South Yorkshire Fire & Rescue

WORKING FOR A SAFER SOUTH YORKSHIRE

Review of Sheffield Emergency Cover

Proposals for changes to service delivery

October 2011

Contents

Glossary

The following terms and abbreviations may be used in these business cases:

Term	Description
Appliance	Alternative name for a pump, or traditional fire engine
ASB	Anti-social behaviour
AVLS/Automatic Vehicle Location System	Computer system that enables us to send the nearest pump to an incident, not necessarily the one based in that station area
BA	Breathing Apparatus
CM	Crew Manager
CPC/Close Proximity Crewing	Alternative method of crewing a fire station, recommended in section 6
Dual contract	Full-time firefighter who also works as a retained firefighter in between his/her full-time shifts
FDR1	Fire affecting life or property
FF	Firefighter
Footprint	Area within which we can respond from a fire station within a certain time
IRMP	Integrated Risk Management Plan - the document which must be produced by all English Fire & Rescue Services to show how they will get the right resources in the right place at the right time
Make up	When an incident commander calls for additional pumps or other resources to be sent to an incident
Output Area (OA)	An output area is a geographical area used for statistical purposes, as defined by the Office of National Statistics, containing an average of 300 residents.
PDA/Pre-determined attendance	Our minimum standard level of response for an incident of that type
Pump	A traditional 'fire engine'
RDS/retained	Part-time firefighters working the Retained Duty System (RDS)
Roving Pump	Fire engine additional to our core provision, to enable a fire crew to attend Training & Development Centre
RTC	Road traffic collision
Secondary fire	Smaller fire to an item of lower value (eg. bin, grass, rubbish)
SIU/Small Incident Unit	New vehicle to tackle smaller incidents, leaving pumps available for more serious incidents
Spate conditions	Extremely busy periods, such as during a drought or major flooding event
Special Service	Other emergency, such as a road traffic collision
Lower Super Output Area (LSOA)	An LSOA is made up of approximately 5 output areas, and is a geographical area of approximately 1500 residents and 400 households, as defined by the Office of National Statistics. The classification enables comparison of small area statistics.
Wholetime	Shift system enabling 24/7 crewing of fire stations by full-time firefighters in four watches
WM	Watch Manager

1. Summary of Proposals

At a glance

1.1 It is proposed to merge the fire stations at Darnall and Mansfield Road onto one new site near to the Sheffield Parkway. At the same time, another new full-time station would open in the Birley area, whilst the retained fire station at Mosborough would close.

How has this proposal come about?

1.2 As part of our ongoing work to deliver the best services possible, a review of the location and suitability of all South Yorkshire's fire stations has been undertaken. This review took into account factors such as the way community risks have changed over time, whether these changes mean we need to consider different sites for our fire stations, the age and condition of our existing stations, and potential future residential and industrial developments in the county.

1.3 The review found that stations in the Doncaster district are still in the right place and, generally, are in good condition. Three of the four stations in the Rotherham district are relatively new, and the risks in the north of the district have recently been reviewed, leading to the development of the new Dearne fire station. Barnsley district has recently benefited from new stations at Penistone and Cudworth, the latter an additional station which was built to service the changing risk profile in the east of the district.

1.4 In contrast, with the exception of Central station, which relocated with our Headquarters in 2008, *all* of Sheffield's fire stations were built before the creation of a South Yorkshire-wide service in 1974. The review has raised a number of issues, such as:

- Sheffield's stations are situated to cover risks which were present in the 1960s and 1970s, some of which have changed significantly. For example, Darnall station was built in 1956, largely to cover the industrial risks of the steelworks and other heavy industry. It used to be one of our busiest stations. Its incidents have reduced substantially with the decline of the local heavy industry.
- Some stations are not best placed to get quick access to the modern road network – Darnall and Mosborough are examples of these.
- Many of the recent housing developments in south-east Sheffield would be much better served if the Mosborough station was located further into Sheffield, instead of being right on the border with Derbyshire.
- Up to 4,000 new homes, and industrial units potentially creating 6,000 new jobs, may be built on the site of the former Orgreave pit in the coming years. These new developments would not be adequately serviced by any of our existing stations.
- Darnall, Mansfield Road (built 1963) and Mosborough (built 1962) are in need of significant, costly repairs in the near future. The minimum improvements needed at Mosborough are estimated at £1.4m, roughly the same figure as it would cost to demolish the station and rebuild it.

Why are these changes being proposed?

1.5 These new proposals take much better note of the significant changes which have taken place in Sheffield over the last 30 years, such as:

- The substantial reduction in heavy industry in the Darnall station area
- The development of several thousand new residential homes in the south-east Sheffield area

- The creation of the Sheffield Parkway and other modern transport links
- The future proposals for the development of the former Orgreave pit site

1.6 Additionally, incidence of fires and other emergencies have reduced significantly over recent years:

South Yorkshire-wide	2003/04	2010/11	% reduction
999 calls (excluding duplicates)	32,000	16,595	48
Accidental dwelling fires*	1,004	665	34
Accidental dwelling fire deaths and injuries	155	56	64
Deliberate fires	15,463	5,266	66
Road traffic collisions attended	1,027	494	52
False alarms (faulty fire detection systems)	4,239[+]	1,957	54
Malicious false alarms	804[+]	99	88

*Fires in properties where people live – such as houses, flats and apartments
[+]Data from 2005/06

These reductions are primarily due to our community safety and targeted risk reduction work over recent years. All this work will continue.

