

To: All Members of the Authority



The Protocol and Procedure for visitors attending meetings of Merseyside Fire and Rescue Authority can be found by clicking [here](#) or on the Authority's website: <http://www.merseyfire.gov.uk> - About Us > Fire Authority.

**J. Henshaw
LLB (Hons)
Clerk to the Authority**

Tel: 0151 296 4000
Extn: 4113 Kelly Kellaway

Your ref:

Our ref HP/NP

Date: 21 January 2015

Dear Sir/Madam,

You are invited to attend a meeting of the **AUTHORITY** to be held at **1.00 pm** on **THURSDAY, 29TH JANUARY, 2015** in the Temporary Meeting Room at Merseyside Fire and Rescue Service Headquarters, Bridle Road, Bootle.

Yours faithfully,

Clerk to the Authority

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MERSEYSIDE FIRE AND RESCUE AUTHORITY

AUTHORITY

29 JANUARY 2015

AGENDA

1. Preliminary Matters

The Authority is requested to consider the identification of:

- a) declarations of interest by individual Members in relation to any item of business on the Agenda
- b) any additional items of business which the Chair has determined should be considered as matters of urgency; and
- c) items of business which may require the exclusion of the press and public during consideration thereof because of the possibility of the disclosure of exempt information.

2. Minutes of the Previous Meeting (Pages 5 - 10)

The Minutes of the previous meeting of the Authority, held on 16th December 2014, are submitted for approval as a correct record and for signature by the Chair.

3. Corporate Risk Register Update (Pages 11 - 32)

To consider Report CFO/004/15 of the Deputy Chief Fire Officer, concerning the current risks contained within the Corporate Risk Register, the status of the risks and associated control measures – including reference to any new risks introduced or any risks that no longer apply and can be removed.

4. Wirral Fire Cover Consultation Outcomes (Pages 33 - 150)

To consider Report CFO/001/15 of the Chief Fire Officer, concerning the outcomes of twelve week public consultation process regarding the draft proposal to merge Upton and West Kirby Fire Stations at a new station on Frankby Road, Greasby as an alternative to outright closure of West Kirby Fire Station.

5. West Wirral Operational Response Considerations (Post Consultation) (Pages 151 - 204)

To consider Report CFO/003/15 of the Chief Fire Officer, concerning options for structural savings to the operation response model for West Wirral in order to deliver the necessary savings to meet the budget

assumptions for 2015/16, following the outcomes of the twelve week public consultation regarding the proposed station merger in Wirral (CFO/001/15).

6. **Review of Remuneration for LLAR Firefighters** (Pages 205 - 210)

To consider Report CFO/002/15 of the Deputy Chief Executive concerning a review of the remuneration for LLAR Firefighters.

This report contains EXEMPT information by virtue of Paragraphs 3 and 4 of Part 1 of Schedule 12A to the Local Government Act 1972.

If any Members have queries, comments or require additional information relating to any item on the agenda please contact Committee Services and we will endeavour to provide the information you require for the meeting. Of course this does not affect the right of any Member to raise questions in the meeting itself but it may assist Members in their consideration of an item if additional information is available.

Refreshments

Any Members attending on Authority business straight from work or for long periods of time, and require a sandwich, please contact Democratic Services, prior to your arrival, for arrangements to be made.

MERSEYSIDE FIRE AND RESCUE AUTHORITY

16 DECEMBER 2014

MINUTES

Present: Cllr Dave Hanratty (Chair) Councillors Les Byrom, Linda Maloney, Robbie Ayres, Peter Brennan, Ted Grannell, John Kelly, Jimmy Mahon, Barbara Murray, Steve Niblock, Lesley Rennie, Denise Roberts, James Roberts, Jean Stapleton and Sharon Sullivan

Also Present:

Apologies of absence were received from: Cllr Roy Gladden, Cllr Ray Halpin and Cllr Tony Robertson

CHAIR'S ANNOUNCEMENT

- The Chair confirmed that there were no Members of the press or public in attendance and the meeting was not being filmed.
- Condolences were expressed on behalf of the Authority to Councillor Lesley Rennie and for her family, following the recent death of her mother.
- Members were asked, and confirmed receipt of a hard copy of the Authority's Protocol and Procedure regarding the Reporting at Meetings, to assist in relation to item 3.

