DEVON & SOMERSET
FIRE & RESCUE SERVICE

Safer Together

Safer Together

Service Delivery Operating Model Consultation Document for Devon and Somerset Fire and Rescue Service



"Have your say"

DEVON & SOMERSET

FIRE & RESCUE SERVICE

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Introduction

Our Vision

"Together we will work to end preventable fire and rescue emergencies, creating a safer world for you and your family."

We are proud of the service we provide to our communities but we face a challenging future.

The world we live in is changing faster than we are as a fire and rescue service and we find ourselves with a Service designed as an old solution to an old problem.

This consultation is all about you and the ways in which we can keep you safe. That's why we are encouraging you to get involved and have your say.

The purpose of Devon and Somerset Fire and Rescue Service is to 'Protect and Save'. Everything we do is working towards ending preventable fire and rescue emergencies, creating a safer world for you and your family.

We do this by:

- **involving communities and colleagues in designing our services**
- **innovating, using new technologies and approaches to reduce or remove risk**
- **influencing behaviour, design and legislation, to make living and working environments safer.**

We are proud of our long history. We were first established within our two counties in 1948, joining together in 2007 to become Devon and Somerset Fire and Rescue Service. Our counties look very different to how they looked back then and this consultation document will explain how we could change to reflect the needs of the different communities we serve.

New fire safety measures together with work to support people to be safer in their homes have led to the number of fires attended by our crews falling by more than a third in the last 10 years. Fewer people are getting injured and dying from fires too.

We have closely examined the risks associated with our communities and the activity levels of all of our fire engines over the last five years. Some of our stations attend only a handful of fires each year and yet we currently have 121 frontline fire engines – while the maximum we have committed at one time is around 50.

Some of our fire stations have more resources than they need and others don't have enough. Matching our resources to the specific risks in each community, whether it's in a rural area or in a town or city, is what we need to do now.

Our fleet is expensive. Each fire engine costs between £100,000 to £300,000. This adds cost pressures to our Service, which now receives less funding from the Government, and that is set to decrease further.

It is important to say that we have innovated and have a strong track record of making changes that support communities while meeting the budget requirement.

The combination of needing to place our resources in areas to match local risks, reducing numbers of fires and needing to spend our budget wisely means our current way of working is not sustainable. Change is necessary.

In this document, you will read about proposals to close some of our fire stations where activity levels and risks are low. You'll also read about proposals to remove a second or third fire engine from some stations where they are no longer required.

We understand that this might sound unsettling but we can reassure you that we have based this on evidence and will continue to keep you safe. We have more than enough fire engines to respond to risks across our two counties and have the evidence to show this.

Savings would be reinvested in supporting communities to be safer. We would work to improve public safety as a result because we will be able to invest more in prevention and protection activities, particularly in areas where people are most vulnerable.

We recognise that there will be concerns among our staff. We are working with our staff to ensure they are fully involved with the consultation process and have all the support they need.

We genuinely want to hear your views in this consultation – please take time to take part and encourage your friends and family to participate too. We will listen to these concerns, make changes to proposed plans where required before a final decision is made by the Fire Authority in November. Any changes would then start to be implemented in 2020.

We want to build a new-look Devon and Somerset Fire and Rescue Service to help create a safer world for you and your family.

Lee Howell
Chief Fire Officer

Councillor Sara Randall Johnson
Chair of the Fire Authority

About Devon and Somerset Fire and Rescue Service

Devon and Somerset Fire and Rescue Service is the largest non-metropolitan fire and rescue service and employs almost 2,000 dedicated staff, of which 1,509 are operational staff (wholetime and on-call), 36 control staff and 309 are support staff.

Our people

All of our firefighters are highly trained individuals who must complete regular training and assessments. We have two different types of firefighter contracts, depending on how much they work for us. There is also a volunteer contract.

Wholetime Firefighters

Wholetime Firefighters are employed on a full or part-time contract and are assigned to a fire station. Wholetime fire stations are usually located in more densely populated areas where there is a higher demand for our services.

On-call Firefighters (sometimes called retained)

On-call Firefighters are members of the local community who respond to incidents when alerted by a pager. On-call Firefighters respond to a fire station from their homes or workplaces within five minutes. On-call fire stations are located in less densely populated and rural areas where demand for our service is lower.

Some firefighters may work as both on-call and wholetime.

Volunteer Firefighters

We currently have two volunteer firefighter stations, Lundy and Kingston. Those firefighters are not paid a retaining fee but are paid the Wholetime hourly rate for attending incidents and drill nights.

Prevention and protection staff

We have made great strides in our work to help people be safe in their own homes and when they are driving on our roads. We have dedicated staff who identify high risk areas or groups of people and work with them. This is known as our prevention activity.

We have a number of specialist Fire Protection Officers who enforce fire safety standards in buildings used as places of work or for leisure (a building's safety rests with the 'responsible person'). We also work with Local Authorities to enforce the regulation of buildings that are homes but are not of a single dwelling type (houses in multiple occupation and flats with communal exit routes). This is known as our Protection activity.

Support staff

Our fire prevention and fire protection teams and operational firefighters are supported by professional staff who are vital in delivering our frontline services. These include: training, fleet, equipment, ICT (information communications technology), communications and engagement, property, human resources and finance without these support services, our organisation would not work.

What we do

We have a statutory duty to make provision to respond to fires and road traffic collisions (RTCs) and promote fire safety.

There are three main areas of work we carry out.

Prevention – working in communities

Prevention work saves lives, especially for vulnerable people, and that's why we're working with our communities and our community partners to understand the risks and how best to minimise them. We do this with a programme of education and community engagement that is at the forefront of the services we deliver. We deliver around 28,000 hours of prevention activities each year. This ranges from school and community group visits, to young driver safety courses as well as home safety checks and visits.

Last year we completed more community safety activities than incidents attended.

Protection – working with businesses and partners

Our protection work supports businesses helping to ensure that all their premises are safe, comply with legal requirements, and have strong fire safety measures to protect their assets, their employees and the public who may visit. When necessary, we take enforcement action against building owners or occupiers (or both) when fire safety is below the required standard. Each year we carry out more than 18,300 hours of checks and audits for non-domestic properties, as well as business safety events.

Response

Despite our best efforts, fires and other emergencies do happen. Their effect is minimised by the skill, bravery and expertise of our firefighters, using modern fire engines and equipment.

Types of incidents we respond to

As well as our fire incidents (last year we responded to more than 4,000 fires), we attend road traffic collisions where people are trapped (last year we attended 875 RTCs). We also respond to a whole range of other incidents, which we refer to as 'special service'.

- Hazardous materials – we use specialist knowledge and equipment to make an area safe after the release of hazardous materials. This could be due to a road traffic collision or an incident at a business.
- Flooding – we respond to flooding in homes and over wide areas like the Somerset Moors, if there is a life risk, for example if people are trapped in a car.
- Water rescue – for example a canoeist at risk.
- Urban search and rescue – for example rescue from a collapsed building, mine shaft or sewer.
- Rescue from high places, such as cliffs, cranes and high buildings.
- Large animal rescues – this could be a horse stuck in a ditch.

Our fleet and equipment

We make sure our vehicles and equipment meet the highest, modern standards. We are introducing new breathing apparatus and new lightweight Personal Protective Equipment (PPE) for our firefighters. We also launched new vehicles to our fleet – Rapid Intervention Vehicles (RIVs) which are great at getting down all the narrow streets and country roads we have across Devon and Somerset, meaning we can reach you more easily.

Along with 121 fire engines, we also have a range of specialist response vehicles and equipment to respond to all manner of incidents.

We have a fire boat moored in the Plymouth area for responding to boat fires, while our specialist 4x4s with portable pumping systems help us deal with moorland fires. Our specialist equipment also allows us to rescue people from a range of unusual locations, both high and low.

Working with partners

We have been working in partnership with South Western Ambulance Service NHS Foundation Trust since 1997, operating from 20 fire stations. Our co-responder firefighters have received additional training to allow them to respond to a variety of life threatening medical emergencies within the community. They are despatched by ambulance control at the same time as an ambulance is requested, and travel in a fire service vehicle to incidents where they are able to attend more quickly than an ambulance. This means they are able to carry out vital life support until the ambulance arrives.

We have just launched a new initiative with Devon and Cornwall Police, employing on-call firefighters who are also trained as Special Constables, known as Community Responders. They carry out fire and rescue activity whilst also providing important cover for police in areas where there has been a reduced community policing presence.

The tables on pages 10 and 11 provide data on the types of incidents we attend and the casualties we deal with.

We deliver around 28,000 hours of prevention activities each year

We deliver fire protection visits to non-domestic premises to ensure they are compliant and advise how to make the building safer

We run young driver safety activities to help make young people drive safer on the roads

Table 1 – Breakdown of incidents attended in the past five years (April 2014 - March 2019)

Incident type	2014/15	2015/16	2016/17	2017/18	2018/19	2018/19 % change vs 2014/15	% of all incidents attended in 18/19
All incidents	17,466	17,790	16,517	19,724	16,379	↓ 6%	100%
All false alarms	5,020	4,982	5,315	5,797	5,803	↑ 16%	35%
False alarm due to apparatus	3,397	3,447	3,872	4,141	3,985	↑ 17%	24%
Good Intent false alarm	1,512	1,431	1,332	1,520	1,692	↑ 12%	10%
Malicious false alarm	111	104	111	136	126	↑ 14%	1%
Non-fire incidents[1]	8,191	8,814	6,969	9,800	5,976	↓ 27%	36%
Special service	8,072	8,711	6,904	9,710	5,938	↓ 26%	36%
Other special service	6,677	7,121	5,798	8,650	5,063	↓ 24%	31%
RTCs	1,396	1,589	1,106	1,060	875	↓ 37%	5%
All fires	4,255	3,994	4,233	4,127	4,600	↑ 8%	28%
Primary fires[2]	2,346	2,231	2,341	2,290	2,300	↓ 2%	14%
Primary dwelling fires	979	968	1,006	1,060	926	↓ 5%	6%
Primary road vehicle fires	713	670	716	645	767	↑ 8%	5%
Other primary building fires	543	488	502	456	473	↓ 13%	3%
Other primary fires	111	105	117	129	134	↑ 21%	1%
Secondary fires	1,436	1,363	1,453	1,472	2,012	↑ 40%	12%
Chimney fires	473	400	439	365	326	↓ 31%	2%

[1] Non-fire incidents include special service calls such as Road Traffic Collisions, flooding, gaining entry, medical co-responding along with many other incidents where fire was not present.