1.7 A new full-time station near to the Sheffield Parkway would:

- Be ideally located to respond to the risks now faced in the city of Sheffield
- Provide a better balance to service the modern risk profile of the area – ie. much less heavy industry in the east Sheffield area, with much greater residential and light industrial risks around and to the south of the Parkway
- Cover the majority of the risks currently serviced by the current stations at Mansfield Road and Darnall
- Reduce the overlap of our provision in central Sheffield and improve our provision to the east side of Sheffield
- Be sited close to the major road network of the Sheffield Parkway and the Sheffield ring road
- Cover the proposed future developments on the former Orgreave pit site
- Provide significantly improved community use provision compared to the current stations at Mansfield Road and Darnall
- Continue to provide the community fire safety and targeted risk reduction work which has been the prime contributing factor to recent reductions in emergencies, making South Yorkshire safer than it has ever been.

1.8 A new full-time station in the Birley area would:

- Provide an improved service to communities in the Mosborough and Crystal Peaks areas, through being better located, and being full-time. The current retained provision at Mosborough is subject to a five-minute delay whilst retained firefighters travel to the station
- Cover the communities in the current Mansfield Road station area which may otherwise have experienced a negative impact as a result of the Darnall/Mansfield Road merger
- Provide significantly improved community use provision compared to the current Mosborough station

- Continue to provide the community fire safety and targeted risk reduction work which has been the prime contributing factor to recent reductions in emergencies, making South Yorkshire safer than it has ever been.

1.9 Both the Parkway and Birley stations would be built to modern standards, reducing general running costs compared to the existing Darnall, Mansfield Road and Mosborough stations, which are all around 50 years old. They would also mean that over £2m in refurbishment works to the old stations would no longer be needed.

2. Background information

The financial situation

2.1 The Fire and Rescue Service, along with other public bodies, has an obligation to provide the best possible service, within the available budget. The Government's Spending Review has resulted in a reduction of grants to South Yorkshire Fire and Rescue (SYFR) totalling £4.7m over the period from 2011-13. This is expected to be followed by further cuts to the budget over the following two years (2013/14 and 2014/15).

This is one of a number of associated business cases which were initiated to help SYFR to identify where the required savings could be achieved whilst endeavouring to maintain or improve, as far as possible, the quality and extent of frontline service provision.

Professional input and data analysis support

2.2. Our process of reviewing service provision has been led throughout by fire officers with many years' experience in the Fire & Rescue Service. Many of these officers grew up in South Yorkshire and have served here throughout their entire careers. These officers have used their extensive knowledge of their profession, and of the local area, to investigate potential changes which they believed were suitable for consideration in South Yorkshire.

In order to support this work, and identify the implications of these reviews, two computer software programmes have been used to test the theories put forward by these experienced officers. Dozens of scenarios have been modelled using the Government's Fire Service Emergency Cover (FSEC) Toolkit, and Process Evolution's Analyser.

The FSEC uses a geographical information system and actual historical data relating to incidents attended over a five-year period. It calculates risk levels based on a relationship between response time and fatality rates for each type of incident we face.

Process Evolution's software simulates the location of stations and appliances to predict response options and their impact. This tool has been used to add a further dimension to the analysis and test the recommendations within this business case.

Through the modelling process we can predict what effect the implementation of any recommendations are likely to have upon the public in relation to risk and any impact on our ability to respond across the county.

Firefighter posts

2.3 It is intended to make all the changes proposed in these business cases through natural wastage, by not replacing firefighters as they retire. It is not intended to make any wholetime firefighter redundancies.

3. About These Stations

Mansfield Road

3.1 This is a full-time station located on the south-east side of Sheffield city centre. The station has easy access to the Sheffield ring road which provides a direct route to the Sheffield Parkway. The station is in a poor state of repair and requires remedial work to the value of around £485,000 to bring it to a reasonable standard in line with Health and Safety requirements.

- The station was built in 1963
- It services the following Local Authority ward areas: most of Manor Castle, Arbourthorne, Richmond and Woodhouse wards; half of Birley ward; part of Gleadless Valley and Brinsworth & Catcliffe wards; a small part Darnall ward
- The station covers an area of approximately 23.12 square kilometres
- It covers a population of approximately 76,000
- There are approximately 973 commercial properties in the station area
- Station resources – one rescue pump; base station for one countywide roving pump; the countywide Command Support Unit is also based here

In common with the incident reductions which have been experienced across South Yorkshire since the development of modern community fire safety and targeted risk reduction initiatives, the number of emergencies experienced in the Mansfield Road station area has reduced significantly since 2003:

Mansfield Road area	2003/04	2010/11	% reduction
Accidental dwelling fires*	59	39	34
Deliberate fires	1876	329	82
Road traffic collisions attended	56	18	68
False alarms (faulty fire detection systems)	140[+]	51	64
False alarms malicious	66[+]	6	91

*Fires in properties where people live – such as houses, flats and apartments
[+]Data from 2005/06

Darnall

3.2 This is a full-time station located on the eastern side of Sheffield city centre. It has access to the Sheffield ring road which provides a direct route to the Sheffield Parkway, but is not located directly onto a main road. This station is in a poor state of repair and requires approximately £437,000 expenditure to bring it to a reasonable standard in line with Health and Safety requirements.

- The station was built in 1956
- It services the following Local Authority ward areas: most of Darnall and Brinsworth & Catcliffe wards; part of Burngreave ward; a small part Manor Castle ward
- The station covers an area of approximately 26.91 square kilometres
- It covers a population of approximately 44,000
- There are approximately 3,541 commercial properties in the station area
- Station resources – one rescue pump; base station for one countywide roving pump

In common with the incident reductions which have been experienced across South Yorkshire since the development of modern community fire safety and targeted risk

reduction initiatives, the number of emergencies experienced in the Darnall station area has reduced significantly since 2003:

Darnall area	2003/04	2010/11	% reduction
Accidental dwelling fires*	33	29	12
Deliberate fires	771	275	64
Road traffic collisions attended	60	26	57
False alarms (faulty fire detection systems)	193+	67	65
False alarms malicious	46+	8	83

*Fires in properties where people live – such as houses, flats and apartments
+Data from 2005/06

Mosborough

3.3 This is a single-pump retained-only station located on the southern border of Sheffield district. Due to its retained-only status, its turnout time is affected by a five-minute allowance made for firefighters to travel from their home or workplace to the station, before responding to an emergency call. Its location, almost on the Derbyshire border, severely limits its usefulness, since almost half of its potential use would be outside of South Yorkshire.

