 minutes, 44 seconds).

It can be projected that from the proposed new station location, this travel time will not typically exceed 8 minutes. This should be considered as a worst-case scenario figure as some common RTC areas, such as the A57 (Snake Pass) will have a far shorter travel time.




There are many influencing factors that impact on our response times.

Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We value the safety of our firefighters. Within the Hathersage and Bradwell areas there are not currently any sites that are considered as a potentially high risk to firefighters.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Bradwell and Hathersage. Likewise, the two fire engines currently located at Bradwell and Hathersage are not exclusively assets for those areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the area would attend from the new station at Bamford supported by fire engines from Furness Vale, Buxton and Glossop as required.

Some examples regarding how long the initial attending fire engine would take to attend different parts of the Bradwell and Hathersage area are provided in the section entitled *'Initial response times.'*

# What does it mean for me?

## Proposal 5

**The proposed merger of the Fire Stations at Matlock and Wirksworth.**

### Introduction

The two fire stations at Matlock and Wirksworth (Wirksworth staffing one retained (on-call) fire engine and Matlock staffing one retained and one day crewing fire engine) provide an initial emergency response for the geographical areas depicted on map no 1.

They are two of the six fire stations that are currently located in the Derbyshire Dales District of Derbyshire, the other four being the retained stations at Ashbourne, Bakewell, Bradwell and Hathersage. Bakewell is considered at key points within this proposal as it plays an important role in the provision of service to the wider area.

### Key Points

- The number of incidents in the areas served by Matlock and Wirksworth fire stations has decreased over the four year period (2009-2013) by an average of 20%.
- The two fire stations do not provide the initial emergency response to any areas deemed as high or very high risk.
- The response to a primary local risk (Road Traffic Collisions-RTCs on the A6 trunk road) would not be adversely impacted upon due to the proposed location of the new station (adjacent to the A6).
- Those members of the public affected by this merger, deemed as a higher risk (based on our interpretation of data we hold regarding the local population) would be targeted with additional community safety and risk reduction activities.
- Specialist Rescue capabilities are currently provided from Matlock's central location; the merger would maintain this provision.

### Our Proposal

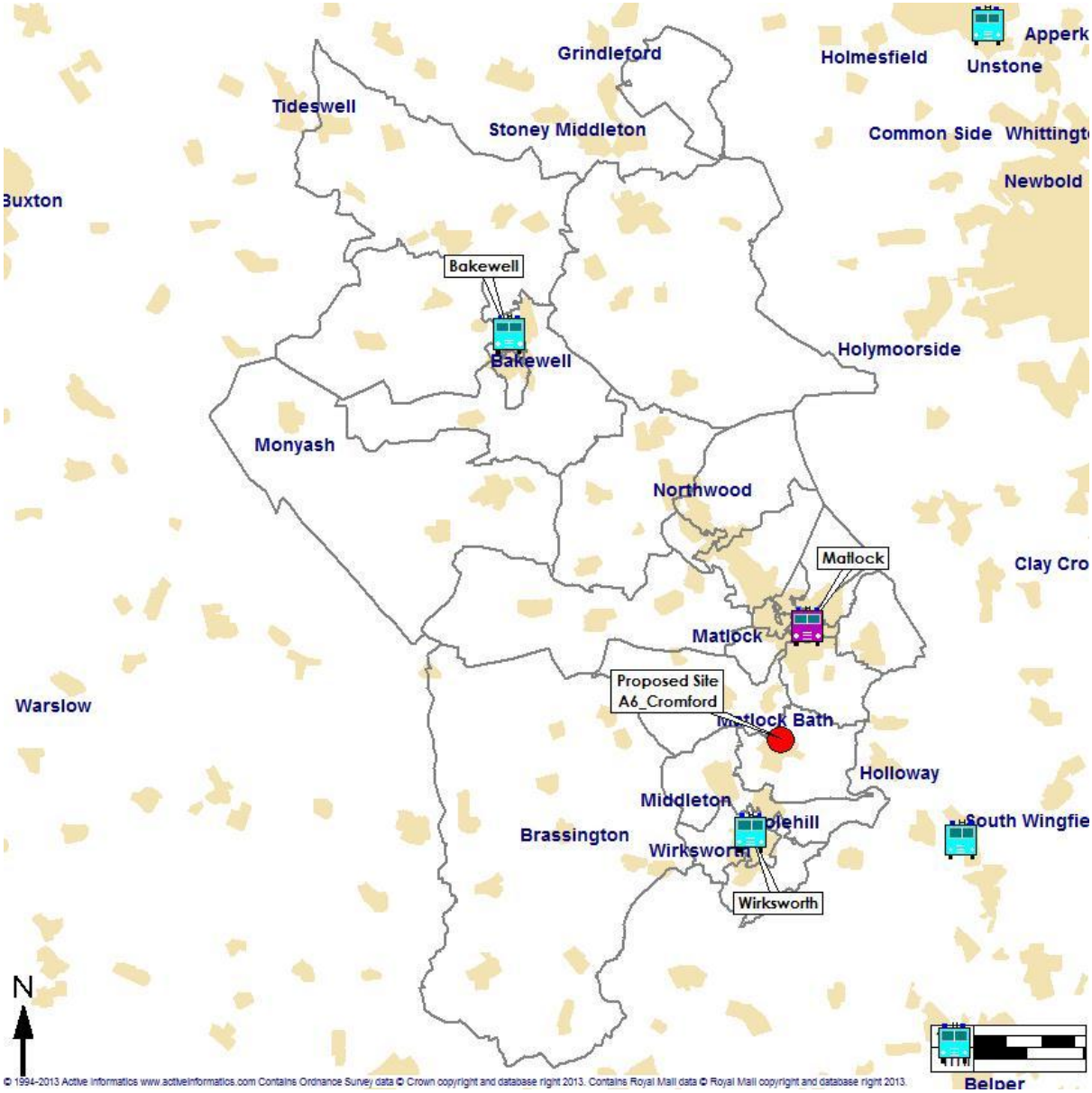
It is proposed that the Matlock and Wirksworth fire stations are merged, providing a new station at an optimum location between the two existing station sites. Currently the desired location for the new fire station is considered to be in the Cromford area, adjacent to the A6.

Two fire engines would be located at the new station. One would be staffed by a whole-time (full-time) establishment of 28 split into four duty watches. The second fire engine would be staffed by a maximum number of 17 retained (on-call) personnel.

Matlock currently provides an additional function as a Technical Rescue Station. This role involves the use of specialist appliances and equipment to deal with rope rescue, animal rescue emergencies and other specialist capabilities. This provision would be transferred to the new station at Cromford as its central location would allow for a consistent response across Derbyshire.

The proposal also adds a Smaller Response Vehicle* (SRV) to the current provision of one retained fire engine at Bakewell.

(*A Smaller Response Vehicle is a smaller fire engine with similar albeit reduced capabilities, carrying less equipment, fewer firefighters and less water. It would be able to respond independently as a primary response to small incidents or to support larger incidents.)




Map no 1: Map depicting existing stations in relation to the proposed new station at Cromford. Shaded areas represent areas of settlement.

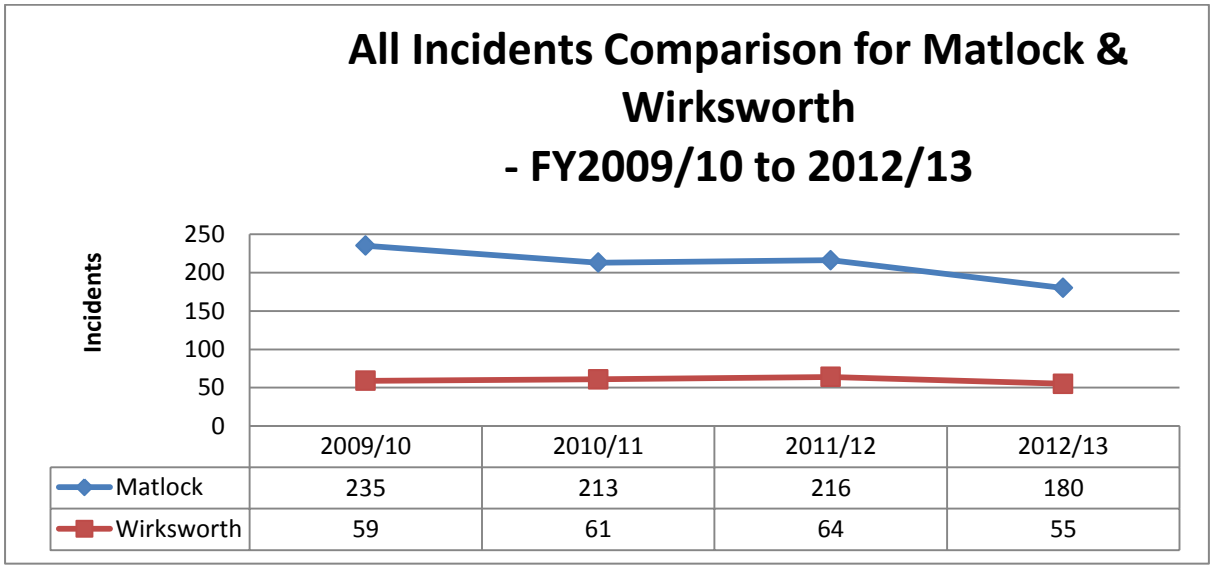
**Local Authority Development Plans**

The Derbyshire Dales District Council Development Plan was studied to ensure that any anticipated future developments in the Matlock, Wirksworth and nearby rural areas were fully considered in drawing up the proposal, influencing decision making when deemed appropriate. The future developments (up to 2028) outlined within the relevant plan (known as the Matlock/Wirksworth Sub-Area) are:

- 433 new homes
- Employment Land Allocation: 11 Hectares consisting of: Halldale Quarry, Matlock: 7.0 Hectares, Middleton Road, Wirksworth: 4 Hectares.

**Our Rationale**

The following graph shows the reduction of incidents within the Wirksworth and Matlock areas over the past four years. The blue line shows Matlock and the red line shows Wirksworth.




| | 2009/10 | 2010/11 | 2011/12 | 2012/13 |
|---|---|---|---|---|
| Matlock | 235 | 213 | 216 | 180 |
| Wirksworth | 59 | 61 | 64 | 55 |

<u>Wirksworth</u>

The number of emergency calls in and around Wirksworth have remained very low over the last four years (2009-2013), ranging from 64 to 55 per year. Notably, more serious fires (known as primary fires) have dropped over the same period from 2009 to 2013 by 27% (from eleven to eight) and smaller fires (known as secondary fires) have decreased by 67%, from six to two. Of the more serious fires in the last four years, only one was deemed to be a risk to life.

In terms of road traffic collisions there have been an average of six per year from 2009 to 2013 in the Wirksworth area.

This consistently very low level of demand in the area coupled by the nature of risk in the area, which is mainly deemed as low, has informed this proposal to merge Wirksworth fire station with Matlock fire station.

Matlock

Over the last four years (2009-2013) the number of incidents in the Matlock area has remained low ranging from 235 in 2009/2010 to 180 in 2012/2013. This also shows an overall reduction in the number of calls by 23%. Furthermore, all specific incidents' types have reduced in number, notably more serious fires by 15% and smaller fires by 27%. Over the same four year period only three fires in the Matlock area were deemed a risk to life.

The consistently low level of demand coupled by the nature of risk in the area, which is mainly deemed as low, has informed a proposal to merge Wirksworth fire station with Matlock fire station.

Bakewell

Over the four year period (2009-2013) the number of calls in and around the Bakewell area has remained low and furthermore has decreased by 23% from 110 during 2009/2010 to 85 during 2012/2013. These factors coupled with the nature of the risk in the area (deemed as primarily low risk) would support the closure of the station.

However, for the reasons listed below it is proposed that the fire engine at Bakewell remains at its current location.

- When compared to some of the other more rural areas of Derbyshire there have been more casualties as a result of road traffic collisions in and around the Bakewell area (44 over the four year period). This is primarily due to the risk associated with the A6 road that passes directly thorough that part of Derbyshire.
- Geographically speaking the current location of the fire station at Bakewell is such that it would be able to provide timely support to a number of other areas for which other fire engines would provide the initial emergency response to, namely the newly proposed fire engines/fire stations at Bamford, Cromford, Chesterfield and Buxton.
- The fire engine at Bakewell provides the initial emergency response to Chatsworth House, arguably the highest profile heritage risk in the county and a tourist attraction of national significance.

It is proposed that resources at Bakewell are increased with the introduction of a SRV and an increase of personnel to 17. This is in line with the resources proposed for all other stand-alone retained (on-call) fire stations included within the overall programme of change.

Currently, the timetable for all changes within this proposal is not agreed. However, the overall change programme would begin in 2014/15 and would be completed by the end of 2021/22.

**Financial Information**

The costs of running and staffing the two fire stations during 2012/13 are provided in the table below.

| **Fire Station** | **Cost 2012/13** |
|---|---|
| Wirksworth | £118,800 |
| Matlock | £717,400 |
| Overall costs | £836,200 |

There would be an increase in staffing costs associated with this proposal of £510,000 per year. There would also be additional running costs estimated to be £57,000. This would lead to an overall increase in cost of approximately £567,000 per year.

The sale of the two existing fire station sites would raise approximately £2,125,000 in capital receipts. This would partially off-set the estimated costs of £4,325,000 associated with building a new station at Cromford. Furthermore should the changes be implemented then the housing stock currently provided for firefighters at Matlock working the day staffing system could be sold to contribute to wider capital costs (housing sales are included in the above figures).

**Fire Engine Availability**

It is also important for our proposals to consider how available fire engines are. Information relating to the amount of time the three fire engines were available to respond during 2012/13 is provided below.

| **Fire Station** | **2012/13 availability given as a percentage** | **Current number of Firefighters** |
|---|---|---|
| Matlock (day-crewed) | 99.28% | 14 |
| Matlock (retained) | 63.63% | 11 |
| Wirksworth | 95.83% | 12 |

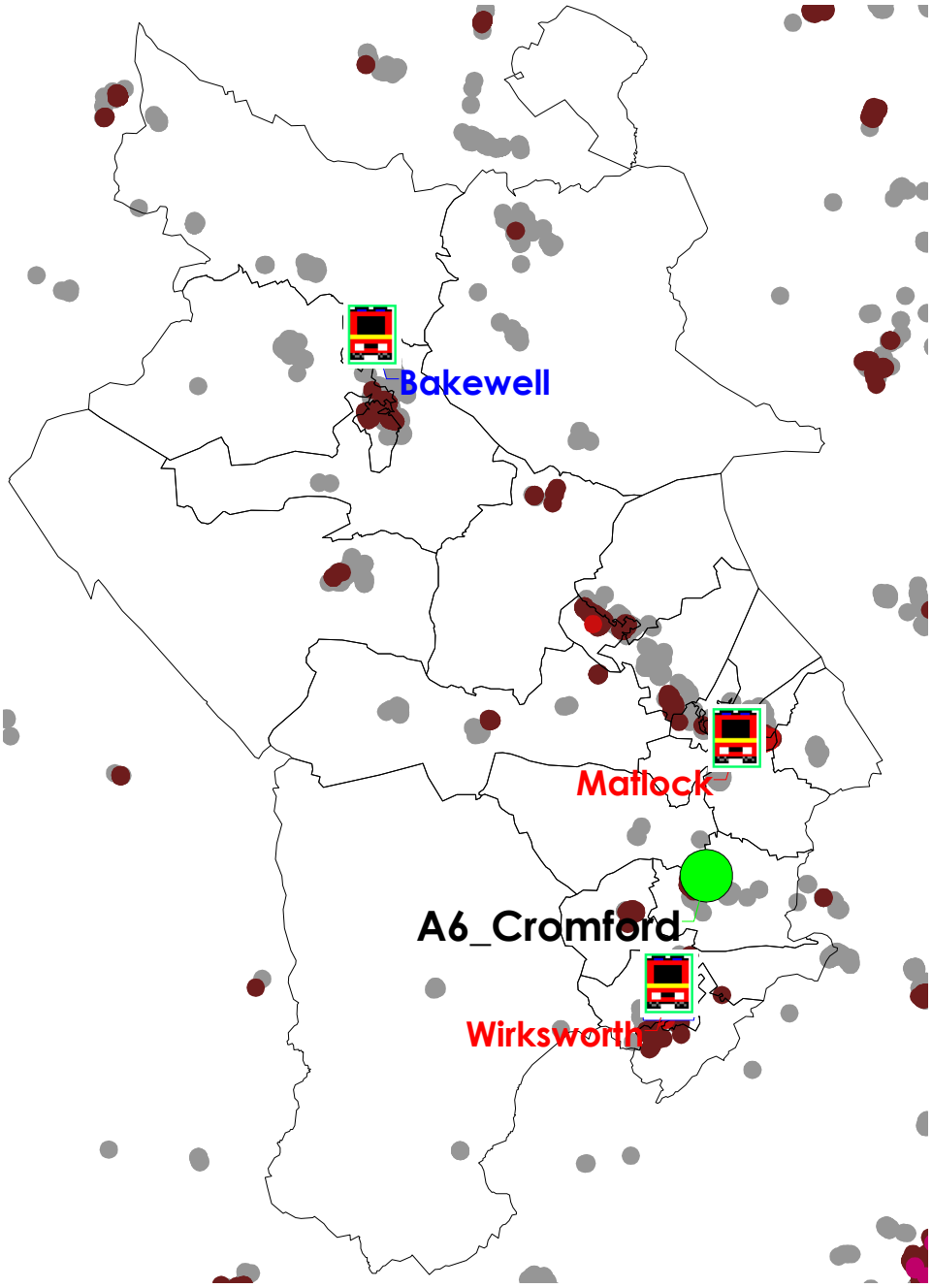
The table on the previous page shows that our retained fire engine at Matlock was not available as often as we would like. This is primarily due to staffing vacancies, difficulties in recruiting and staff availability. These factors therefore have an adverse impact on our emergency response in all surrounding areas.

There are occasions when the initial emergency response would not be provided by the fire engines located in the proposed new station location at Cromford. The next nearest fire engine would be sent to respond instead; typically these are projected to be Bakewell and Ripley. In these circumstances the response would not be as quick as it would be should the local fire engines be available.

**What does this mean for the local communities?**

The map on the next page shows the locations of where those people deemed most vulnerable from fire (Mosaic Groups L, M, N, and O) live in relation to the current locations of the two fire stations and the location of the proposed fire station.

A description of those vulnerable groups is provided on page 30 of this report.




Key Code

- Existing Fire Station
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- Area Boundaries

The table on the next page provides a comparison between the current times taken for an initial responding fire engine from Matlock or Wirksworth, to attend different geographical areas, compared to the initial response time by the fire engine if it were located at the proposed Cromford site.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

## Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Rutland Street area, Matlock Bank | Medium | 4 minutes (3 min travel) | 8 minutes (7 min travel) | +4 minutes |
| Hurst Rise area of Matlock | Medium | 3 minutes (2 min travel) | 8 minutes (7 min travel) | +5 minutes |
| Coldwell Street area of Wirksworth | Medium | 7 minutes (2 min travel) | 7 minutes (6 min travel) | - |
| Cromford Hill area of Cromford | Low | 6 minutes (5 min travel) | 3 minutes (2 min travel) | -3 minutes |

***Note: In the table above the times highlighted in red show that there would be a slower response in comparison to the current arrangements, those in green show that the response times would not change and those in blue show the response time would improve.***

A description of how risk areas are defined is provided on page 11 of this report.

In the Derbyshire Dales there is an average of 39 households per square kilometre. This is the lowest household density when compared to other districts in Derbyshire. The vast majority of households are privately owned (with or without mortgages) with only a small percentage of properties being rented. This is significant as historical data suggests that more fires occur in rental properties.

As part of our community safety activities, 262 Home Fire Safety Checks (HFSCs) have been completed and 298 smoke detection alarms have been fitted during 2012/13 in and around the Matlock and Wirksworth areas (Source: Station Risk Profile-2103).

## Heritage Risk

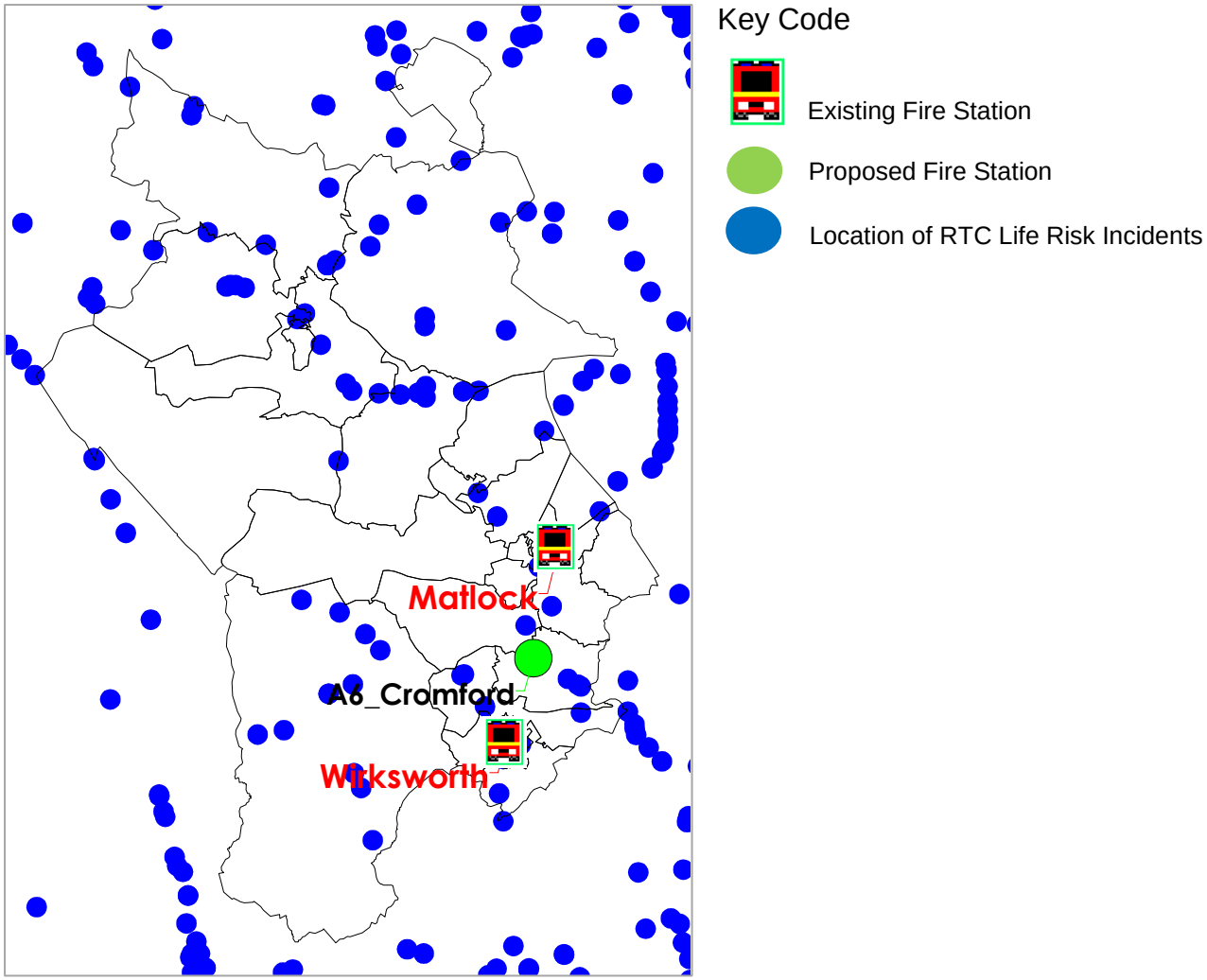
There are 12 Grade One listed buildings (Source: English Heritage data) within the areas served by the three fire engines located at Matlock and Wirksworth. For the purposes of clarity, this area has been expanded to include the nearby prominent heritage risks such as Chatsworth House and Haddon Hall which are in primarily served by the fire engine located at Bakewell.

**Transport Risk**

The road infrastructure is predominantly rural. However, a main trunk road (A6) passes directly through the area and acts as a confluence for three other 'A' roads.

Over the last four years there have been 58 'life risk' Road Traffic Collisions (RTCs) in the Matlock and Wirksworth areas. These 58 RTCs can be seen on the map below along with non-life risk RTCs and RTCs in neighbouring areas. Within that four year period, life risk RTCs have reduced by 3%. Across the affected areas, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently a little over seven and a half minutes.

It can be projected that from the proposed new station location, this travel time will not typically exceed 11 minutes. This should be considered as a worst-case scenario figure as some common RTC areas, such as Via Gellia Road (A5012) and the A6 south of Cromford, will have a far shorter travel time.




There are many influencing factors that impact on our response times. Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We value the safety of our firefighters. In the Matlock and Wirksworth areas there are currently 13 sites that are considered as a potentially high risk to firefighters attending incidents there. We already have contingency plans in place regarding these sites and firefighters visit and train there regularly to ensure that they are in the best position to manage an emergency. The proposed location of the new station at Cromford would mean that travel time to these sites should not typically exceed 11 minutes.

It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. Where there is a significant increase in attendance times to a specific high risk site, additional risk reduction, planning, training and contingency plan testing will be carried with owners and occupiers to reduce the risk.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Matlock and Wirksworth. Likewise, the three fire engines currently located at Matlock and Wirksworth are not exclusively assets for those areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engines to incidents in the area would attend from the new station at Cromford supported by fire engines from Bakewell and Ripley as required.

It is important to note that as part of a separate merger proposal, a newly located fire station at Ripley would be staffed by two fire engines, one wholetime and one retained (on-call).

One part of this merger involves the closing of the retained fire station at Crich which has historically been one of the most frequent fire engines to support emergencies in the Matlock and Wirksworth area. However, it is envisaged that as Ripley will be located close to the A610, and the wholetime crew will not have the delay in turn out time as the retained crew at Crich, the effect will be negligible on the Matlock and Wirksworth areas.

Some examples regarding how long the initial attending fire engine would take to attend different parts of the Matlock and Wirksworth area are provided in the section entitled *‘Initial Response Times.’*

# What does it mean for me?

## Proposal 6

**The proposed introduction of a Smaller Response Vehicle (SRV*) to replace the second fire engine at Ashbourne fire station.**

### Introduction

The retained (on-call) fire station at Ashbourne (currently staffing two fire engines) provides an initial emergency response for the geographical areas depicted on map no1.

This is one of six fire stations that are located in the Derbyshire Dales District of Derbyshire, the other five being the day crewing station at Matlock and the retained (on-call) stations at Bakewell, Bradwell, Hathersage, and Wirksworth.

### Key Points

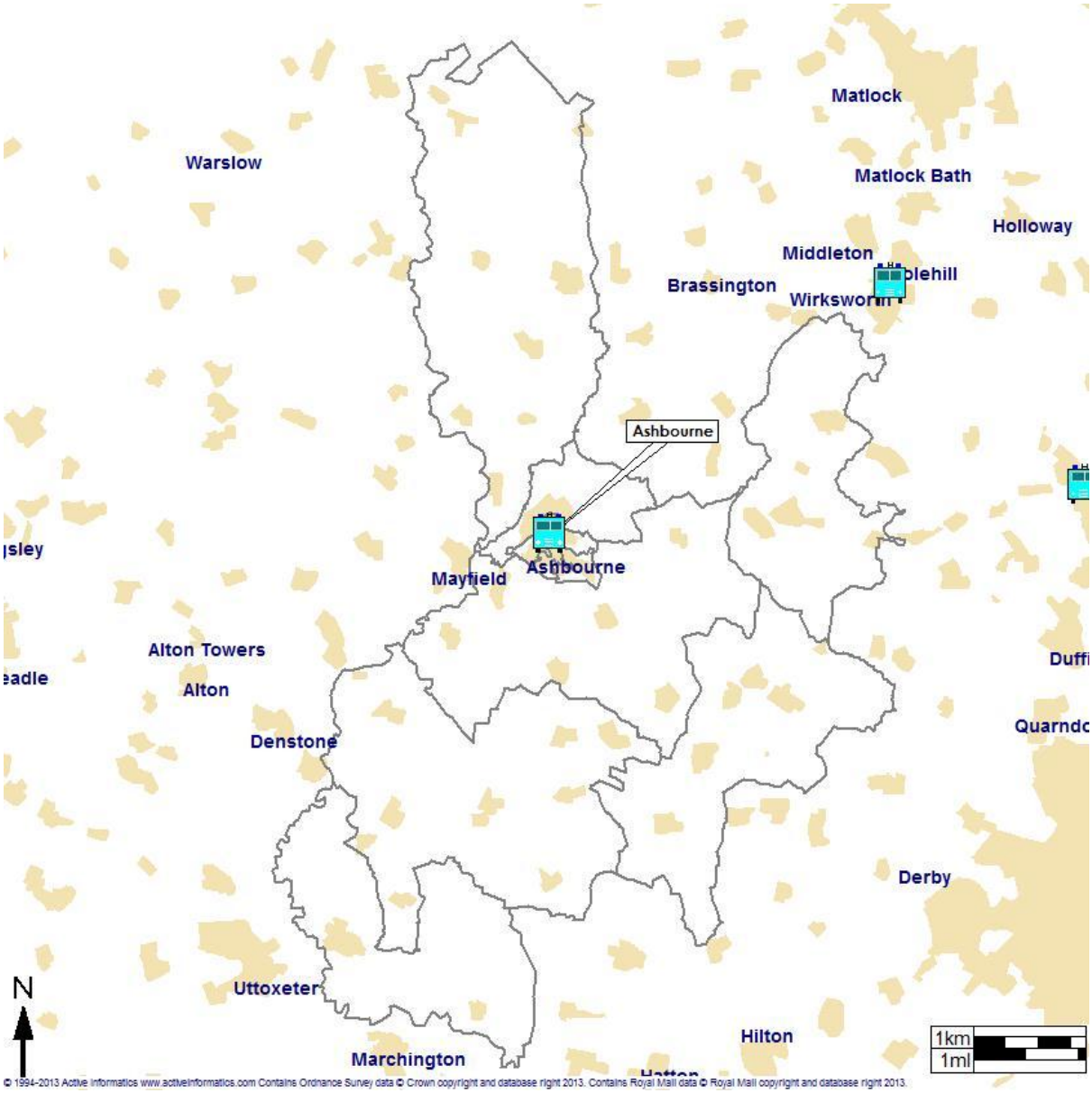
- The number of incidents in the area served by Ashbourne fire station has decreased over the four year period (2009-2013) by 27%
- The fire station provides emergency cover to areas that are of predominantly low risk but also to one area currently deemed as high risk. This is the Hulland Ward area.
- The response to specific incident types of a smaller nature (e.g. a fire in a bin) may be improved as a result of the changes due to the availability of the SRV being higher than that of the existing second fire engine as it would not require as many personnel to operate. The overall impact of this proposal would not have any adverse impact on the current initial response times to incidents in Ashbourne and the nearby rural areas.
- Following the 2011 Emergency cover review it was agreed following consultation to keep the second fire engine at Ashbourne fire station and to replace it with a more suitable resource in due course

### Our Proposal

It is proposed that the station would have one fire engine and the second fire engine be replaced by a Smaller Response Vehicle (SRV). The station would be staffed by a total of 17 personnel which is currently higher than the number of personnel who currently work at Ashbourne fire station.

(*A SRV is in effect a smaller fire engine with similar albeit reduced capabilities, carrying less equipment, fewer firefighters and less water. It would be able to respond independently as a primary response to small incidents or to support larger incidents.)

There are separate proposals to change the level of provision of fire engines in neighbouring areas to Ashbourne. These include the new retained (on-call) fire stations in Hilton and Belper South and new whole-time (full-time) stations in Derby City and Cromford. These are considered to improve the support to Ashbourne when required.




Settlements in and around Ashbourne (map no 1)

It is proposed that Ashbourne station would remain in its existing location both for its proximity to local risks and for its location near major roads.

The proposal would not affect response times.