[2] Primary fires are defined as fires that meet at least one of the following conditions:

(a) any fire that occurred in a (non-derelict) building, vehicle or outdoor structure,

(b) any fire involving fatalities, casualties or rescues,

(c) any fire attended by five or more pumping appliances.

At time of publication 2018/19 data has not been released through the https://www.gov.uk/government/statistical-data-sets/fire-statistics-data-tables and has been calculated through DSFRS systems. All other data within the above table has been sourced through the national statistics data table 0102 and verified against DSFRS source systems.

Terminology

Fire alarm due to apparatus – when alarm gets triggered by mistake, for example by a spider or electrical problem

Good intent false alarm – genuine mistake

Malicious false alarm - hoax calls

Special service – non-fire incidents needing attendance, such as road traffic collisions, rescues, flooding or hazardous materials (please see page 8 for more information)

Primary fire – fire in a building, vehicle, tunnel or bridge

Secondary fire – fire on open ground (moor, for example), trees, derelict building or chimney

Table 1 - Highlights

- 35% of the incidents are false alarms
- 28% of incidents are fires
- 36% of incidents are non-fire incidents

Table 2 – Trends in casualties from fires and road traffic collisions (RTCs) and other emergency special service incidents (SSC) attended by the Service during the past five years (April 2014 - March 2019)

Casualty type	2014/15	2015/16	2016/17	2017/18	2018/19	5 year average
Fire related casualties	299	341	303	310	336	318
Deaths[1]	10	8	11	6	11	9
Hospitalisations[2]	97	120	86	117	123	109
Precautionary checks[3] / first aid[4]	192	213	206	187	202	200
RTC casualties	753	805	692	793	677	743
Deaths	28	23	26	30	35	28
Hospitalisations	576	641	521	582	416	547
Precautionary checks / first aid	149	141	145	181	226	168
Co-responder casualties	3,701	4,112	2,486	4,186	1,058	3,109
Deaths	104	98	66	94	99	92
Hospitalisations	2,098	2,128	1,088	2,272	572	1,632
Precautionary checks / first aid	1,499	1,886	1,332	1,820	387	1,385
Other casualties	253	308	437	674	635	462
Deaths	44	37	54	102	81	64
Hospitalisations	151	183	242	347	353	255
Precautionary checks / first aid	58	88	141	225	201	143

[1] Fire related deaths are those that would not have otherwise occurred had there not been a fire.

[2] Hospitalisations - victim attended hospital either as an outpatient or for an overnight stay.

[3] Precautionary check – a precautionary check (to attend hospital or to see a doctor) was recommended (by anyone).

[4] First Aid given – first aid given at scene (by anyone), including after a precautionary check.

Table 2 - Highlights

- Deaths and injuries from fires in Devon and Somerset are low, with nine deaths and 109 hospitalisations a year over the past five years.

  Nearly two thirds of deaths in accidental dwellings fires in the south West (64.4% or 94/146) occurred where a smoke alarm was not present or failed to raise the alarm (9 years data April 2008 to the end of March 2017).

  Over the past 5 years just 41% of dwelling fires we attended were in a property with a working smoke alarm that raised the alarm.

  This compares to the national data suggesting 90% of households have a smoke alarm: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/724327/Fire_and_Fire_Safety.pdf

- Casualties from road traffic collisions average 28 deaths and 547 hospitalisations a year over the past five years.

Where we currently operate

The Service currently has 85 fire stations, from which 121 fire engines operate.

The location of our fire stations is based on historic standards of fire cover that were originally set in the 1930s. They were based on building types, use and density with a view that the highest risk factor was the ability for fire to spread between buildings.Although this has served us well it is obvious that building safety standards have improved and the locations of buildings and the subsequent population has changed in the last 80 years. This means the risk is different, presenting us with challenges in delivering an effective and efficient service.

This map shows all of our fire station locations and what types of service they offer. Where stations are noted as wholetime and on-call, this is because they have fire engines that are crewed by wholetime and on-call staff.

Did you know...?

Last year, Devon and Somerset Fire and Rescue Service had the lowest number of domestic fires ever recorded across both counties

Map showing existing fire stations and crewing arrangements

Why we need to change

Devon and Somerset Fire and Rescue Service was originally designed more than 50 years ago. Since then, the make-up of our communities and the way in which people live their lives has changed significantly. The majority of our existing 85 fire stations have been in place for well over 30 years and the firefighter duty systems have not changed since the 1970s.

If we were to start from scratch and rebuild our fire service with new fire stations and duty systems to meet today's needs, it would undoubtedly look a lot different.

In future, we need to make sure we can prioritise and increase our capacity to deliver targeted prevention and protection activities in our communities, focusing on the known risks in each area.

We must change to make sure we are providing the best possible response to match the modern risks of today. We need increased availability to ensure we can give the right response, at the right time, whilst making the most efficient use of resources.

We also need to make significant financial savings. The funding we receive is changing, with anticipated reduced grant funding from the Government. Alongside this, costs are increasing, so we will need to meet a potentially significant revenue shortfall to enable the service provision to continue.

Did you know...?

In 1988, just 8% of households had a smoke alarm, but thanks to better fire safety awareness and prevention work, by 2015 this had increased to 93%

The way we live has changed our risks

Our population – we know, through our extensive analysis, that certain people are more at risk from fire. Through our research into fire deaths in South West England we know that those aged 85 and over are most at risk of dying in a fire. Devon and Somerset's population of those aged 85 and over is set to almost double by 2029 (43% increase).

The geography of our area has changed and continues to change. With large new housing estates planned in areas such as Cranbrook near Exeter, Sherford in Plymouth and Taunton Garden Town bringing large population increases and changes, we need to respond to these changing risks.

Our lifestyles

The smoking ban and reduction in smoking habits, changes to furniture and furnishing regulations; the widespread use of smoke alarms, and even the introduction of the oven chip, have all contributed to reducing fire risks inside the home.

These changes have all led to reductions in fires. Nationally, fires have reduced by 33%*. In real terms in Devon and Somerset, this means that 56 (including Lundy) of our fire station areas have fewer than 10 dwelling fires a year, while eight (including Lundy) of our fire station areas have fewer than 10 fires of all types a year, and sometimes these might only be minor fires, such as dustbin fires. (Data is a five year average taken from April 2014 to March 2019 inclusive.)

*Refers to period 2007/8-2017/18

Source:
FIRE0102 https://www.gov.uk/government/statistical-data-sets/fire-statistics-data-tables#incidents-attended

Challenges around availability and demand for our fire and rescue service

While we currently provide a sufficiently high level of service, there are aspects that are no longer matching risk. We have too many fire engines and staff in areas where risks are low and demand has fallen, and in other areas where the risk has increased, we do not have enough resources.

Due to the changing nature of employment within our communities over the years, we cannot recruit and retain sufficient on-call Firefighters to crew all of our existing fire engines as less people now work in the communities in which they live. Of those that do, many cannot afford (or cannot be released by their employers) to leave their jobs when their pager activates to attend emergency incidents for us. Our current requirement is for on-call staff to live and work within five minutes of a fire station. This may mean that even if a fire engine is at a fire station, there may not be enough firefighters available to crew it.

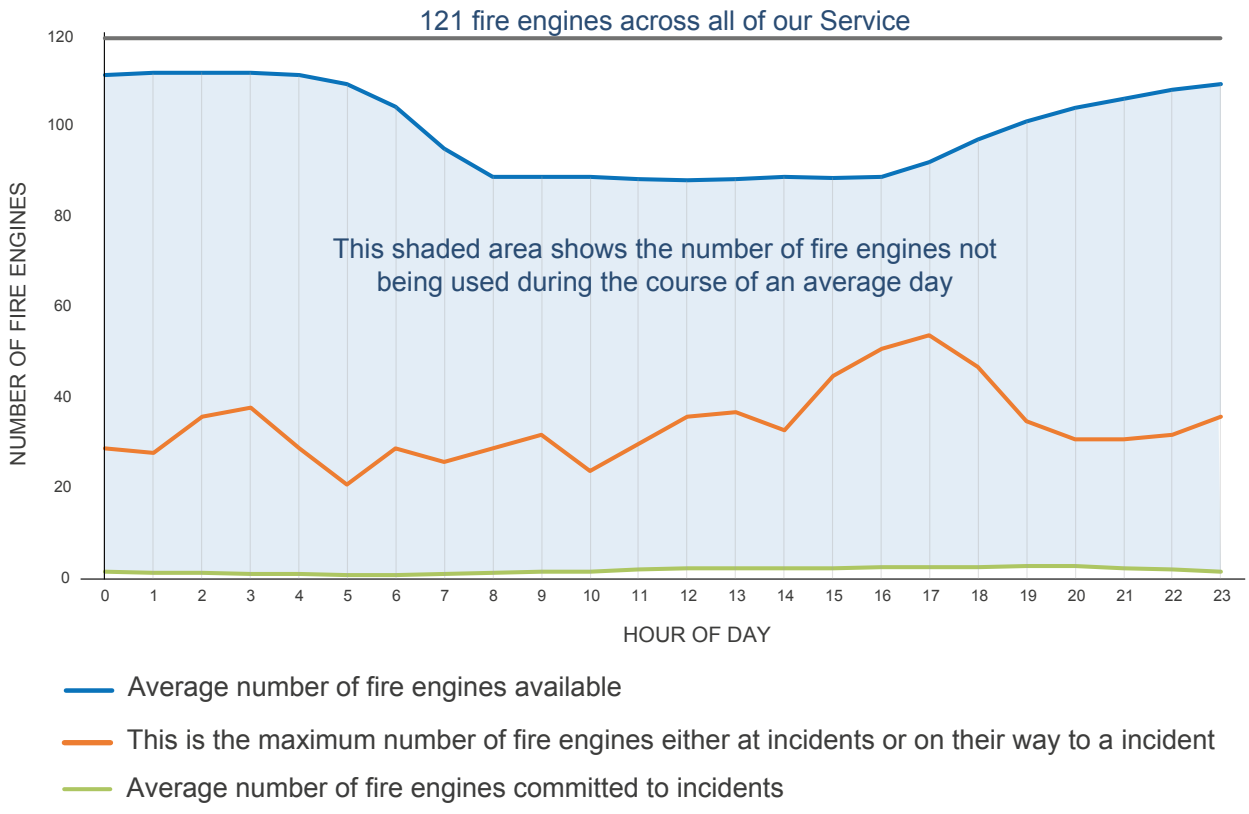
The chart below shows the demand for and availability of our fire engines (May 2016 - April 2019). They may not be available due to mechanical faults, training and shortages of firefighters at certain times.