Members were advised that a Mr and Mrs Brace were expected to attend in relation to item 3 of the agenda, to present their petition.

1. Preliminary Matters

The Authority considered the identification of any declarations of interest, matters of urgency or items that would require the exclusion of the press and public due to the disclosure of exempt information.

Resolved that:

- a) Declarations of Personal Interests of Liverpool City Councillors: Peter Brennan, Dave Hanratty, Barbara Murray, James Roberts and Sharon Sullivan, were noted in relation to item 8 Internal Audit Service Provision 2015/6 which relates to the provision of Internal Audit Services to the Authority, by Liverpool City Council
- b) The Chair requested the Chief Fire Officer provide a verbal update for Members following a debate at the House of Commons the evening before in relation to the Firefighters Pension Regulations, and declared

this be included as an additional item of business to be considered as matters of urgency; and

- c) No items of business required the exclusion of the press and public during consideration thereof because of the possibility of the disclosure of exempt information.

(Cllr Mahon arrived during discussion at item b)

2. Minutes of the Previous Meeting

The Minutes of the previous meeting of the authority, held on 2nd October 2014, were approved as a correct record and signed accordingly by the Chair.

3. Petition Concerning Amendments To The MFRA Constitution And Meeting Reporting Protocol And Procedure

The Authority were expecting Mr & Mrs Brace to be in attendance to present their petition, concerning amendments to the Authority's Constitution and reporting of meetings protocol and procedure.

There were no persons present to present the Petition.

Discussion took place around the legal requirement for what is acceptable as a petition, as it was not felt that a petition signed only by two people from one household was sufficient.

Resolved that:

- a) The petition be noted;
- b) The Authority's awareness of the protocol and procedure developed following the introduction of the Openness of Local Government Bodies Regulations 2014, and its publication on the website for anyone wishing to attend or record proceedings be noted; and,
- c) The Clerk be instructed to include any amendments to The Constitution, including revision of what is acceptable to the Authority as a petition, as part of the annual review, and provide with a covering report to the Annual Meeting 11th June 2015.

4. Petition Concerning Proposed Merger Of West Kirby And Upton Fire Stations

Members considered and noted a petition concerning the Proposed Merger of West Kirby and Upton Fire Stations.

There were no persons present to present the Petition.

5. NRAT Assurance Visit 2014

(CFO/128/14)

Members considered report CFO/128/14 of the Chief Fire Officer regarding the outcomes of the recent assurance process conducted by the National Resilience Assurance Team (NRAT) of the National Resilience (NR) assets hosted by Merseyside Fire and Rescue Authority.

Resolved that:

- a) The contents of the report be noted; and
- b) Congratulations and appreciation be passed to the Chief and all staff involved in the assessment and the provision of such high standards; and
- c) A media message be sent out before Christmas to share the good news.

6. Statement of Assurance 2013/14

(CFO/125/14)

Members considered report CFO/125/14 of the Deputy Chief Fire Officer regarding the Authority's draft Statement of Assurance 2014 for publication on the website.

Resolved that:

The Authority's draft Statement of Assurance 2014 be approved for publication on the Authority's website.

7. Local Government Transparency 2014

(CFO/127/14)

Members considered report CFO/127/14 of the Deputy Chief Fire Officer regarding the arrangements for implementing the Local Government Transparency Code 2014.

Resolved that:

The action being taken to implement the Local Government Transparency Code 2014 be noted.