## Local Authority Development Plans

The Derbyshire Dales District Council Local Authority Development Plan was studied to ensure that any anticipated future developments in the Ashbourne and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments outlined within the relevant plan (up to 2028) are:

- Ashbourne 450 new homes
- Employment land available at Ashbourne airfield: 8 hectares
- Southern parishes 50 new homes at Brailsford

## Our Rationale

The outcome of a previous review of emergency fire cover in the Ashbourne area concluded that a second fire appliance should be maintained at Ashbourne. However, it was decided that an alternative vehicle enabling a more flexible response without compromising on community and firefighter safety should be considered. The SRV proposed for Ashbourne as a replacement to the current second fire engine fulfils this decision.

The SRV would enable a more flexible use of resources to smaller fires and other less resource intensive incidents. Fewer firefighters will be required to attend in order to ensure a safe and effective response. This would achieve a small financial saving in terms of firefighter salaries, vehicle and equipment costs.

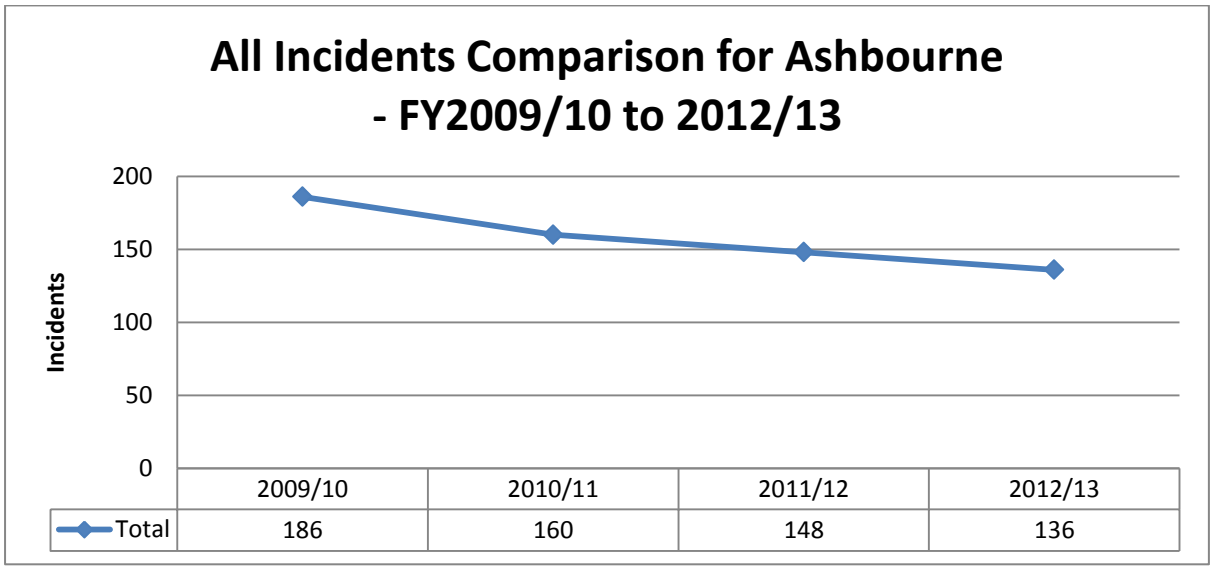
Furthermore, where a more significant incident requires it, a sufficient number of firefighters would be able to respond, staffing both vehicles, also enabling a safe and effective response.

Staffing at Ashbourne would increase to 17 and, subject to a full complement being achieved and maintained, Ashbourne would not be so reliant on support from the next nearest available resource, as they have been in the past. This is important in terms of resilience as Ashbourne is geographically remote with a challenging road network that contributes to extended travel times.

It is important to note that, subject to other elements of the overall change programme, the next nearest support into Ashbourne would normally come from the newly proposed Derby City fire station or the proposed station at Cromford.

Over the last four years in the Ashbourne fire station area the number of fires and other incidents requiring a fire and rescue service response has remained low. The graph below provides information regarding the incidents attended. It can clearly be seen that over this period of time there has been a reduction in incidents by 27%.

The blue line in the table below shows the total number of incidents per year for the station.




As part of our community safety activities, 182 Home Fire Safety Checks (HFSCs) have been completed and 172 smoke detection alarms have been fitted during 2012/13 in and around the Ashbourne area. (Source: Station Risk Profile - 2013)

**Financial Information**

The cost of running Ashbourne fire station during 2012/13 was £118,190. There would be a saving in vehicle costs of £7,000 per year as a result of replacing a fire engine with a SRV.

**Fire Engine Availability**

It is also important for our proposals to consider the availability of the fire engines. Information relating to the amount of time the fire engines were available to respond during 2012/13 is provided below.

| **Fire Station** | **2012/13 availability given as a percentage** |
|---|---|
| Ashbourne Fire Engine One | 97.4% |
| Ashbourne Fire Engine Two | 42.2% |

The table above shows that our fire engines were not available as often as we would like.

Historically we have struggled to maintain the availability the second fire engine in Ashbourne due to difficulties with recruitment and staff availability.

This proposal would improve availability by:

- Increasing personnel to 17
- Increasing availability as less personnel would be required to staff the SRV
- Improving response times

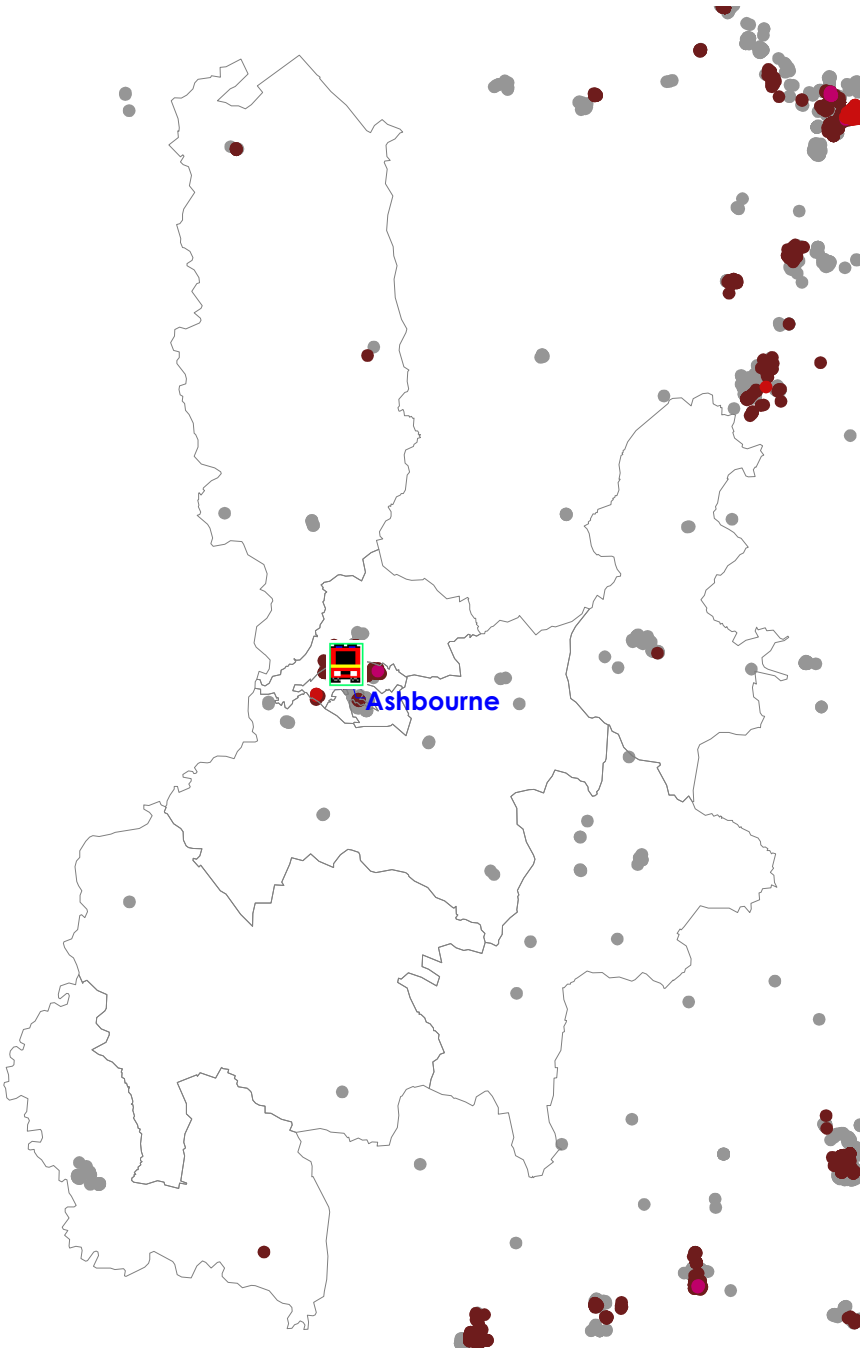
There have been occasions where a second fire engine has been required to incidents in the Ashbourne area.

The introduction of an SRV and an increase in personnel would improve availability.

**What does this mean for the local communities?**

The map overleaf shows the locations of where those people deemed most vulnerable from fire (Mosaic Groups L, M, N, and O) live in relation to the location of the fire station.

A description of those vulnerable groups is provided on page 30 of this report.




Key Code

Fire Station

MOSAIC Group L

MOSAIC Group M

MOSAIC Group N

MOSAIC Group O

Area Boundaries

## Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Ashes Avenue area of Hulland Ward | High | 13 minutes (8 min travel) | 13 minutes (8 min travel ) | - |
| Brookside area of Ashbourne | Low | 8 minutes (3 min travel time) | 8 minutes (3 min travel time) | - |
| Shawcroft / Park Road area of Ashbourne | Low | 6 minutes (1 min travel time) | 6 minutes (1 min travel time) | - |
| Cockayne Avenue area of Ashbourne | Low | 7 minutes (2 min travel time) | 7 minutes (2 min travel time) | - |
| Old Derby Road area of Ashbourne South | Low | 8 minutes (3 min travel time) | 8 minutes (3 min travel time) | - |

***Note: In the table above rows highlighted in green show that there would be no change in response times.***

A description of how risk areas are defined is provided on page 11 of this report.

In the Derbyshire Dales there is an average of 39 households per square kilometre. This is the lowest when compared to other districts in Derbyshire.

The vast majority of households are privately owned (with or without mortgages) with only a small percentage of properties being rented. This is significant in that historical data suggests that more fires occur in rental properties.

Once again, this proposal does not affect response times to incidents at residential properties.

## Heritage Risk

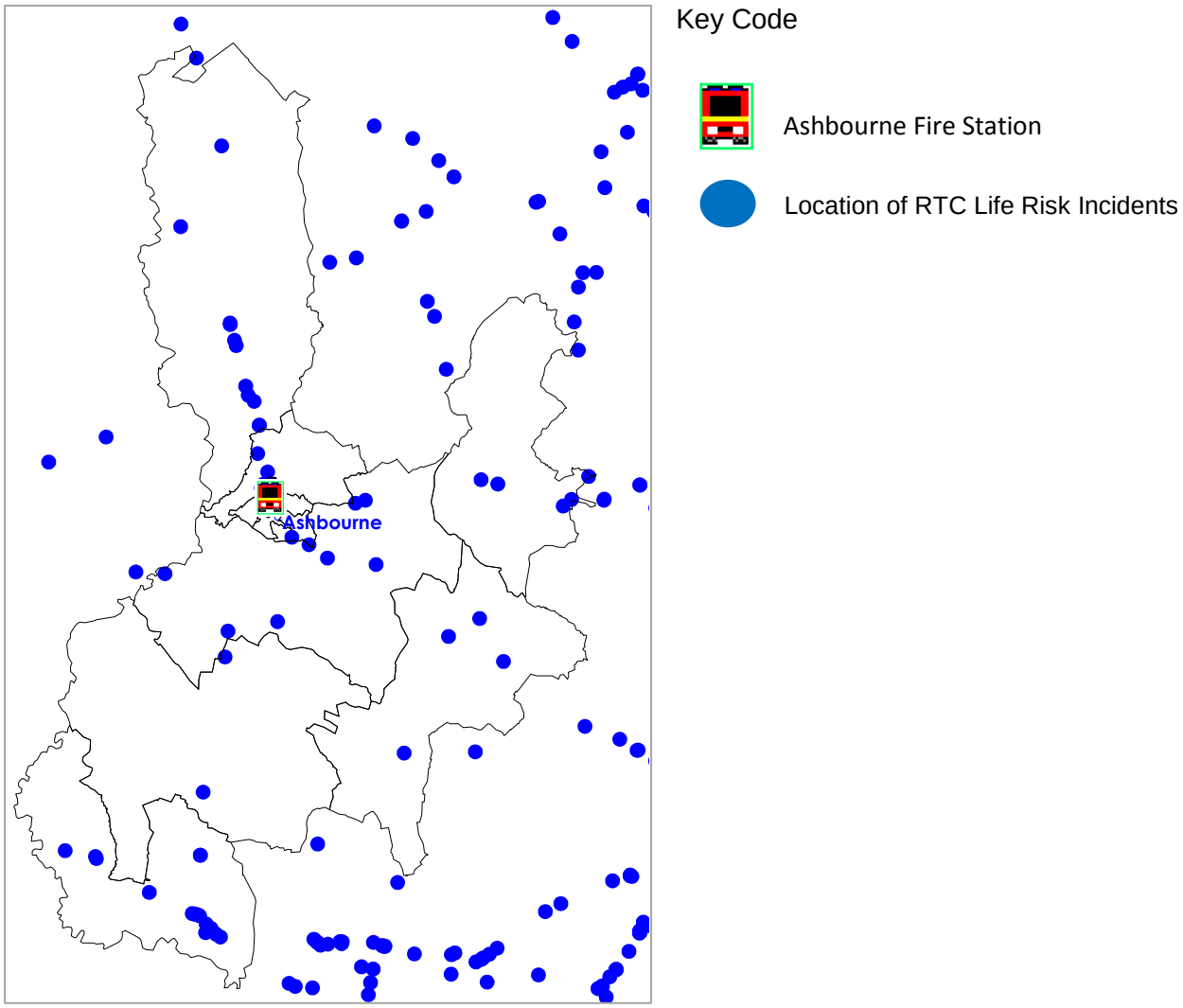
There are thirteen grade one listed buildings (Source: English Heritage data) within the areas served by the Ashbourne fire engines including Sudbury Hall and Ednaston Manor. This proposal would not affect response times to these heritage risks.

**Transport Risk**

The road infrastructure is predominantly rural however; two major roads (A52 and A515) pass through the town.

Over the last four years there have been 59 ‘life risk’ RTCs in the area. Across the Ashbourne station area, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently a little over nine minutes.

The introduction of the SRV may mean response times will remain largely the same and sometimes improve.




There are many influencing factors that impact on our response times.

Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We value the safety of our firefighters. In the Ashbourne area there is currently one site (Sudbury Hall) that is considered as a potentially high risk to firefighters attending incidents there. We already have contingency plans in place regarding this site. The current estimated response time to this site is within 15 minutes. However, as part of a separate proposal for South Derbyshire, a new station is planned for the Hilton area. This new station would provide a significantly quicker response time to Sudbury Hall.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local community of Ashbourne. Likewise, the fire engines currently located at Ashbourne are not exclusively an asset for Ashbourne and nearby rural areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the Ashbourne area would attend from the station at Ashbourne supported by fire engines elsewhere in the county. Historically this has been Kingsway fire station and with the proposed package under consultation this would be the Derby City fire station.

# What does it mean for me?

# Proposal 7

**The proposed merger of the fire stations at Ascot Drive, Kingsway and Nottingham Road.**

**Introduction**

The three whole-time (full-time) fire stations at Nottingham Road, Kingsway and Ascot Drive (each staffing one fire engine) provide an initial emergency response for the geographical areas depicted on map no1. These are the three fire stations currently located in the City of Derby.

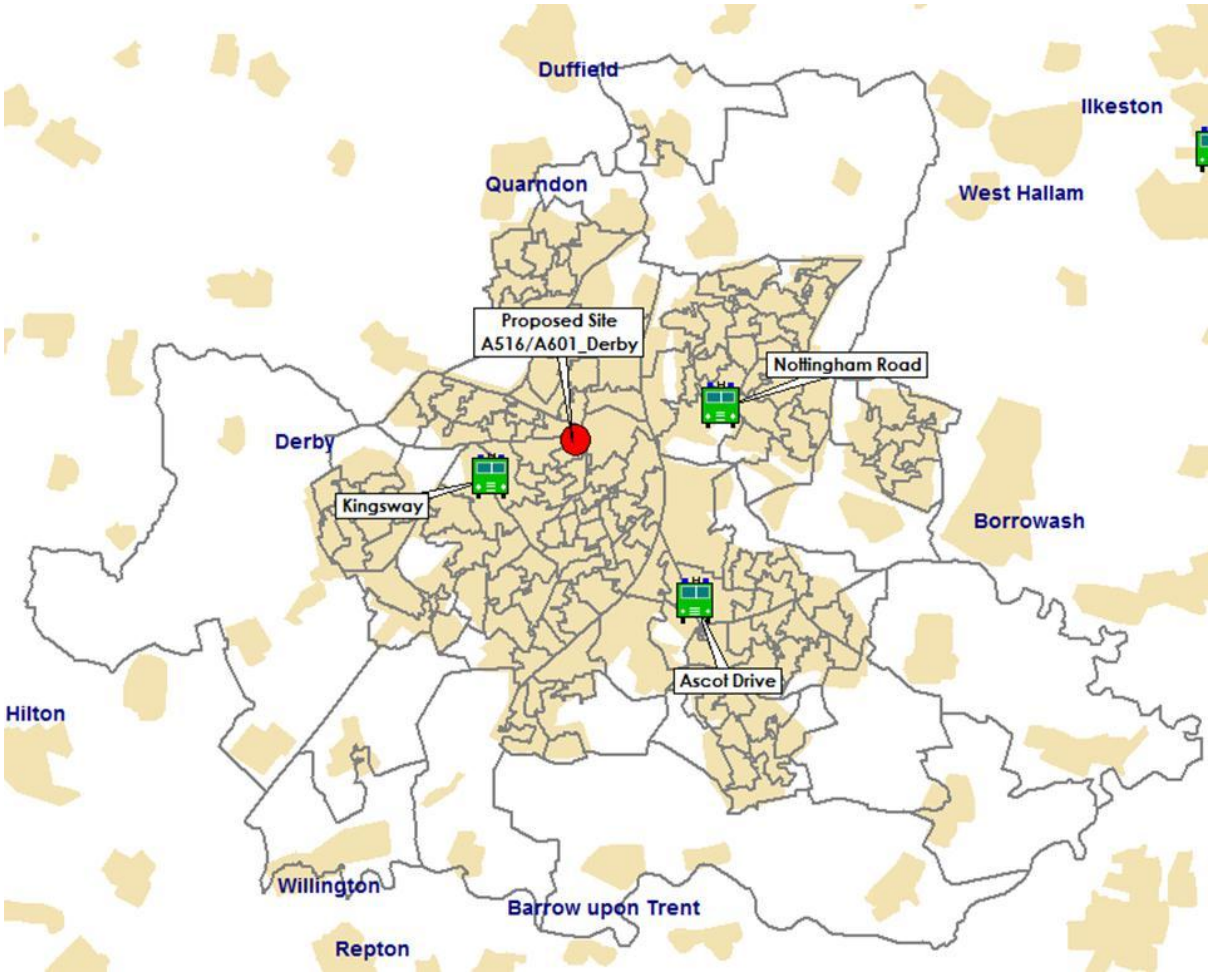
*Key Points*

- The number of incidents in the areas served by the three whole-time fire stations has decreased over the four year period (2009-2013) by an average of 37%.
- The three fire stations provide the initial emergency response to 7 areas deemed as high and 4 areas deemed very high risk of fire. The remaining areas, for which initial response is provided, are considered to be either medium or low risk.
- Most of the initial response to areas of Derby considered to be at very high risk of fire would be improved given the proposed location of the new station (the junction of A516 and A601 - near the inner ring road).
- Those members of the public affected by this merger, deemed as a higher risk (based on our interpretation of data we hold regarding the local population) would be targeted with additional community safety and risk reduction activities.

## Our Proposal

It is proposed that the three whole-time (full time) fire stations are merged, providing a new station at an optimum location between the three existing station sites. Currently the desired location for the new fire station is considered to be near the junction of the A516 and A601, west of the city centre, and immediately adjacent to the new inner ring road.

Two whole-time fire engines would be located at the new station staffed by four watches of 13 personnel.




Map depicting existing stations in relation to the proposed new station (map no 1)

## Local Authority Development Plans

The Derby City Council Local Authority Development Plan was studied to ensure that any anticipated future developments in the Ascot Drive, Nottingham Road, Kingsway, and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments (up to 2028) outlined within the relevant plan (known as being within the City of Derby Sub Area) are:

- Up to 7,121 new homes
- Wilmore Road: Up to 87 hectares of land to the south of Wilmore Road has been allocated to include the Global Technology Cluster.
- Derwent Triangle and Surrounding Area: Land amounting to 35 hectares is allocated for industrial/commercial activities
- Derby Commercial Park, Raynesway and the former Celanese site: Up to 63 hectares has been allocated for continued development of industrial and commercial activities.

**Our Rationale**

The completion of the new inner ring road and the significant reduction in incidents in Derby have both been key factors influencing this proposal. By merging all three of the existing fire stations in Derby into one fire station located at or near the A516/A601 junction (Uttoxeter New Road/Great Northern Road junction) the majority of response times can be achieved as is currently the case from the three existing stations.

The communities in Derby and the nearby rural areas are considered as predominantly at medium to low risk from fire, although 11 parts of the area are categorised as high or very high risk. This is due to the fact that there have been more incidents in these areas over the last four years (in comparison to the nearby lower risk areas). For those areas of Derby deemed as high and very high risk, the response times are, on average, improved. This is shown on the incident response times table later in the proposal.

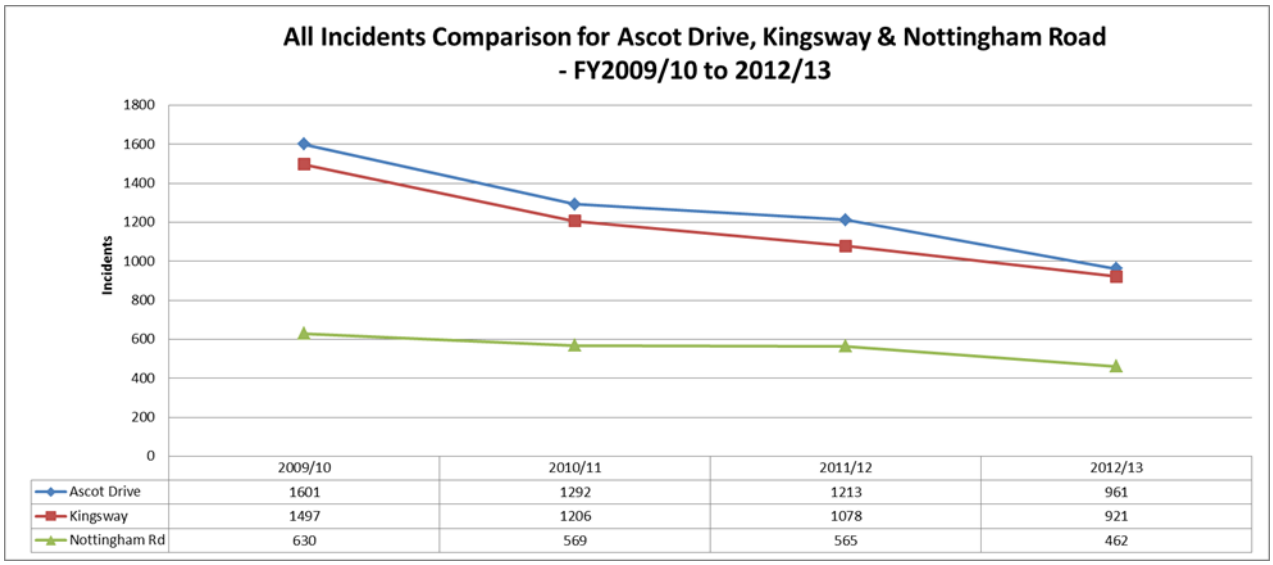
Furthermore, it is recognised that the city has a comparatively higher number of incidents than other areas of the county, and higher numbers of incidents requiring more than two fire engines. In these events, fire engines would be requested from nearby stations to provide support, though there are also proposals within this document which affect these existing stations. The other proposals would see fire engines staffed by whole-time (full-time) fire fighters at Ripley and retained (on-call) fire fighters located at Ripley, Hilton, Belper South and Long Eaton/Breaston. It is proposed that these stations would provide further support within Derby as required.

Currently, the timetable for this change is not agreed. However, the overall change programme would begin in 2014/15 and would be completed by the end of 2021/22.

<u>A reduction in demand in the Nottingham Road, Ascot Drive and Kingsway areas:</u>

In these areas, over the last four years, the number of fires and other incidents requiring a fire and rescue service response has changed. Over the last four years (2009-2013) the number of calls across the Derby area has fallen from 3,728 per year to 2,344 per year.

The graph below provides information regarding the incidents attended. It shows that the number of incidents across the three station areas has decreased over the last four years - most significantly in the Ascot Drive (blue line) and Kingsway (red line) areas in comparison to Nottingham Road station (green line). Overall, this equates to a reduction of 37% in the number of incidents across the whole area.




This reduction in demand for emergency response, and reduced demand across the wider county, has had an influence on the usage of the fire engines in the City of Derby. In 2009/10, there was an average of 12.67 mobilisations by these stations in each 24 hour period. Last year (2012/13) there were only 8.21 mobilisations per day across all three stations, broken down as:

- Nottingham Road mobilised 2.31 times per 24 hour period (averaging approximately once every 10 hours).
- Kingsway mobilised 3.04 times per 24 hours (averaging approximately once every 8 hours).
- Ascot Drive mobilised 2.86 times per 24 hours (averaging approximately once every 8.4 hours).

Taking this decreasing level of activity into account, the provision of three fire engines in the city is deemed an over-provision and not the most effective use of the resources. We believe that two fire engines would be more appropriate.

As part of our community safety activities, 3,925 home fire safety checks (HFSCs) have been completed and 3,129 smoke detection alarms have been fitted during 2012/13 in and around the Ascot Drive, Kingsway and Nottingham Road areas (Source: Station Risk Profile-2013).

**Financial Information**

The costs of running the three fire stations during 2012/13 are provided in the table below.

| **Fire Station** | **Cost 2012/13** |
|---|---|
| Ascot Drive | £1,266,000 |
| Nottingham Road | £1,121,000 |
| Kingsway | £1,429,000 |
| Overall costs per year | £3,816,000 |

There would be an annual saving of approximately £1,614,000, of which £1,381,000 would be from staffing costs, £216,000 from running costs and an additional saving in vehicle costs of approximately £17,000 per year as a result of the reduction from three fire engines to two fire engines.

The sale of the three existing fire station sites would raise approximately £3,200,000. This would partially off-set the estimated costs of £4,325,000 associated with building a new station. This means that the overall cost of building a new station is estimated to be approximately £1,125,000.

## Fire Engine Availability

It is also important for our proposals to consider how available the fire engines currently are to respond to emergencies. Information relating to the amount of time the three fire engines were available to respond during 2012/13 is provided below.

| Fire Station | 2012/13 availability given as a percentage | Current number of Firefighters |
|---|---|---|
| Ascot Drive | 99.95% | 28 |
| Nottingham Road | 99.98% | 28 |
| Kingsway | 100% | 28 |

The table above shows that our fire engines were available to respond to emergencies nearly all the time. Short term unavailability can be caused by events such as delays in obtaining staffing cover at short notice, or mechanical failure.

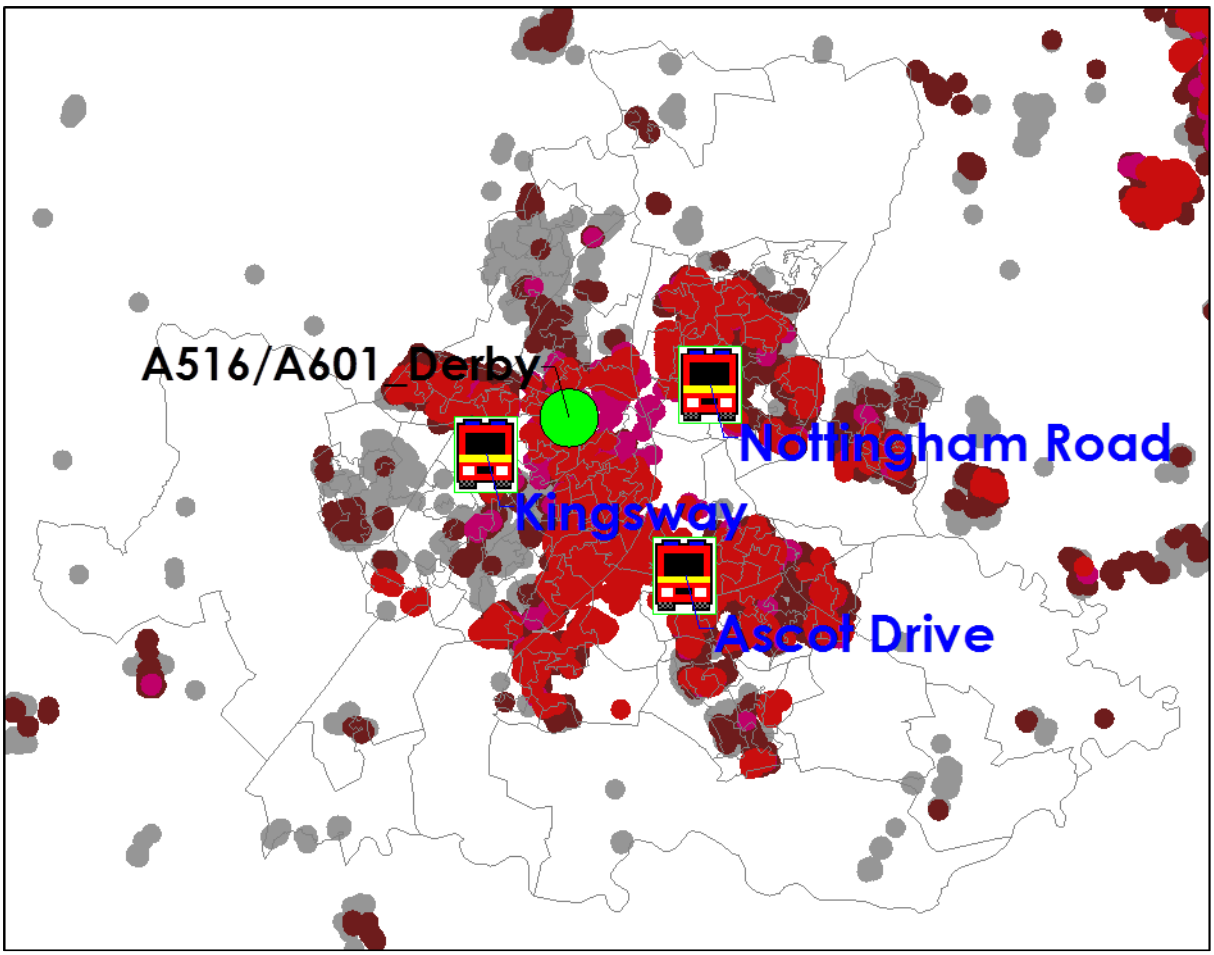
There have been occasions when the initial emergency response is not provided by the fire engine located at Nottingham Road, Ascot Drive or Kingsway. The next nearest fire engine would have been sent to respond instead. In these circumstances the response would not be as quick as it would have been if the local fire engine was available.

## What does this mean for the local communities?

In the City of Derby there is an average of 1,311 households per square kilometre. This is the highest density when compared to other districts in Derbyshire. The majority (61%) of households are owned outright (with or without mortgages), however a significant percentage are solely rented (37%). This is significant in that historical data suggests that more fires occur in rental properties.

The map overleaf shows the locations of where those people deemed most vulnerable from fire, live in relation to the current locations of the three fire stations and the location of the proposed fire station.

A description of those vulnerable groups is provided on page 30 of this report.