We have talked about shifts in the population of Devon and Somerset, but along with these new housing developments, there have been huge changes in our road networks. In some areas we have challenges navigating through busy traffic to reach emergencies, whilst in other areas, the new road networks help us to reach locations faster than before.

We need to change our requirements for staff to make sure we have sufficient availability, and reconsider the location of fire stations to match resource to risk.

Chart 1.

Demand for, and availability of, fire engines from May 2016 - April 2019 inclusive



How we analyse and model risk

Analysing risk helps support decision-making. Our analysts closely examine lots of risk data and information, transforming it into intelligence. We then use this to evaluate different options for the future. We look at the following types of information:

- **Household make up (people, ages, risk factors, number, location).**
- **Types of building (offices, factories, houses, flats, listed buildings etc).**
- **Our own incident and crewing data.**
- **Partner information (from other emergency services).**
- **Road networks and road safety.**

We have created a risk modelling tool so we can assess how changes to fire service activity could impact on our communities. This means we can now aim to match our resources (our crews, equipment and fleet) to the risks specific to each of our communities.

We have used our risk modelling tools along with our engagement with staff and other stakeholders to help us to formulate the six options for how we can operate Devon and Somerset Fire and Rescue Service.

We need to reshape our Service

We need to reshape our service delivery to provide an efficient service response to risk, meeting our statutory fire and road traffic collision duties and addressing over and under capacity. Updating duty systems, to better match both response requirements and staff needs will release resources to support further investment in prevention and protection activities to reduce future risk. The proposed new operating model encompasses stations, fire engines, operational duty systems and staffing levels.

What we are proposing to change

The changing risks across our two counties will mean that in Devon and Somerset we do not need as many fire engines and firefighters as before. The role of firefighters may broaden and their activities will become more diverse so they fit better with the evolving needs of local communities.

In contrast, what we need to do is invest more in prevention and protection activity to help people stay safe in their homes and where they work and visit. We can only do this by reallocating the resources we have.

Stakeholder involvement

It's really important to us to involve our communities and colleagues in designing our services. We have conducted a series of workshops and engagement drop-in sessions for staff across Devon and Somerset, with 350-400 staff from all levels of the organisation directly engaging and feeding back into the process.

A number of options for improvement to meet our changing needs have been identified which have resulted in the co-design and development of new duty system proposals which staff will be consulted on shortly.

There has been ongoing engagement with staff to hear their views and gather their feedback to inform our final proposed service delivery options presented in this document.

Our external stakeholders, including communities, have also been involved in shaping the proposed options and were engaged through a series of focus groups across the two counties, culminating in an options appraisal workshop.

Our Response Strategy

As a fire and rescue service, we are required to have an evidence-based strategy in place for responding to fires, road traffic collisions and other incidents in our communities today and in the future. This strategy is based on placing the right level of resources in each area based on the level of risk and meeting our statutory obligations to attend fires and road traffic collisions. We also need to be mindful of the other types of incidents we attend such as flooding, rescues from water and height and supporting other services to help save lives.

Due to the largely rural nature of our two counties and the fact that many of our stations were built in locations where they were most needed more than 50 years ago (and not necessarily where we would locate them today) it has not always been possible to meet the required response standard at all house fires and road traffic collisions.

Our new response strategy needs to consider a realistic combination of the following:

- **where those people at highest risk live and work**
- **actual travel times**
- **potential future changes to both buildings and infrastructure**
- **reduction in risk brought about by our prevention and protection work.**

Our communities have a right to know what the appropriate response to an incident is and how long it should take for one or more fire engines to reach them.

We will respond to emergency incidents using National Operational Guidance and National Incident Types. The requirements of these nationally agreed approaches are built into our training and control room systems. By combining the resources available at any one time we will ensure that we arrive at any incident as quickly as we can to commence an emergency intervention.

Crewing

We will crew our service vehicles with trained and competent staff. Co-responding vehicles will be crewed by the same personnel that crew our front line vehicles and by a maximum of two qualified personnel. Only one incident commander will be required for smaller incidents. Therefore service vehicles that have sufficient numbers of crew but no incident command trained firefighter will still be mobilised to incidents where an incident commander is attending on another fire service vehicle.

Appliances (fire engines)

We will operate with various types of front line pumping appliances that carry variations in equipment, water tank capacity and ladder height that are relevant to the risk areas and incident types identified in the two counties. In addition we will operate specialist vehicles to provide us with the right resources to deal with additional risks and scenarios that require a more specific or enhanced response. We will also continue to provide a co-responding service in partnership with South Western Ambulance Service NHS Foundation Trust (SWAST).

Station Locations

Stations will be located in order to provide the best response to the communities of Devon and Somerset. Locations will be kept under review in order that identified changes in risk and infrastructure are accommodated to ensure high quality response arrangements are maintained.

We will maintain availability of our crews in accordance with the individual risk profiles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of the communities across Devon and Somerset. This means that the numbers and locations of staff and fire engines will be appropriate to the demand in each area.

We will use a variety of shift patterns to allow our staff to respond to incidents but still have a positive work-life balance.

We will provide information to our communities to help them understand the time that they can expect an emergency response from any point within the Service area. This information will be available electronically.

Emergency response

We will provide a response across Devon and Somerset from strategic locations.

We will maintain availability in accordance with the individual risk profiles of the communities across Devon and Somerset. This means that availability will vary depending on location, vehicle and staff availability and times of the day and night.

We will use a variety of duty systems to allow our personnel to maintain availability of service vehicles with maximum flexibility to support a positive work life balance.

We will provide a facility to allow the public to understand the time that they can expect an emergency response attendance from any point within the Service area. This facility will be available electronically.

The table below shows our Emergency Response Standards. Where we state a minimum number of personnel these will not all be on one fire engine, even if we only need the equipment on one fire engine to deal with the incident.

Table 3 - Emergency Response Standards

Incident type and location	First attendance (minutes)	Full attendance (minutes)	Number of personnel	Minimum number of fire engines
House fire	10	13	9	1
House fire where we already know we cannot attend within 10 minutes			12	2
Road Traffic Collision (RTC) single carriageway (1 person trapped)	15	18	8	2
RTC Dual Carriageway (1 person trapped)	15	18	10	3

Options for change

We have six elements of the Service, that from analysis and engagement with staff and stakeholders, show us how we can change to deliver a new model for the future. These elements, along with the stations affected, include:

Station closures	Appledore, Ashburton, Budleigh Salterton, Colyton, Kingston, Porlock, Topsham, Woolacombe
Third fire engine removal	Bridgwater, Taunton, Torquay, Yeovil
Second fire engine removal	Crediton, Lynton, Martock, Totnes
Change of status to day crewing	Barnstaple, Exmouth, Paignton
Change of status of second fire engine to on-call at night only	Brixham, Chard, Dartmouth, Frome, Honiton, Ilfracombe, Okehampton, Sidmouth, Tavistock, Teignmouth, Tiverton, Wellington, Wells, Williton
Introduction of six day crewed roving fire engines	Mobile fire engines crewed by day duty firefighters in areas of greater risk across Devon and Somerset

Our way of dealing with this is a set of six options which are presented as an escalating and balanced set of outcomes. However, we are also interested to know if you think these elements could be combined in a different way to develop a new service model. We have also included a further option, option seven, which gives you the opportunity to select those service elements which you feel would best meet the challenges as set out in the consultation document.

The options for consideration are:

Option 1 - Station closures

Option 2 - Station closures and removal of all third fire engines

Option 3 - Station closures, removal of all third and some second fire engines

Option 4 - Station closures, removal of all third and some second fire engines and change of status to day crewing

Option 5 - Station closures, removal of all third and some second fire engines, change of status to day crewing and change of status of second fire engines to on-call at night only

Option 6 - Station closures, removal of all third and some second fire engines, change of status to day crewing, change of status of second fire engines to on-call at night only and introduction of day crewed roving fire engines

Option 7 - Mix and match option, to include any combination of the elements used in the other options. You can tell us in more detail specific stations or fire engines from the list on page 20 that you would like to include or not include. But please state your reasons for this.

Terminology to help you understand the options

Vehicles

Medium Rescue Pump (MRP) – a traditional fire engine with a ladder, water tank and equipment to deal with a variety of incidents.

Light Rescue Pump (LRP) – a smaller fire engine that carries most of the equipment of a MRP but easier to drive down narrow lanes.

Rapid Intervention Vehicle (RIV) – smaller vehicle that carries the latest firefighting technology to replace some of the lesser- used equipment carried on an MRP and LRP.

Pump 2 / pump 3 – refers to the second or third fire engine based at a station.

Staff

Co-responders – refers to our partnership with South Western Ambulance Service NHS Foundation Trust, where firefighters also respond to life-threatening medical emergencies. (Read more about this on page 9).

Crewing – refers to the firefighters who crew the fire engines/vehicles.

Day crewing – crewing a station with wholetime firefighters during the day.

Night crewing – crewing a station with on-call firefighters during the night (6pm - 8am).

On-call firefighters (sometimes called retained) – fully trained and qualified firefighters who also work in other employment and respond to an emergency call when alerted by a pager. (More about on-call firefighters on page 6).

Wholetime firefighter – a firefighter that is employed full-time.

Statutory duties

Dwelling fire – a fire in a domestic property such as a house, flat, apartment etc.

Road Traffic Collision (RTC) – vehicle accident.

Financial

Capital savings – refers to savings made on land, buildings and vehicles.