8. Internal Audit Service Provision from 2015/16

(CFO/114/14)

Members considered report CFO/114/14 of the Deputy Chief Executive requesting the Authority to delegate power to the Deputy Chief Executive to negotiate a service level agreement with Liverpool City Council's Internal Audit Service.

Resolved that:

- a) the Deputy Chief Executive enter into negotiations with Liverpool City Council, for the procurement of Internal Audit services for a three year period; and
- b) the Deputy Chief Executive be delegated authority to enter into a service level agreement with Liverpool City Council for these services; and
- c) the Director of Legal, Procurement and Democratic Services be instructed to enter into a procurement exercise before the three year period expires.

9. Wirral and Liverpool consultation update

(CFO/126/14)

Members considered report CFO/126/14 of the Chief Fire Officer regarding progress and developments in relation to the Wirral and Liverpool operational response consultation process.

Members were advised that the intention is to bring a final report on the consultation outcomes on the Wirral consultation to be presented to a full Authority meeting on 29th January should the recommendation to change Audit sub Committee to a Full Authority be approved; and a final report on the consultation outcomes of the Liverpool consultation will be presented to the Authority Budget meeting on 26th February 2015.

Resolved that:

- a) the land at Frankby Rd, Greasby now withdrawn from consideration, by Wirral Metropolitan Borough Council be noted; and
- b) a potential site on Saughall Massie Road identified by Wirral Metropolitan Borough Council be noted; and
- c) progress in relation to the consultation process in Liverpool and Wirral be noted; and
- d) re-designation of the Audit Sub Committee on 29th January 2015 as a full Authority meeting to consider the outcome of the Wirral consultation, which closes on 5th January 2015 be approved.

11. **Additional Urgent Item - Firefighters Pension Regulations debate at House of Commons**

At the request of the Chair, The Chief Fire Officer provided Members with a verbal update in relation to the discussion which had taken place the evening before in the House of Commons, regarding the Firefighters Pension Regulations.

The Chief advised Members that as a result of the debate, the Firefighter Pension Regulations were agreed, and will shortly come into force.

The Chief Fire Officer advised Members that should the Fire Brigades Union decide to take further Industrial Action, seven days advanced notice is required, therefore notice of any possible Industrial Action during Christmas would need to be received by the close of business Wednesday 17th December.

Resolved that:

- a) The Chief Fire Officers verbal update be noted;
- b) This Authority Meeting be adjourned and reconvened, should notice of further periods of Industrial Action be received, to enable the Authority to consider arrangements for implementation during Industrial Action.

Close

Date of next meeting Thursday, 29 January 2015

Signed: _____

Date: _____

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MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	29 JANUARY 2015	REPORT NO:	CFO/004/15
PRESENTING OFFICER	DEPUTY CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	DEB APPLETON	REPORT AUTHOR:	IRMP OFFICER
OFFICERS CONSULTED:			
TITLE OF REPORT:	CORPORATE RISK REGISTER UPDATE		

APPENDICES:	APPENDIX A: CORPORATE RISK REGISTER
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Purpose of Report

1. To inform Members of the current risks contained within the Corporate Risk Register, the status of the risks and associated control measures - including reference to any new risks introduced or any risks that no longer apply and can be removed.

Recommendation

2. That Members approve the updated Corporate Risk Register.

Introduction and Background

3. Merseyside Fire and Rescue Authority (MFRA) reduces risks to the organisation through the active identification of risks and introduction of risk mitigation measures. Part of that process is to regularly review the Corporate Risk Register in line with the changing internal and external environment.
4. To that end, a Corporate Risk Register has been produced which focusses on the Mission and Aims of MFRA and aligns each risk to a specific aim. The resultant risks have been scored against the original risk and re-scored following mitigation. The purpose of this report is to ask Members to review the updated register to consider any implications for the Authority.
5. The format of the Corporate Risk Register has been reviewed and a new format has been produced for ease of use for risk owners and a more user friendly format for Authority members to understand.