The station is the only premises within the property portfolio that has been classified as totally unsuitable. Significant capital expenditure on the station has been avoided as the building is judged uneconomical to repair. It requires approximately £1.4m to bring it to a reasonable standard in line with basic Health and Safety requirements.

- The station was built in 1962
- It services the following Local Authority ward areas: most of Mosborough ward; around half of Beighton and Birley wards; a small part of Richmond and Woodhouse wards
- The station covers an area of approximately 15.54 square kilometres
- It covers a population of approximately 35,400
- There are approximately 872 commercial properties in the station area
- Station resources – one rescue pump, countywide BA/Decontamination Unit

In common with the incident reductions which have been experienced across South Yorkshire since the development of modern community fire safety and targeted risk reduction initiatives, the number of emergencies experienced in the Mosborough station area has reduced significantly since 2003:

Mosborough area	2003/04	2010/11	% reduction
Accidental dwelling fires*	18	5	72
Deliberate fires	485	69	86
Road traffic collisions attended	12	6	50
False alarms (faulty fire detection systems)	43+	23	47
False alarms malicious	22+	0	100

*Fires in properties where people live – such as houses, flats and apartments
+Data from 2005/06

Distance Between Stations

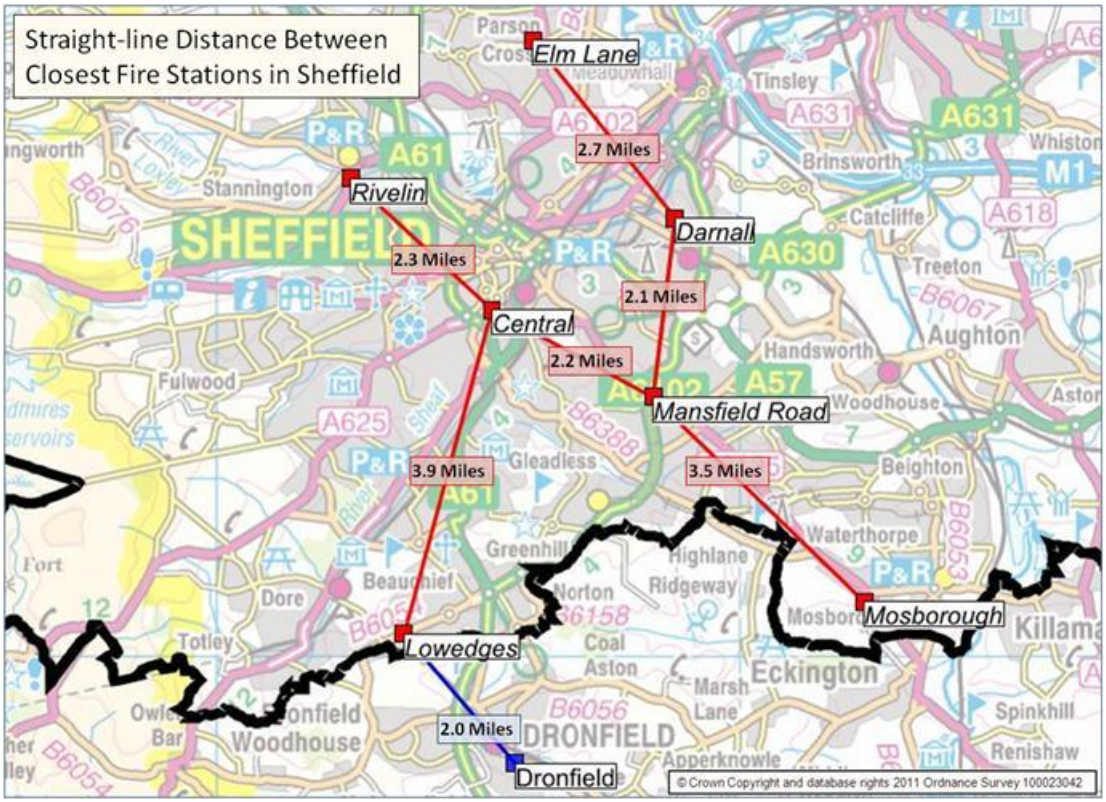
3.4 Due to the comparative closeness of the Sheffield district fire stations, work has been carried out to determine the actual driving distances involved.

The table below shows the driving distance between these three stations, calculated by Green Flag. The map below shows the straight-line distance between these and other Sheffield stations.

The map also clearly shows how Mosborough station could service a far greater part of South Yorkshire if it was moved slightly further into the county.

Distance Between Stations - miles (From Green Flag)

Stations	Post Code	Mansfield Road	Mosborough	Darnall
Mansfield Road	S12 2AE	n/a	3.5	**2.9**
Mosborough	S20 5BQ	**3.5**	n/a	6.4
Darnall	S9 5AF	**2.9**	6.4	n/a



4. Objectives

4.1 As stated earlier, this review initially considered the location and suitability of all stations in South Yorkshire, but evolved to primarily consider how best to meet the modern day risk factors in the south and east Sheffield areas. It also considered our response arrangements in context of the proposed development of the Orgreave pit site.