Key Code

Existing Fire Station

Proposed Fire Station

MOSAIC Group L

MOSAIC Group M

MOSAIC Group N

MOSAIC Group O

Area Boundaries

The table on the next page provides a comparison between the current times taken for an initial responding fire engine from Nottingham Road, Kingsway or Ascot Drive, to attend different geographical areas, compared to the initial response time by the fire engine if it were located adjacent to the inner ring road to the west of Derby City centre.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

## Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Spa Lane area in the City of Derby | Very High | 4 minutes (3 min travel time) | 3 minutes (2 min travel time) | -1 minute |
| Corden Street area of Rose Hill | Very High | 6 minutes (5 min travel time) | 5 minutes (4 min travel time) | -1 minute |
| Grosvenor Street area of Osmaston | Very High | 4 minutes (3 min travel time) | 4 minutes (3 min travel time) | - |
| Shakespeare Street area of Sinfin | Very High | 9 minutes (8 min travel time) | 10 minutes (9 min travel time) | +1 minutes |
| Stockbrook Street area of St Luke's | High | 4 minutes (3 min travel time) | 3 minutes (2 min travel time) | -1 minute |
| King Alfred Street area of St Luke's | High | 4 minutes (3 min travel time) | 3 minutes (2 min travel time) | -1 minute |
| Highfield Road area of Darley | High | 6 minutes (5 min travel time) | 5 minutes (4 min travel time) | -1 minute |
| Leaper Street area of Darley | High | 6 minutes (5 min travel time) | 4 minutes (3 min travel time) | -2 minutes |
| Pear Tree Crescent area of Pear Tree | High | 6 minutes (5 min travel time) | 6 minutes (5 min travel time) | - |
| Keble Close area of Rose Hill | High | 6 minutes (5 min travel time) | 4 minutes (3 min travel time) | -2 minutes |
| Limes Avenue area of Mickleover | High | 7 minutes (6 min travel time) | 8 minutes (7 min travel time) | +1 minute |

***Note: In the table above the times highlighted in red show that there would be a slower response in comparison to the current arrangements, those in green show that the response times would not change and those in blue show the response time would improve.***

A description of how risk areas are defined is provided on page 11 of this report.

**Heritage Risk**

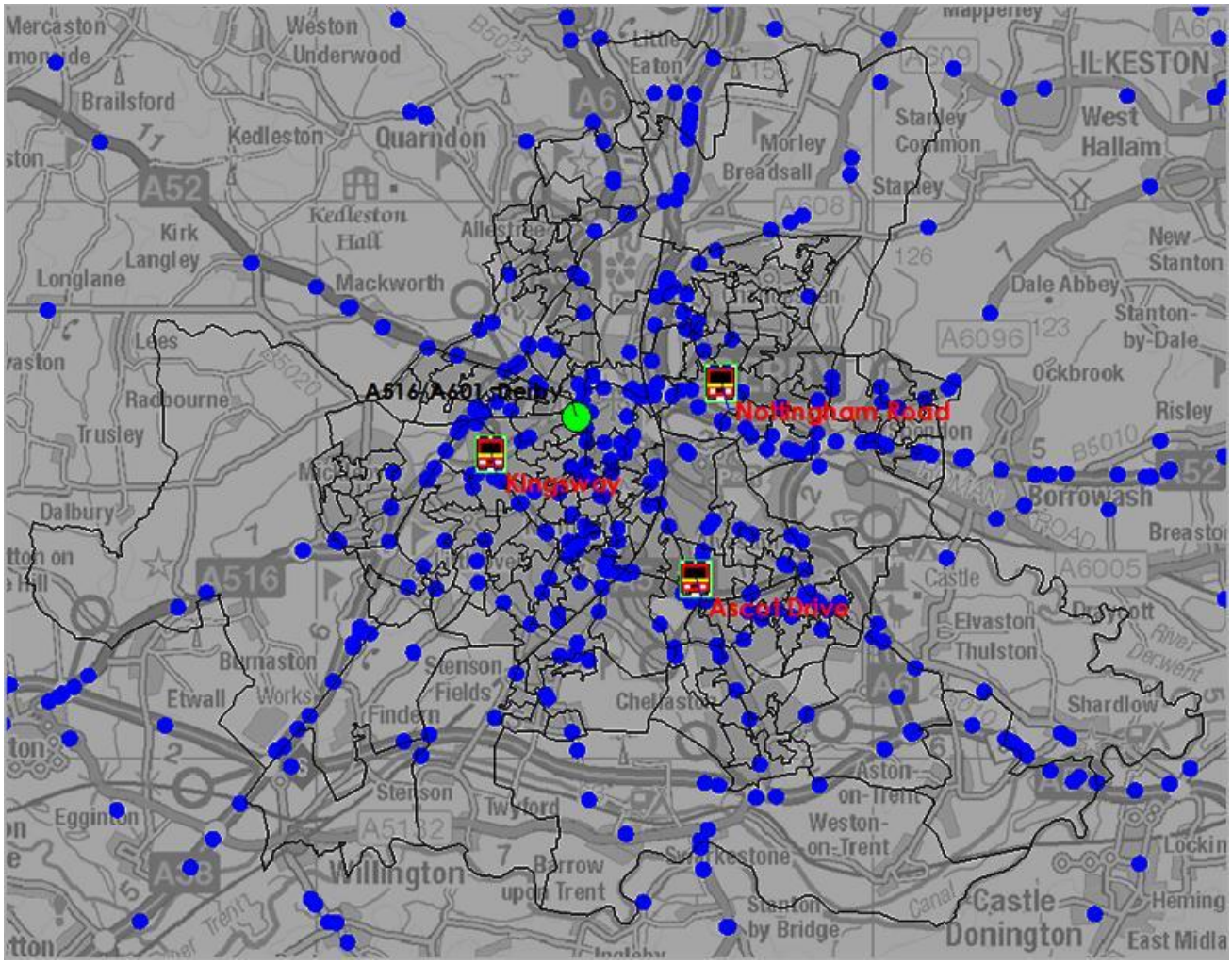
There are 15 grade one listed buildings within the areas served by the three fire engines (Source: English Heritage data). Several of these are in the communities outside of the immediate city and its suburbs (e.g. the Church of St Matthew in Morley and the Church of St Andrew in Barrow-upon-Trent). Should the travel time to such properties be extended following the implementation of any proposals, we would work with the relevant owners to further reduce any risk of fire. If considered appropriate, we would also consider making individual plans to support an effective response.

**Transport Risk**

The road infrastructure in Derby is predominantly urban. Major routes around the district include the inner and outer ring road, A52, A6 and a number of other roads travelling directly between the city centre and the suburbs. There are also high speed routes in the vicinity with the A38 passing through the west of the area and the A50 passing to the south of the area.

Over the last four years there have been 403 'life risk' Road Traffic Collisions (RTCs) in the area. Whilst the number of RTCs attended each year reduced by 14% over the four years (2009/10-2012/13), the number of life risk RTCs increased by 13%. Across the affected area, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently 6 minutes.

It can be projected that from the proposed new station location, this travel time will not typically exceed 10 minutes. This should be considered as a worst-case scenario figure as some common RTC areas, such as the A38 north and south of Markeaton Island and the A52 (in both directions), will have a far shorter travel time. The proposed site takes advantage of the new inner ring road and it would have a positive impact on these response times given fire engines would still be able to quickly access all the major roads around the city, and the high speed roads previously identified.




Key Code

Existing Fire Station

Proposed Fire Station

Location of RTC Life Risk Incidents

There are many influencing factors that impact on our response times.

Examples include the road network itself, traffic congestion (including time of day), weather conditions and road conditions.

**Firefighter Safety**

We value the safety of our own fire-fighters. In the Nottingham Road, Ascot Drive and Kingsway areas there are currently 36 sites that are considered as potentially high risk to fire-fighters should an incident occur there. We already have contingency plans in place regarding these sites, and undertake exercises to test our response. The current estimated average travel time to higher risk sites is within eight minutes. This proposed merger slightly increases this estimated average travel time to nine minutes.

It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. Where there is a significant increase in attendance times to a specific high risk site, additional risk reduction, planning, training and contingency plan testing will be carried with owners and occupiers to reduce the risk.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Ascot Drive, Nottingham Road and Kingsway. Likewise, the three fire engines currently located at Ascot Drive, Nottingham Road and Kingsway are not exclusively assets for those areas. They attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the area would attend from the new station supported by fire engines from Hilton, Long Eaton/Breaston and South Belper as required.

It is also important to note that if introduced, specific proposals relating to Hilton, Long Eaton/Breaston and South Belper may have an impact on their respective response times into the Derby City area. Fire engines from any of these locations may be required to support the Derby fire engines.

- A new retained (on-call) station at Hilton would provide a similar response to that currently provided by retained stations outside the city (Proposal 10). It may also support an initial response to incidents on the A50.
- There would be no response from the current retained (on-call) fire engine at Melbourne as it is proposed that this station is closed (Proposal 10).
- The response time for the Duffield fire engine would be slightly longer as it is proposed that this station is merged with Belper at a new site off the A6 in the Milford area, south of Belper (Proposal 8). This station would still provide a retained (on-call) fire engine.

- The response time for the fire engine from Long Eaton/Breaston would be slightly longer as it is proposed that this station initially provides a retained (on-call) response rather than its current whole-time (full-time) response. However, it is proposed that the station is relocated nearer to Derby, mitigating some of this increased time to respond (Proposal 11).

Some examples regarding how long the initial attending fire engine would take to attend different parts of Derby are provided in the section entitled ‘Initial Response Times’.

# What does it mean for me?

## Proposal 8

**The proposed merger of the Fire Stations at Belper and Duffield.**

### Introduction

The two retained (on call) fire stations at Belper and Duffield (each staffing one Fire Engine) provide an initial emergency response for the geographical areas depicted on map no1.

They are two of six fire stations that are located in the Amber Valley District of Derbyshire, the other four being the whole-time (full-time) station at Alfreton and the retained (on-call) stations at Crich, Ripley and Heanor.

### Key Points

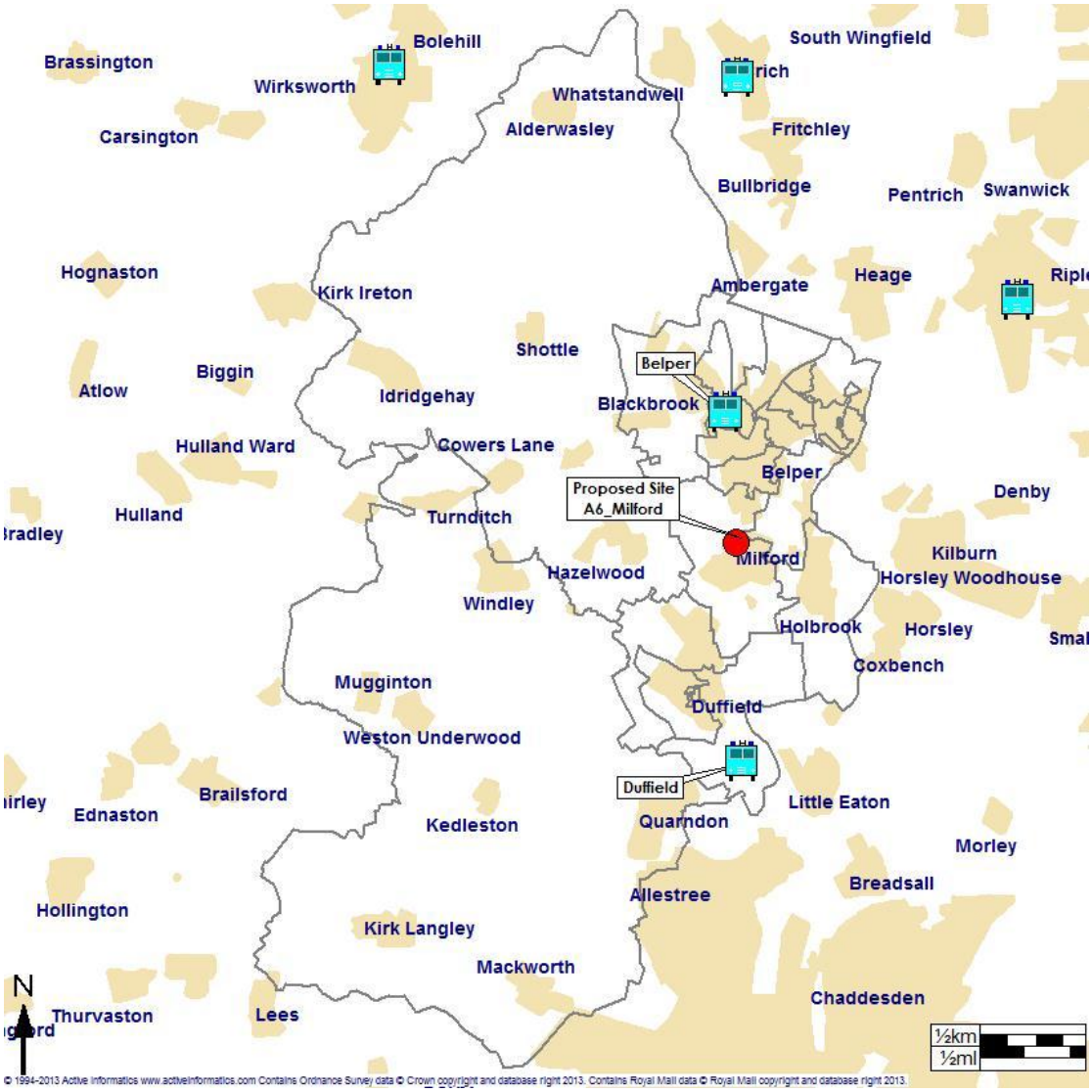
- The number of incidents in the areas served by the two retained (on-call) fire stations has decreased over the four year period (2009-2013) by an average of 17%.
- The two retained fire stations do not provide the initial emergency response to any areas deemed as high or very high risk.
- The response to a primary local risk regarding Road Traffic Collisions (RTCs) would not be adversely impacted upon due to the proposed location of the new station (adjacent to the A6).
- Those members of the public affected by this merger, deemed as a higher risk (based on our interpretation of data we hold regarding the local population) would be targeted with additional community safety and risk reduction activities.

### Our Proposal

It is proposed that the two retained (on-call) fire stations are merged, providing a new station at an optimum location between the two existing station sites. Currently the desired location for the new fire station is considered to be in the Milford area immediately adjacent to the A6.

One fire engine and one smaller response vehicle* would be located at the new station staffed by a total of up to 17 personnel.

(*A smaller response vehicle is in effect a smaller fire engine with similar albeit reduced capabilities, carrying less equipment, less firefighters and less water. It would be able to respond independently as a primary response to small incidents or to support larger incidents).




Map depicting existing stations and the proposed new station location to replace Long Eaton (Map No 1)

## Our Rationale

The two retained (on-call) fire stations and fire engines currently located five miles apart from each other in Belper and Duffield provide an initial emergency response for an area deemed as predominantly low risk with one area of medium risk located in Belper.

Over recent years the number of emergency calls to the fire and rescue service from the two areas has remained very low and subsequently the demand placed upon the fire engines located in Belper and Duffield is consistently very low.

Furthermore the number of calls from these areas has reduced over recent years by 19% in the Belper area and 10% in the Duffield area. More significantly the number of more serious fires (primary fires) in the Duffield area has reduced by 42% from 12 in 2009/2010 to 7 in each of the three years since then.

Therefore maintaining two fire engines and two fire stations in this relatively small area of low risk and low activity is deemed an over-provision and not the best use of resources available.

The location of the new fire station to the south of Belper at or near Milford adjacent to the A6 would still provide a rapid initial response to the Belper area and will also be one of the fire engines able to provide timely support as required into Derby, an area of generally speaking higher community risk.

Furthermore the location of the new station adjacent to the A6 road that runs through the area means that generally speaking a good response to road traffic collisions (RTCs) would be maintained. Casualties as a result of RTCs in the Belper area are particularly high (37 between 2009 and 2013) in comparison to some other similar areas of Derbyshire.

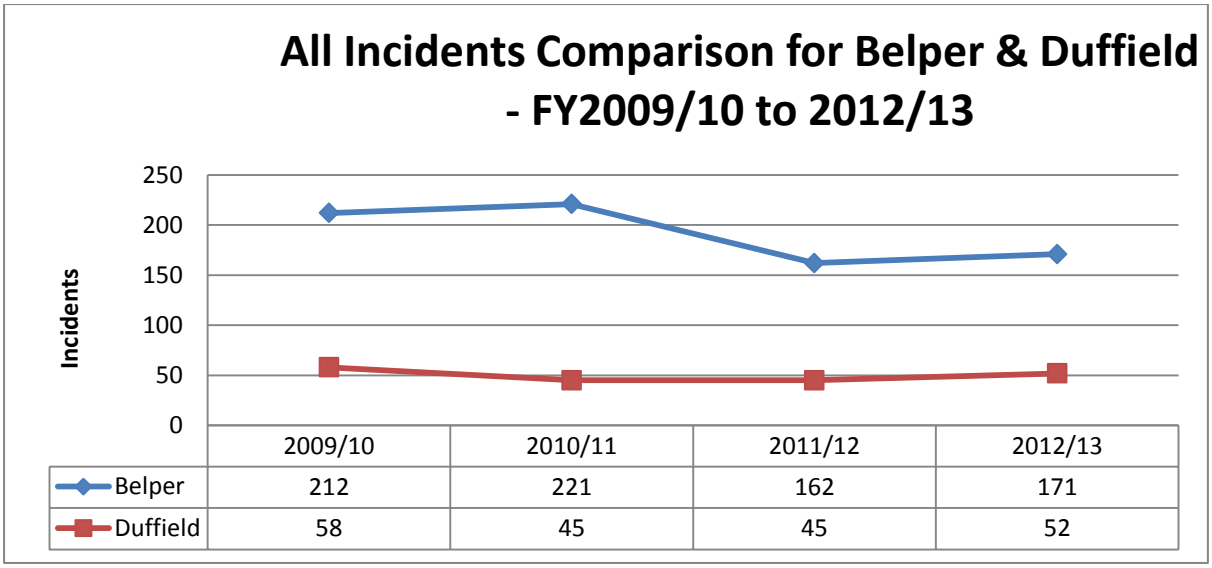
Currently, the timetable for this change is not agreed. However, the overall change programme would begin in 2014/15 and would be completed by the end of 2021/22.

A reduction in demand in the Belper and Duffield areas:

The communities and buildings in Belper and Duffield and the nearby rural areas are considered as predominantly low risk from fire although one part of the area (in the Belper ward) is categorised as medium risk. This is due to the fact that there have been more incidents in that area over the last four years. (In comparison to the nearby low risk areas.)

In these areas, over the last four years, the number of fires and other incidents requiring a fire and rescue service response has remained low. The graph illustration overleaf provides information regarding the incidents attended.

The graph also demonstrates that the demand for service in the Belper area (blue line) has decreased over the last four years. The demand in the Duffield area (red line) has remained fairly constant over the four year period.




As part of our community safety activities, 133 home fire safety checks (HFSCs) have been completed and 169 smoke detection alarms have been fitted during 2012/13 in and around the Belper and Duffield areas. (Source: Station Risk Profile-2013)

**Financial Information**

The cost of running the current two Fire Stations during 2012/13 is provided in the table below.

| Fire Station | Total |
|---|---|
| Belper | £155,000 |
| Duffield | £157,400 |
| Total | **£312,400** |

A reduction in staffing costs of £79,000 is due to the reduction in overall staff from 25 on-call firefighters to 17 on call firefighters. It is estimated that premises costs will be reduced by around £32,000. A reduction in vehicle costs of £7,000 is achieved by replacing two fire engines with one fire engine and a smaller response vehicle. In total this realises an annual saving of £118,000 in this area of the Amber Valley.

The proposed reduction in staffing from 25 to 17 would be subject to consultation, and would managed in line with Service policies through a mix of retirement, voluntary redundancy, compulsory redundancy and where appropriate re-location packages.

There would be a new build cost for the new station at Milford of £925,000. However, this would be offset by the sale of the current sites at Belper and Duffield which is expected to realise approximately £1 million.

**Fire Engine Availability**

It is also important for our proposals to consider how available fire engines are. Information relating to the amount of time the two Fire Engines were available to respond during 2012/13 is provided below.

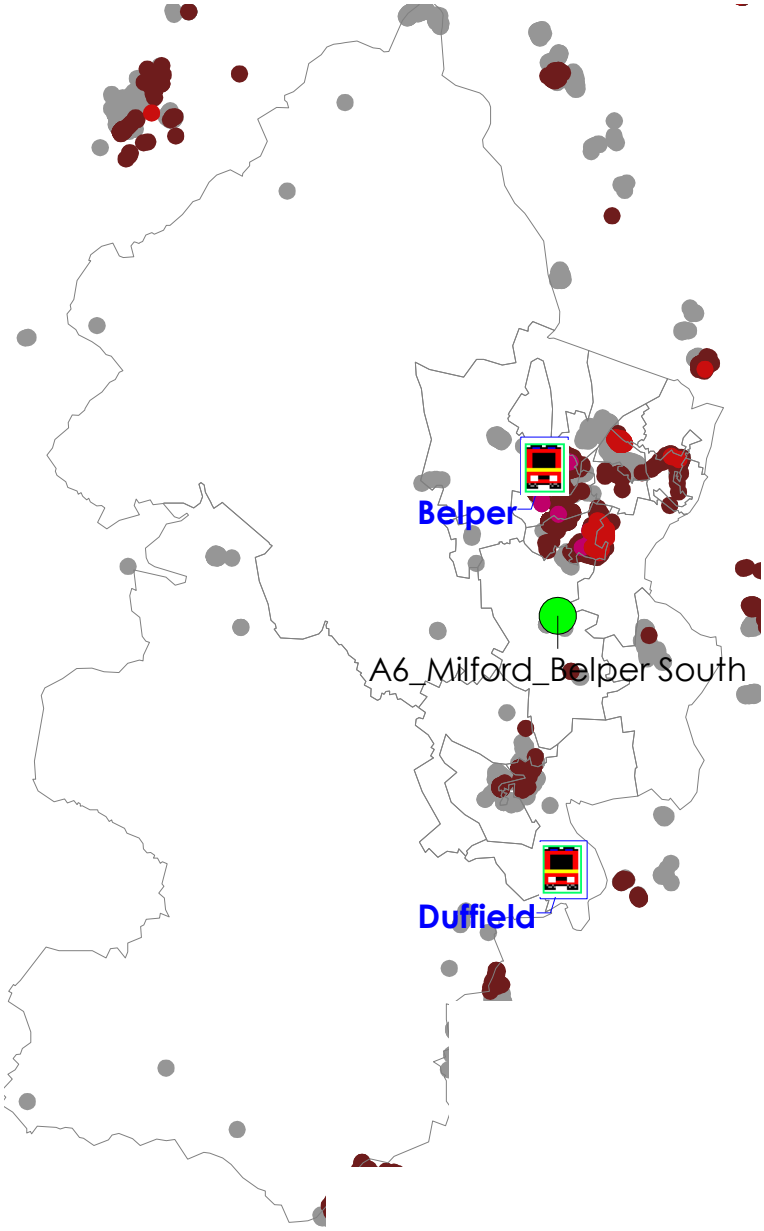
| **Fire Station** | **2012/13 availability given as a percentage** | **Current number of Firefighters** |
|---|---|---|
| Belper | 97.65% | 12 |
| Duffield | 95.54% | 13 |

The table above shows that our existing retained (on-call) fire engines were available for the majority of the time, but not as often as we would like. This is primarily due to staffing vacancies, difficulties in recruiting and staff availability. These can all have an adverse impact on our emergency response in the Amber Valley area. There are occasions when the initial emergency response is not provided by the fire engine located in either Belper or Duffield. The next nearest fire engine would be sent to respond instead. In these circumstances the response would not be as quick as it would be should the local fire engine be available.

**What does this mean for the local communities?**

The map on the next page shows the locations of where those people deemed most vulnerable from fire, live in relation to the current locations of the two fire stations and the location of the proposed fire station.

A description of those vulnerable groups is provided on page 30 of this report.




Key Code

- Existing Fire Station
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- Area Boundaries

The table on the next page provides a comparison between the current times taken for an initial responding fire engine from Belper and Duffield to attend different geographical areas, compared with the initial response time by the fire engine if it were located at Milford.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

## Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Acorn Drive area of Belper | Medium | 9 minutes (4 min travel time) | 10 minutes (5 min travel time) | +1 minutes |
| Queen Street area of Belper | Medium | 7 minutes (2 min travel time) | 7 minutes (2 min travel time) | - |
| Alder Road area of Cowhill, Belper | Low | 11 minutes (6 min travel time) | 11 minutes (6 min travel time) | - |
| Ecclesbourne Close area of Duffield | Low | 8 minutes (3 min travel time) | 9 minutes (4 min travel time) | +1 minutes |

***Note: In the table above rows highlighted in red show that there would be a slower response in comparison to the current arrangements, and those in green show that the response times would not change.***

A description of how risk areas are defined is provided on page 11 of this report.

## Heritage Risk

The combined station area contains one English Heritage Grade 1 Listed Building, the North Mill, which is located in Belper (Source: English Heritage data).

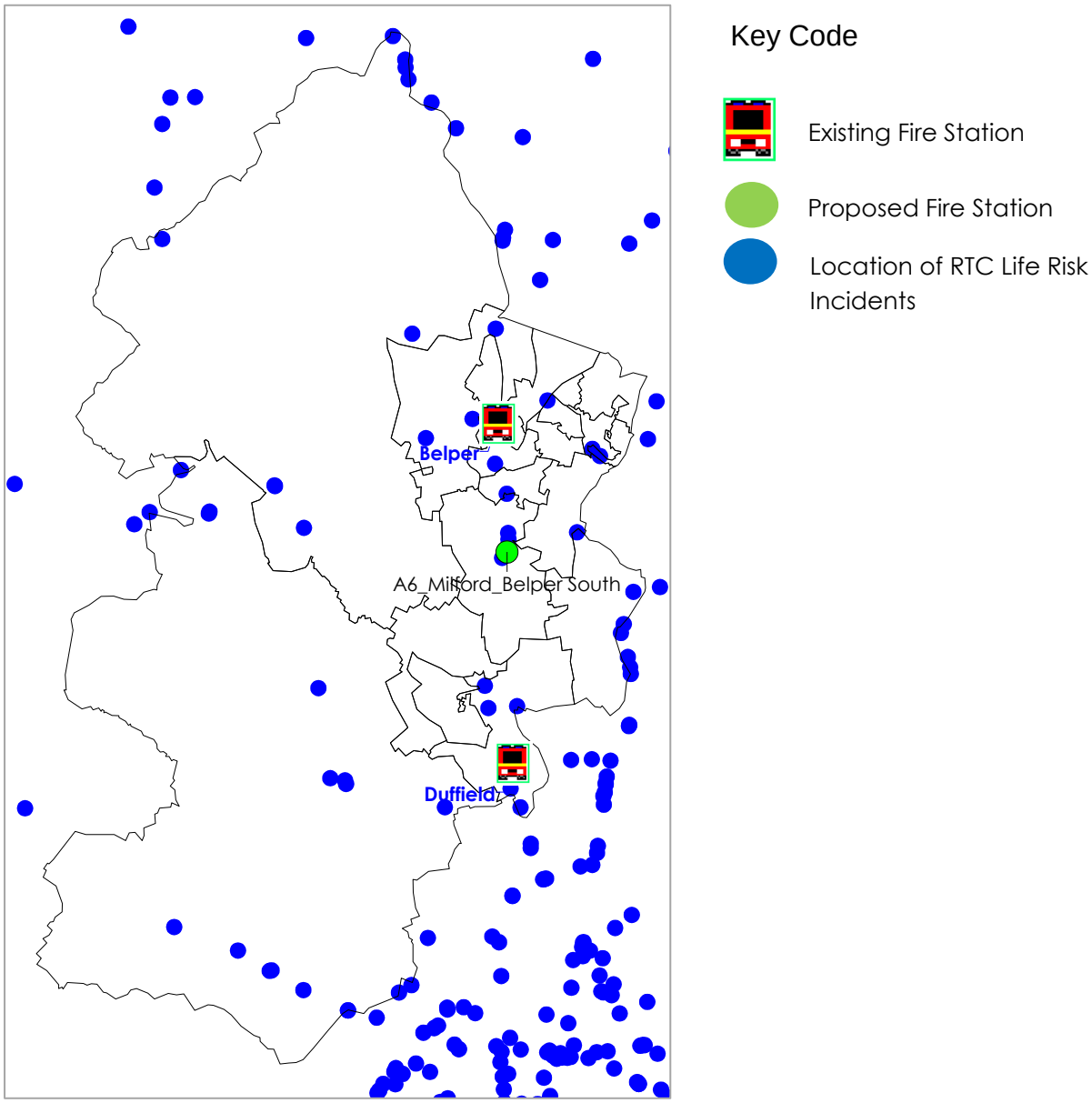
Where a response time to a specific heritage risk is significantly increased we will work with relevant agencies and people to review existing contingency plans or to devise new contingency plans as deemed appropriate with a view to minimising any additional risk.

## Transport Risk

The road infrastructure is predominantly B roads; however, a response may be required from the proposed station to incidents on the 3 main trunk roads (A6, A38 and A610) which pass directly through or adjacent to the area.

Over the last four years there have been 84 ‘life risk’ road traffic collisions (RTCs) in the area. Significantly, within that four year period, life risk RTCs have reduced by 29%. Across the affected area, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently five minutes.

It can be projected that from the proposed new station location, this travel time will not typically exceed 11 minutes. This should be considered as a worst-case scenario figure.




There are many influencing factors that impact on our response times.

Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We value the safety of our own firefighters. In the Belper and Duffield areas there are currently six sites that are considered as a potentially high risk to firefighters attending incidents there. We already have contingency plans in place regarding these sites. The current estimated response time to higher risk sites is within eight minutes. This merger proposal will mean that the average response time to these sites will increase to ten minutes.

It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. Where there is a significant increase in attendance times to a specific high risk site, additional risk reduction, planning, training and contingency plan testing will be carried out with owners and occupiers to reduce the risk.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Belper and Duffield. Likewise, the two fire engines currently located at Belper and Duffield are not exclusively assets for those areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the area would attend from the new station at Milford supported by fire engines from the new stations at Derby City, Cromford and Ripley as required.

**It is also important to note that, if introduced, specific proposals relating to Ripley and Derby City may impact on their respective response times into the Belper/Duffield area.**

# What does it mean for me?

## Proposal 9

**The proposed merger of the fire stations at Crich, Ripley, Alfreton and Heanor.**

### Introduction

The fire stations located at Alfreton, Crich, Ripley and Heanor provide an initial emergency response for the geographical areas depicted on map no 1. They are four of six fire stations that are currently located in the Amber Valley District of Derbyshire, the other two being the retained stations at Belper and Duffield.

Alfreton fire station is staffed by whole-time (full-time) and retained (on-call) personnel (one fire engine for each), and the other three stations are staffed by retained staff only (each station providing one fire engine).