Revenue savings – refers to savings made on day to day expenses such as salaries, heat, light and fuel

Miscellaneous

Roving appliances – a mobile fire engine crewed by day duty firefighters in areas where our risk modelling tells us there is a likelihood of needing to respond to an incident, and where we need to deliver more prevention and protection work.

Wholetime station – a station that provides cover 24 hours a day.

Home Fire Safety Visit – identifies any potential fire or safety risks within the home, advises the householder what to do in order to reduce or prevent these risks, helps them put together an escape plan in case a fire does break out and ensure the householder has working smoke alarms. This can include the installation of a smoke alarm(s).

Business Fire Safety Check – is a simple check to see if the premises and its occupants are reasonably safe from fire.

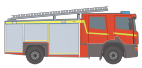
Option 1

- **Station closures**

All of these stations are located in low risk areas for fires and road traffic collisions, the communities they serve can all be supported by neighbouring stations within a 15 minute radius and they are not required to support any special risk requirements. In addition they are all low activity stations with varying availability.

Station closures

Appledore	Kingston
Ashburton	Porlock
Budleigh Salterton	Topsham
Colyton	Woolacombe



Fire engine relocated

Relocate one fire engine from Topsham to Middlemoor

Revenue Savings

£387,636 (per year)

Capital Savings

£3,325,000 (one-off saving)

Protection:
Business Fire Safety Checks

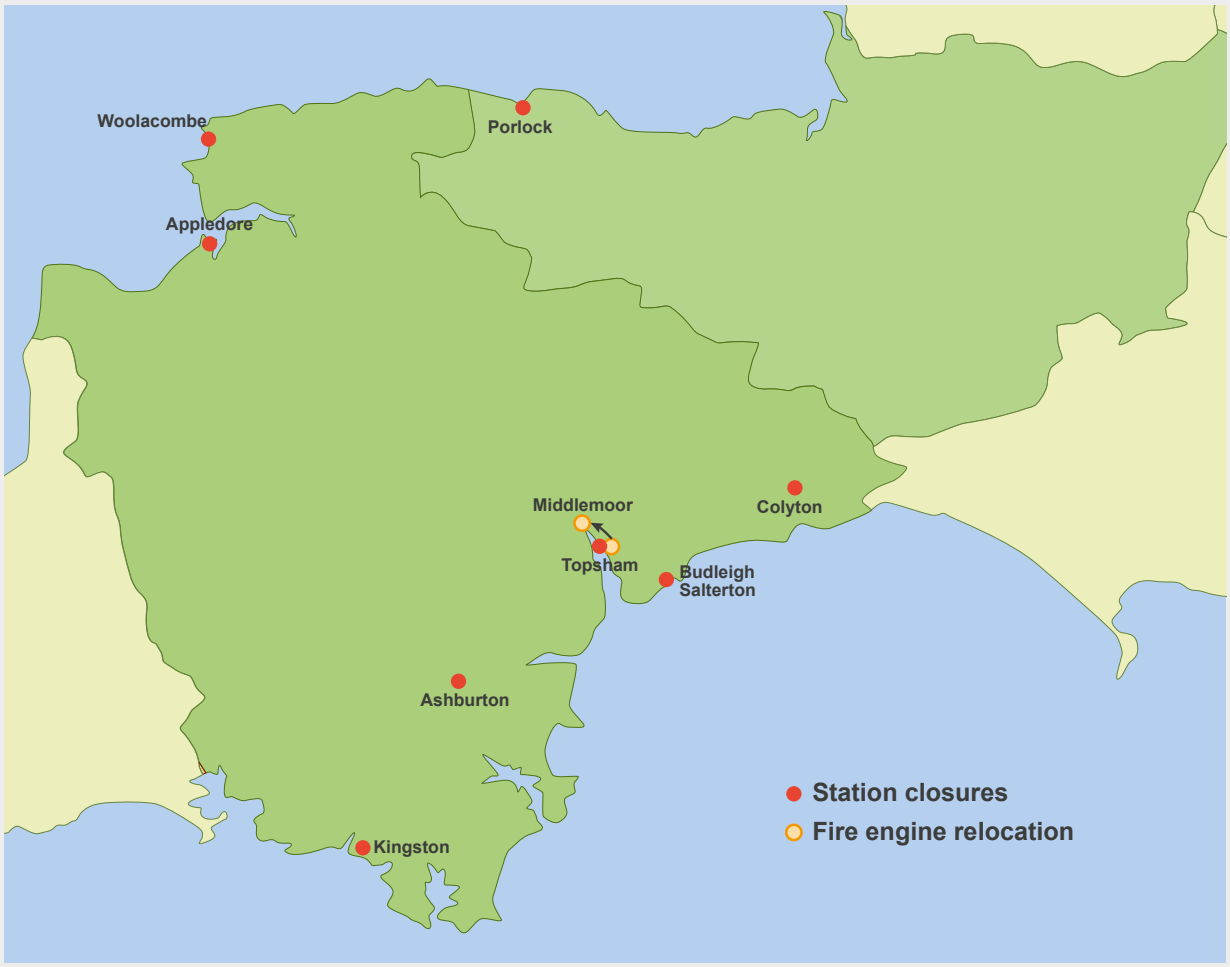
Up to 3,000* (per year)

Prevention:
Home Fire Safety Visits

Up to 7,000* (per year)

* These figures are potential numbers of activities that could be carried out from revenue savings made by the options.

Map showing stations affected in option 1



Risk Model Outputs for option 1

Here are the numbers from our risk model tool for option 1, the columns in bold are the predicted annual fatalities for dwelling fires and RTCs.

	Number of dwelling fire fatalities per year	Dwelling fire risk change percentage	**Road traffic collisions (RTC) fatalities per year**	Road traffic collisions (RTC) risk change percentage
Current performance	**7.85**	0%	**33.6**	0%
Theoretical full availability	**7.61**	-3%	**33.14**	-1.37%
Option 1	**7.66**	-2.34% (reduced risk)	**33.24**	-1.06% (reduced risk)

These risk figures only reflect the change in response arrangements. Further risk reduction will be gained by delivery of more prevention and protection activity as previously indicated.

Option 1 - rationale for change

Strengths

- The impact on risk is minimal as these are low risk areas. The number of Incidents attended in station area by affected fire engines in 2018 ranged from 4 - 43 indicating a minimal impact on neighbouring stations to provide cover.
- When incidents do occur, there are nearby stations within a 15 minutes radius who are able to respond.
- This option addresses inefficient use of staff, buildings and equipment. This allows reallocation of resources from low risk areas to high risk areas.
- This option would mean no further difficulties with crewing availability and recruitment on those stations.
- Transfer of one fire engine from a closing station to another station will increase initial response capability in the high risk area supported by the new location. This will reduce risk as the vehicle will be in a better location to respond.
- This option will release resources (staff, engines, equipment and savings) to support other areas of the service.
- This option will reduce ongoing running and maintenance costs of station buildings.

Weaknesses

- The impact on staff in these locations including their roles being at risk of no longer being required. Support offered through any transition will reflect the Service's policy.
- By itself, the option will not provide sufficient release of resources (people, funds, engines and equipment) to enable other Service improvements, such as increasing Prevention and Protection activities to continue to reduce risk in our communities.
- The wider role of the station within the community and perceived loss.

Opportunities

- Potential for staff at risk to work for the Service in different stations or roles.

Threats

- The public may feel that this option alone does not address Service changes needed to support more efficient use of public funds.
- Her Majesty's Inspectorate of Constabulary & Fire and Rescue Services (HMICFRS) may not view that these changes are sufficient for an efficient and effective service.
- Representative Bodies (Unions) may not accept the proposed changes on behalf of their members.

Option 2

- **Station closures**
- **Removal of all third fire engines**

In addition to the closures noted in option 1 we propose the removal of a third fire engine at four stations.

These fire engines are crewed by on-call firefighters in urban risk areas. They are the only locations where three fire engines are located due to historical reasons and do not fit the new risk profile. As such these fire engines are rarely used and are often unavailable and could therefore be removed from service.

Station closures

Appledore
Ashburton
Budleigh Salterton
Colyton
Kingston
Porlock
Topsham
Woolacombe

Third fire engine removals

Bridgwater
Taunton
Torquay
Yeovil

Fire engine relocated

Relocate one fire engine from Topsham to Middlemoor

Revenue Savings

£544,204 (per year)

Capital Savings

£4,525,000 (one-off saving)