5. Darnall and Mansfield Road Options

5.1 The primary focus of this proposal is on the stations of Darnall (built in 1956) and Mansfield Road (1963), which are just over two miles apart, both requiring improvement works of over £0.4m, and the closest stations to the Orgreave site.

A number of options for the Darnall and Mansfield Road stations have been considered.

5.1.1 - Consider building a new station in addition to the current provision at Darnall and Mansfield Road

A new, additional station around the Sheffield/Rotherham border would address the issues connected to the Orgreave development but is not financially viable in the current financial context. It also would not solve the problems of the upgrades needed to the existing stations.

5.1.2 - Consider rebuilding Darnall and Mansfield Road on their existing sites

This would address the issues of the improvements needed to these stations but is not financially viable in the current context. It also does not address the issue of the Orgreave development and associated emergency response issues.

5.1.3 - Consider merging Darnall and Mansfield Road onto one of the existing sites

The merging of Darnall and Mansfield Road to a single station based in one of the current buildings would not be suitable to provide the current levels of cover, based upon the most recent FSEC data. These two buildings are also very old, with high maintenance costs incurred in keeping them open.

5.1.4 - Consider merging Darnall and Mansfield Road onto a new site in an optimum location

This is the option being proposed. A number of potential locations have been identified, and predictive modelling undertaken to identify the potential impact on risk, response times and local communities' fire cover for each location.

The main benefits anticipated from this review are:

- The provision of a comparable service to the east side of Sheffield, whilst also addressing future proposed developments at Orgreave
- An opportunity to provide a purpose-built community provision designed to address future requirements
- Short-term refurbishment costs of around £1 million for fire stations in the east of Sheffield will no longer be required
- Annual station running and maintenance cost savings will be achieved
- A reduction in carbon emissions
- A reduction in the number of appliances required to provide a comparable service
- A reduction in staff costs to provide a comparable service
- Community fire safety and targeted risk reduction work to continue reducing fires and other emergencies would continue in full

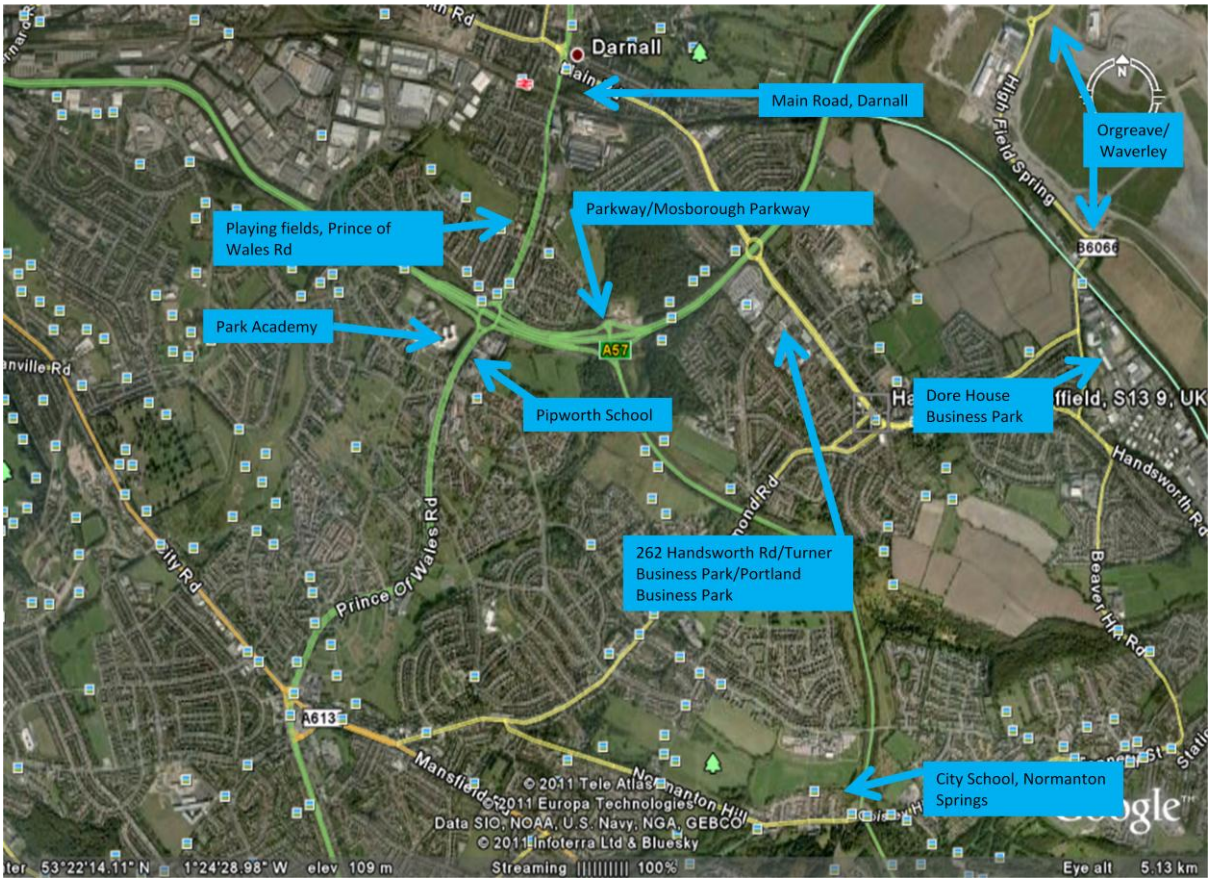
Build costs for any new station would be partially offset by the money generated by the sale of Darnall and Mansfield Road fire stations. The resulting lower running and maintenance costs of the new fire station should generate additional annual savings. Furthermore any new fire station will be built by design to ensure that our overall carbon emissions are reduced in line with targets.