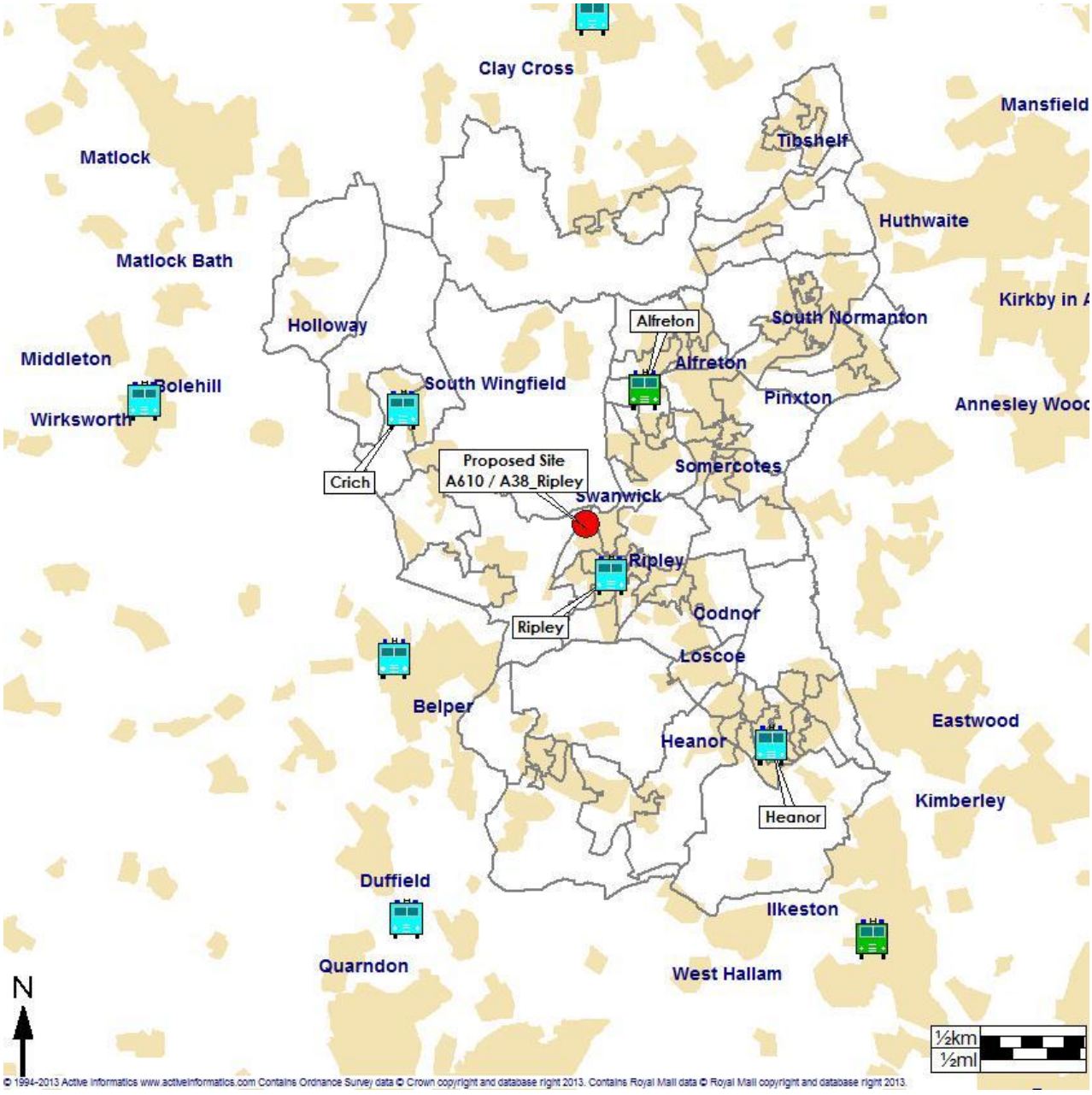
### Key Points

- The number of incidents in the areas served by the four stations has decreased over the last four years (2009-2013) by an average of 25%.
- The geographical location that these four stations cover is divided up into 75 areas of which the majority (70) are classified as medium and low risk. Three further areas are classified as high risk and two as very high risk.
- The response to a primary local risk such as Road Traffic Collisions, (RTCs) on the A38 trunk road, would not be adversely impacted upon due to the proposed location of the new station (adjacent to the A610 - in close proximity to the A38 and still providing reasonable access to the M1 at Junction 28.).
- Those members of the public affected by this merger, and who are deemed as a higher risk (based on our interpretation of data we hold regarding local demographics), will be targeted with significant additional community safety and risk reduction activities. This will help reduce the likelihood of fires in these areas.

### Our Proposal

It is proposed that the four stations are merged, providing a new station at an optimum location between the four existing station sites. Currently the desired location for the new fire station is considered to be off the A610 to the east of its intersection with the A38 (North Ripley).

Two fire engines would be located at the new station. One fire engine would be staffed by 28 whole-time (full-time) personnel spilt into four duty watches. The second fire engine would be staffed by up to 17 retained (on-call) personnel.




Map depicting existing stations in relation to the proposed new station (map no 1)

## Local Authority Development Plans

The Amber Valley Local Authority Development Plan was studied to ensure that any anticipated future developments in the Crich, Ripley, Alfreton, Heanor and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments (up to 2028) outlined within the relevant plan (known as being within the North Amber Valley Sub Area) are:

- Up to 4,320 new homes
- Denby: Up to 6 hectares of land to the north of Denby has been allocated for industrial/commercial use in addition to housing. Allocation has also been given to provide facilities to service any existing and new developments.

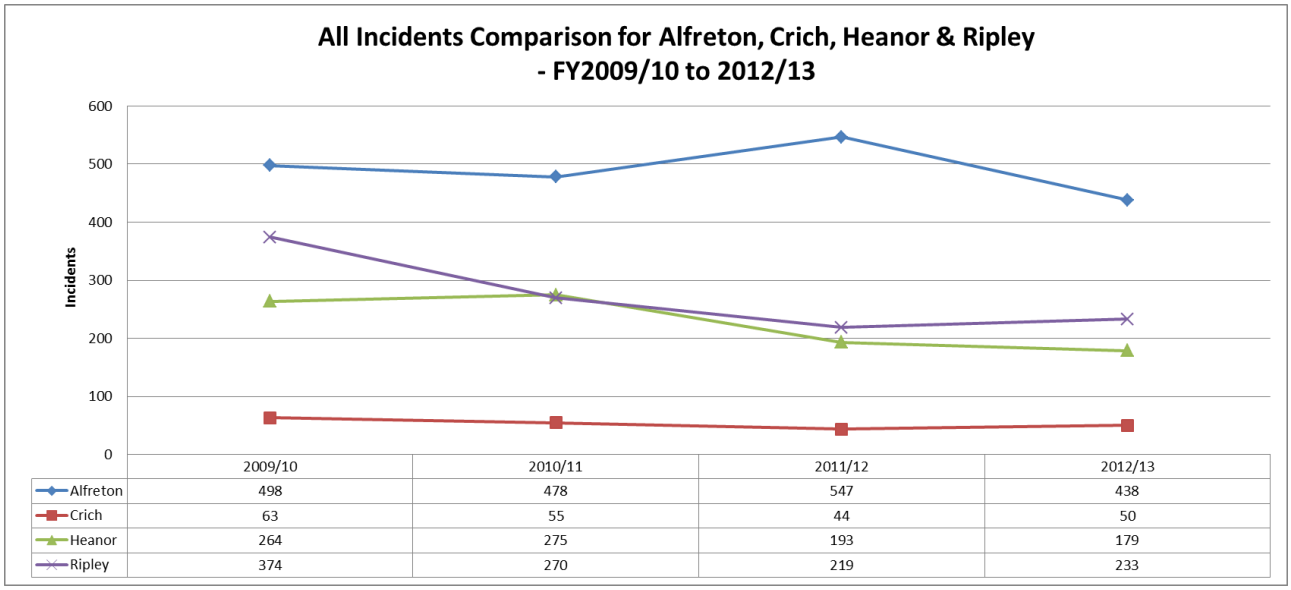
**Our Rationale**

The majority of areas that the fire engines from Crich, Ripley, Alfreton and Heanor provide an initial emergency response for are deemed a medium to low risk of fire. It is recognised that there are some areas that are currently considered to be at higher risk. These areas would be targeted for significant additional community safety and risk reduction support activities to reduce the likelihood and impact of any fire. This commitment to the reduction of risk from fire can be seen in the community safety activities that we already undertake. In 2012/13, 1,414 Home Fire Safety Checks (HFSCs) were completed and 1,434 smoke detection alarms were fitted in and around the Crich, Ripley, Alfreton, and Heanor areas (Source: Station Risk Profile-2013).

A reduction in demand in the Crich, Ripley, Alfreton and Heanor areas:

Over recent years (2009-2013), the number of emergency calls within the Crich station area has remained consistently low, and the number of calls across the other three station areas, has fallen considerably. The combined numbers of calls across the Crich, Ripley, Alfreton and Heanor areas have fallen from 1,199 to 900 per year. Subsequently the demand placed upon the five fire engines located in Crich, Ripley, Alfreton and Heanor is relatively low.

The graph overleaf shows that demand in Crich (red line) has fallen by 20%, Ripley (purple line) by 37%, Alfreton (blue line) by 12% and Heanor (green line) by 32% over a four year period.




| | 2009/10 | 2010/11 | 2011/12 | 2012/13 |
|---|---|---|---|---|
| Alfreton | 498 | 478 | 547 | 438 |
| Crich | 63 | 55 | 44 | 50 |
| Heanor | 264 | 275 | 193 | 179 |
| Ripley | 374 | 270 | 219 | 233 |

This reduction in demand for emergency response, and reduced demand across the wider county, has had an influence on the usage of the fire engines in the north of Amber Valley. In 2009/10, there was an average of 4.25 mobilisations by these stations in each 24 hour period. Last year (2012/13) there were only 3.29 mobilisations per day across all four stations, broken down as:

- Alfreton (whole-time) mobilised 1.63 times per 24 hour period (averaging approximately once every 14.7 hours).
- Alfreton (retained) mobilised 0.32 times per 24 hour period (averaging approximately once every 3.1 days).
- Ripley mobilised 0.58 times per 24 hour period (averaging approximately once every 1.7 days).
- Heanor mobilised 0.60 times per 24 hours (averaging approximately once every 1.66 days).
- Crich mobilised 0.16 times per 24 hours (averaging approximately once every 6.25 days).

Taking this decreasing level of activity and the level of risk in the community into account, the provision of five fire engines in this area is deemed an over-provision and not the most effective use of resources. It is considered that one whole-time (full-time) fire engine and one retained (on-call) fire engine is appropriate for this area, with further support, when needed, from surrounding areas.

As part of separate proposals, emergency coverage and support would be provided from Cromford (to the west), Ilkeston (to the southeast), Belper South (to the southwest) and Clay Cross (to the north).

Merging the four fire stations of Ripley, Heanor, Crich and Alfreton to a single base in the proposed location will allow for easy access to the major roads in the Amber Valley area. This would enable the fire engines to move across the area effectively. The local road infrastructure also offers good access to the south, east and northeast of Derbyshire. This will provide the service with resilience to support incidents in Derby, North-East Derbyshire, Erewash, the A38 trunk road and M1 motorway.

Currently, the timetable for this proposal is not agreed. However, the overall change programme will begin in 2014/15 and will be completed by the end of 2021/22.

**Financial Information**

The costs of running the four fire stations during 2012/13 are provided in the table below.

| **Fire Station** | **Cost 2012/13** |
|---|---|
| Crich | £90,600 |
| Ripley | £193,400 |
| Alfreton | £1,276,540 |
| Heanor | £140,500 |
| Overall costs | £1,701,040 |

This proposal would lead to an overall increase in staffing costs of £304,000, but would be partly offset by reduced running costs of £132,000 associated with having one fire station rather than four.

There will also be saving in vehicle costs of approximately £51,000 per year as a result of the reduction from five fire engines to two fire engines.

The sale of the three existing fire station sites would raise approximately £1,515,000. This would partially off-set the estimated costs of £4,325,000 associated with building a new station. This means that the overall cost of building a new station is estimated to be approximately £2,810,000.

**Fire Engine availability**

It is also important for our proposals to consider how available the fire engines currently are to respond to emergencies. Information relating to the amount of time the three fire engines were available to respond during 2012/13 is provided below.

| Fire Station | 2012/13 availability given as a percentage | Current number of Firefighters |
|---|---|---|
| Crich | 86.86% | 10 |
| Ripley | 89.97% | 15 |
| Alfreton Wholetime<br><br>Alfreton Retained | 99.98%<br><br>84.19% | 28<br><br>13 |
| Heanor | 90.03% | 12 |

The fire engines staffed by retained (on-call) crews at Crich, Ripley, Heanor and Alfreton have above average availability when compared with the wider Service.

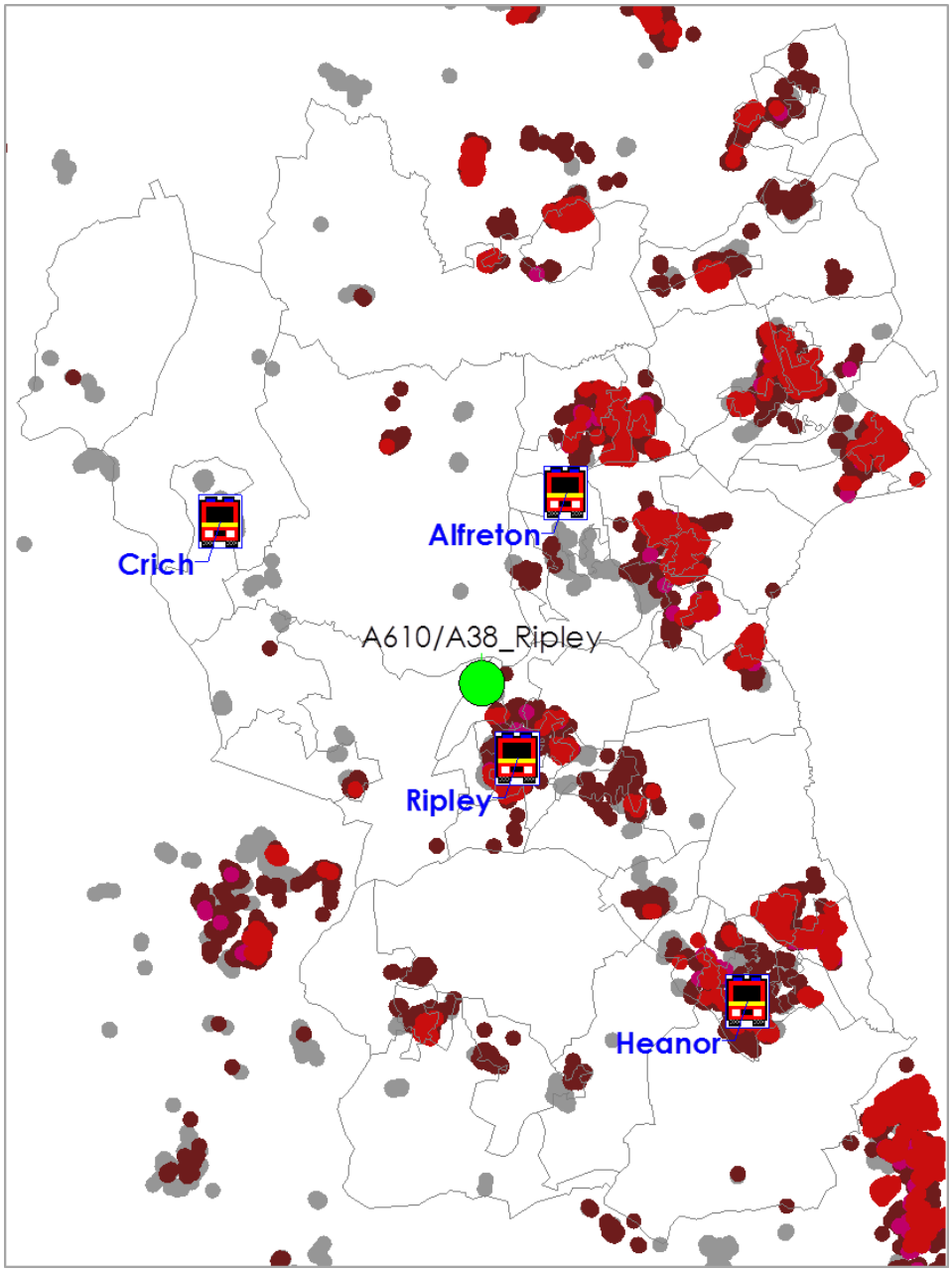
The times of unavailability were primarily due to staffing vacancies, difficulties in recruiting and staff availability. This resulted in some adverse impact on emergency fire cover and initial response capability in each of the four areas. This meant that the next nearest fire engine would have been sent to respond instead. In these circumstances the response would not be as quick as it would have been if the local fire engine was available.

**What does this mean for the local communities?**

In the Amber Valley district there is an average of 198 households per square kilometre. The majority of households are privately owned (with or without mortgages). However, a significant percentage of properties are rented (25%). Historical data suggests that more fires occur in rental properties.

The map overleaf shows the locations of where those people deemed most vulnerable from fire (MOSAIC Groups L, M, N and O) live in relation to the current locations of the four fire stations and the location of the proposed fire station.

A description of those vulnerable groups is provided on page 30 of this report.




Key Code

- Existing Fire Station
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- Area Boundaries

The table on the next page provides a comparison between the current times taken for an initial responding fire engine from Crich, Ripley, Alfreton and Heanor, to attend different geographical areas, compared to the initial response time by the fire engine if it were located at the Proposed Ripley site.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

## Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Hollywell Avenue area of Codnor | Very High | 10 minutes (5 min travel) | 6 minutes (5 min travel) | -4 minutes |
| Milnhay Road area of Langley Mill | Very High | 8 minutes (3 min travel) | 11 minutes (10 min travel) | +3 minutes |
| Turner Avenue area of Langley Mill | High | 10 minutes (5 min travel) | 10 minutes (9 min travel) | - |
| Mayfield Avenue area of Common Side, Heanor | High | 8 minutes (3min travel) | 10 minutes (9 min travel) | +2 minutes |
| Victoria Street area of Ironville | High | 11 minutes (10 min travel) | 11 minutes (10 min travel) | - |
| Pear Tree Avenue area of The Elms in Ripley | Medium | 9 minutes (4 min travel) | 7 minutes (6 min travel) | -2 minutes |
| West Bank Avenue area of Crich | Low | 7 minutes (2 min travel) | 13 minutes (12 min travel) | +6 minutes |

***Note: In the table above the times highlighted in red show that there would be a slower response in comparison to the current arrangements, those in green show that the response times would not change and those in blue show the response time would improve.***

A description of how risk areas are defined is provided on page 11 of this report.

The proposal significantly improves the estimated response time to one of the very high risk areas affected by this proposal, but extends the travel time to another. These increased initial response times have been carefully considered during our analysis, and significant community safety work would be undertaken in these specific high and very high risk areas should the proposal be accepted. This would help to mitigate some of the risk and reduce the impact of longer travel times.

The table also shows the increased travel time to areas of Crich affected by this proposal. Again, these increased initial response times have been carefully considered during our analysis, and have been evaluated against the existing demand on the Crich fire engine and the number of incidents there have been in this area. The low risk in the Crich area would also be supported by further community safety activities should the proposal be accepted, reducing the risk of fire even further.

**Heritage Risk**

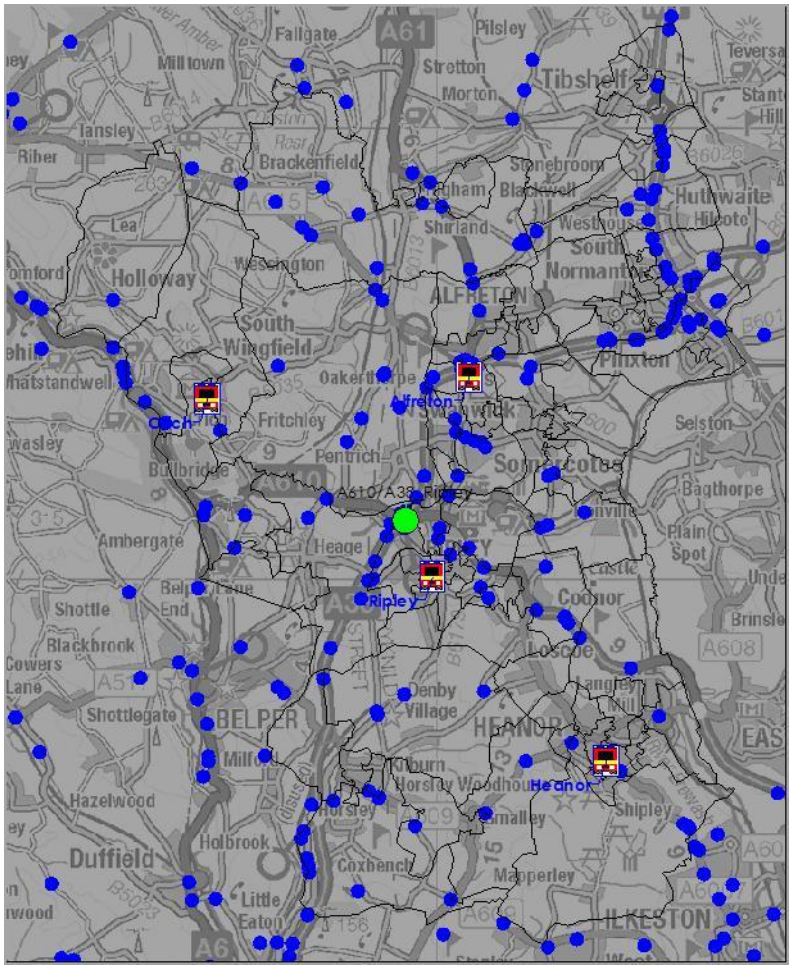
There are five Grade One listed buildings within the areas served by the four stations (Source: English Heritage data). Should the travel time to such properties be extended following the implementation of any proposals, we would work with the relevant owners to further reduce any risk of fire. If considered appropriate, we would also consider making individual plans to support an effective response.

**Transport Risk**

The road infrastructure in North Amber Valley is mixed, with a network of urban and rural roads, and the A38 (dual carriageway) and A610 providing access to all areas covered by this proposal.

Over the last four years (2009-2013) there have been 246 Road Traffic Collisions (RTCs) in the area, of which 141 were considered 'life risk'. The following map illustrates the location of these 'life risk' RTCs. There has been a 41% reduction in all RTC incidents over that time within the area. Notably, in 2012/13, there were 27 'life risk' RTCs in the area, significantly less than other years. Across the affected area, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently 6 minutes and 11 seconds.

It can be projected that from the proposed new station location, this travel time will not typically exceed 10 minutes. This should be considered as a worst-case scenario figure as some common RTC areas, such as the A38 and A610 (in both directions); will have a far shorter travel time. The proposed site takes advantage of existing road infrastructure and it would have a positive impact on these response times given fire engines would still be able to quickly access all of the proposed station area.




Key Code

Existing Fire Station

Proposed Fire Station

Location of RTC Life Risk Incidents

There are many influencing factors that impact on our response times. Examples include the road network itself, traffic congestion (including time of day), weather conditions and road conditions.

**Firefighter Safety**

We value the safety of our firefighters. In the Crich, Ripley, Alfreton and Heanor areas there are currently 29 sites that are considered as potentially high risk to fire-fighters should an incident occur there. We already have contingency plans in place regarding these sites, and undertake exercises to test our response. This proposed merger would mean an estimated average travel time to these sites of ten minutes. It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. Where there is a significant increase in attendance times to these risks additional risk reduction, planning, training and contingency plan testing, working in collaboration with owners and occupiers will take place as a form of mitigation.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Crich, Ripley, Alfreton and Heanor. Likewise, the five fire engines currently located at Crich, Ripley, Alfreton and Heanor are not exclusively assets for those areas. They attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the area would attend from the new station supported by fire engines from Ilkeston, Clay Cross, and South Belper as needed. It is also important to note that if introduced, specific proposals relating to Ilkeston and South Belper may have an impact on their respective response times into the North Amber Valley area. Fire engines from these locations may be required to support the proposed fire engines at Ripley:

- The response time for the Belper fire engine would be slightly longer as it is proposed that this station is merged with Duffield at a new site of the A6 in the Milford area, south of Belper. This station would still provide a retained (on-call) fire engine.
- The response time for the fire engine from Ilkeston would be slightly longer as it is proposed that this station initially provides a retained (on-call) response rather than its current whole-time (full-time) response. It is proposed that the station remains in its current location.
- There are no proposals to change the location or staffing model at Clay Cross fire station, so the response time for fire engines from Clay Cross would be maintained.

Some examples regarding how long the initial attending fire engine would take to attend different parts of the area are provided in the section entitled *‘Initial Response Times’.*

# What does it mean for me?

## Proposal 10

**The proposed closure of the fire station at Melbourne, change to the crewing arrangements and the replacement of a fire engine with a smaller response vehicle at Swadlincote and the opening of a fire station at Hilton.**

### Introduction

The two fire stations at Swadlincote and Melbourne provide an initial emergency response for the geographical areas depicted on map no 1. Currently Swadlincote has two fire engines (one whole-time (full-time) and one retained (on-call)) and Melbourne has one retained (on-call) fire engine. They are the two fire stations that are currently located in the South Derbyshire District.

### Key Points

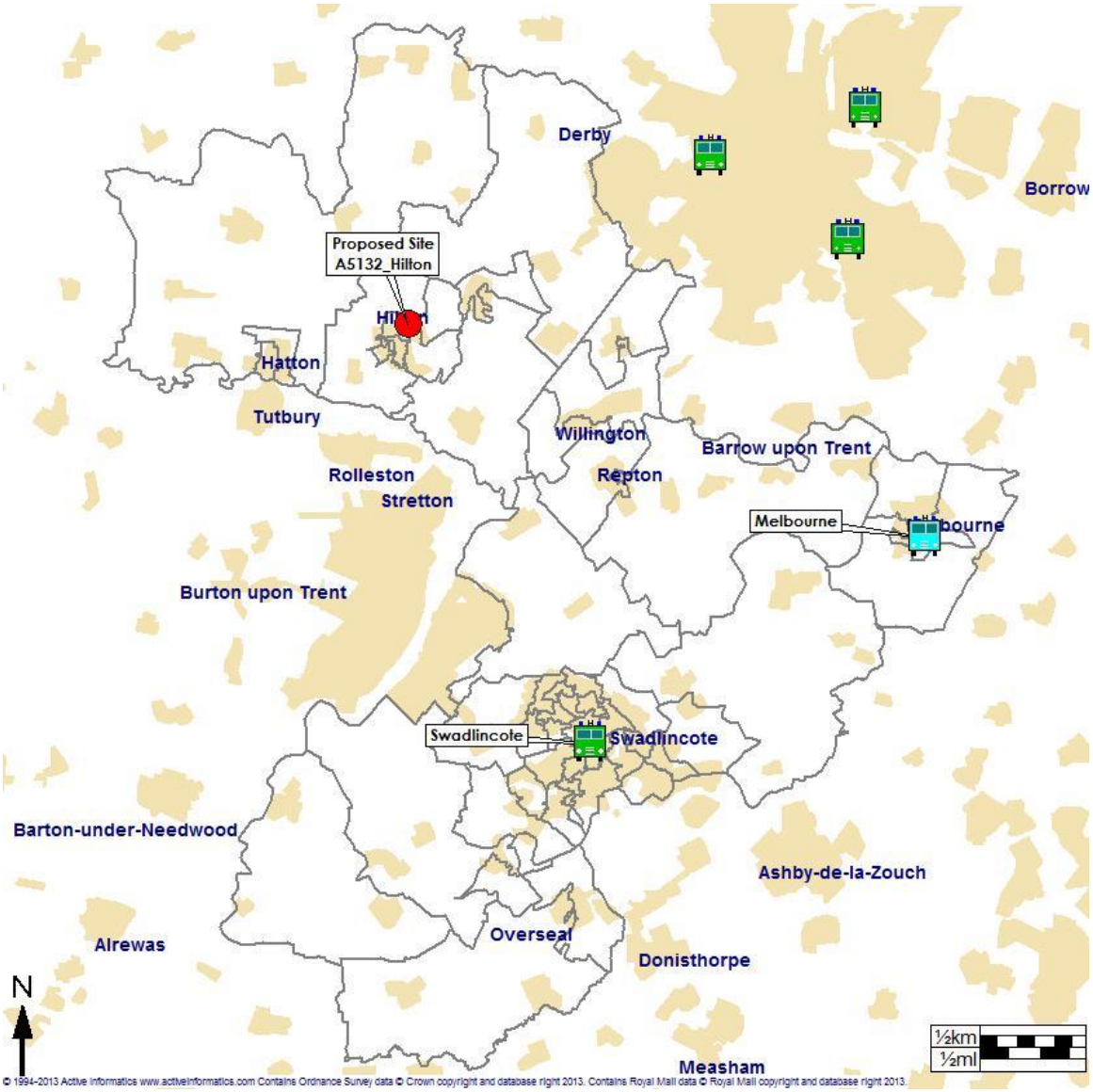
- The number of incidents in the areas served by the two fire stations has decreased over the four year period (2009-2013) by 33%.
- Swadlincote fire station provides the initial emergency response to one very high and two high risk areas.
- The response to Road Traffic Collisions (RTCs) on the major roads in the area would be improved due to the location of the new station in Hilton.
- Those members of the public affected by this merger, deemed as a higher risk (based on our interpretation of data we hold regarding the local population) would be targeted with additional community safety and risk reduction activities.

### Our Proposal

It is proposed that the fire station at Melbourne should be closed and a new one opened at Hilton, adjacent to the A5132. This fire station would provide one fire engine and one smaller response vehicle*(SRV). The station would be staffed by 17 retained (on-call) personnel.

As part of the same proposal, the whole-time (full-time) fire engine at Swadlincote would, over-time, be replaced by a SRV staffed by retained (on-call) personnel. It is planned for the wholetime fire engine to revert to a day-crewing arrangement as an interim step before moving to a final provision of one retained (on-call) fire engine and one retained (on-call) SRV.

(*A smaller response vehicle is a smaller fire engine with similar albeit reduced capabilities, carrying less equipment, fewer firefighters and less water. **It would be able to respond independently as a primary response to small incidents or to support larger incidents.**)




Map no 1: Map depicting existing stations in relation to the proposed new station. Shaded areas represent areas of settlement. Note that the three fire stations shown in the top right (Derby City) are proposed to be merged under a separate proposal.

## Local Authority Development Plans

The South Derbyshire District Council Local Authority Development Plan was studied to ensure that any anticipated future developments in Swadlincote, Melbourne, Hilton and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments (up to 2028) outlined within the relevant local plans are:

- 6,469 new homes in total throughout the area
- Land amounting to 15 hectares is allocated for business, tourism and leisure uses in the Tetron Park, Cadley Hill and Hilton Business Park areas.

**Our Rationale**

Melbourne

The Melbourne area is deemed an area of predominantly low risk. Over the last four years (2009-2013) this has been evidenced in that the number of emergency calls to the Fire and Rescue Service from the Melbourne area has remained very low, and subsequently the demand placed upon the fire engine located in Melbourne is consistently very low. The average number of incidents in the Melbourne area over the four year period is 45 per year. Therefore maintaining a fire engine in the Melbourne area is no longer deemed as the best use of resources.

Hilton

Hilton has been proposed as a more appropriate location for a retained (on-call) station within South Derbyshire for several reasons. Whilst the area is at relatively low risk from fire, there is greater population density than in the Melbourne locality, so more people can be reached quicker. Similarly, more RTCs occur in the surrounding area (primarily due to the A50 and A38) when compared to Melbourne. Hilton benefits from a developed road infrastructure which provides easy access onto the A50. This road network allows for a fire engine located at Hilton to reach more of the local area quickly and additionally enables support to both Derby City and north into Ashbourne.