Protection:
Business Fire Safety Checks

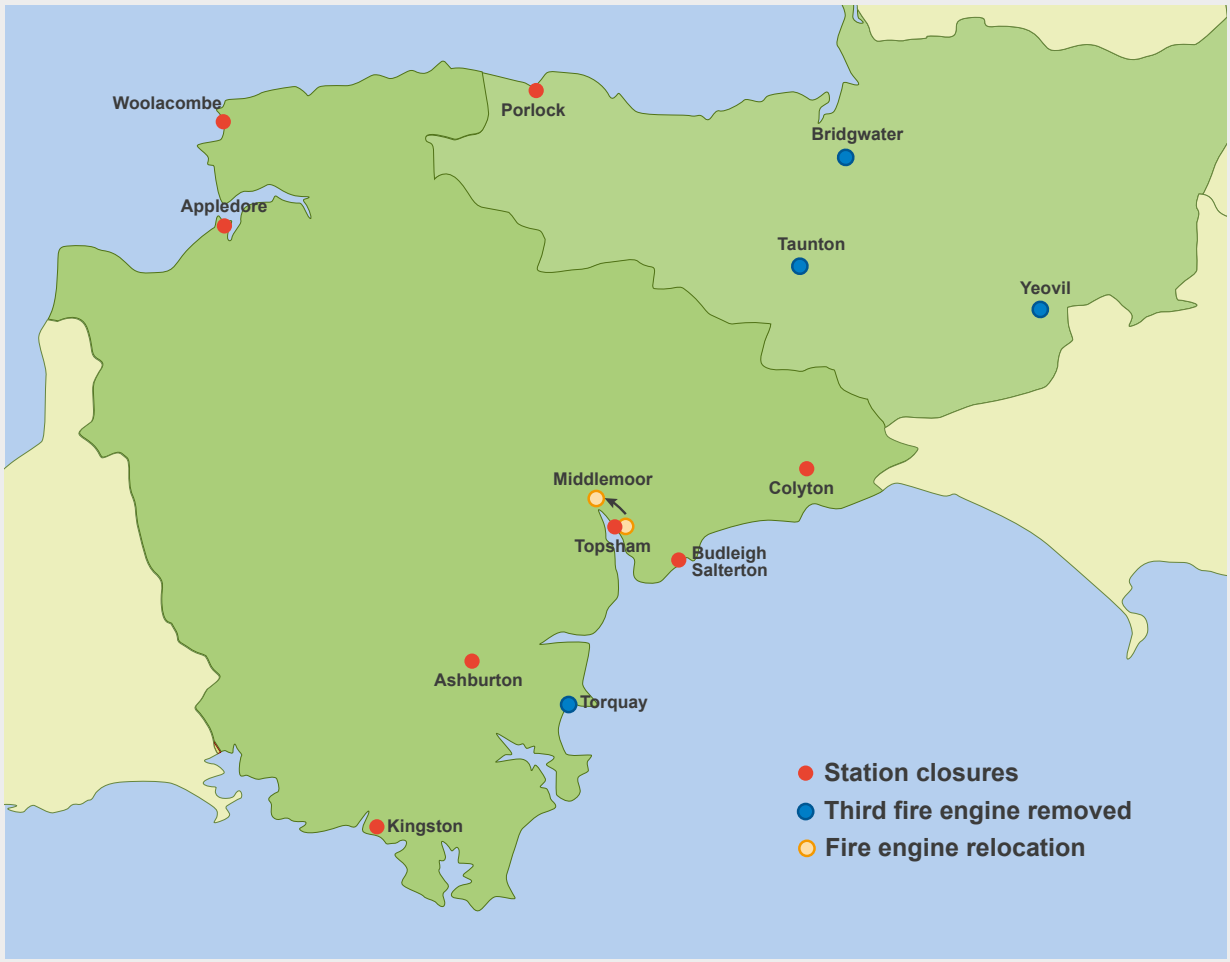
Up to 4,000* (per year)

Prevention:
Home Fire Safety Visits

Up to 10,000* (per year)

* These figures are potential numbers of activities that could be carried out from revenue savings made by the options.

Map showing stations affected in option 2



Risk Model Outputs for option 2

Here are the numbers from our risk model tool for option 2, the columns in bold are the predicted annual fatalities for dwelling fires and RTCs.

	Number of dwelling fire fatalities per year	Dwelling fire risk change percentage	**Road traffic collisions (RTC) fatalities per year**	Road traffic collisions (RTC) risk change percentage
Current performance	**7.85**	0%	**33.6**	0%
Theoretical full availability	**7.61**	-3%	**33.14**	-1.37%
Option 2	**7.66**	-2.34% (reduced risk)	**33.24**	-1.06% (reduced risk)

These risk figures only reflect the change in response arrangements. Further risk reduction will be gained by delivery of more prevention and protection activity as previously indicated.

Option 2 - rationale for change

Strengths

- Removing third fire engines has a minimal on risk in the station areas affected. The number of incidents attended in station area by affected engines in 2018 ranged from 3-30.
- Incidents where a greater number of fire engines are required can be supported by bringing fire engines from a number of other nearby stations as currently.
- This option will help reduce difficulties with crewing availability and recruitment.
- This option will release resources (staff, engines, equipment and savings) to support other areas of the Service.
- It will reduce ongoing fire engine running, maintenance and staff training costs.
- This will reduce ongoing running and maintenance costs of station buildings.

Weaknesses

- The impact on staff in these locations including their roles being at risk. Support offered through any transition will reflect the Service's policy.
- Public perception of losing engines and response capacity. Engines however were rarely used and often unavailable.
- Combining Option 1 and 2 may not provide sufficient release of resources (staff, funds, engines and equipment) to enable other service improvements, such as increasing Prevention and Protection activities to continue to reduce risk in our communities.
- From Option 1 - the wider role of the station within the community and perceived loss through closure.

Opportunities

- Potential for staff at risk to work for the Service in different stations or roles.
- Crewing availability difficulties for some of these fire engines is reduced.

Threats

- The public may feel that Option 2 alone does not address service changes needed to support more efficient use of public funds.
- Her Majesty's Inspectorate of Constabulary & Fire and Rescue Services (HMICFRS) may not view that these changes are sufficient for an efficient and effective service.
- Representative Bodies (Unions) may not accept the proposed changes on behalf of their members.

Option 3

- **Station closures**
- **Removal of all third fire engines**
- **Removal of some second fire engines**

Four second fire engines have also been identified as not contributing to reducing risk across Devon and Somerset. These fire engines are all crewed by On-call firefighters in low risk areas. Removal of these vehicles will still leave a fire engine at the station providing the correct level of response. These fire engines are not active and suffer from low availability.

Station closures

Appledore
Ashburton
Budleigh Salterton
Colyton
Kingston
Porlock
Topsham
Woolacombe

Second fire engine removals

Crediton
Lynton
Martock
Totnes

Third fire engine removals

Bridgwater
Taunton
Torquay
Yeovil

Fire engine relocated

Relocate one fire engine from Topsham to Middlemoor

Revenue Savings

£661,094 (per year)

Capital Savings

£5,725,000 (one-off saving)

Protection:
Business Fire Safety Checks

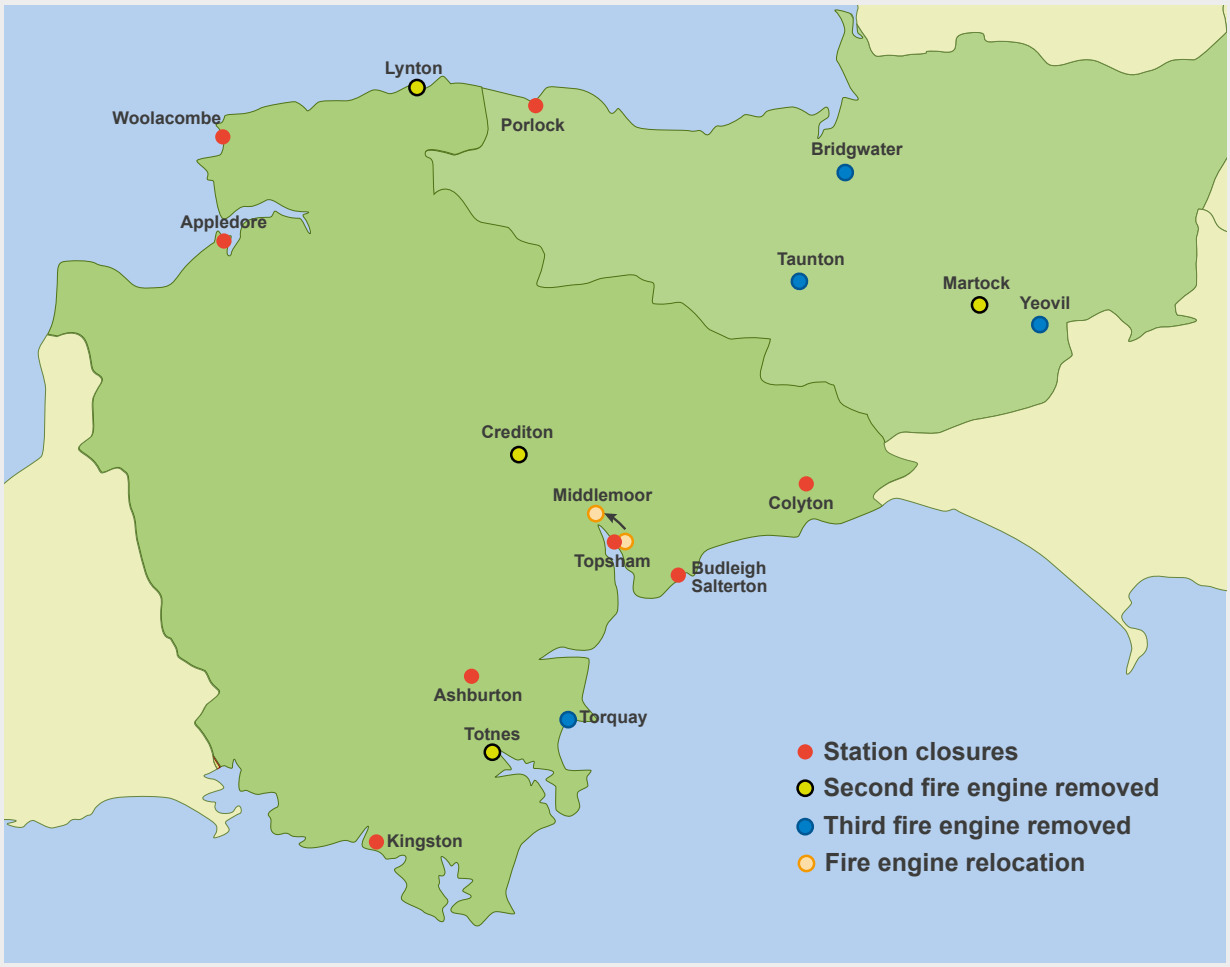
Up to 5,000* (per year)

Prevention:
Home Fire Safety Visits

Up to 12,000* (per year)

* These figures are potential numbers of activities that could be carried out from revenue savings made by the options.

Map showing stations affected in option 3



Risk Model Outputs for option 3

Here are the numbers from our risk model tool for option 3, the columns in bold are the predicted annual fatalities for dwelling fires and RTCs.

	Number of dwelling fire fatalities per year	Dwelling fire risk change percentage	**Road traffic collisions (RTC) fatalities per year**	Road traffic collisions (RTC) risk change percentage
Current performance	**7.85**	0%	**33.6**	0%
Theoretical full availability	**7.61**	-3%	**33.14**	-1.37%
Option 3	**7.67**	-2.01% (reduced risk)	**33.26**	-1.03% (reduced risk)

These risk figures only reflect the change in response arrangements. Further risk reduction will be gained by delivery of more prevention and protection activity as previously indicated.