Additionally any new fire station could be purpose-built with community links in mind, building upon liaison within the local communities and enhancing multi-agency collaboration. There may be opportunities to consolidate the requirements of SYFR with those of other partners with a potential to share some of the capital and running costs of operating a new facility.

5.2 Potential location for new fire station

Significant analysis and modelling has taken place on a number of potential locations for a combined two pump whole time station covering the East of Sheffield.

5.2.1 The locations initially considered are identified in the map below:



5.2.2 The map below shows the potential new development of the Orgreave site, which has been taken into consideration in the modelling phase, due to the significant proposed development.

5.3 Three sites were then short-listed based on their location and accessibility:

- A site on Poplar Way, Orgreave, shown near the top right of the map in paragraph 5.2.1
- A site at the junction of the Sheffield and Mosborough Parkways, shown just above the centre of the map in paragraph 5.2.1
- And a site near the schools at Pipworth, shown near and slightly left of the centre of the map in paragraph 5.2.1.

5.4 A significant amount of analysis was undertaken to identify how casualty rates and response times may be affected by the merger of Darnall and Mansfield Road at each location, compared to the current station configuration. This analysis indicated that there would be a small overall impact on our service delivery.

6. **Recommendation for Darnall/Mansfield Road**

6.1 Having undertaken risk analysis using FSEC, it is clear that we would be able to provide a comparable service to the eastern side of Sheffield if a new wholetime station were to be built in an area close to the Sheffield Parkway. This location would also positively address the proposed development of housing and light industry in the Orgreave area. The Parkway site is also preferable due to its closeness to major road routes and accessibility in terms of travel times.

6.2 The main area that would be negatively impacted by this proposal is the area of south-east Sheffield between the current stations at Mansfield Road and Mosborough. Therefore the associated proposal for a new full-time station at Birley, to replace the retained station at Mosborough, will now be discussed, as this will address that potential impact.

6.3 The combined community impact of all these proposals will then be discussed and illustrated later on.

7. Mosborough Options

7.1 Mosborough fire station was built in 1962 and currently needs around £1.4 million of expenditure to bring it to a reasonable standard in line with basic Health and Safety requirements. Its location, close to the county border with Derbyshire, does not maximise its usefulness to South Yorkshire residents.

Initial scoping work has been undertaken with regards to a possible arrangement with Derbyshire FRS in respect of the sharing of facilities. This is unlikely to be achieved. Of our retained duty system stations, Mosborough has recorded the highest number of incidents attended and the highest number of first arrival at incidents over a three-year period.

The average availability of appliance and staff at this station is 82.9% which is the second highest level of any retained station within South Yorkshire. However Mosborough are attending less than 50% of calls within their 8 minute footprint, despite having the highest availability of all retained stations.

7.2 Options

7.2.1 - Rebuild the current Mosborough station on the same land, utilising temporary accommodation during the build to ensure service delivery is maintained

This would provide the same level of cover and same response to incidents as the RDS provision currently provides, for a similar cost to refurbishing the existing building. It does not address the issue that this station is not in an ideal location.

7.2.2 - Relocate Mosborough station to another location within the area that may provide improved coverage/footprint, keeping the current RDS response profile

This would, subject to achieving an optimal location, enable us to provide improved response to more properties within the station's footprint, and make better use of the high availability of RDS personnel. Following analysis of potential sites an option at Holbrook has been identified as providing the greatest opportunity for improvement of cover on a retained basis.

7. 2.3 – Relocate to a site around Birley and upgrade from retained to full-time cover, based on the Close Proximity Crewing (CPC) model.

Relocate to a new site at Birley and close Mosborough station. This option would represent a service improvement compared to the retained options either at the current site or at Holbrook. It would also address areas of negative impact caused by the closure of Mansfield Road station.

8. Recommendation for Mosborough

8.1 A significant amount of research has been carried out to compare the service which could be provided by a full-time fire station in the Birley area, compared to the retained options of the current Mosborough site or a new site at Holbrook. This research clearly shows that fire cover would be significantly improved in this area by providing a full-time fire station in the Birley area. This is because firefighters would be immediately available on station to respond to an emergency incident. The current retained duty system in operation at Mosborough allows on-call firefighters a five-minute window to travel to the station before beginning their emergency response.

9. Overall Community Impact

Comparable predicted fatality rates

9.1 The combined impact of the merger of Darnall and Mansfield Road to a Parkway site, AND the new Birley station in place of the Mosborough station is a comparable level of service to the community in this area. There would be net revenue costs from these proposals of around £600,000 per year, with an initial capital investment of around £4m. This business case must be considered must be considered along with the other related business cases, especially the Review of Roving Pumps business case, which removes a significant amount of costs from Darnall and Mansfield Road stations before the merger is considered. When the Review of Roving Pumps and the proposals in this business case are considered together, an overall annual saving of over £1 million is achieved, with a comparable level of emergency response provided.

The table below shows that computer modelling suggests predicted fatality rates would be similar to those under the current station configuration:

	Predicted Fatality Rates	**Current situation**	**Birley CPC & Parkway combined**
Dwelling Fires	**Predicted Fatalities**	**6.57**	**6.60**
	Predicted Fatality Rate	**1 in 192,655**	**1 in 191,737**
RTCs	**Predicted Fatalities**	**46.48**	**46.91**
	Predicted Fatality Rate	**91.57** per 1,000 life risk RTC incidents	**92.41** per 1,000 life risk RTC incidents

More households within 6-minute response target

9.2 Overall, most people in these areas would see no change to their likelihood of receiving an emergency response within six minutes. Over 34,000 people would have a **better** likelihood of a response within six minutes. Around 17,000 people would have a reduced likelihood of a response within six minutes. These 17,000 people may still receive a response within six minutes, and are almost certain to receive a response within eight minutes.