December 2014 Update

6. The risk owners continue to review the Risk Register and the December update incorporates all changes that have been made since the last presentation to the Authority. No risks have required any risk scores to be changed.
7. Risk 1.1.4 – non uniformed pay award at 2.2% across 2 years. Firefighter pay award of 1% agreed. There are still concerns about employer pension costs, and we are awaiting a Government announcement.
8. Risk 2.2.4 The Equality and Diversity Annual Report has been approved and published. Good progress has been made on the Equality and Diversity action plan.
9. Risk 4.4.3 Through the Functional Delivery Plans we continue to develop robust strategies for reducing risk. There will be active monitoring for emerging threats.
10. Risk 4.5.5 Despite the Corporate Communications team reducing to two a high level of service continues to be provided.

Equality and Diversity Implications

11. There are no equality and diversity implications arising from this report

Staff Implications

12. There are no specific staff implications arising from this report.

Legal Implications

13. There are no specific legal implications arising from this report.

Financial Implications & Value for Money

14. Management of Corporate Risk and the application of suitable risk mitigation strategies, reassures the Authority that should a risk be identified or heightened then suitable controls are in place to mitigate the impact or severity.

Risk Management, Health & Safety, and Environmental Implications

15. The assessment and mitigation of risk is essential in ensuring a safe working environment for all MFRA employees and its partners and volunteers. This extends to any environmental impact.

Contribution to Our Mission: *Safer Stronger Communities – Safe Effective Firefighters*

16. Robust management of Corporate Risk ensures that the Authority is able to continue to deliver an excellent service, thus contributing to its mission.

BACKGROUND PAPERS

CFO/082/14 Corporate Risk Register July 2014 Update

GLOSSARY OF TERMS

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CORPORATE RISK REGISTER 2014/15

Aims:- 1) Excellent Operational Preparedness 2) Excellent Operational Response
3) Excellent Prevention & Protection 4) Excellent People

June-December
2014

Mission :- Safer Stronger Communities: Safe Effective Firefighters

RISK	STRATEGIC CORPORATE RISK	RISK No.	SPECIFIC CORPORATE RISKS	SUB RISK No.	AIMS AFFECTED	IMPACT	RISK SCORE	MITIGATION	MITIGATED SCORE	RISK/ACTION OWNER
1.	Budget cuts plus the effect of other financial changes , such as pay increases & NI/Pension and Taxation changes	1.1	Insufficient staff to maintain current levels of operational planning, training and management of intelligence	1.1.1	1,2,3,4	Increased risk to all MFRA staff safety - increased numbers of injuries	15	JUN-DEC UPDATE 2014: Standard Operating Procedures & Service Instructions are in place, core risk critical training is a mandatory requirement. Work routines reviewed to ensure time allocated to planning /training and intelligence gathering. Shift patterns have been reviewed to increase productivity & time spent completing Site Specific Risk Information Inspections	12	AM Operational Preparedness
				1.1.2	1,2,3,4	increased risk of property loss	12			
				1.1.3	1,2,3,4	reducing ability to respond or maintain competent workforce	15	JUN-DEC UPDATE 2014:	10	Director of POD
				1.1.4	1,2,3,4	Reduced ability to maintain FF safety	15	JUN-DEC UPDATE 2014: SOP's, SI's and Risk assessments are in place and adhered to. Station training planning contains monthly expectations. Safe systems of work are identified and adhered to.	10	AM Operational Response/ Preparedness
1.										