Option 3 - rationale for change

Strengths *(All strengths from options 1 & 2 apply)*

- The removal of second fire engines in these areas has little impact on risk. The number of incidents attended in station areas by affected engines in 2018 ranged from 5-20.
- The fire engines considered for removal had low availability in 2018/19, ranging from 4%-43%. Therefore their removal will have little impact on response to incidents.
- This option will help reduce difficulties with crewing availability and recruitment.
- This option will release resources (staff, engines, equipment and savings) to support other areas of the service.
- It will further reduce ongoing engine running, maintenance and staff training costs.
- This will reduce ongoing running and maintenance costs of station buildings.

Weaknesses

- The impact on staff in these locations including their roles being at risk. Support offered through any transition will reflect the Service's policy.
- Public perception of losing engines and response capacity. Engines however were rarely used and often unavailable.
- Combining Option 1, 2 and 3 may not provide sufficient release of resources (staff, funds, engines and equipment) to enable other service improvements, such as increasing Prevention and Protection activities to continue to reduce risk in our communities.
- From Option 1 - the wider role of the station within the community and perceived loss through closure.

Opportunities

- Potential for staff at risk to work for the Service in different stations or roles.
- Crewing availability difficulties for some of these fire engines is reduced.

Threats

- Any unexpected change in risk profile over time may increase the need for a second engine. This would however be identified in the 4 yearly Integrated Risk Management Plan (IRMP) the Service develops.
- The public may feel that Option 3 alone does not address service changes needed to support more efficient use of public funds.
- Her Majesty's Inspectorate of Constabulary & Fire and Rescue Services (HMICFRS) may not view that these changes are sufficient for an efficient and effective service.
- Representative Bodies (Unions) may not accept the proposed changes on behalf of their members.

Option 4

- **Station closures**
- **Removal of all third fire engines**
- **Removal of some second fire engines**
- **Change of status to day crewing**

This option focuses on three wholetime stations, changing from 24 hour wholetime crewing to wholetime day crewing and on-call night crewing. This reflects the risk profile of those areas in comparison to other large towns in Devon and Somerset that are covered by on-call firefighters. The demand for resources on these stations is in some cases less than that of an on-call station.

Station closures

Appledore
Ashburton
Budleigh Salterton
Colyton
Kingston
Porlock
Topsham
Woolacombe

Second fire engine removals

Crediton
Lynton
Martock
Totnes

Third fire engine removals

Bridgwater
Taunton
Torquay
Yeovil

Fire engine relocated

Relocate one fire engine from Topsham to Middlemoor

Day crewing for stations with two fire engines

Barnstaple
Exmouth
Paignton

First fire engine changes.
From: 24 hour wholetime crewing
To: Wholetime day crewing and on-call night crewing

Second fire engine stays as 24 hour on-call cover

Revenue Savings

£2,579,547 (per year)

Capital Savings

£5,725,000 (one-off saving)

Protection:
Business Fire Safety Checks

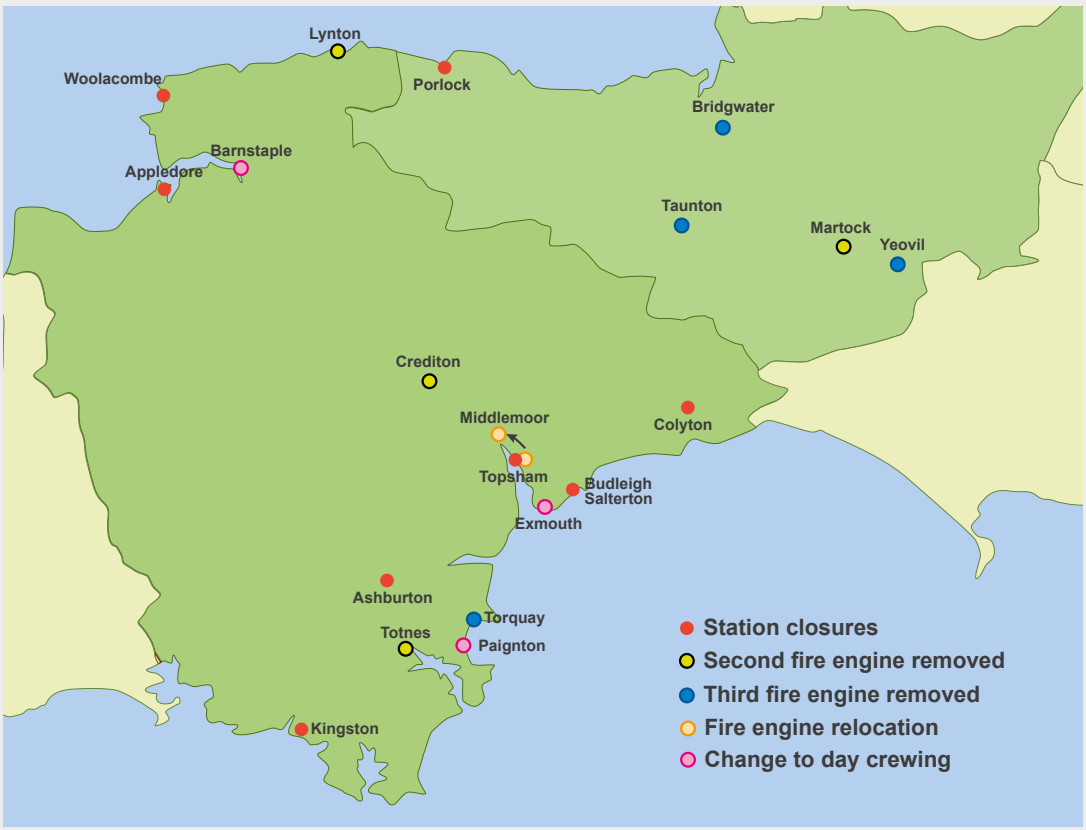
Up to 5,000* (per year)

Prevention:
Home Fire Safety Visits

Up to 12,000* (per year)

* These figures are potential numbers of activities that could be carried out from revenue savings made by the options.

Map showing stations involved in option 4



Risk Model Outputs for option 4

Here are the numbers from our risk model tool for option 4, the columns in bold are the predicted annual fatalities for dwelling fires and RTCs.

	Number of dwelling fire fatalities per year	Dwelling fire risk change percentage	**Road traffic collisions (RTC) fatalities per year**	Road traffic collisions (RTC) risk change percentage
Current performance	**7.85**	0%	**33.6**	0%
Theoretical full availability	**7.61**	-3%	**33.14**	-1.37%
Option 4	**7.76**	-1.08% (reduced risk)	**33.36**	-0.71% (reduced risk)

These risk figures only reflect the change in response arrangements. Further risk reduction will be gained by delivery of more prevention and protection activity as previously indicated.

Option 4 - rationale for change

Strengths *(All strengths from options 1, 2 & 3 apply)*

- This option adjusts the level of response provision to better match the risk profile of these risk areas. Existing level of risk in these areas is similar to that of some existing on-call stations and therefore moving to on-call provision at night for both fire engines better matches the risk profile of the area.
- This enables significant reduction in night-time station running costs without significantly impacting the risk faced by the community.
- The three stations identified already have on-call provision for the second engine, this potentially eases the transition to on-call staffing provision at night for both engines.
- Where Options 1, 2 and 3 are reducing the requirement for on-call staff, this option is introducing further demand for on-call staff at night.
- In particular this option will introduce significant savings, identified across vehicle, station and staff costs, enabling a more efficient and effective service.

Weaknesses

- The impact on staff in these locations including their roles being at risk. Support offered through any transition will reflect the Service's policy.
- Particular impact on staff of moving from Whole-time 24/7 to a day crewed duty system. Support will be provided for any staff in transition.
- Public perception of losing risk response capacity at night in these three areas. Risk response can be sustained by the on-call provision identified.
- From Option 1 - the wider role of the station within the community and perceived loss through closure.

Opportunities

- Potential for staff at risk to work for the Service in different stations or roles.
- Crewing availability difficulties for some of these fire engines is reduced.
- HMICFRS view of the options demonstrating sufficient efficiency of the Service.

Threats

- Representative Bodies (Unions) may not accept the proposed changes on behalf of their members.

Option 5

- **Station closures**
- **Removal of all third fire engines**
- **Removal of some second fire engines**
- **Change of status to day crewing**
- **On-call night crewing of second fire engine**

Our risk profile indicates that dwelling fire risk increases in the evening and overnight when people are in their homes. Therefore a second fire engine on certain stations during the day is not necessary. The first fire engine in these 14 locations will continue to be available 24 hours per day.

Station closures

Appledore
Ashburton
Budleigh Salterton
Colyton
Kingston
Porlock
Topsham
Woolacombe

Second fire engine removals

Crediton
Lynton
Martock
Totnes

Third fire engine removals

Bridgwater
Taunton
Torquay
Yeovil

Fire engine relocated

Relocate one fire engine from Topsham to Middlemoor

Day crewing for stations with two fire engines

Barnstaple
Exmouth
Paignton

First fire engine changes.
From: 24 hour wholetime crewing
To: Wholetime day crewing and on-call night crewing

Second fire engine stays as 24 hour on-call cover

Night crewing of second fire engine for stations with two fire engines

Brixham	Sidmouth
Chard	Tavistock
Dartmouth	Teignmouth
Frome	Tiverton
Honiton	Wellington
Ilfracombe	Wells
Okehampton	Williton

First fire engine will not change and will stay with 24 hour on-call crewing

Second fire engine changes
From: 24 hour on-call crewing
To: on-call night cover (6pm - 8am only)

Revenue Savings

£2,925,197 (per year)

Capital Savings

£5,725,000 (one-off saving)