There is also the issue of the potential for 4,000 new homes (estimated 9,000 more people) in the Orgreave area to receive a response within six minutes, when they would not do so under the current station configuration.

Parkway Merger & Birley CPC Changes to Response Times Based on 6 Minutes Footprints

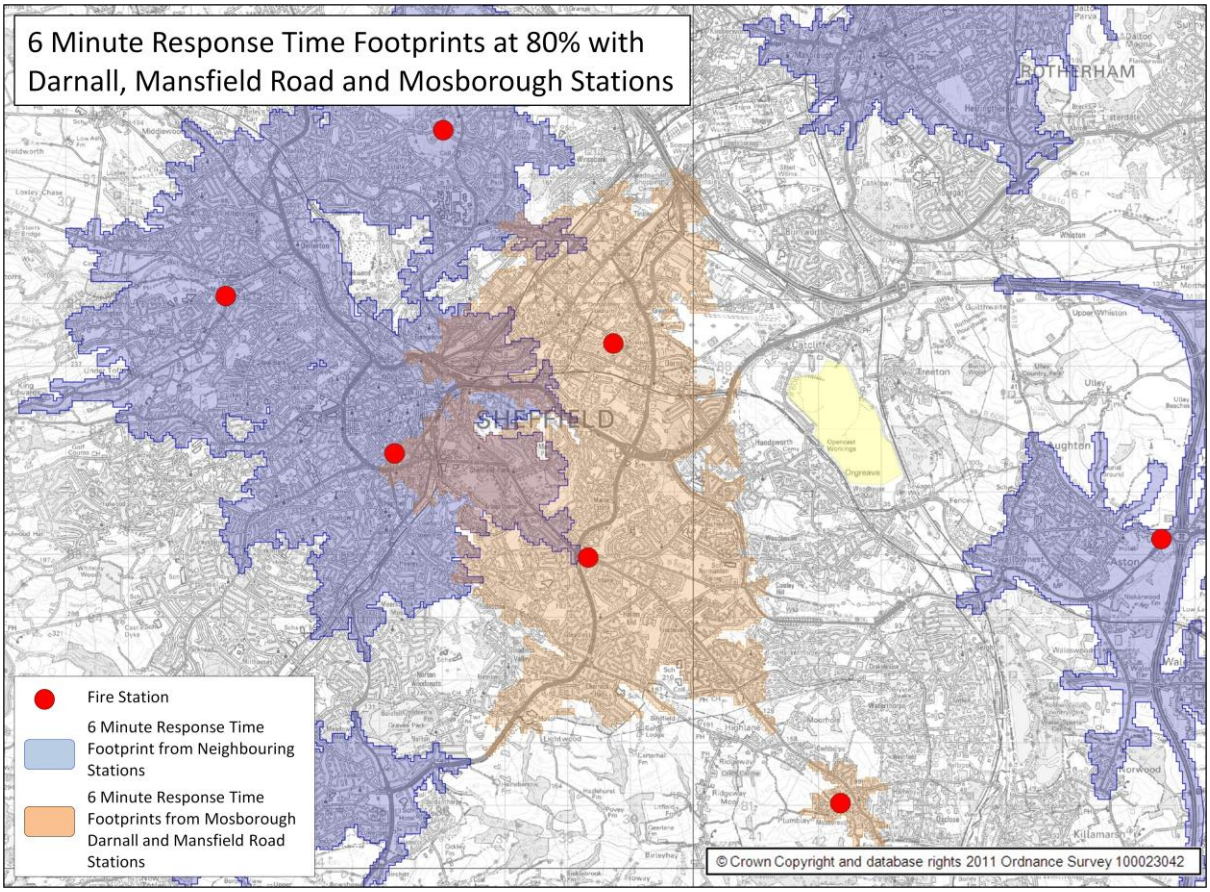
	Change (Output Areas Affected)	Population (2001)	Dwellings (2001)
6 Mins**	Improved	34,677	15,331
	Improved – approx. inc. Orgreave development	43,500	19,300
	Reduced	17,220	7,833
	No Change	284,031	125,894
	Total	379,428	168,358