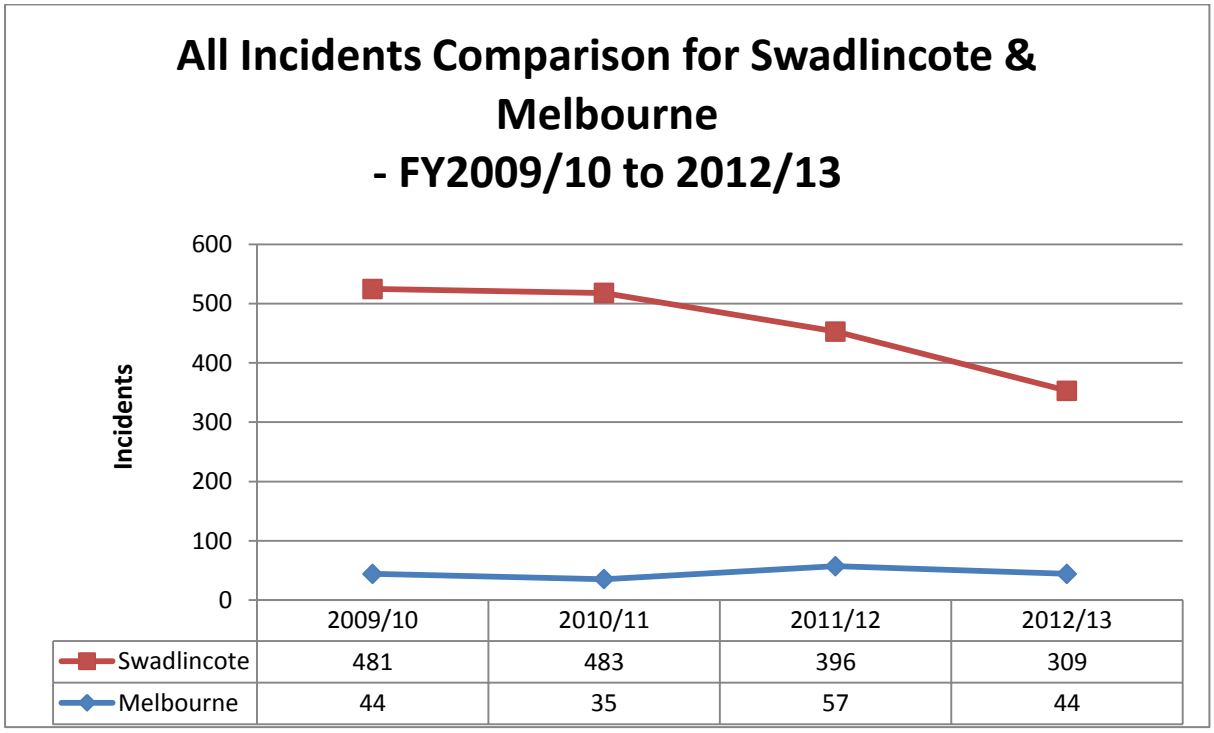
Swadlincote

The fire engines located at Swadlincote fire station provide an initial emergency response to Swadlincote and the surrounding areas. Currently the station has one fire engine staffed by whole-time (full-time) firefighters and one fire engine staffed by retained (on-call) firefighters.

The numbers of incidents in the Swadlincote area are relatively low ranging from 483 in 2010/11 to 309 in 2012/13. Furthermore over the four year period (2009-2013) the number of calls has decreased by 36%. Smaller fires (secondary fires) have reduced by 71% and more serious and/or larger fires (primary fires) have reduced by 33%. Of the more serious and larger fires only 17 were deemed a risk to life, nine of which were during the night (11pm to 7am). Taking the low and reducing level of incidents in the Swadlincote and nearby areas into consideration, the two fire engines (one staffed permanently by whole-time (full-time) firefighters currently located there are deemed an over provision and are not considered an effective use of the resources that we have available to us. One fire engine and one SRV staffed by retained (on-call) firefighters are considered more appropriate.

Swadlincote and the surrounding areas are deemed as primarily low or medium risk. However, there are also two areas of high risk and one area of very high risk. The proposal would have a detrimental impact on the initial response time to the high and very high risk areas. Those members of the communities deemed most vulnerable will be targeted with additional community safety activities.

Currently, the timetable for all changes within this proposal is not agreed. However, the overall change programme would begin in 2014/15 and would be completed by the end of 2021/22. The graph below shows the total incidents per year by station. The red line being Swadlincote and the blue line being Melbourne.




| | 2009/10 | 2010/11 | 2011/12 | 2012/13 |
|---|---|---|---|---|
| Swadlincote | 481 | 483 | 396 | 309 |
| Melbourne | 44 | 35 | 57 | 44 |

As part of our community safety activities, 1,484 Home Fire Safety Checks (HFSCs) have been completed and 1,004 smoke detection alarms fitted during 2012/13 in the Swadlincote and Melbourne areas (Source: Station Risk Profile-2013).

**Financial Information**

The costs of staffing and running the two fire stations during 2012/13 are provided in the table overleaf.

| Fire Station | Cost 2012/13 |
|---|---|
| Swadlincote | £1,208,500 |
| Melbourne | £81,050 |
| Combined costs | £1,289,550 |

The estimated staffing savings associated with this proposal are £846,000 per year, with additional savings to running costs estimated to be around £39,000 per year. There will also be an additional cost in vehicle leasing of approximately £3,000 per year. This provides a total saving of £882,000 per year.

The sale of the existing fire station at Melbourne is predicted to raise between £125,000 and £250,000. This would contribute to the estimated cost of £925,000 associated with building a new retained (on-call) fire station at Hilton. Furthermore should the changes be implemented then the housing stock currently provided for firefighters at Swadlincote who previously worked on the day staffing system could be sold to contribute to wider capital costs (housing sales are not included in the above figures).

**Fire Engine Availability**

It is important for our proposals to consider the availability of fire engines. Information relating to the amount of time the three fire engines were available to respond during 2012/13 is provided below.

| Fire Station | 2012/13 availability given as a percentage | Number of Firefighters (Oct 2012) |
|---|---|---|
| Swadlincote whole-time (full-time) | 99.85% | 24 |
| Swadlincote retained (on-call) | 40.68% | 8 |
| Melbourne retained (on-call) | 51.69% | 9 |

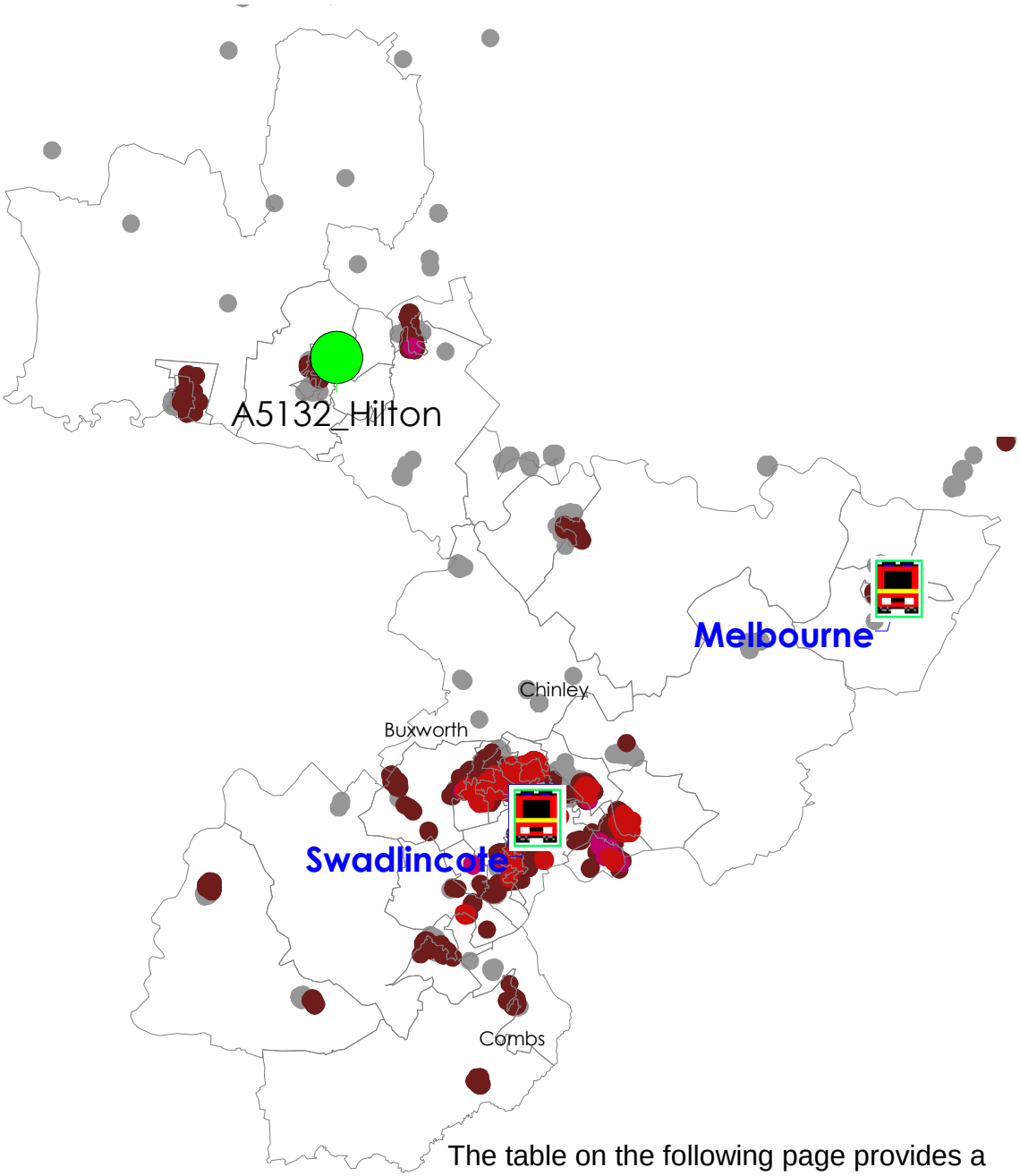
The table above shows that our retained (on-call) fire engines at both Swadlincote and Melbourne were not available as often as we would like. This is primarily due to staffing vacancies, difficulties in recruiting and staff availability. These factors therefore have an adverse impact on our emergency response.

There are occasions when the initial emergency response will not be provided by the fire engines in the immediate station area. The next nearest fire engine would be sent to respond instead; typically these are fire engines from Derby City. In these circumstances the response would not be as quick as it would be should the local fire engines be available.

**What does this mean for the local communities?**

The map on the next page shows the locations of where those people deemed most vulnerable from fire, live in relation to the current locations of the two fire stations at Swadlincote and Melbourne and the location of the proposed fire station at Hilton.

A description of those vulnerable groups is provided on page 30 of this report




Key Code

- Existing Fire Station
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- Area Boundaries

The table on the following page provides a comparison between the current times taken for an initial responding fire engine from Swadlincote to attend different geographical areas, compared to the initial response time by the fire engine from Swadlincote if it was staffed by retained (on-call) personnel.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy. There are no significantly vulnerable groups identified in either the Melbourne or Hilton areas.

It should be noted that for the Aston ward, the initial attending fire engine is likely to be deployed from Derby City. Derby City is subject to a separate proposal (Proposal 7).

### Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Woodland Road area of Stanton | Very High | 7 minutes (6 min travel) | 11 minutes (6 min travel) | +4 minutes |
| Plummer Road area of Newhall | High | 6 minutes (5 min travel) | 10 minutes (5 min travel) | +4 minutes |
| Chatsworth Road area of Upper Midway | High | 6 minutes (5 min travel) | 10 minutes (5 min travel) | +4 minutes |
| Brookdale Road area of Woodville | Medium | 6 minutes (5 min travel) | 10 minutes (5 min travel) | +4 minutes |
| Springfield Road area of Upper Midway | Medium | 6 minutes (5 min travel) | 10 minutes (5 min travel) | +4 minutes |
| Chapel Street area of Ticknall | Medium | 10 minutes (9 min travel) | 14 minutes (9 min travel) | +4 minutes |

***Note: In the table above the times highlighted in red show that there would be a slower response in comparison to the current arrangements.***

***Note2: The 'Current Initial Response Time' column above relates to day-time response where there is currently wholetime availability. The 'Proposed Initial Response Time (estimate)' will apply both night and day if the fire engines were changed to retained (on-call) at Glossop fire station. Therefore at night response times remain unchanged.***

A description of how risk areas are defined is provided on page 11 of this report.

In South Derbyshire there is an average of 115 households per square kilometre. This is relatively low when compared to other districts in Derbyshire. Over 75% of households in South Derbyshire are privately owned (with or without mortgages) with the remainder of properties being rented. This is significant as historical data suggests that more fires occur in rental properties.

## Heritage Risk

There are 11 Grade One listed buildings within South Derbyshire (Source: English Heritage Data). This includes numerous churches across the district and prominent buildings such as Repton School, Foremark Hall and Calke Abbey. The current fire station locations ensure that these risks would receive a response in approximately 10 to 12 minutes. The exception to this is Calke Abbey, this is due to its remote location and road infrastructure, and as a consequence the time to attend this site in the event of an emergency call would be approximately 15 minutes.

With the proposed changes it is anticipated that it will take 10-12 minutes to cover all of the heritage risks in this area apart from Calke Abbey which will take approximately 15 minutes.

## Transport Risk

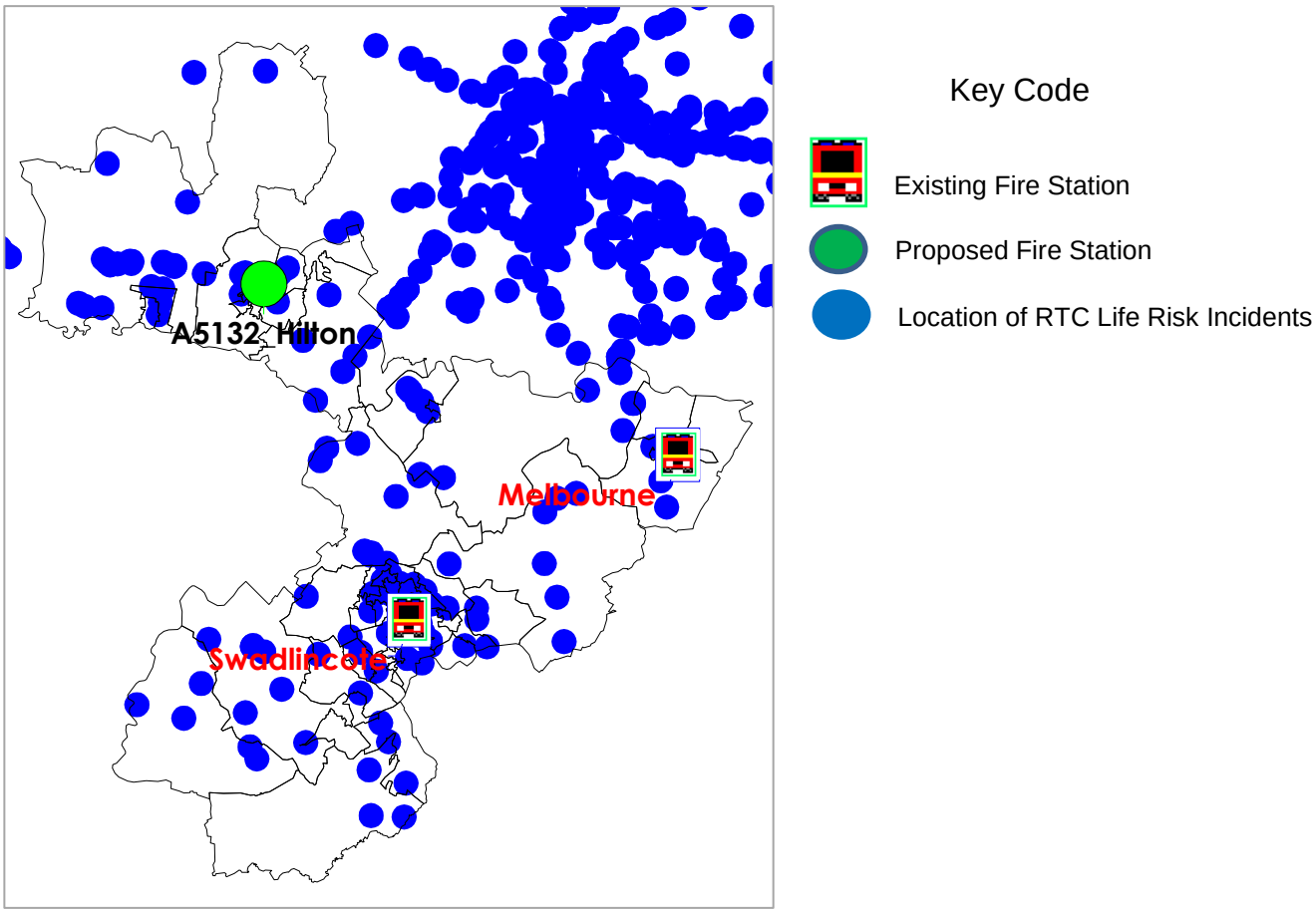
The road infrastructure in South Derbyshire is a mix of high-speed 'A' roads supported by a network of rural routes. The A50 is a major trunk road which passes through South Derbyshire and crosses the A38 within the district boundaries.

Over the last four years (2009-2013) there have been 158 'life risk' Road Traffic Collisions (RTCs) in the Swadlincote and Melbourne area. Nearly 85% of these RTCs occurred within the Swadlincote locality as can be seen on the map below (only 25 RTC life risks occurred in Melbourne's area over the four years). Within that four year period, life risk RTCs have reduced by 30%.

In the Swadlincote and Melbourne areas, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently just under six minutes. The removal of the fire engine at Melbourne would mean that the response to RTCs in this area would come from either Swadlincote or Derby City. This would have an impact on the travel time. The worst-case scenario figure for this situation would mean that the travel time would not exceed 14 minutes. This is based on an RTC occurring in the centre of Melbourne.

As the majority of RTCs occur in the Swadlincote area, the travel time to RTCs will not be effected by the closure of Melbourne. However, the change in duty system will add four minutes onto the turn-out time.

The new station at Hilton will mean that a far higher incidence RTC area (when compared to Melbourne) will have a much faster response. Currently, RTCs in this area are attended by fire engines from Derby City and from over the county border in Tutbury.




There are many influencing factors that impact on our response times.

Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We value the safety of our firefighters. In the Swadlincote area there are currently seven sites that are considered as a potentially high risk to firefighters attending incidents there, in Melbourne there are two. Due to the nature of the roads in the Melbourne area, the travel time to these sites is already substantial. The travel time to Melbourne's high risk sites is not significantly affected by these proposals.

The proposed new station at Hilton will give an initial response to several high risk sites which are currently provided by the fire station at Kingsway. One example of this is the Nestle site for which the travel time from Kingsway is over ten minutes, a fire engine deployed from Hilton would take eight minutes to travel there.

We already have contingency plans in place regarding these sites and firefighters visit and train them regularly to ensure that they are in the best position to manage an emergency. It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. If there is a significant increase in attendance times to a specific high risk site, additional risk reduction, planning, training and contingency plan testing will be carried out with owners and occupiers to reduce the risk.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside of the county, are a resource for the local communities of South Derbyshire. Likewise, the three fire engines currently located at Swadlincote and Melbourne are not exclusively assets for those areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that in Swadlincote the initial fire engine to incidents in the area would be slower, as would the response be to incidents in Melbourne. However incidents in the Hilton area would be reached quicker than they currently are.

As previously mentioned, a separate merger proposal involves replacing the three current fire stations at Kingsway, Ascot Drive and Nottingham Road with a newly located fire station in the centre of Derby. This fire station would have two whole-time (full-time) fire engines and would provide additional support to South Derbyshire when required. Full details of this proposal can be seen in Proposal 7.

Some examples regarding how long the initial attending fire engine would take to attend different parts of the South Derbyshire area are provided in the section entitled *‘Initial Response Times’.*

# What does it mean for me?

# Proposal 11

**The proposed changes to the fire stations in the Erewash area.**

### Introduction

There are currently two fire stations located in the Erewash area; they are both staffed 24 hours a day with Whole-time (full-time) personnel, one is located at Long Eaton and the other at Ilkeston. These stations provide an initial emergency response for the geographical areas depicted on map No1 overleaf.

### Key Points

- The number of incidents in the areas served by these two Whole-time (full-time) stations has decreased over the four year period (2009-2013) by an average of 44%.
- The number of Road Traffic Collisions attended by Long Eaton has fallen by over 50% in the last four years.
- The two Whole-time fire stations provide the initial emergency response to mainly low and medium risk areas, however one area is deemed as very high risk and four areas are deemed as high risk.
- Long Eaton fire station is currently located in close proximity to the border of Nottinghamshire. As a consequence two thirds of the area covered by this station, within the current attendance times, is outside of Derbyshire.
- Relocating Long Eaton fire station nearer to the Breaston area would ensure that the station provides better cover of Derbyshire.
- Those members of the public affected by these changes, deemed as a higher risk (based on our interpretation of data we hold regarding the local population) would be targeted with additional community safety and risk reduction activities

### Our Proposal

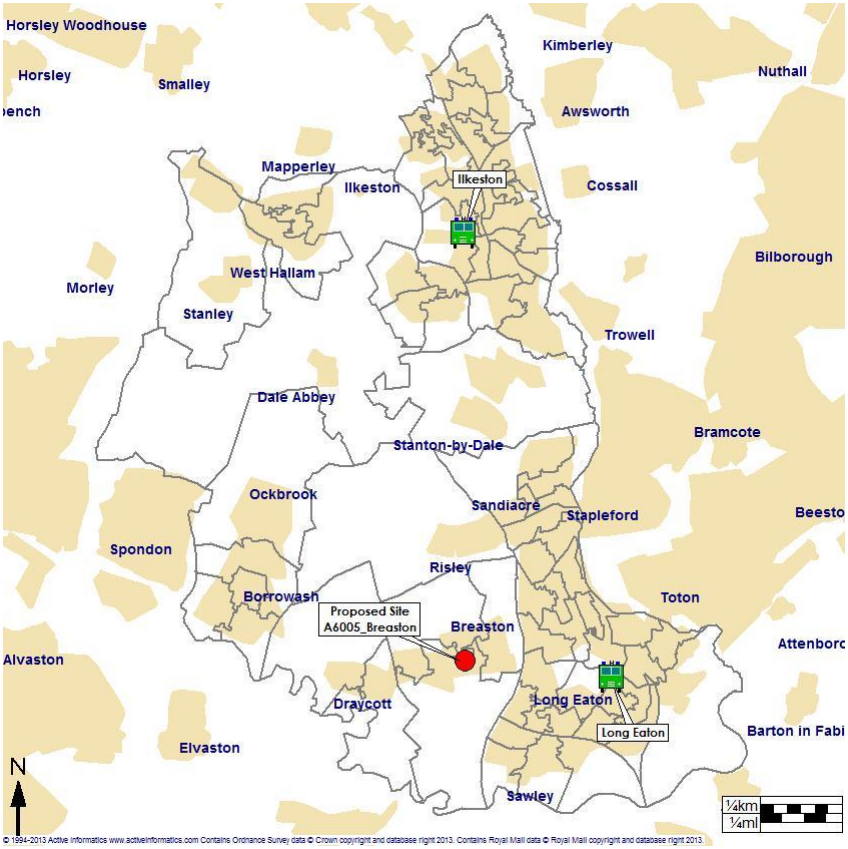
It is proposed that the current fire station located on Tamworth Road, Long Eaton is relocated. The desired location for the new station is nearer to the Breaston area. Long Eaton station has also seen a 46% reduction in calls over the last four years so consequently it is proposed that the new station will be staffed by retained (on call) firefighters.

It is proposed that Ilkeston fire station, which has seen a 43% fall in incidents over the last four years, be changed from a crewing status of Whole-time (full-time) to retained (on call).

Each station would be staffed by a total of up to 17 personnel that would staff one fire engine and one smaller response vehicle*.

(*A smaller response vehicle is in effect a smaller fire engine with similar albeit reduced capabilities, carrying less equipment, fewer firefighters and less water.

It would be able to respond independently as a primary response to small incidents or to support larger incidents).




Map depicting existing stations and the proposed new station location to replace Long Eaton (Map No 1)

## Local Authority Development Plans

The Erewash Borough Council Local Authority Development Plan was studied to ensure that any anticipated future developments in the Ilkeston, Long Eaton and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments outlined within the Erewash plan (2011 – 2028) are:

- Approximately 4,500 homes in or adjoining Ilkeston urban area
- Approximately 1,450 homes in or adjoining Long Eaton urban area
- Approximately 300 homes within rural settlement boundaries
- Employment land for a minimum of 42,900 sq. m of new offices and research development in Erewash, and a minimum of 10 hectares of employment land for industrial and warehousing will be provided, predominantly at the Stanton Regeneration Site.

## Our Rationale

### Long Eaton

Currently the fire station at Long Eaton is situated in close proximity to the Nottinghamshire and Leicestershire borders (1.5 miles and 1.9 miles respectively). This means that the two fire engines located there are geographically well located to provide, as required, an initial emergency response to Nottinghamshire and Leicestershire communities as well as to Derbyshire. However the reality is that mobilising protocols and practices in those counties mean that the fire engines at Long Eaton are rarely called upon to attend incidents in our neighbouring counties. For example the two fire engines at Long Eaton have attended 22 incidents in Nottinghamshire over the four year period. This equates to less than 1% of all incidents that they attended. Long Eaton fire engines attended slightly more incidents in Leicestershire; 109 incidents in four years. This equates to just over 4% of all incidents that they attended.

Therefore to re-locate the fire station away from the borders, further into Derbyshire would mean that the fire engines could provide the initial emergency response to more Derbyshire communities than they currently do.

***Note:*** Both Nottinghamshire and Leicestershire Fire and Rescue Services will be consulted with regarding this proposal.

Also, by locating the fire station closer to the city of Derby the fire engines will provide a more rapid response to support the fire engines in the city, an area of greater community risk.

The current preferred site (Breaston) is also closer to Ilkeston providing a more timely support to that area.

Consideration was also given to re-locating the new station near to junction 25 of the M1/A52 intersection. This would further improve travel times to Derby and Ilkeston whilst still providing good cover to Long Eaton and nearby areas.

Locating a new station at or near junction 25 of the M1 motorway would also improve the speed of response to the motorway where often the most serious high speed road traffic collisions occur. This possibility is still under consideration, subject to the availability and affordability of a suitable site. Locating the new fire station at Breaston should also, albeit to a lesser degree, improve the response time to the motorway.

Over the last four years (2009-2013) the number of incidents in the Long Eaton area has decreased by 46% to 368 during 2012/13.

Furthermore, over the same four year period, between the hours of 11pm and 7am the number of incidents involving a fire where initially life was deemed at risk was eight.

Taking this low and decreasing level of activity into account, a whole-time (full-time) capability is deemed an over-provision and not the most effective use of the resources available to us. We believe that a retained capability consisting of one fire engine and one smaller response vehicle (SRV) would be more appropriate.

In terms of those areas of Long Eaton deemed as high risk (of which there are two in number) the response times for the initial attending fire engine would increase. This is shown on the initial response times table provided later in this proposal. In order to minimise that risk those members of the community deemed most at risk will be specifically targeted for community safety activities.

No areas of Long Eaton are deemed as very high risk.

**Ilkeston**

Over the last four years (2009-2013) the number of incidents in the Ilkeston and nearby area has also decreased, in this case by 43% to 380 during 2012/13.

Furthermore, over the same four year period, between the hours of 11pm and 7am the number of incidents involving a fire where initially life was deemed at risk was six.

As is the case outlined for Long Eaton, taking this decreasing level of activity into account a whole-time (full-time) capability is deemed an over-provision and not the most effective use of resources available to us. We believe that a retained capability consisting of one fire engine and one SRV is more appropriate for Ilkeston.

In terms of those areas of Ilkeston deemed as very high risk (one in number) or high risk (two in number) the response times for the initial attending fire engine would increase. This is shown on the initial response times table provided later in this proposal. In order to minimise that risk those members of the community deemed most at risk will be specifically targeted for community safety activities.

A merger of the current whole-time (full-time) fire stations at Long Eaton and Ilkeston was also considered in the Stanton area between the towns of Long Eaton and Ilkeston. This area has been identified within the Erewash local authority development plan for significant development. Although not ruled out this would have a significant detrimental financial impact on the overall saving that the whole programme of change will achieve if implemented.  Furthermore it is not considered necessary given the level of activity in the area.

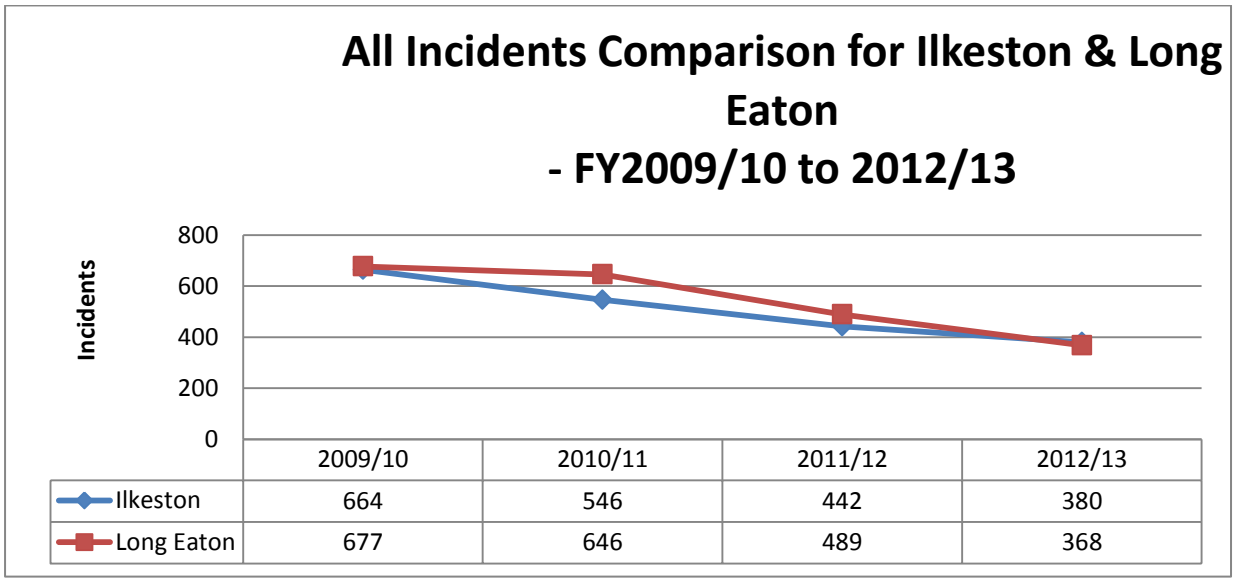
Currently, the timetable for this change is not agreed. However, the overall change programme would begin in 2014/15 and would be completed by the end of 2021/22.

A reduction in demand in Erewash area:

The communities and buildings across Erewash are predominantly low risk with areas of medium risk mainly in the towns of Ilkeston and Long Eaton. There is one area of very high risk in Cotmanhay and high risk in the areas of Derby Road East, Kirk Hallam and Nottingham Road.

Over the last four years, across Erewash, the number of fires and other incidents requiring a fire and rescue service response has remained low. The graph illustration below provides information regarding the incidents attended.

It can clearly be seen that over this period of time there have been a significant reduction in incidents. Ilkeston (blue line) has seen a reduction of total incidents by 43% while Long Eaton (red line) has seen an even greater reduction of 46%.




As part of our community safety activities, almost 2500 home fire safety checks (HFSCs) have been completed and over 2000 smoke detection alarms have been fitted during 2012/13 in and around the Ilkeston and Long Eaton areas. (***Source***: Station Risk Profile-2013).

**Financial Information**

The overall costs of running the two Fire Stations during 2012/13 are provided in the table below.

| Fire Station | Total |
|---|---|
| Ilkeston | £1,297,000 |
| Long Eaton | £1,167,000 |
| Total | **£2,464,000** |

The estimated staffing costs associated with the new station at Breaston and maintaining the fire station at Ilkeston both operating on a retained (on call) basis are shown below.

| Fire Station | Estimated Staffing Cost | Running Costs | Vehicle Costs | Total |
|---|---|---|---|---|
| Ilkeston | £177,000 | £25,000 | £27,000 | £229,000 |
| Breaston | £177,000 | £25,000 | £27,000 | £229,000 |
| Total | £354,000 | £50,000 | £54,000 | **£458,000** |

A significant reduction in staffing costs of around £1,886,000 is due to the change of duty system on each station from 28 full-time firefighters to 17 on-call firefighters. A reduction in vehicle costs of £14,000 is achieved by replacing one fire engine at each station with a smaller response vehicle, and running costs are anticipated to reduce by around £174,000. In total this realises an annual saving of over £2 million across the Erewash area.

The proposed changes in terms of personnel at both Long Eaton and Ilkeston fire stations would be phased. Initially the whole-time (full-time) capability would change to a day crewing capability. This would reduce the number of whole-time firefighters required at each station to 14 (from 28 to 14). Subsequently the remaining 14 whole-time (full-time) posts would be removed leaving the retained capability staffing one fire engine and a SRV.