Protection:
Business Fire Safety Checks

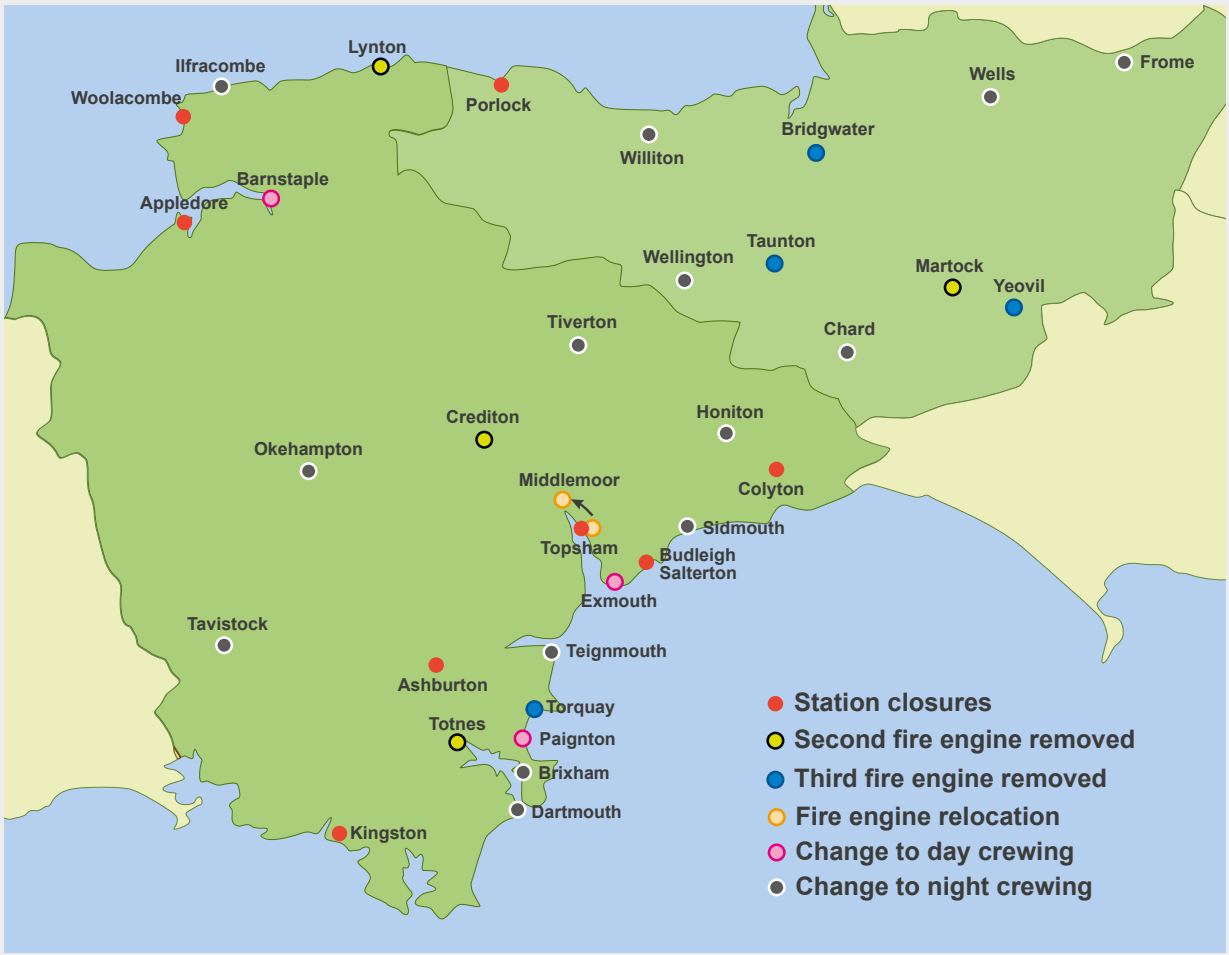
Up to 8,000* (per year)

Prevention:
Home Fire Safety Visits

Up to 18,000* (per year)

* These figures are potential numbers of activities that could be carried out from revenue savings made by the options.

Map showing stations involved in option 5



Risk Model Outputs for option 5

Here are the numbers from our risk model tool for option 5, the columns in bold are the predicted annual fatalities for dwelling fires and RTCs.

	Number of dwelling fire fatalities per year	Dwelling fire risk change percentage	**Road traffic collisions (RTC) fatalities per year**	Road traffic collisions (RTC) risk change percentage
Current performance	**7.85**	0%	**33.6**	0%
Theoretical full availability	**7.61**	-3%	**33.14**	-1.37%
Option 5	**7.86**	0.21%	**33.4**	-0.59%

These risk figures only reflect the change in response arrangements. Further risk reduction will be gained by delivery of more prevention and protection activity as previously indicated.

Option 5 - rationale for change

Strengths *(All strengths from options 1, 2, 3 & 4 apply)*

- This option focuses on matching our response to the risks faced in these areas throughout the day. This means reducing cover to one engine during the day when risk demand is low, and matching increased night risk demand with two engines.
- The first fire engine remains with 24/7 on-call provision.
- There could be increased opportunity for on-call recruitment as on-call cover can be flexibly provided from where they live *(rather than from work location areas if not the same).*
- Significant released resources (staff, engines, equipment, savings) enabling increased prevention and protection activities within communities.
- HMICFRS evaluation of effectively matching resources to risk.

Weaknesses

- The impact on staff in these locations including their roles being at risk. Support offered through any transition will reflect the Service's policy.
- The potential impact on staff with no requirement for day time on-call cover and therefore there will be a reduction in staff payments to attend incidents.
- Public perception of losing response capacity during the day in these 14 identified areas. Risk however within these areas is low during the day and can be covered by the other engine at the station.
- From Option 1 - the wider role of the station within the community and perceived loss through closure.

Opportunities

- Potential for staff at risk to work for the Service in different stations or roles.

Threats

- Representative Bodies (Unions) may not accept the proposed changes on behalf of their members.

Option 6

- **Station closures**
- **Removal of all third fire engines**
- **Removal of some second fire engines**
- **Change of status to day crewing**
- **On-call night crewing of second fire engine**
- **Introduction of day-crewed roving fire engines**

This option includes all of the previous and supports an investment in resources by the provision of roving day duty fire engines. This will enable us to deliver more prevention and protection work. It will also support improvement to the emergency response standard and provide a better guarantee of availability across Devon and Somerset.

These roving appliances will be deployed on a daily basis to undertake work in high risk areas anywhere in the two counties and support on-call station availability where required.

This option allows:

- a flexible approach using Wholetime Firefighters that would provide operational cover where there is risk and demand
- improved reliability of operational response cover in rural areas
- opportunity to undertake risk-based preventative work in rural areas not currently covered with full-time staff
- additional full-time operational cover during the working daytime hours when on-call cover is less reliable.

Station closures

Appledore	Kingston
Ashburton	Porlock
Budleigh Salterton	Topsham
Colyton	Woolacombe

Second fire engine removals

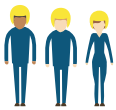
Crediton	X
Lynton	X
Martock	X
Totnes	X

Third fire engine removals

Bridgwater	X
Taunton	X
Torquay	X
Yeovil	X

Fire engine relocated

Relocate one fire engine from Topsham to Middlemoor



Day crewing for stations with two fire engines

Barnstaple
Exmouth
Paignton

First fire engine changes.
From: 24 hour wholetime crewing
To: Wholetime day crewing and on-call night crewing

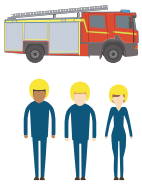
Second fire engine stays as
24 hour on-call cover

Night crewing of second fire engine for stations with two fire engines

Brixham
Chard
Dartmouth
Frome
Honiton
Ilfracombe
Okehampton
Sidmouth
Tavistock
Teignmouth
Tiverton
Wellington
Wells
Williton

First fire engine will not change and will stay with 24 hour on-call crewing

Second fire engine changes from 24 hour on-call crewing to on-call night cover (6pm - 8am only)



Day duty roving

Six roving fire engines day-crewed

Revenue Savings

£984,797 (per year)

Capital Savings

£5,725,000 (one-off saving)

Protection: *Business Fire Safety Checks*

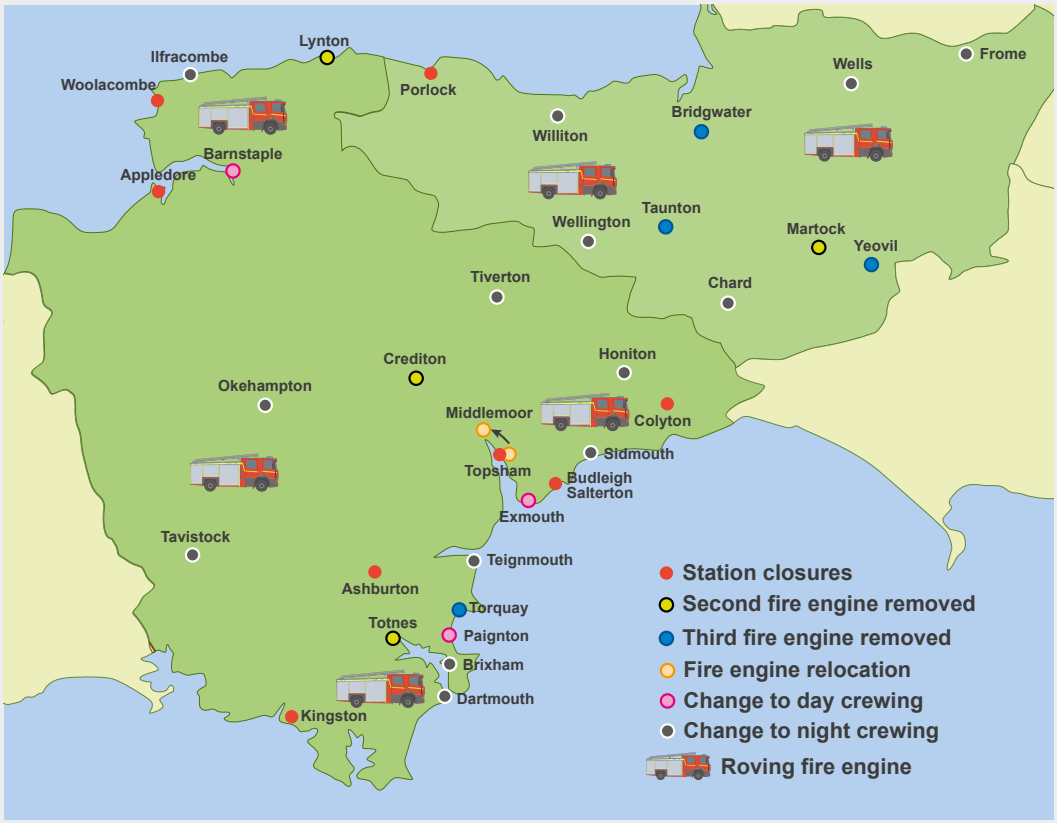
Up to 12,000* (per year)

Prevention: *Home Fire Safety Visits*

Up to 21,000* (per year)

* These figures are potential numbers of activities that could be carried out from revenue savings made by the options.