Better spread of emergency fire cover in Sheffield

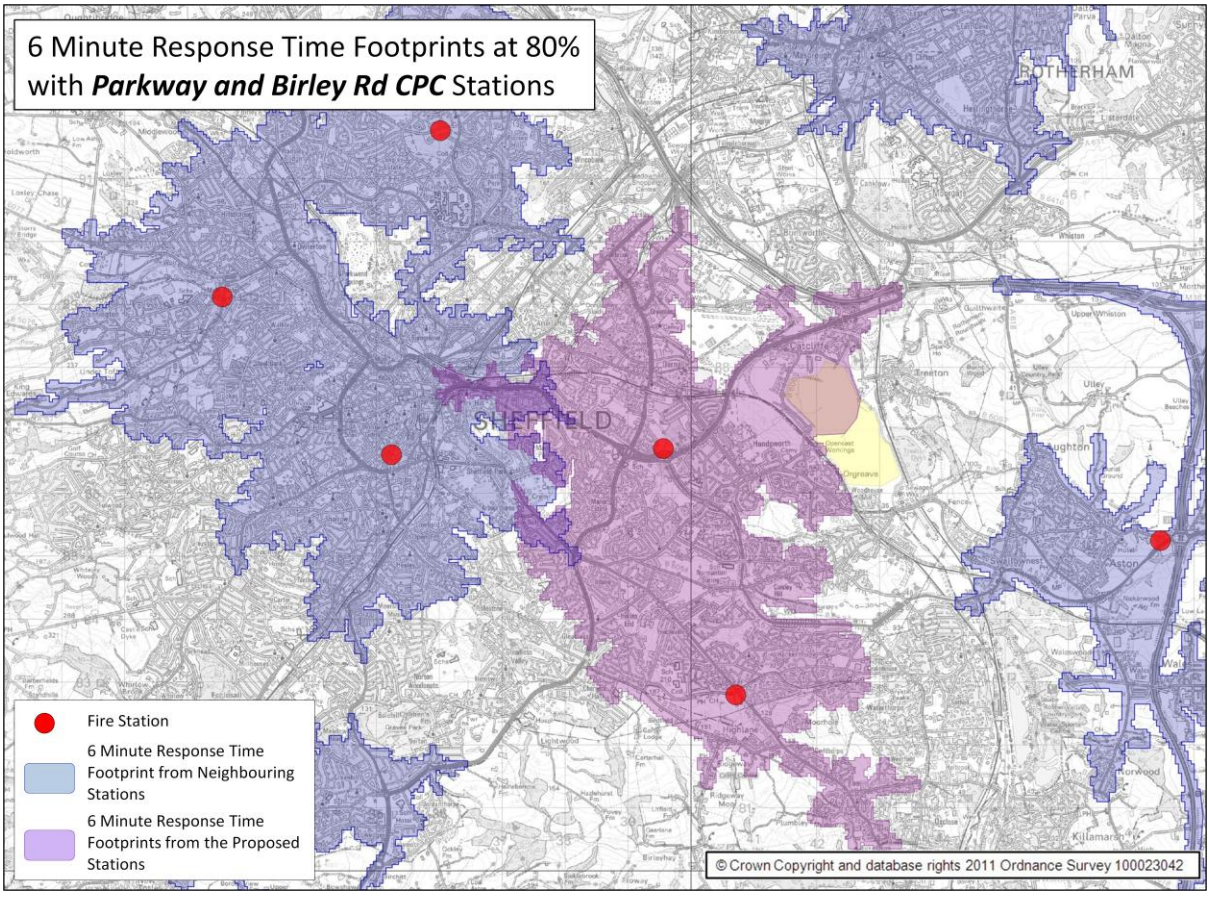
9.3 The maps below and overleaf show that the overall effect of these proposals is to reduce the overlap of our six-minute response provision into central Sheffield, and improve our provision to the east side of Sheffield.

The map below shows the current situation, with the orange shaded area receiving a six-minute response from Darnall, Mansfield Road and Mosborough, and the blue shaded areas showing a six-minute response from our other fire stations.

It can be seen that a large part of central Sheffield receives a response within six minutes from more than one station – but areas of east Sheffield such as Handsworth do not.



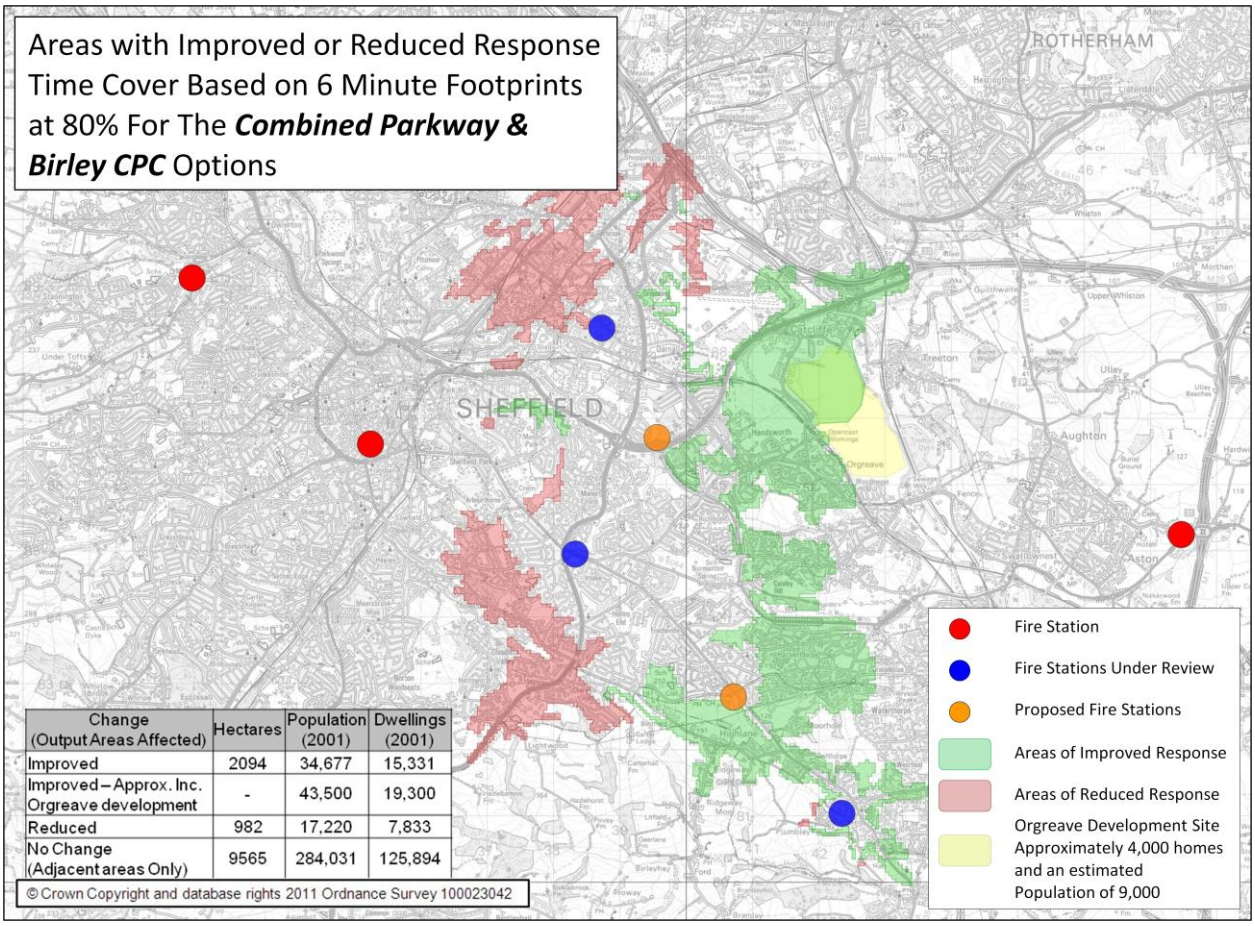
9.4 This map shows in purple the areas which would receive a six-minute response from the proposed stations at Birley and the Parkway. It can clearly be seen that the overlap into central Sheffield is much reduced, whilst a greater part of east Sheffield, including Handsworth and the proposed Orgreave development, would be brought into the six-minute zone.