There would be no building costs associated with the changes at Ilkeston as the station will remain at the current location. However the relocation of the station from Long Eaton to Breaston will incur a new build cost of £925,000. Capital receipts in the region of £600,000 are anticipated.

**Fire Engine Availability**

It is also important for our proposals to consider how available fire engines are.

Currently both Ilkeston and Long Eaton fire stations have two fire engines; one engine at each station is staffed by full-time personnel and the other by retained (on call) personnel. The amount of time that the full-time appliances were available during 2012/13 is given below.

| **Full-time Fire Engine** | **2012/13 availability given as a percentage** |
|---|---|
| Ilkeston | 99.92% |
| Long Eaton | 99.85% |

All fire engines that are staffed on a full-time basis have a very high availability, close to 100%. However this comes with a very high financial cost that averages around £1.2 million per year.

The table below shows the availability of the retained (on call) appliances across the Erewash area during 2012/13.

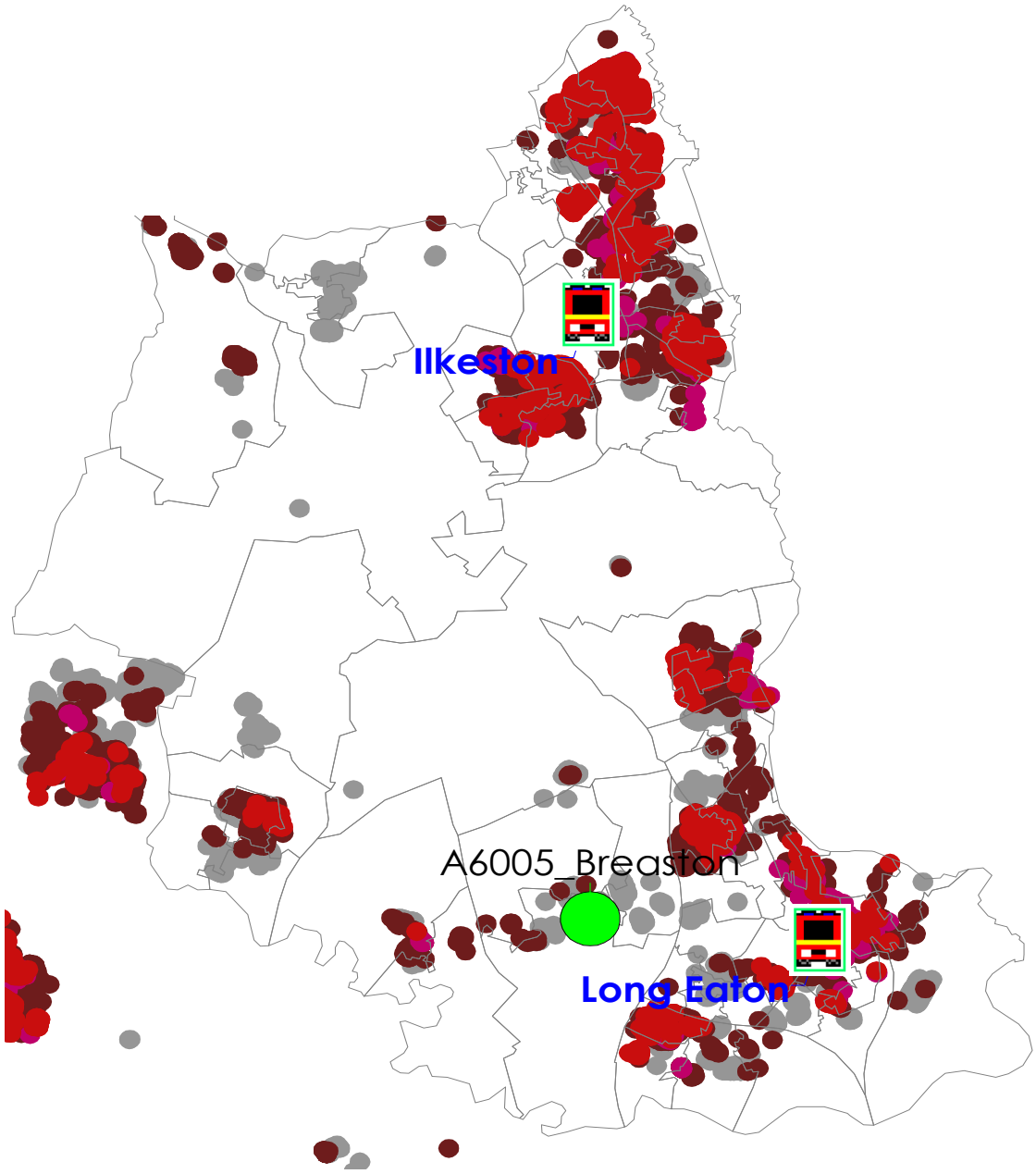
| **On-Call Fire Engine** | **2012/13 availability given as a percentage** | **Current number of Firefighters** |
|---|---|---|
| Ilkeston | 75.65% | 14 |
| Long Eaton | 62.97% | 10 |

The table above shows that our existing retained (on call) fire engines were not available as often as we would like. This is primarily due to staffing vacancies, difficulties in recruiting and staff availability. These can all have an adverse impact on our emergency response in the Erewash area. There are occasions when the initial emergency response is not provided by the fire engine located in either Ilkeston or Long Eaton. The next nearest fire engine would be sent to respond instead. In these circumstances the response would not be as quick as it would be should the local fire engine be available.

**What does this mean for the local communities?**

The map on the next page shows the locations of where those people deemed most vulnerable from fire, live in relation to the current locations of the two fire stations and the location of the proposed fire station at or near Breaston.

A description of those vulnerable groups is provided on page 30 of this report.




Legend

- Existing Fire Station
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- LSOA Boundaries

The table on the next page provides a comparison between the current times taken for an initial responding fire engine from Ilkeston and Long Eaton, to attend different geographical areas, compared to the initial response time by the fire engines if they were changed to retained (on-call) and Long Eaton was moved to Breaston.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

## Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Stapleton Road area of Cotmanhay | Very High | 6 minutes (5 min travel time) | 10 minutes (5 min travel time) | +4 minutes |
| Kenilworth Drive area of Kirk Hallam | High | 6 minutes ( 5 min travel time) | 10 minutes (5 min travel time) | +4 minutes |
| Market Place area of Long Eaton | High | 3 minutes (2 min Travel Time) | 9 minutes (4 min travel time) | +6 minutes |
| Bonsall Street area of Long Eaton | High | 4 minutes (3 min travel time) | 9 minutes (4 min travel time) | +5 minutes |
| Beresford Road area of Sawley | Medium | 7 minutes (6 min travel time) | 10 minutes (5 min travel time) | +3 minute |
| Dovedale Circle area of Cotmanhay | Medium | 8 minutes (7 min travel time) | 12 minutes (7 min travel time) | +4 minutes |
| Cleveland Avenue area of Draycott | Medium | 9 minutes (8 min travel time) | 8 minutes (3 min travel time) | -1 minute |

***Note: In the table above rows highlighted in red show that there would be a slower response in comparison to the current arrangements, and those in blue show the response time would improve.***

A description of how risk areas are defined is provided on page 11 of this report.

## Heritage Risk

There are eight grade one listed buildings (Source: English Heritage data) across the Erewash area.

Where a response time to a specific heritage risk is significantly increased we will work with relevant agencies and people to review existing contingency plans or to devise new contingency plans as deemed appropriate with a view to minimising any additional risk.

**Transport Risk**

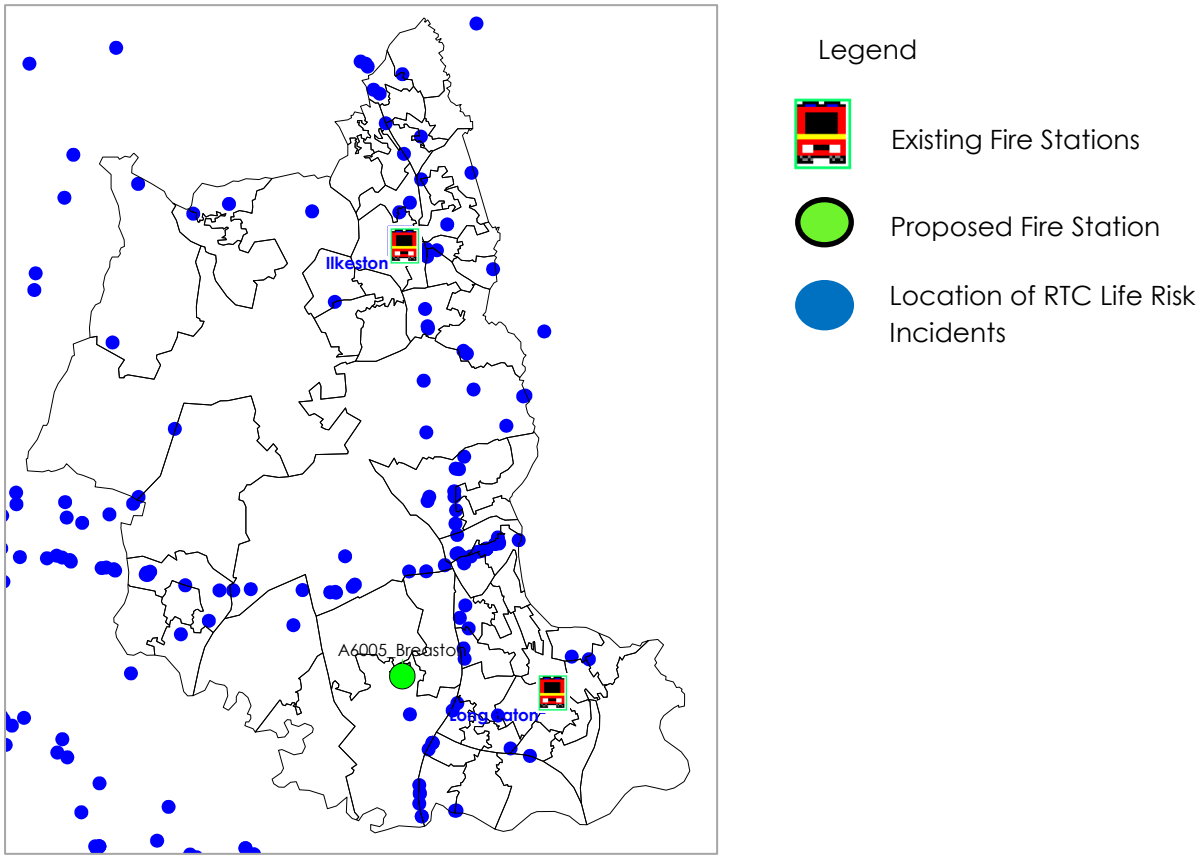
The major roads in the south of Erewash are the M1 and the A52. Speed is a critical factor in Road Traffic Collisions (RTCs), the faster the speed, the greater the likelihood of injuries, fatalities and becoming trapped in the wreckage of a crash.

As a consequence the majority of the 107 life risk RTCs that happened in this area in the last four years occurred on the M1 and A52.

In the Ilkeston area the road infrastructure is more rural; the main roads are the A6096, A609 and the A6007. Over the last four years Ilkeston has responded to 72 life risk RTCs.

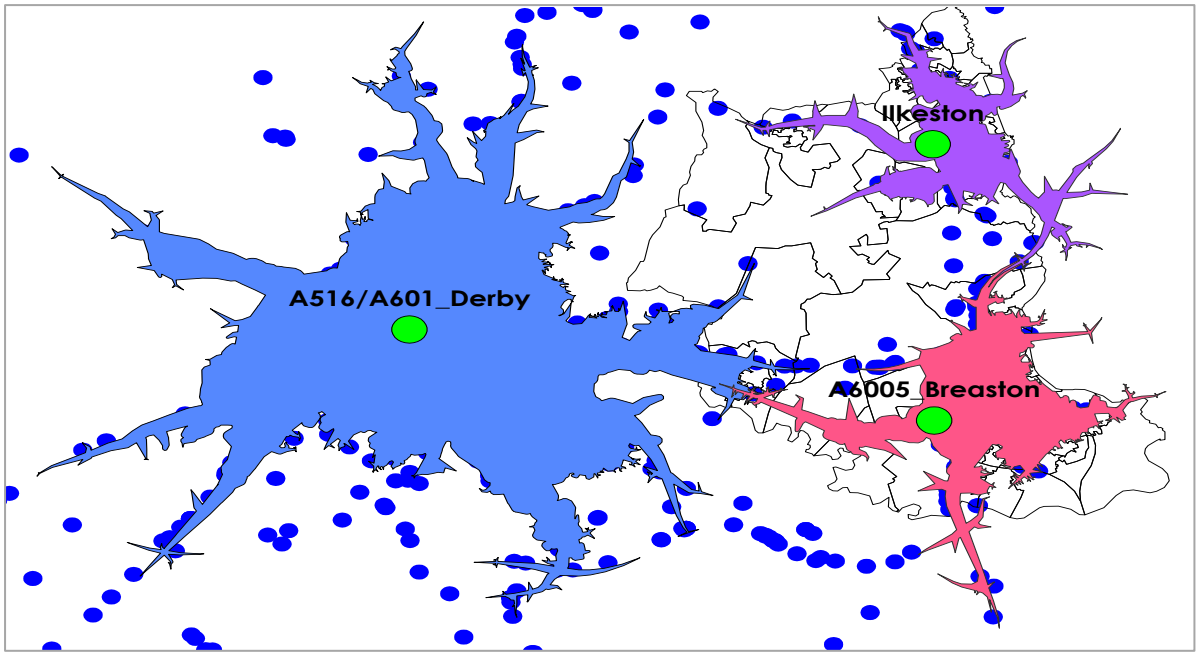
It is important to note that through partnership work with organisations like the Derby and Derbyshire Road Safety Partnership, Long Eaton has seen a 51% reduction in Road Traffic Collisions over the last four years. During the same period Ilkeston has seen an 18% reduction.

The blue dots on the diagram below show the location of the life risk RTC incidents across the Erewash area in relation to the station positions.




The coloured areas of the diagram below highlight the areas covered by the station at Ilkeston, the proposed station at Breaston and the proposed station in Derby.

The purple and red areas indicate the region that can be covered by these fire engines in ten minutes. This time includes five minutes for the retained (on-call firefighters) to get to the station and then five minutes travel time to an incident. The blue area from Derby shows a ten minute response time from the proposed new station at Derby (this includes one minute response and nine minutes travelling). This diagram shows that the vast majority of RTCs in the Erewash area can be reached in under ten minutes.




There are many influencing factors that impact on our response times.  Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We also value the safety of our own firefighters. In the Erewash area there are currently 23 sites that are considered as a potentially high risk to firefighters attending incidents there. We already have contingency plans in place regarding these sites.

It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. Where there is a significant increase in attendance times to a specific high risk site, additional risk reduction, planning, training and contingency plan testing will be carried with owners and occupiers to reduce the risk.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Erewash. Likewise, the four fire engines currently located at Ilkeston and Long Eaton are not exclusively assets for those areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the area would attend from the new station Breaston and the existing station at Ilkeston supported by fire engines from Derby, Belper and further afield as required.

**It is also important to note that if introduced, specific proposals relating to Derby and Belper may have an impact on their respective response times into the Erewash area.**

# What does it mean for me?

# Proposal 12

**Proposed relocation of Chesterfield fire station, including an increase of whole-time (full-time) personnel working there and the proposed closure of Staveley fire station**

### Introduction

There are currently two stations covering the district of Chesterfield, these are:

- A full-time fire station located at Chesterfield's Spire Walk Business Park with one fire engine, staffed 24 hours a day with whole-time (full-time) personnel located there.
- A full-time fire station located at Compton Road in Staveley. Two fire engines are located there, one staffed 24 hours a day with whole-time (full-time) personnel and the other by retained (on-call) personnel.

These three fire engines normally provide the initial emergency response for the geographical areas depicted on map No1 overleaf.

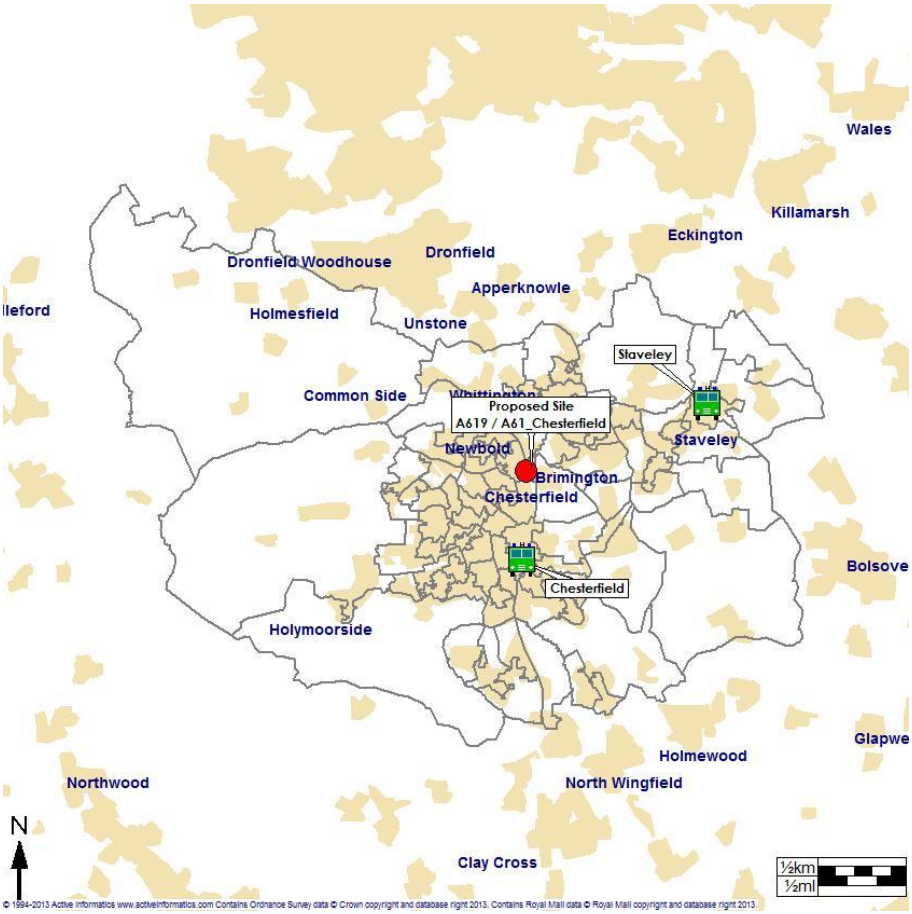
### Key Points

- The number of incidents in the areas served by the two fire stations has decreased over the last four year period by an average of 27%.
- The number of fire involving buildings and cars (primary fires) has fallen by 43% over the same time period.
- The two stations do not provide the initial emergency response to any areas deemed as very high risk. They do provide cover to some high risk areas but predominantly to medium and to low risk areas.
- Over recent years the Chesterfield and Staveley areas have seen significant changes from 'heavy' and 'process' driven industry to lower risk service sector commerce, thereby reducing the overall fire risk profile of the area.
- The proposed location for a new fire station at Chesterfield would enable a faster initial response to more vulnerable members of the local communities as can be seen on map three.
- Those members of the public affected by this proposal, deemed as a higher risk based on our risk assessment process, looking at local demographics, would be targeted with additional community safety and risk reduction activities.

## Our Proposal

It is proposed that Chesterfield fire station is re-located to the north of the town in the area of the junction A61/A619 – Chesterfield By-pass – Meltham Lane. From this location the fire engines would be able to provide an initial emergency response to Chesterfield, Staveley, Dronfield and other nearby areas. As a result Staveley and Dronfield fire stations would be closed. Further detail regarding the proposed closure of the station at Dronfield is provided within a separate proposal (number 13-North East Derbyshire)

Two fire engines, staffed 24 hours a day with whole-time (full-time) personnel would be located at the new Chesterfield fire station.




Map depicting existing stations in relation to the proposed new station (map no 1)

## Local Authority Development Plans

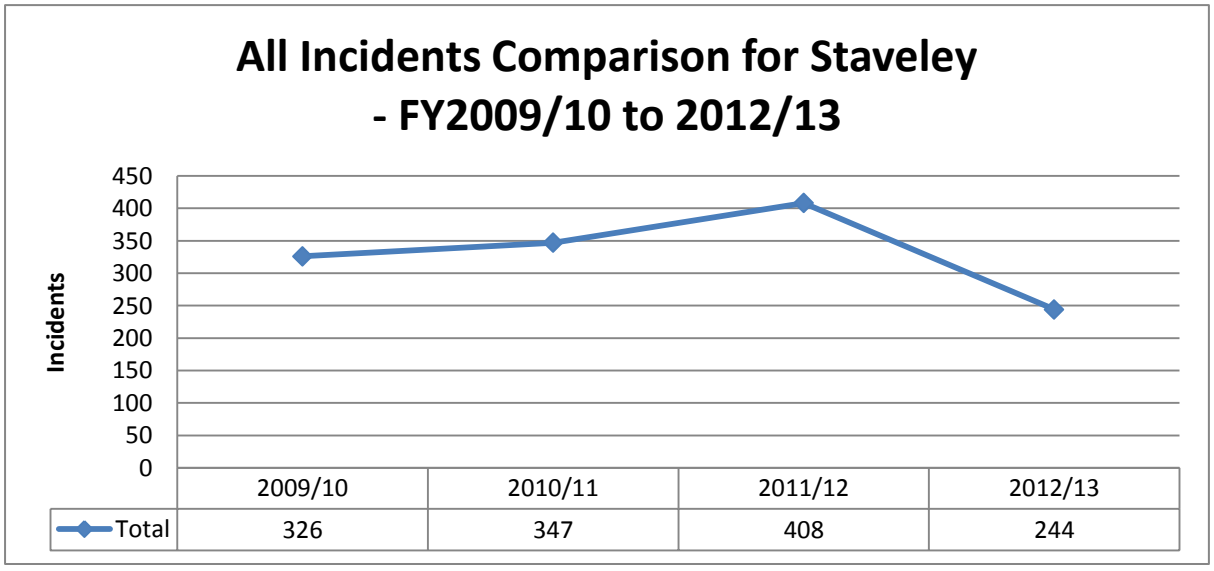
Core Strategies/Local Plans are long-term plans that form the planning framework for each local authority/district. The Chesterfield Borough Council Core Strategy was studied to ensure that any anticipated future developments in the Staveley and Chesterfield areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments outlined within the relevant core strategy are;

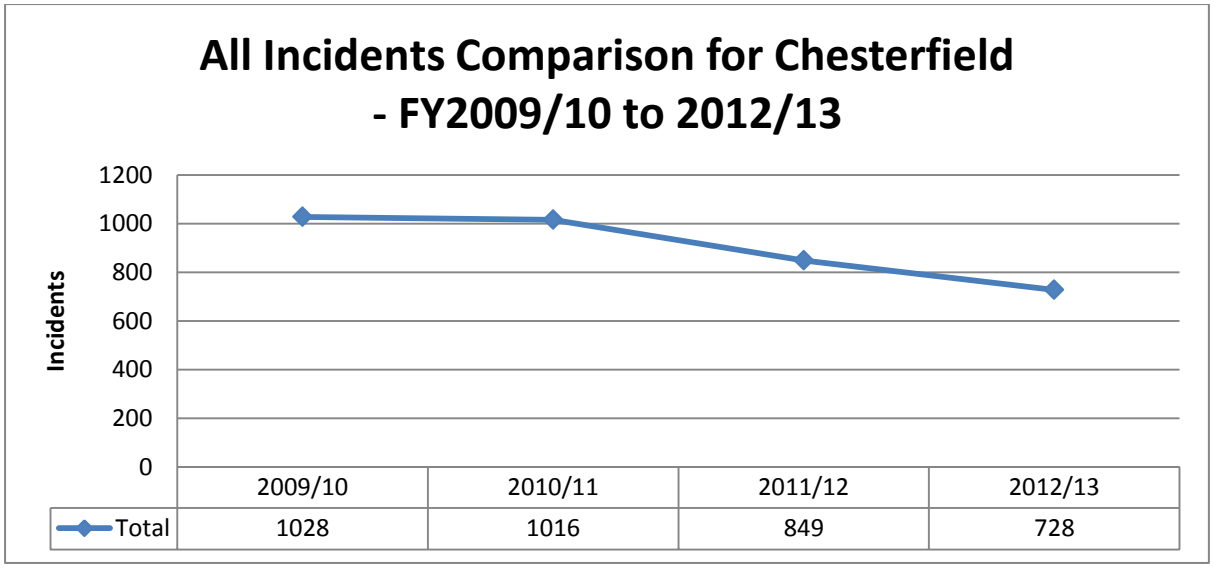
- 7,600 new homes to be built between 2011 – 2031
- approximately 79 hectares of new employment land is planned between 2011 and 2031
- Proposed development to provide an extension to the primary retail area of Chesterfield Town Centre.

**Our Rationale**

The two fire stations are located 5.4 miles apart (12 minutes by road) from each other and provide an initial emergency response for an area deemed as predominantly medium to low risk. Over recent years this has been evidenced in that the number of emergency calls to the fire and rescue service from the two station areas has remained low. During 2012/13 Staveley attended 244 calls, of which 94 were false alarms and just 37 were classed as larger and/or more serious fires mainly involving buildings or vehicles (primary fires).

Furthermore, the number of calls from these areas has also reduced over recent years. Therefore maintaining two fire engines in Staveley with a further fire engine in Chesterfield, in this predominantly medium to low risk and low activity area, is deemed an over-provision and not the best use of the resources available. The tables below and overleaf show the reduction in incidents in the Chesterfield and Staveley areas over the last four years.






The areas considered high risk in the district of Chesterfield and Staveley are highlighted in red in the diagram overleaf. It can be seen that the majority of these high risk areas are located in the north of the town.

The green shaded zone illustrates which areas the fire engine from Chesterfield's current station can cover within ten minutes from receiving an emergency call. The station's current location provides a good coverage of the Chesterfield area however there are two issues. Firstly, from this location the fire engine cannot cover Staveley or Dronfield within a ten minute attendance time and secondly the current station could be better positioned closer to the majority of the high risk areas.

The green dot indicates the preferred location of a new station to cover the Chesterfield area. This location is right in the heart of one of the high risk areas ensuring a rapid response to where there is greater likelihood of fires occurring. An additional advantage of locating the station here is that the fire engine can cover the Staveley and Dronfield areas within ten minutes. The yellow shaded zone illustrates the area that can be covered by a fire engine located in the junction A61/A619 region. This location provides such good cover because of the rapid access onto the main arterial roads enabling the fire engines to quickly cover the Chesterfield district. Furthermore, this area is supported by the three fire stations in the Bolsover District Council area; Clowne, Shirebrook and Bolsover.

Chesterfield is also the largest town in the county of Derbyshire with a population of over 100,000 people.

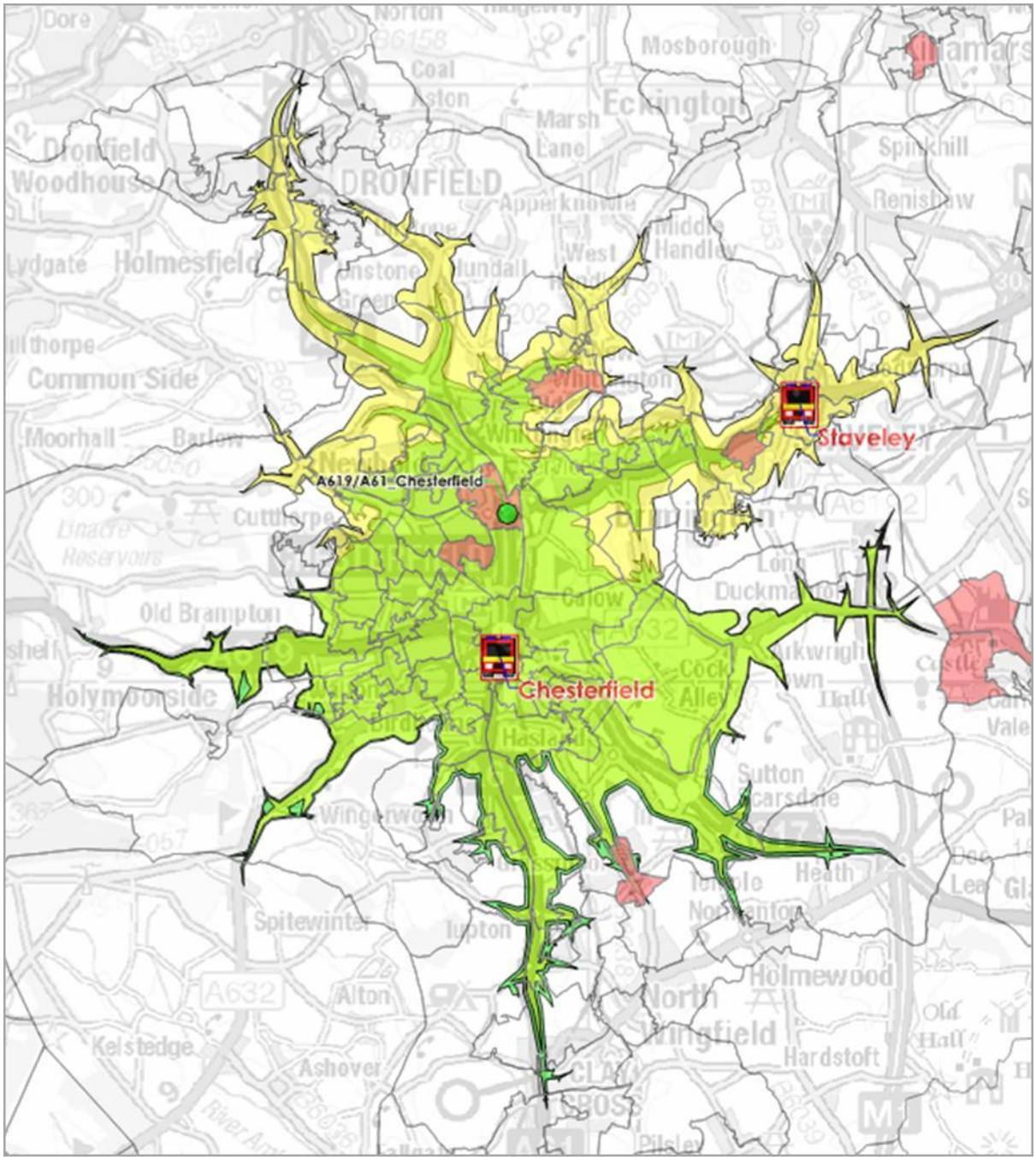



Diagram illustrating area covered by Chesterfield's current station location within 10 minutes (green) and the additional areas covered with the proposed move (yellow).

Over recent years the Chesterfield and Staveley areas have seen significant changes from 'heavy' and 'process' driven industry to lower service sector risk, thereby reducing the fire risk profile.

It is therefore proposed to locate two fire engines at Chesterfield, both staffed by whole-time (full-time) firefighters.

Currently, the timetable for this change is not agreed. However, the overall change programme would begin in 2014/15 and would be completed by the end of 2021/22.

As part of our community safety activities, 2,653 home fire safety checks (HFSCs) have been completed and 2,456 smoke detection alarms have been fitted during 2012/13 in and around the Chesterfield District Council Area. (Source: Station Risk Profile-2013)

**Financial Information**

The actual costs of running the two fire stations during 2012/13 are provided in the table below.

| **Fire Station** | **Total Costs(£)** |
|---|---|
| Chesterfield | **1,626,300** |
| Staveley | **1,365,600** |
| Overall costs | **2,991,900** |

The predicted costs of running the proposed new station are shown in the table below.

| **Fire Station** | **Staffing Cost (£)** | **Other Costs(£)** | **Total Costs(£)** |
|---|---|---|---|
| Chesterfield (new station) | **2,004,500** | **276,400** | **2,280,900** |

Total savings arising from the proposed changes in the Chesterfield area are around £711,000 per annum. These result from staffing savings of £565,000, running cost savings of £129,000 and vehicle cost savings of £17,000.