Map showing stations involved in option 6



Please note roving fire engines will be mobile and have been shown in various locations on this map for illustrative purposes.

Risk Model Outputs for option 6

Here are the numbers from our risk model tool for option 6, the columns in bold are the predicted annual fatalities for dwelling fires and RTCs.

	Number of dwelling fire fatalities per year	Dwelling fire risk change percentage	**Road traffic collisions (RTC) fatalities per year**	Road traffic collisions (RTC) risk change percentage
Current performance	**7.85**	0%	**33.6**	0%
Theoretical full availability	**7.61**	-3%	**33.14**	-1.37%
Option 6	**7.76**	-1.05% (reduced risk)	**33.13**	-1.41% (reduced risk)

These risk figures only reflect the change in response arrangements. Further risk reduction will be gained by delivery of more prevention and protection activity as previously indicated.

Option 6 - rationale for change

Strengths *(All strengths from options 1, 2,3 ,4 & 5 apply)*

- This roving appliance option provides the Service with a fully flexible response approach, using wholetime firefighters that would provide significant support for prevention and protection activities whilst also responding to risk demand within communities.
- The option also offers adaptable provision to support fluctuations in risk demand throughout the year (summer holidays etc.) and also at particular times of the week or day in some areas.
- This option will improve reliability of response cover in rural areas.
- It will provide an opportunity to undertake risk based preventative work in rural areas not currently covered with full time staff.
- This option will provide additional full time cover during the working daytime hours where on-call cover can be more difficult to crew.
- This option will reduce community risk through an increase in wholetime response provision during the day.
- Through the combination of proposed changes, the Service will be better placed to meet HMICFRS improvement requirements of:
    - redistribution of resource to provide effective response to recognised risk
    - investment in protection activity
    - removal of resources in low risk areas mitigated by other existing resources.
- This option will allow for the reinvestment of savings identified across vehicle, station and staff costs, enabling a more efficient and effective service.
- Option introduces the facility for current and future staff to have a range of crewing models and work locations.

Weaknesses

- The impact on staff in these locations including their roles being at risk. Support offered through any transition will reflect the Service's policy.
- Public perception of losing response capacity during the day in the 14 identified areas. The risk however within these areas is low during the day, covered by the other engine at the station and could be further supplemented by roving fire engines if needed at particular times (of year for example).
- The introduction of six roving fire engines will result in a reduction in overall savings due to significant investment and ongoing costs in their provision across the two counties.
- From Option 1 - the wider role of the station within the community and perceived loss through closure.

Opportunities

- Potential for staff at risk through the other option elements to be supported through the crewing of these roving fire engines or other service roles or locations.

Threats

- Representative Bodies (Unions) may not accept the proposed changes on behalf of their members.

Option 7

Mix and match option, to include any combination of the elements used in the other options. You can tell us in more detail specific stations or fire engines from the list below that you would like to include or not include. But please state your reasons for this.

We have six elements of the Service, that from analysis and engagement with staff and stakeholders, show us how we can change to deliver a new model for the future.

These elements, along with the stations affected, include:

- **Station closures**

  Appledore, Ashburton, Budleigh Salterton, Colyton, Kingston, Porlock, Topsham, Woolacombe

- **Removal of all third fire engines**

  Bridgwater, Taunton, Torquay, Yeovil

- **Removal of some second fire engines**

  Crediton, Lynton, Martock, Totnes

- **Change of status to day crewing**

  Barnstaple, Exmouth, Paignton

- **On-call night crewing**

  Brixham, Chard, Dartmouth, Frome, Honiton, Ilfracombe, Okehampton, Sidmouth, Tavistock, Teignmouth, Tiverton, Wellington, Wells, Williton

- **Introduction of day-crewed roving fire engines**

  Mobile fire engines crewed by day duty firefighters in areas of greater risk across Devon and Somerset

Our way of dealing with this is a set of six options which are presented as an escalating and balanced set of outcomes. However, we are also interested to know if you think these elements could be combined in a different way to develop a new service model. We have included this further option, option seven, which gives you the opportunity to select those service elements which you feel would best meet the challenges as set out in the consultation document.

Summary of options

	Station closures	Fire engine relocated	Third fire engine removals	Second fire engine removals	Day crewing for stations with two fire engines	Night crewing of second fire engine	Roving fire engines	Cost savings		Prevention and protection	
								Revenue Savings (per annum)	*Capital Savings* (one-off saving)	*Business Fire Safety Checks* (per annum)	*Home Fire Safety Visits* (per annum)
OPTION 1	8	1	-	-	-	-	-	£387,636	£3,325,000	3,034	7,011
OPTION 2	8	1	4	-	-	-	-	£544,204	£4,525,000	4,259	9,842
OPTION 3	8	1	4	4	-	-	-	£661,094	£5,725,000	5,174	11,956
OPTION 4	8	1	4	4	3	-	-	£2,579,547	£5,725,000	5,174	11,956
OPTION 5	8	1	4	4	3	14	-	£2,925,197	£5,725,000	7,879	18,208
OPTION 6	8	1	4	4	3	14	6	£984,797	£5,725,000	11,749	20,812

The consultation

We want to hear your views and ideas on the future of the Service.

We really want to hear what you have to say about the proposed service options as well as the different elements outlined within each of the options, so please use this opportunity to engage with us and have your voice heard.

We have created a number of ways you can get involved in the consultation, so you can choose which method best suits you.

You can tell us what you think by completing a questionnaire or by sending us your questions and comments in several ways:

- complete the pull-out questionnaire at the end of this document and return in the pre-paid envelope
- complete the online questionnaire at: *www.dsfire.gov.uk*
- email us at: *safertogetherprogramme@dsfire.gov.uk*
- write to us at:

Communications and Engagement

Devon and Somerset Fire and Rescue Service

Service Headquarters

The Knowle

Clyst St George

Exeter

EX3 0NW

For further information

Visit our website: *www.dsfire.gov.uk*

Email us at: *safertogetherprogramme@dsfire.gov.uk*

If you would like this information in another format including audio or large print, please call 01392 872347

Public 'drop-in' exhibitions

We also invite residents of Devon and Somerset to come along to local public 'drop-in' exhibitions, where you can ask questions about the proposed options and the future of the Service. We may arrange more exhibitions if there is enough demand. Details of these exhibitions are below. Please check our website or contact us on the details on page 43 to confirm the exact timings.

- **Topsham – Matthews Hall**
  Monday 8 July 12pm - 4pm
- **Kingston – Kingston Reading Room**
  Tuesday 9 July 2pm - 6pm
- **Appledore – Appledore Hall**
  Wednesday 10 July 1pm - 5pm
- **Budleigh Salterton – Budleigh Hub**
  Monday 15 July 1pm - 5pm
- **Colyton – Colyton Feoffees' Town Hall**
  Tuesday 16 July 3pm - 7pm
- **Woolacombe – Woolacombe Village Hall**
  Wednesday 17 July 1.30pm - 5.30pm
- **Ashburton – St Lawrence Chapel**
  Monday 22 July 10am - 2pm
- **Exmouth – Exmouth Town Hall**
  Tuesday 23 July 3pm - 7pm
- **Porlock – Porlock Village Hall**
  Thursday 25 July 1pm - 5pm
- **Exeter – Exeter Library**
  Monday 29 July 2pm - 6pm
- **Taunton – Taunton Library**
  Tuesday 30 July 1pm - 5pm
- **Plymouth – Central Library**
  Thursday 1 August 10am - 2pm
- **Torquay – Central Library**
  Monday 5 August 11am - 3pm
- **Bideford – Bideford Library**
  Tuesday 6 August 1pm - 5pm
- **Barnstaple – Barnstaple Library**
  Thursday 8 August 1.30pm - 5.30pm
- **Tavistock – Tavistock Library**
  Monday 12 August 11am - 3pm
- **Totnes – Totnes Library**
  Wednesday 14 August 10am - 2pm
- **Sidmouth – Sidmouth Library**
  Thursday 15 August 1pm - 5pm
- **Tiverton – Tiverton Library, Phoenix House**
  Monday 19 August 1pm - 5pm
- **Newton Abbot – Passmore Edwards Centre, Newton Abbot Library**
  Tuesday 20 August 10am - 2pm
- **Minehead – Minehead Library**
  Thursday 22 August 11am - 3pm
- **Bridgwater – Bridgwater Library**
  Tuesday 27 August 12pm - 4pm
- **Yeovil – Yeovil Library**
  Wednesday 28 August 1pm - 5pm
- **Frome – Frome Library**
  Thursday 29 August 10am - 2pm
- **Paignton – Paignton Library**
  Tuesday 3 September 2pm - 6pm

What happens next?

The consultation will run for 12 weeks from Monday 1 July 2019 to Friday 20 September 2019.

Devon and Somerset Fire Authority members will consider the options after all the feedback has been received from the public, organisations and Devon and Somerset Fire and Rescue Service staff. The members will then meet in late Autumn 2019, to consider reports from its officers. The reports will be published on the Devon and Somerset Fire and Rescue Service website a week before the meeting.

Confidentiality

The information/data collected by this consultation will be kept strictly confidential and shared only with Devon and Somerset Fire and Rescue Service staff responsible for analysis of the data and those responsible for the preparing the consultation findings report. All data will be stored securely and erased after four years.

All comments, feedback and information we receive will be used to inform how the future Devon and Somerset Fire and Rescue Service will be delivered. You will not, in any way, be identifiable in the survey analysis from your responses and any comments will be anonymous.

Supporting documents

Below are a number of supporting documents which you may find useful:

- **Fire and Rescue Plan 2018 - 2022**
- **Integrated Risk Management Plan 2018 - 2022**
- **Station Data Tables**
- **Community Impact Assessment**
- **Station infographics**
- **Risk modelling information**
- **Fire Authority Meeting papers 28.06.19**

These documents can be viewed on the DSFRS website:

https://tinyurl.com/yxgvgdkp

Paper versions will also be available at the public drop-in exhibitions or on request (contact details can be found at the back of this document)

DEVON &
SOMERSET
FIRE & RESCUE SERVICE