Local community effect against six-minute response time

9.5 The map below shows which areas would be more likely to receive a response within six minutes, compared to the current station layout, highlighted in green. It also shows which areas would be less likely to receive a response within six minutes, compared to the current station layout, highlighted in red.

As stated in paragraph 9.2, over 34,500 people are within the green area of improved provision, whilst around 17,000 people are within the red area. These 17,000 people may still receive a response within six minutes, and are almost certain to receive a response within eight minutes.



Change (Output Areas Affected)	Hectares	Population (2001)	Dwellings (2001)
Improved	2094	34,677	15,331
Improved – Approx. Inc. Orgreave development	-	43,500	19,300
Reduced	982	17,220	7,833
No Change (Adjacent areas Only)	9565	284,031	125,894

10. Equality Impact Assessment

An equality impact assessment covering all of these related business cases has been produced and is available to download by visiting www.syfire.gov.uk.

Whilst there will be differential impacts on people according to where they live, it is not considered that any of the changes being proposed impact on any individual purely as a result of their status in relation to the nine protected characteristics under the 2010 Equality Act.

We are carrying out a 90-day consultation with organisations which have an interest in equality-related issues to consider whether this view needs to be further developed, or reconsidered.

11. Organisational Implications

These proposals, when considered alongside all the related business cases, will contribute towards some of the financial savings necessary due to the Government budget cuts, whilst maintaining or improving the quality and extent of frontline service provision.

The net effect of this business case is to increase full-time firefighter posts by ten, whilst removing 13 retained firefighter posts from the establishment. There is a net cost of £592,200 to these proposals, with an initial investment of around £4 million.

When considered alongside the other related business cases, especially the Review of Roving Pumps, there are significant financial savings. The overall impact of removing the roving pumps, and merging and relocating these stations, is a saving of over £1 million per year, whilst providing a comparable level of service to the community, with improvements particularly in the eastern side of Sheffield.

The changes outlined in this business case are planned to be implemented in 2014/15.

Q&As

1. **What is the impact of these options on local communities? Will certain areas see an improvement in service delivery and others a reduction?**

There would be areas positively affected and areas negatively affected by the changes proposed. However the number of people and areas which would receive an improved response is greater than those receiving a reduced response. The introduction of a Close Proximity Station near Birley, replacing the retained Mosborough station, will significantly improve fire cover, and demonstrates a commitment to investing in resources where needed, to respond to changing risk – both as a result of new housing developments and changes in transport networks. The table overleaf shows that the number of people who could expect improved response times is double that of those who would potentially receive a reduced response.

Parkway Merger & Birley CPC Changes to Response Times Based on 6 Minutes Footprints

	Change (Output Areas Affected)	Population (2001)	Dwellings (2001)
6 Mins**	Improved	34,677	15,331
	Improved – Approx. Inc. Orgreave development	43,500	19,300
	Reduced	17,220	7,833
	No Change	284,031	125,894
	Total	379,428	168,358

*Approximately 4,000 new homes will be built in the Waverley Development near Orgreave with an estimated population of 9,000 people

** 6 minutes at 80% (4:22min) were used for all WT stations except Parkway, run at 4:22 and 5 minutes. Parkway footprint was manually amended in the easterly direction to reflect that of the 5minutes to compensate for the unrealistic 35mph road speed of the Parkway East of Handsworth, and no current road through the Orgreave site

2. How will service delivery be maintained when dropping from 4 to 2 pumps?

The pumps that will be removed are roving pumps, which currently provide cover across the Sheffield area for training during the day time. The risk analysis detailed in question 1 above includes the removal of the roving pumps at the three station locations in Sheffield. The associated roving pump proposal sets out in more detail how cover will be managed to ensure service delivery is maintained at the same level. The introduction of Small Incident Units at optimum locations will enable us to provide a more efficient means of attending the large number of secondary fires which the roving pumps are currently attending. These would be introduced in a phased approach, to allow for natural wastage and redeployment of crews, and timed to fit the other proposals such as the option to merge Darnall and Mansfield Road. Our Automatic Vehicle Location software ensures that the nearest appliance is mobilised to an incident, regardless of its base station location, and pumps are 'made up' from other nearby appliances for more serious incidents such as dwelling fires.

3. Will levels of service be maintained during the new station builds?

Yes, with all the options we will maintain operational cover during the period of the build.

4. What staff will be affected by the changes?

Closure of the Mosborough retained station will mean that there is no longer a requirement for a retained crew at Mosborough. Fourteen wholetime crew will need to be redeployed to provide a close proximity crewing station at the new Birley location, which will be achieved through reductions made elsewhere.