The sale of Chesterfield is estimated at approximately £1 million and Staveley £750,000. The potential £1.75 million available from the sale of these two sites will be used to partially offset the cost of building a new station in the area of junction A61/A619. The cost of building a new station is expected to be in the region of £4.3 million however this figure will be influenced by the cost of the land.

**Fire Engine Availability**

Information relating to the amount of time the three fire engines were available to respond during 2012/13 is provided below.

| Fire Station | 2012/13 availability given as a percentage | Current number of Firefighters |
|---|---|---|
| Chesterfield | 99.98% | 28 |
| Staveley | 99.95% whole-time/full-time<br>86.55% retained (on-call) | 28 WT/ 11 RDS |

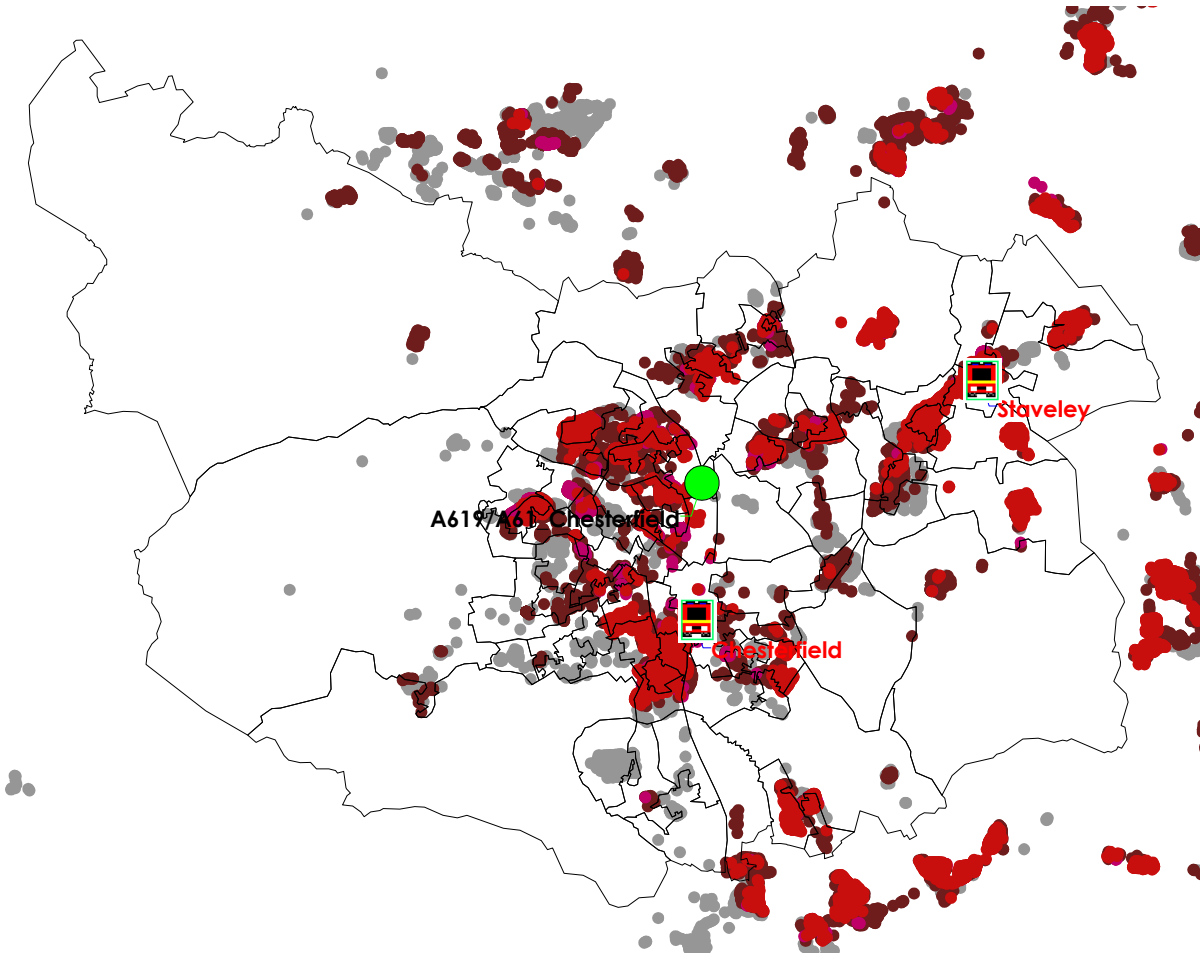
The reduced availability highlighted in relation to the retained (on-call) fire engine at Staveley is primarily due to difficulties in recruiting and staff availability. Such deficiencies have, on occasion, an adverse impact on emergency fire cover. This means that there are occasions when the initial emergency response is not provided by a fire engine located in Staveley. The next nearest would be mobilised instead. In these circumstances the response would not normally be as quick as it would be should the local fire engine be available.

**What does this mean for the local communities?**

Map two on the next page shows the locations of where those people deemed most vulnerable from fire, live in relation to the current locations of the two fire stations and the location of the proposed fire station.

These areas are where the Service's prevention activities are focussed, where direct engagement and partnership work ensure that fire safety messages, Home Fire Safety Checks and smoke detectors are targeted to those who most need them.

A description of those vulnerable groups is provided on page 30 of this report.




Map 2

Key Code

- Existing Fire Station
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- LSOA Boundaries

The table overleaf provides a comparison between the current times taken for an initial responding fire engine from Chesterfield and Staveley, to attend different geographical areas, compared to the initial response time by the fire engines if it were located at the junction of the A61/A619.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

## Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Circular Road area of Middlecroft, Staveley | High | 5 minutes (4 min travel time) | 7 minutes (6 min travel time) | +2 minutes |
| Brunswick Street area of Stonegravels, Chesterfield | High | 7 minutes (6 min travel time0 | 6 minutes (5 min travel time) | -1 minute |
| Shaw Street area of Newbold Moor | High | 7 minutes (6 min travel time) | 4 minutes (3 min travel time) | -3 minutes |
| New Street area of Grassmoor | High | 10 minutes (9 min travel time) | 11 minutes (10 min travel time) | +1 minute |
| Brearley Avenue area of New Whittington | High | 11 minutes (10 min travel time) | 8 minutes (7 min travel time) | -3 minutes |
| Cordwell Avenue area of Dunston | Medium | 11 minutes (10 min travel time) | 9 minutes (8 min travel time) | -2 minutes |
| St Augustines Road area of Birdholme | Medium | 6 minutes (5 min travel time) | 7 minutes (6 min travel time) | +1 minute |

***Note: In the table above the times highlighted in red show that there would be a slower response in comparison to the current arrangements, those in blue show the response time would improve.***

A description of how risk areas are defined is provided on page 11 of this report.

In the Chesterfield district area there is an average of 709 households per square kilometre. The vast majority of households are owned outright (with or without mortgages) with only a small percentage of rented properties. This is significant in that historical data suggests that more fires occur in rental properties.

## Heritage Risk

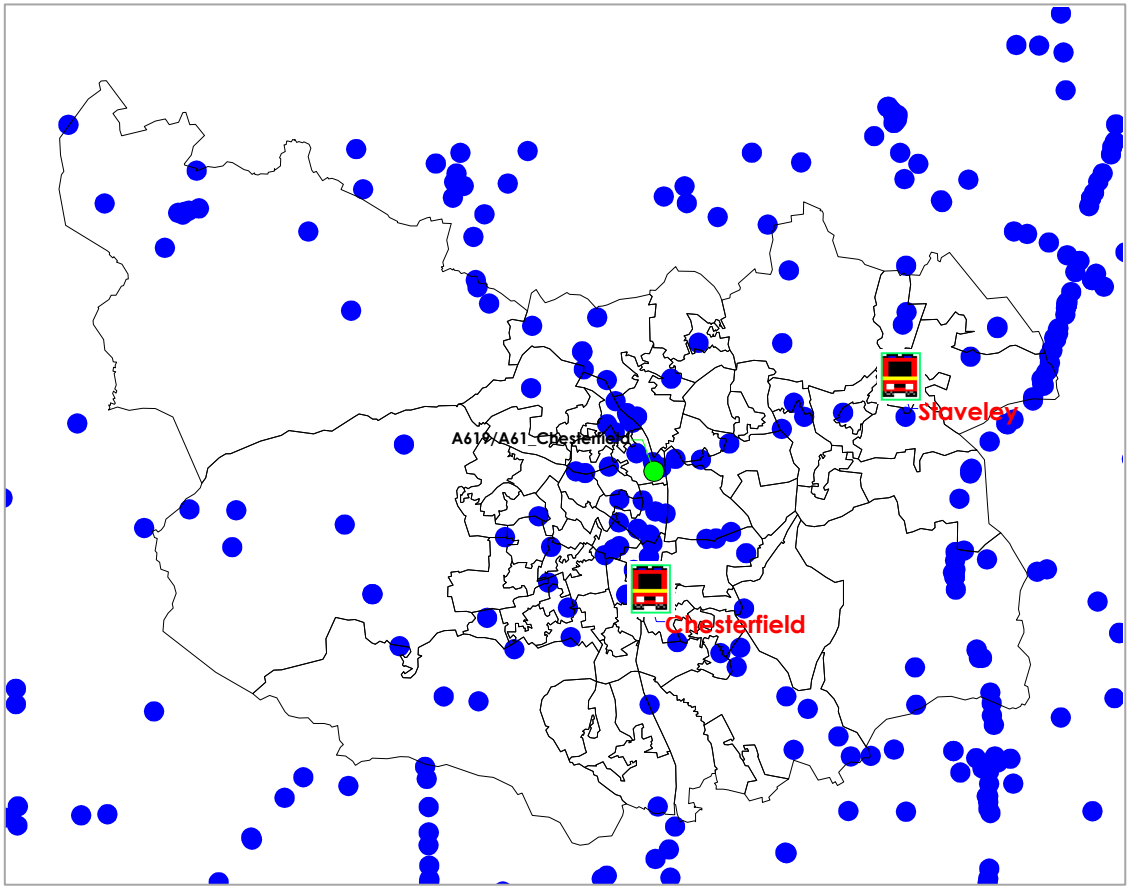
The Chesterfield area has one ‘Grade One’ listed building, the Church of St Marys and All Saints (Source: English Heritage data). This proposal will not have a significant impact on the initial response time to this important heritage site.

**Transport Risk**

The road infrastructure is predominantly urban with a range of 'A' roads including the A61, A619, and A617. Additionally the M1 cuts through the county between Chesterfield and the Bolsover district.

Over the last four years the Service has attended 320 'life risk' Road Traffic Collisions (RTCs) in the area, the majority of these have occurred on the M1 or on its access roads. It is important to note that through partnership work with organisations like the Derby and Derbyshire Road Safety Partnership, Chesterfield area has seen a 23% reduction in Road Traffic Collisions over the last four years.

The blue dots on the diagram below show the location of the life risk RTC incidents across the Chesterfield area in relation to the station positions.




Key Code

Existing Fire Station

Proposed Fire Station

Location of RTC Life Risk Incidents

Across the affected area, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently seven minutes.

It can be projected that from the proposed new station location, this travel time will not typically exceed 11 minutes. This should be considered as a worst-case scenario figure as some common RTC areas, such as the A61 road will have a far shorter travel time.

There are many influencing factors that impact on our response times. Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We also value the safety of our own firefighters. In the Chesterfield, Staveley and Dronfield area there are currently 35 sites that are considered as a potentially high risk to firefighters attending incidents there. We already have contingency plans in place regarding these sites. The current estimated response time to these higher risk sites is within eleven minutes. The projected estimated response time to the same higher risk sites from the proposed location would not exceed nine minutes, an improvement of approximately 2 minutes

It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Chesterfield. Likewise, the three fire engines currently located at Chesterfield and Staveley are not exclusively assets for those areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engines to incidents in the area would attend from the new station at the junction of the A61/A619 supported on the east side by fire engines from Clowne, Bolsover and Shirebrook. Additional support would be provided in the north from Eckington, in the south Clay Cross and further afield as required.

## What does it mean for me?

# Proposal 13

**The proposed closure of the fire station at Dronfield, opening of a fire station at Eckington and an improvement in resilience by increasing the number of vehicles from one fire engine to one fire engine and a Smaller Response Vehicle (SRV).**

**The introduction of a SRV to replace the second fire engine at Clay Cross fire station.**

### Introduction

The two retained (on-call) fire stations located at Clay Cross and Dronfield provide an initial emergency response for the areas shown on map no.1 overleaf. The two stations provide three fire engines (two at Clay Cross and one at Dronfield) and are the only three fire engines currently located in the North East Derbyshire District.

### Key Points

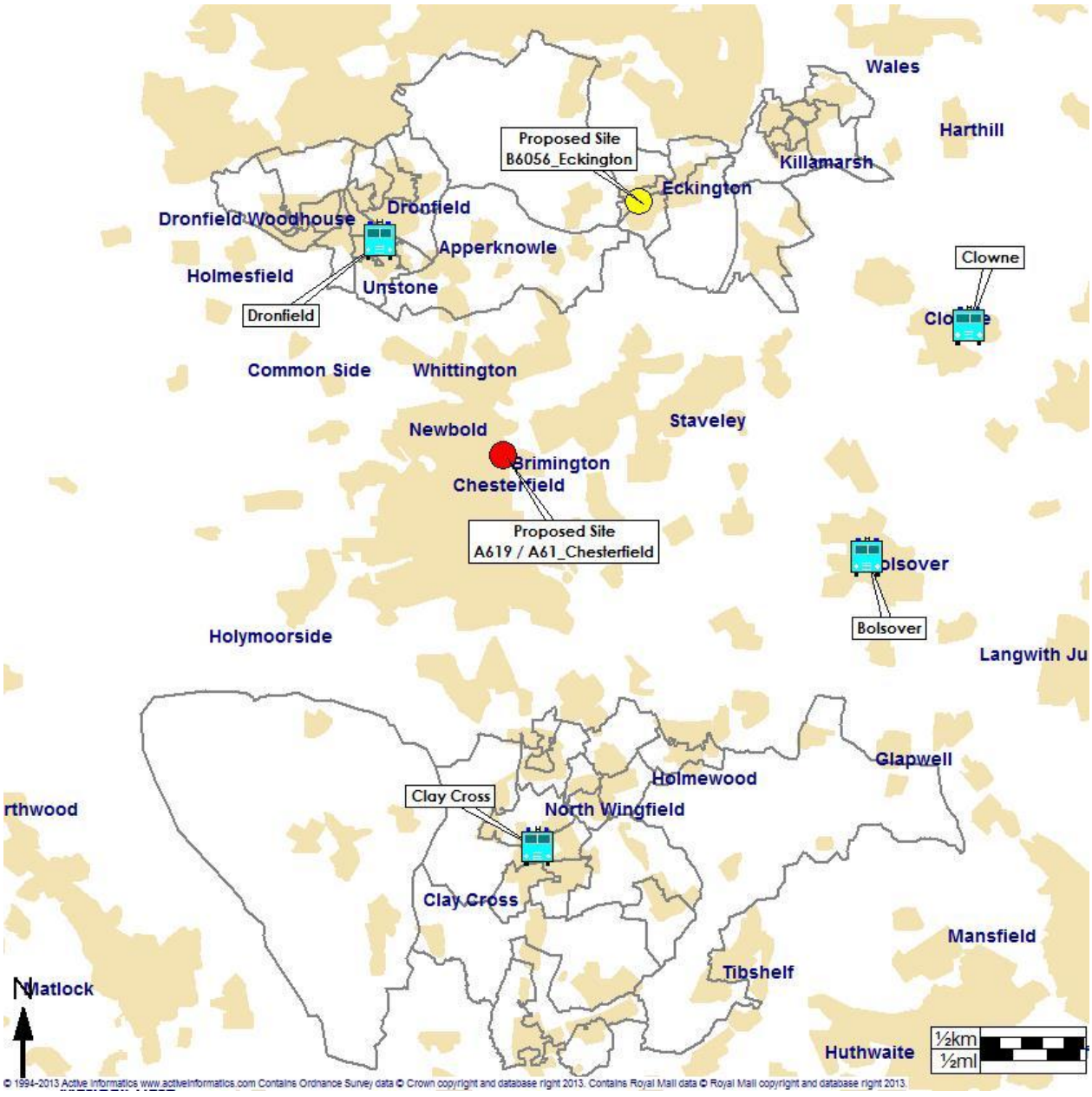
- The number of incidents in the areas served by two fire engines at Clay Cross has decreased over the last four years (2009-2013) by an average of 29%. The number of incidents in the area served by the fire engine at Dronfield has decreased over the last four years (2009-2013) by an average of 24%
- Neither of the two stations provides the initial emergency response to areas deemed as high or very high risk of fire.
- The newly proposed fire station at Eckington will provide an improved initial emergency response to an area deemed as high risk (the Killamarsh area)
- The introduction of smaller response vehicles at Clay Cross (as a replacement for one of the two fire engines currently located there) and at Eckington will enable a more flexible response to smaller fires and other calls requiring fewer resources
- Following the 2011 Emergency Cover Review it was agreed following consultation to keep the second fire engine at Clay Cross fire station and to replace it with a more suitable resource in due course.

**Our Proposal**

It is proposed to close the fire station from in Dronfield and open a new one at an optimum location in or near Eckington. Currently the desired location for the new fire station is considered to be off the B6056. This would provide better cover and resilience, not only for the vulnerable members of the communities in that area, but also parts of the Chesterfield District. Additional resilience would be developed through increasing the personnel to 17 and the addition of a smaller response vehicle (SRV*) at the station.

It is also proposed that the fire station at Clay Cross is maintained in its current location. The station would have one fire engine and the second fire engine would be replaced by a SRV. The station would be staffed by a total of 17 personnel which is the same as the number of personnel who currently work at Clay Cross fire station.

(*A smaller response vehicle is a smaller fire engine with similar albeit reduced capabilities, carrying fewer firefighters, equipment and water**. It would be able to respond independently as a primary response to small incidents or to support larger incidents.**)




Map no 1 showing the current location of stations, the proposed closure of Dronfield station and a new one at Eckington (the proposed new station in Chesterfield is also highlighted in red)

## Local Authority Development Plans

The Service has studied Local Authority Development Plans to ensure that any anticipated future developments are fully considered in drawing up the proposals, influencing decision making as deemed appropriate. The future development plans of North East Derbyshire Council Local Authority are yet to be determined. However, the total housing requirement between 2011 and 2031 is deemed to be 5,240 new homes.

**Our Rationale**

Dronfield

Over the last four years (2009-2013) the number of incidents in the Dronfield and nearby area has decreased by 24% to 76 during 2012/13. The majority of the area is classed as low risk with just two medium risk areas around the town centre. To the east towards Eckington there are further clusters of medium risk and notably one area of high risk in Killamarsh.

When considering the response to all vulnerable communities in North East Derbyshire, a greater proportion can be reached in quicker response times by relocating to the Eckington area. Whilst this will obviously have a detrimental effect to response in the Dronfield area, an additional three and four minutes to the Fletcher Avenue and Stonelow Road areas respectively, this is balanced by an eight and nine minute quicker response to the Lansbury and Darcy Road areas.

Historically, an operational response to the Eckington and Killamarsh areas was provided by South Yorkshire FRS; however, due to changes in mobilising procedures, this reliance on over border support has reduced over the years. When taken into consideration with the proposed relocation of the fire station at Chesterfield, this option represents an improvement in cover for the residents of North East Derbyshire.

Clay Cross

The outcome of a previous review of emergency cover in the Clay Cross area concluded that a second fire appliance should be maintained at Clay Cross. However, it was also decided that an alternative vehicle enabling a more flexible response without compromising on community and firefighter safety should be considered.

The SRV proposed for Clay Cross as a replacement to the second fire engine currently located there achieves this. The SRV will enable a more flexible use of resources to smaller fires and other less resource intensive incidents. Fewer firefighters will be required to attend in order to ensure a safe and effective response. This will achieve a small financial saving in terms of firefighter salaries and vehicle/equipment costs.

Furthermore, where a more significant incident requires it, a sufficient number of firefighters will be able to respond, staffing both vehicles, also enabling a safe and effective response.

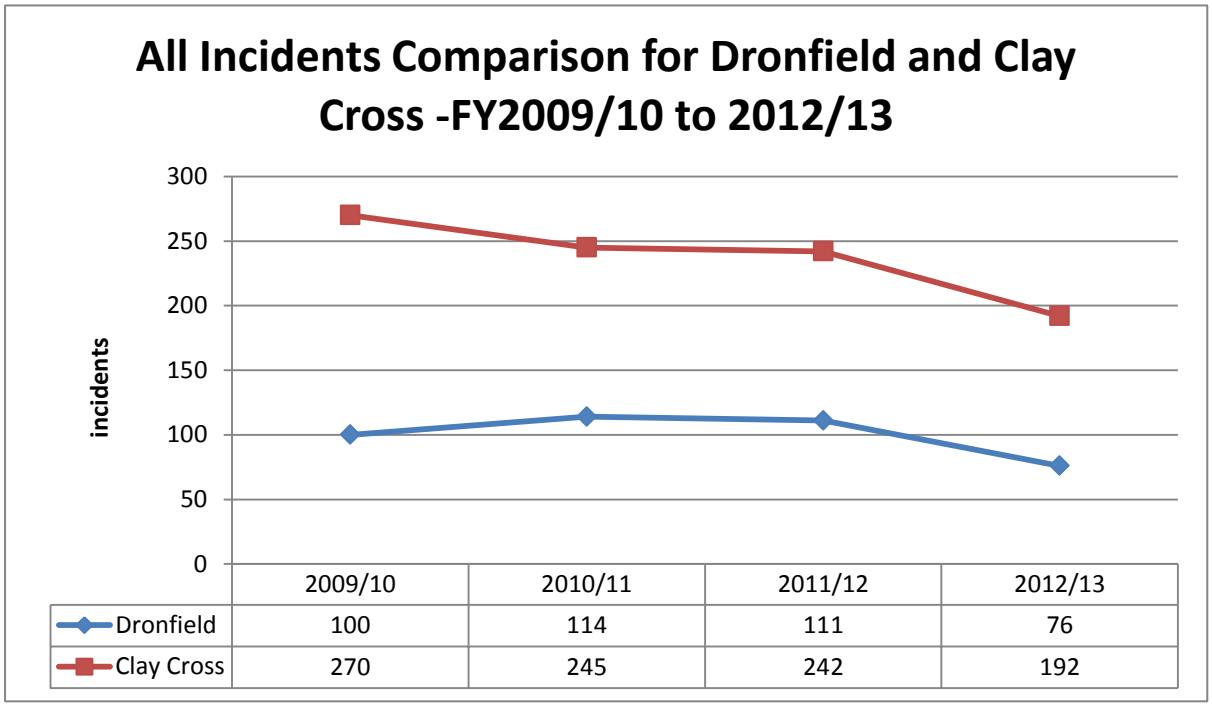
Staffing at Clay Cross will be maintained at 17 and, subject to a full complement being achieved and maintained, Clay Cross will not be reliant on support from the next nearest available appliance for many incident types.

Currently, the timetable for this change is not agreed. However, the overall change programme will begin in 2014/15 and will be completed by the end of 2021/22.

A reduction in demand in the Dronfield and Clay Cross areas:

In these areas, over the last four years, the number of fires and other incidents requiring a fire and rescue service response has changed. Over the last four years (2009-2013) the combined number of calls across this area has fallen from 370 per year to 268 per year. In comparison to both national and local statistics these figures are very low.

The graph illustration provided below shows that demand in both Dronfield (blue line) and Clay Cross (red line) has fallen over a four year period.




This reduction in demand for emergency response, and reduced demand across the wider county, has had some influence on the usage of the fire engines in North East Derbyshire.

- Over the last four years Dronfield has seen a fall in incidents of almost one quarter, in 2012/13 the station attended just 76 incidents
- 36% of the incidents Dronfield attended during 2012/13 were false alarms and 27% were ‘Primary Fires’ (building and car fires)
- In 2009/10 the retained (on-call) fire engine at Dronfield was mobilised once every 2.77 days, in 2012/13 this had decreased to once every 3.57 days

- Over the last four years Clay Cross fire station has seen an overall fall in incidents of 29% to 192 incidents
- Despite a reduction in false alarms, over the same period, of 42%, the station still attended 63 false alarms during 2012/13 (33%)
- Over the last four years the number of 'Primary Fires' (buildings and car fires) have increased by 14%, during 2012/13 the station attended 49 Primary Fires
- In 2009/10, one of the fire engines at Clay Cross was mobilised on average once every 1.56 days while the second fire engine was mobilised once every 4.76 days. In 2012/13 this had reduced to - once every 2 days and once every 9 days respectively.

Taking this decreasing level of activity into account, the provision of three fire engines and two stations in this area is considered to be an over-provision and not the most effective use of the resources. However, given the distance from other stations to these communities, we believe that two fire engines and two SRVs would be more appropriate.

As part of our community safety activities, 332 home fire safety checks (HFSCs) have been completed and 305 smoke detection alarms have been fitted during 2012/13 in Dronfield area. In the Clay Cross area, 884 (HFSCs) have been completed and 269 smoke detection alarms have been fitted during 2012/13 (Source: Station Risk Profile-2013).

**Financial Information**

The costs of running the two fire stations during 2012/13 are provided in the table below.

| Fire Station | Cost 2012/13 |
|---|---|
| Clay Cross | £201,200 |
| Dronfield | £169,800 |
| Overall costs | £371,000 |

Clay Cross Station

The only change to Clay Cross is the introduction of an SRV to replace the station's second fire engine. This will realise a saving of £7k however the staffing and station costs will remain the same.

Eckington Station

The staffing costs at the proposed new station at Eckington would increase over those at Dronfield from £143,000 to £177,000 per annum. This is due to an increase in the number of firefighters to staff the proposed two vehicles (one traditional fire engine and one SRV). The vehicle costs will also increase from £17,000 to £27,000 due to the addition of an SRV. However it is estimated that the station running costs would be reduced by £2,000 to £25,000.

The total cost of this combined proposal would be £35,000.

The proposed sale of the existing Dronfield fire station site would raise approximately £160,000. This would partially off-set the estimated costs of £925,000 associated with building a new station at Eckington. This means that the overall cost of building a new station is estimated to be approximately £765,000.

**Fire Engine Availability**

It is also important for our proposals to consider how available the fire engines currently are to respond to emergencies. Information relating to the amount of time the three fire engines were available to respond during 2012/13 is provided below.

| Fire Station | 2012/13 availability given as a percentage | Current number of Fire fighters (from SRP 2103) |
|---|---|---|
| Dronfield | 100% | 11 |
| Clay Cross 1st appliance | 99.82% | 17 |
| Clay Cross 2nd appliance | 60.30% | |

The fire engine staffed by the retained crew at Dronfield has the highest availability of any retained station in the service. The first fire engine at Clay Cross has an above average availability when compared with the wider service. However, the second fire engine is often unavailable.

The times of unavailability were primarily due to staffing vacancies, difficulties in recruiting and staff availability. This resulted in some adverse impact on emergency fire cover and initial response capability in the Clay Cross area. This meant that the next nearest fire engine would have been sent to respond instead. In these circumstances the response would not be as quick as it would have been if the local fire engine was available.

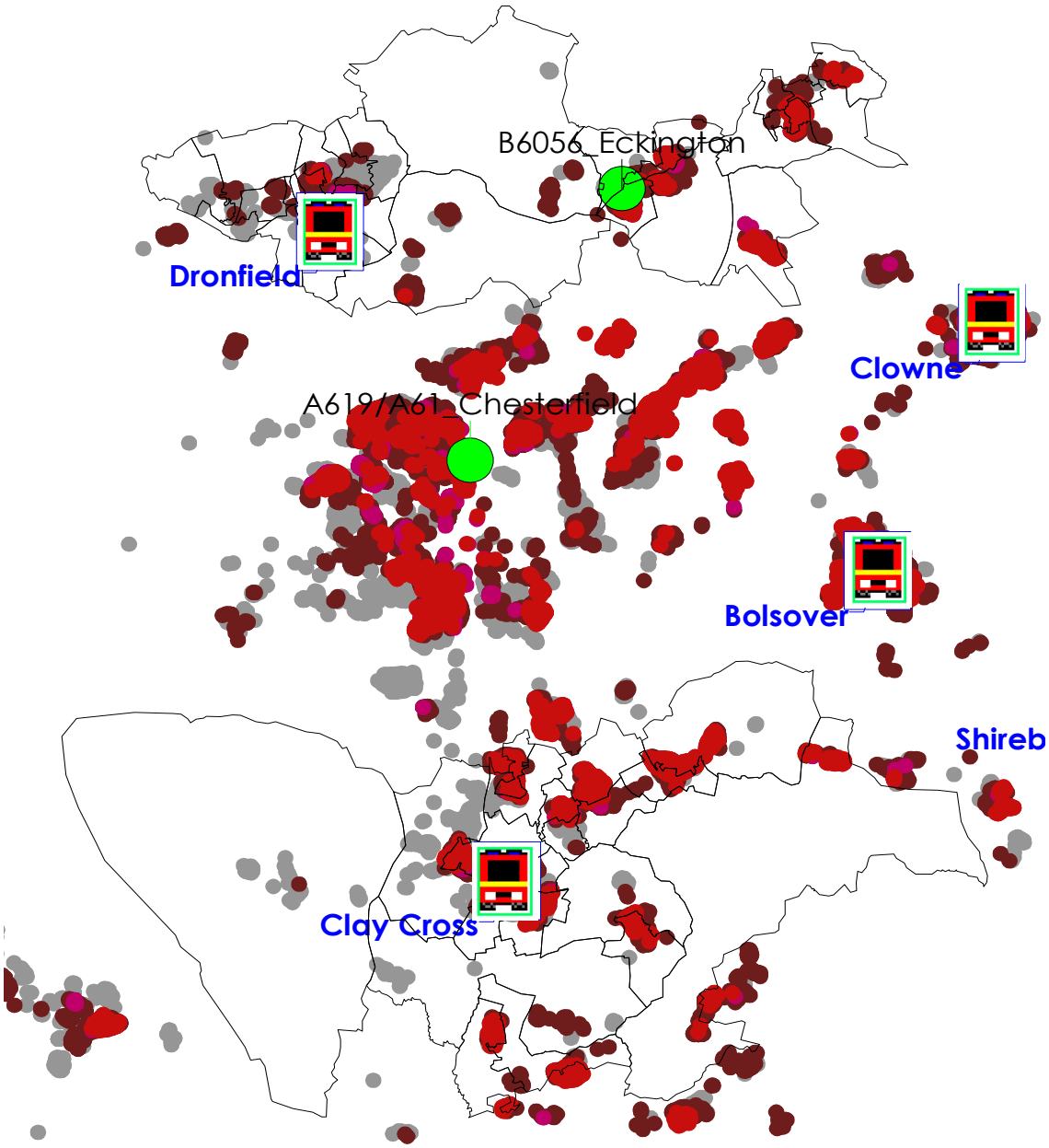
The replacement of the second fire engine with a SRV should improve the availability statistic (60.30%).

**What does this mean for the local communities?**

In the North East Derbyshire district the majority of households are owned outright (with or without mortgages). However, a reasonable percentage is solely rented (20%). This is significant in that historical data suggests that more fires occur in rental properties.

The map overleaf shows the locations of where those people deemed most vulnerable from fire live in relation to the current locations of the two fire stations and the location of the proposed fire station.

A description of those vulnerable groups is provided on page 30 of this report.




Key Code

- Existing Fire Station
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- LSOA Boundaries

The table overleaf provides a comparison between the current times taken for an initial responding fire engine from Dronfield to attend different geographical areas, compared to the initial response time by the fire engine if it were located at Eckington.

The comparisons are based on response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

## Initial response times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Sheepcote Road area of Killamarsh | High | 16 minutes (15 min travel time) | 15 minutes (10 min travel time) | -1 minute |
| Fletcher Avenue area of Dronfield | Medium | 7 minutes (2 min travel time) | 10 minutes (9 min travel time) | +3 minutes |
| Stonelow Road area of Dronfield | Medium | 8 minutes (3 min travel time) | 12 minutes (11 min travel time) | +4 minutes |
| Lansbury Road area of Eckington | Medium | 16 minutes (11 min travel time) | 8 minutes (3 min travel time) | -8 minutes |
| Darcy Road area of Eckington | Medium | 16 minutes (11 min travel time) | 7 minutes (2 min travel time) | -9 minutes |
| Penncroft Lane area of Clay Cross | Medium | 8 minutes (3 min travel time) | 8 minutes (3 min travel time) | - |

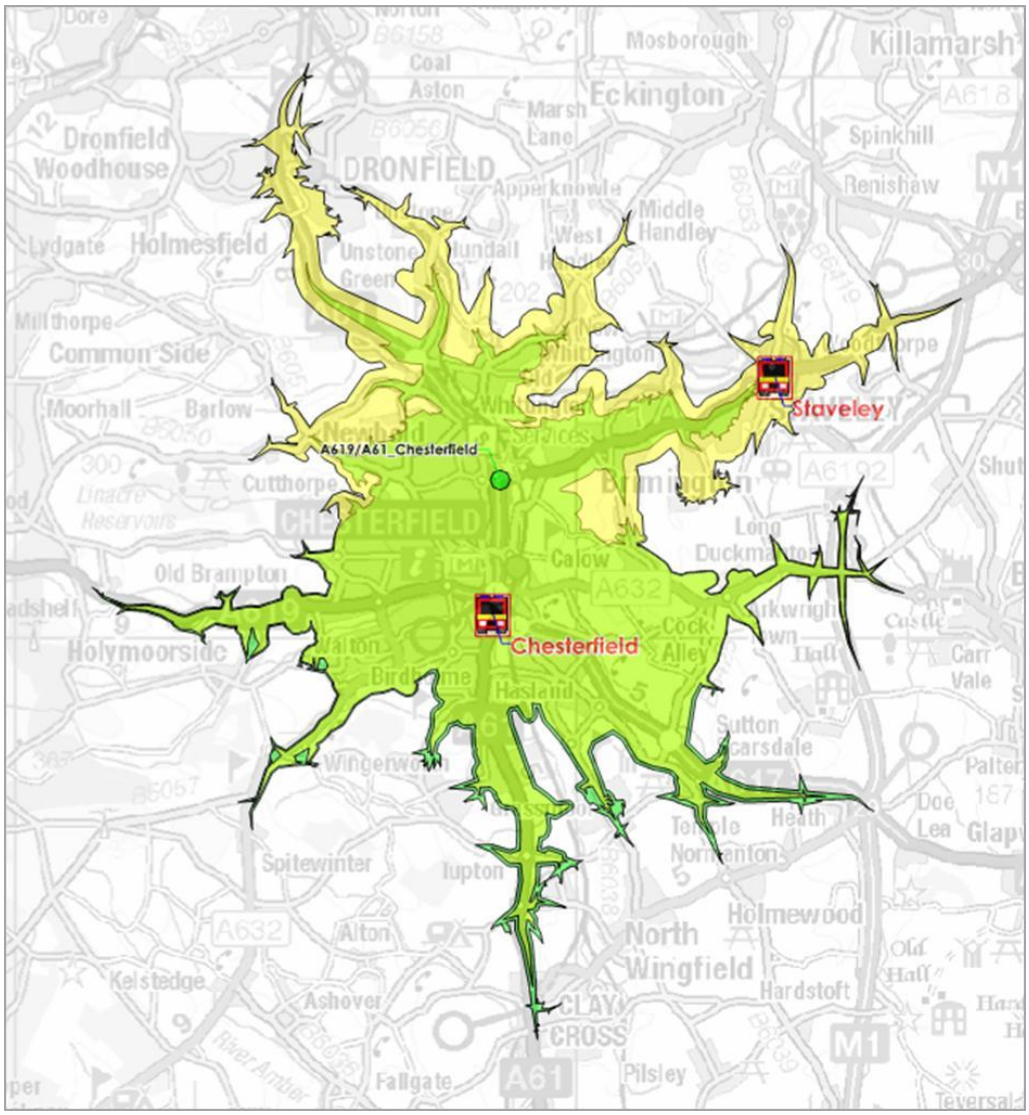
***Note: In the table above the times highlighted in red show that there would be a slower response in comparison to the current arrangements, those in green show that the response times would not change and those in blue show the response time would improve.***

A description of how risk areas are defined is provided on page 11 of this report.

When considering the response to all vulnerable communities in North East Derbyshire, a greater proportion can be reached in quicker response times by relocating to the Eckington area. Whilst this will obviously have a detrimental effect to response in the Dronfield area, an additional three and four minutes to the Fletcher Avenue and Stonelow Road areas respectively, this is balanced by an eight and nine minute quicker response to the Lansbury and Darcy Road areas.

Historically, an operational response to the Eckington and Killamarsh areas was provided by South Yorkshire FRS; however, due to changes in mobilising procedures, this reliance on over border support has reduced over the years. When taken into consideration with the proposed relocation of the fire station at Chesterfield, this option represents an improvement in cover for the residents of North East Derbyshire.

The picture below shows the area that will be covered by the proposed new fire station in Chesterfield. The yellow shaded zone highlights the area that will be covered by Chesterfield's two whole-time (full-time) fire engines within ten minutes of receiving an emergency call. It can be clearly seen that the relocation of Chesterfield station would enable a faster response to Dronfield and the surrounding areas from the south, and is also covered from the new station at Eckington in the east.




**Heritage Risk**

There are five grade one listed buildings within the areas served by the two stations (Source: English Heritage data). These are:

- Church of St John the Baptist, Dronfield
- Parish Church of St Peter and St Paul, Eckington
- Renishaw Hall
- Church of All Saints, Ashover
- Church of St Lawrence

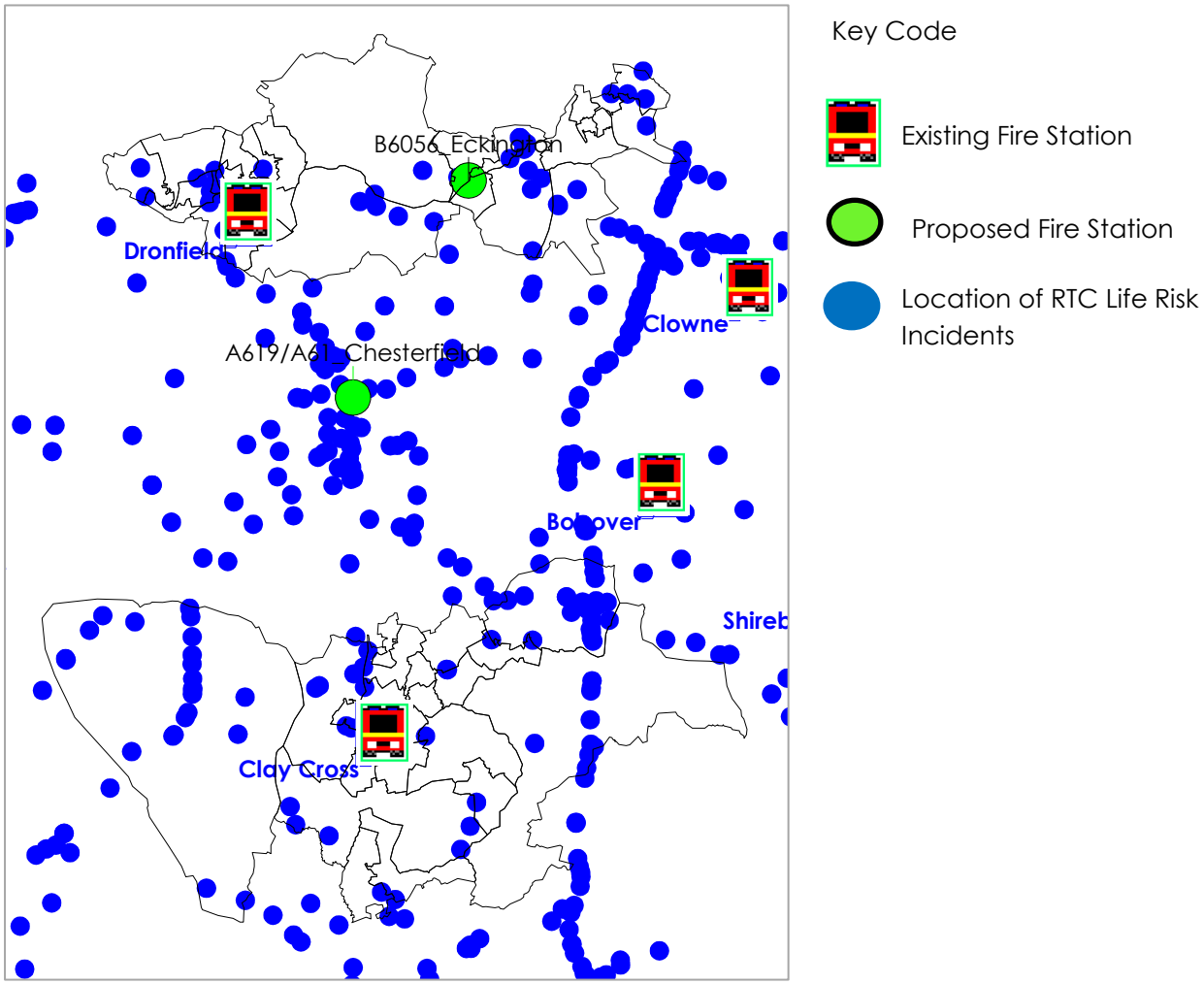
The estimated response time to the Heritage risks defined above is within 10 minutes.

**Transport Risk**

The road infrastructure in North East Derbyshire is mixed. The major trunk roads include the A61 both north and south of Chesterfield, and parts of the M1. There is also a significant network of rural roads in the areas covered by this proposal.

Over the last four years there have been 82 Road Traffic Collisions (RTCs) in the area, of which 57 were considered 'life risk'. In the Dronfield area, there has been a 50% reduction in RTCs over that time, and in Clay Cross a 15% increase (comparison of 2009/10 data with 2012/13 data). Across the current Dronfield area, the average travel time to RTCs involving persons trapped in their vehicles and/or injured in the Dronfield area is currently 7 minutes and 30 seconds.

The estimated travel time to cover the RTCs, shown on the map below, from the proposed locations at Eckington and Chesterfield and existing location at Clowne are within 11 minutes.



There are many influencing factors that impact on our response times.  Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We value the safety of our own firefighters. In the Dronfield and Clay Cross areas there are currently 11 sites that are considered as potentially high risk to firefighters should an incident occur there. We already have contingency plans in place regarding these sites, and undertake exercises to test our response. This proposed relocation from Dronfield to Eckington would mean an estimated average travel time to these sites of 8-10 minutes. It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed. Where there is a significant increase in attendance times to these risks in the Dronfield area, additional risk reduction, planning, training and contingency plan testing, working in collaboration with owners and occupiers will take place as a form of mitigation.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Dronfield, Eckington and Clay Cross. Likewise, the three fire engines currently located at Dronfield and Clay Cross are not exclusively assets for those areas. They attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the area would attend from the existing Clay Cross station or the new station at Eckington supported by fire engines from Chesterfield, Clowne or Cromford as needed. It is also important to note that if introduced, specific proposals relating to Chesterfield and Cromford may have an impact on their respective response times into the North East Derbyshire area. Fire engines from these locations may be required to support the proposed fire engines at Eckington and Clay Cross:

- The response time for the Chesterfield fire engine to the north of the area would be shorter as it is proposed that this station is relocated to the north of the town. By comparison, the response time to the south of the area would be longer (Proposal 12). This new station would provide 2 whole-time (full-time) fire engines.
- There would be no response from Staveley as it is proposed that this station is closed as part of the merger with Chesterfield (Proposal 12)
- The response time from Matlock would be likely to increase as it is proposed that this fire station is moved to Cromford and merged with Wirksworth (Proposal 5).

Some examples regarding how long the initial attending fire engine would take to attend different parts of North East Derbyshire are provided in the section entitled *'Initial Response Times'.*

# What does it mean for me?

## Proposal 14

**The proposed introduction of a Smaller Response Vehicle (SRV*) at Shirebrook, Bolsover and Clowne fire stations**

### Introduction

The three retained (on-call) fire stations at Shirebrook, Bolsover and Clowne (each staffing one fire engine) provide an initial emergency response for the geographical areas depicted on map no 1.

These are the three fire stations that are currently located in the Bolsover District of Derbyshire.

### Key Points

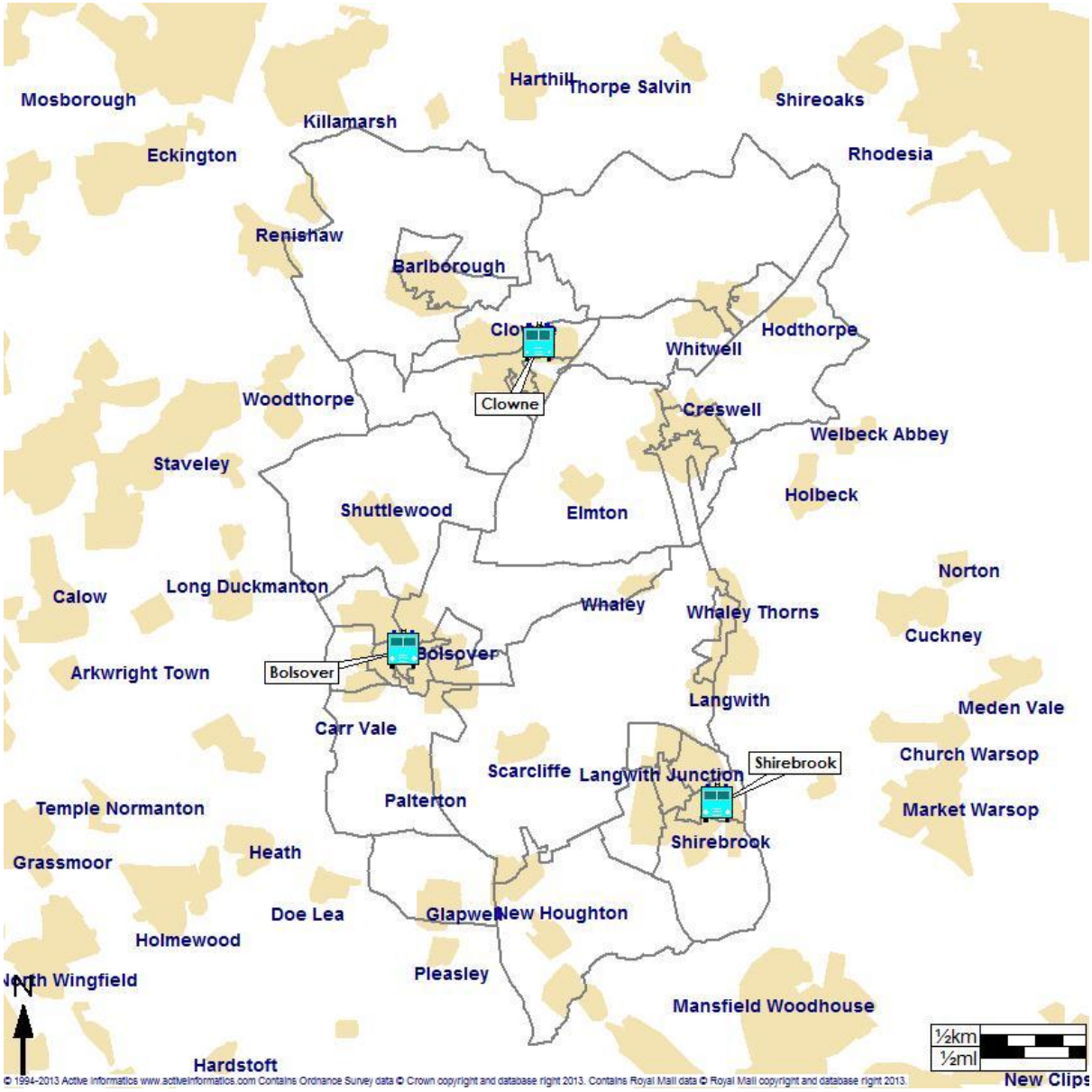
- The number of incidents in the areas served by the three retained fire stations has decreased over the four year period (2009-2013) by an average of 31%.
- The three retained fire stations provide the initial emergency response to two areas deemed as high and one area deemed very high risk of fire. The remaining areas, for which initial response is provided, are considered to be either medium or low risk.
- The response to specific incident types of a smaller nature (e.g. a fire in a bin) may be improved as a result of the changes due to the availability of the Smaller Response Vehicle (SRV), as it would not require as many personnel to operate.
- The overall impact of this proposal would not have any adverse impact on the current response times to incidents in the Bolsover District.

### Our Proposal

It is proposed that the three retained fire stations each introduce a SRV in addition to its existing fire engine. Each station location would remain in its existing location as they are central to their individual areas.

One fire engine and one SRV would be staffed by a total of up to 17 firefighters at each station.

(*An SRV is a smaller fire engine with similar albeit reduced capabilities, carrying less equipment, less firefighters and less water**. It would be able to respond independently as a primary response to small incidents or to support larger incidents.**)




Map depicting existing stations in relation to the proposed new station (map no 1)

## Local Authority Development Plans

The Bolsover District Council Local Authority Development Plan was studied to ensure that any anticipated future developments in Shirebrook, Bolsover and Clowne and nearby rural areas were fully considered in drawing up the proposal, influencing decision making as deemed appropriate. The future developments (up to 2031) outlined within the relevant plan includes:

- Housing allocation of up to 5,350 new homes in the district. These include 2,000 in Bolsover, 575 in Clowne and 600 in Shirebrook.

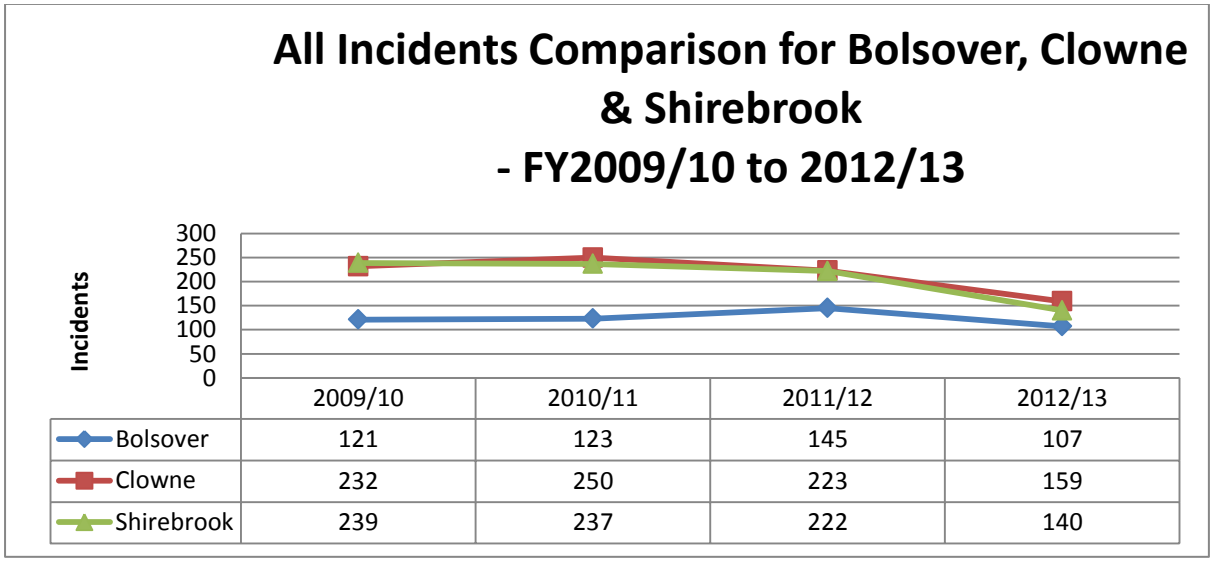
- Provision for 185 hectares of employment land. The priority settlements for new employment land allocations are Bolsover, Creswell and Tibshelf.

**Our Rationale**

The retained (on-call) fire stations at Bolsover, Clowne and Shirebrook provide an initial emergency response to most of the district of Bolsover. Four areas within the district are deemed as a very high or a high risk. Furthermore the nature of the road infrastructure within the area is such that response times to incidents can be extended.

The combined consequence of this has informed a decision that all three stations should remain in their current locations. Furthermore it is proposed that the three stations' establishment (number of firefighters employed at each station) is increased to and maintained at 17. It is also proposed that a smaller response vehicle (SRV) is allocated to each fire station. This would enable a more flexible response to smaller incidents and a more rapid and better resourced response to larger and/or more serious incidents, such as those that involve buildings. When attending such incidents individual crews would be less dependent upon crews from other fire stations for support.

The table below shows how the numbers of incidents in each of the three areas are consistently low and have reduced over the four year period from 2009 to 2013. The blue line shows Bolsover's incidents, the red line is Clowne and the green line is Shirebrook.




| | 2009/10 | 2010/11 | 2011/12 | 2012/13 |
|---|---|---|---|---|
| Bolsover | 121 | 123 | 145 | 107 |
| Clowne | 232 | 250 | 223 | 159 |
| Shirebrook | 239 | 237 | 222 | 140 |

As part of our community safety activities, 775 Home Fire Safety Checks (HFSCs) have been completed and 679 smoke detection alarms have been fitted during 2012/13 in and around the Shirebrook, Bolsover and Clowne areas. (Source: Station Risk Profile-2013)

**Financial Information**

The costs of running the three fire stations during 2012/13 are provided in the table below.

| Fire Station | Cost 2012/13 |
|---|---|
| Shirebrook | £154,000 |
| Bolsover | £153,300 |
| Clowne | £105,000 |
| Overall costs per year | £412,300 |

The addition of a SRV to each fire station will cost £30,000 (£10,000 per SRV per year).

**Fire Engine Availability**

It is also important for our proposals to consider the availability of fire engines. Information relating to the amount of time the three fire engines were available to respond during 2012/13 is provided below.

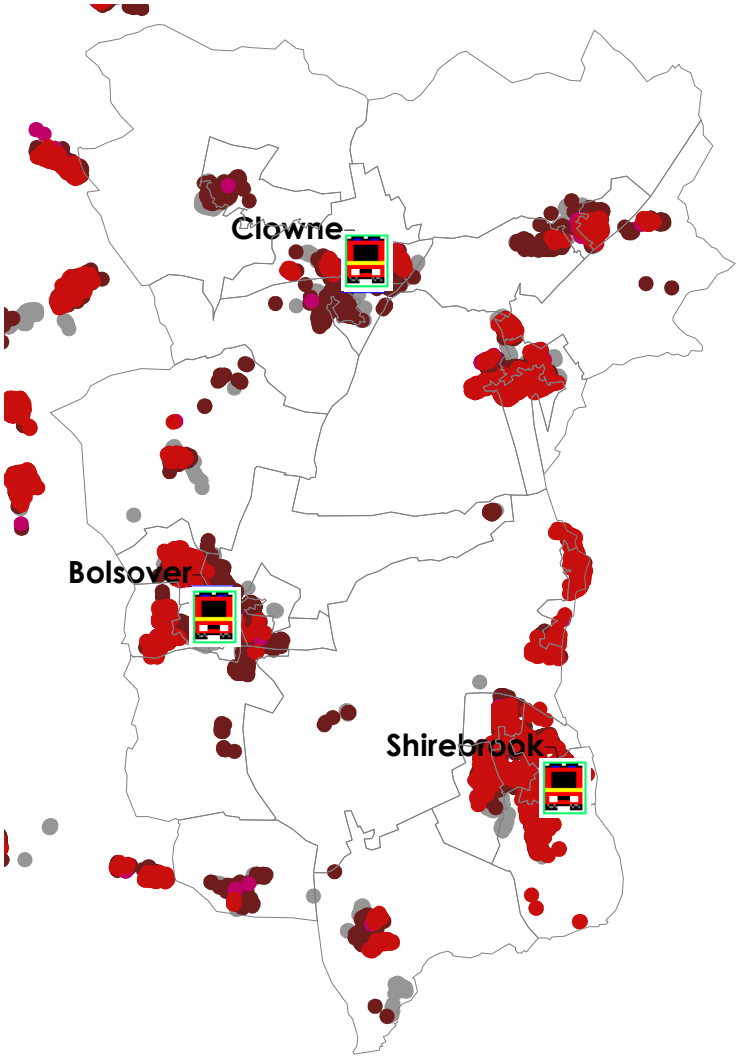
| Fire Station | 2012/13 availability given as a percentage | Number of Firefighters (October 2012) |
|---|---|---|
| Shirebrook | 72.4% | 14 |
| Bolsover | 97.7% | 12 |
| Clowne | 52.1% | 9 |

The table above shows that our fire engines at Shirebrook and Clowne were not available as often as we would like. However it should be noted that the availability of the fire engine at Bolsover is good.

The issues in availability at Shirebrook and Clowne are primarily due to staffing vacancies, difficulties in recruiting and staff availability. These can all have an adverse impact on our emergency response in the three areas. There are occasions when the initial emergency response is not provided by the fire engines located in Shirebrook, Bolsover or Clowne. The next nearest fire engine would be sent to respond instead. In these circumstances the response would not be as quick as it would be should the local fire engine be available.

**What does this mean for the local communities?**

The map below shows the locations of where those people deemed most vulnerable from fire (MOSAIC Groups L, M, N and O) live in relation to the locations of the three fire stations. A description of those vulnerable groups is provided on page 30 of this report.




Key Code

- Existing Fire Station
- Proposed Fire Station
- MOSAIC Group L
- MOSAIC Group M
- MOSAIC Group N
- MOSAIC Group O
- Area Boundaries

All three fire stations would remain in their existing location and the introduction of a SRV would improve response times and resilience to the District.

The table on the next page provides the response times to those vulnerable members of the communities identified as target groups within the Derbyshire Community Strategy.

## Initial Response Times

| Area | Risk Rating for Area | Current Initial Response Time (Estimate) | Proposed Initial Response Time (Estimate) | Difference |
|---|---|---|---|---|
| Main Street area of Whaley Thorns | Very High | 14 minutes (9 min travel time) | 14 minutes (9 min travel time) | - |
| Villas Road area of Bolsover | High | 10 minutes (5 min travel time) | 10 minutes (5 min travel time) | - |
| Hyndley Road area of Bolsover | High | 9 minutes (4 min travel time) | 9 minutes (4 min travel time) | - |
| Valley Road area of Langwith Junction | Medium | 10 minutes (5 min travel time) | 10 minutes (5 min travel time) | - |
| Model Village area of Creswell | Medium | 12 minutes (7 min travel time) | 12 minutes (7 min travel time) | - |

***Note: In the table above the times highlighted in green show that the response times would not change.***

A description of how risk areas are defined is provided on page 11 of this report.

In the Bolsover District there is an average of 205 households per square kilometre. The vast majority of households are privately owned (with or without mortgages) with only a small percentage of properties being rented. This is significant in that historical data suggests that more fires occur in rental properties. Once again, this proposal does not affect response times to incidents at residential properties.

## Heritage Risk

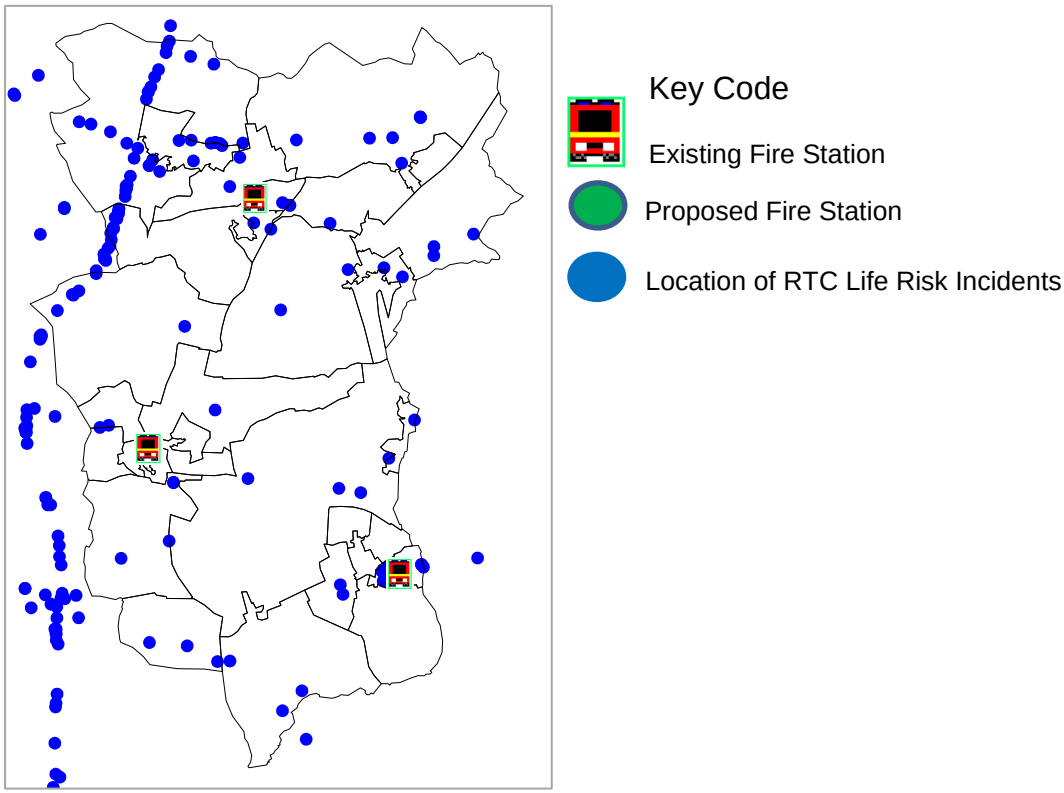
There are seven grade one listed buildings (Source: English Heritage data) within the areas served by the three fire engines including Hardwick Hall and Bolsover Castle. This proposal will not affect response times to these heritage risks.

## Transport Risk

The road infrastructure in and around the Bolsover District is predominantly rural. However, the M1 motorway is within the vicinity of both Bolsover and Clowne fire stations.

Over the last four years there have been 93 ‘life risk’ Road Traffic Collisions (RTC) in the area. Significantly, within that four year period, life risk RTCs have reduced by 29%. Across the affected area, the average travel time to RTCs involving persons trapped in their vehicles and/or injured is currently a little under six minutes.

The response times to all risks would not be affected adversely by the planned changes within this proposal.




There are many influencing factors that impact on our response times.

Examples include the road network itself, traffic congestion, weather conditions and road conditions.

**Firefighter Safety**

We value the safety of our own firefighters. In the Shirebrook, Bolsover and Clowne areas there are currently six sites that are considered as potentially high risk to firefighters attending incidents there. We already have contingency plans in place regarding these sites. The current estimated response time to higher risk sites does not alter.

It should be noted that incidents at these sites are rare. The nature of the risk is such that the occupiers are more risk aware and a higher level of risk reduction and planning is in place and regularly reviewed.

It is important to recognise that all fire engines within Derbyshire and, if necessary, from outside Derbyshire, are a resource for the local communities of Shirebrook, Bolsover and Clowne. Likewise, the three fire engines currently located at Shirebrook, Bolsover and Clowne are not exclusively assets for those areas. They are available to attend incidents as required anywhere in Derbyshire and occasionally in other counties should circumstances require it. Examples include a very large fire or wide area flooding. If the scale of an incident requires additional fire engines, the person in charge has the authority to call for as many as are needed.

We recognise that a key factor is the speed of response of the initial attending fire engine. This proposal would mean that normally the initial fire engine to incidents in the area would attend from the three existing stations supported by fire engines from Chesterfield and the proposed station at Eckington as required.

It is also important to note that, if introduced, specific proposals relating to a whole-time (full-time) fire station at Chesterfield with two fire engines and a proposed retained fire station in Eckington with one fire engine and one SRV would increase support for the Shirebrook, Bolsover or Clowne fire engines. It is also important to note under other specific proposals that the fire engines at Staveley would be removed.

EXCELLENT FIRE & RESCUE SERVICE EQUALITY FRAMEWORK

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