Budget cuts plus the effect of other financial changes , such as pay increases & NI/Pension and Taxation changes	1.2	Insufficient staff to maintain current prevention and protection work	1.2.1	1,2,3,4	Increased fires, deaths and injuries	15	JUN-DEC UPDATE 2014: At present there is no risk to P&P staff – GM’s Prevention & Protection tasked to develop robust delivery plans in line with 2020 vision to ensure risks to Authority are mitigated.	10	GMs Prevention & Protection
	1.3	Insufficient FF’s to maintain current levels of response and current number of fire stations	1.3.1	1,2,3,4	Increased risk of property loss in the community	15	JUN-DEC UPDATE 2014: The availability of appliances is dynamic and has been impacted by the removal of the AVH agreement by the FBU – the Service continues to effectively manage through the TRM department - a sequential appliance unavailability list has been developed and is utilised to mitigate this impact.	10	AM Operational Response
			1.3.2	1,2,3,4	Increased fires, deaths and injuries	15	JUN-DEC UPDATE 2014: The Service attendance standard has been consistently met and exceeded for this period.	10	AM Operational Response

1.	Budget cuts plus the effect of other financial changes , such as pay increases & NI/Pension and Taxation changes	1.4	Pay increases- impact on ability to maintain a balanced budget	1.4.1	1,2,3,4	1% increase in pay equates to approximately £1M of extra budget requirement.	15	JUN-DEC UPDATE 2014: Non uniform pay award agreed at 2.2% across 2 years. Firefighter pay award agreed at 1%. Still some concerns about employer pension costs. Announcement awaited from Government.	10	Deputy Chief Executive
		1.5	Insufficient support staff to maintain services to front line and maintain good governance.	1.5.1	1,2,3,4	Reduced ability to maintain fleet, PPE, pay FF's and maintain the buildings.	15	JUN-DEC UPDATE 2014: Ongoing monitoring of corporate capacity in light of changes. Reserves maintained for short term support	10	Deputy Chief Executive
		1.7	Reductions in asset values and increasing replacement costs. May result in major assets being deemed unusable.	1.7.1	1,3	Increasing cost of renewal and renovation of existing assets.	15	JUN-DEC UPDATE 2014: Work ongoing to update asset replacement plans. Merger of stations , closure of old buildings and new buildings will mean most building assets are modern and well maintained.	12	Deputy Chief Executive
Aims: 1) Excellent Operational Preparedness. 2) Excellent Operational Response. 3) Excellent Prevention & Protection. 4) Excellent People										
2.	Legislative Changes	2.1	National Framework	2.1.1	1,2,3	Damage to MFRS reputation. Impact on public and partner	15	JUN-DEC UPDATE 2014: The draft IRMP Supplement for 2015/17 which is currently out to consultation addresses MFRAs commitment to meeting its legal and social obligations.	8	SMG

2.	Legislative Changes	2.4	Single Equality Act not maintaining compliance with the Public Sector Equality Duty	2.4.1	4	Potential impact on reputation	15	JUN-DEC UPDATE 2014: Good progress continues to be made on the E&D action plan. The E&D Annual Report has been approved and published. Setting out the way in which the Authority is meeting its duty.	8	Director of Strategy & Performance
		2.6	Police Crime Commissioner	2.6.1	2,3	Potential impact if MFRA does not build on relationship with PCC on Prevention and Protection working and partnerships	15	JUN-DEC UPDATE 2014: GM Prevention will develop through the Functional Delivery Plan robust plans that support the Police & Crime Commissioners priorities for hate crime & ASB and will inform on progress in next round.	12	GMs Prevention & Protection
		2.7	Increased Litigation costs	2.7.1	4	Staff shortages resulting in dissatisfaction of staff and customers, causing increases in claims.	15	JUN-DEC UPDATE 2014: There has been a reduction in the number of claims generally during this period possibly due to the embedding of the Jackson Reforms which initially prompted an increase in claims at the beginning of the year	12	Director of Legal, Procurement & Democratic Services
				2.7.2	4	Increasing insurance and settlement cost provision	12	JUN-DEC UPDATE 2014: One major claim has yet to be settled. Otherwise there is an overall reduction in claims which is creating a reduced impact on settlement of costs.	6	Director of Legal, Procurement & Democratic Services

				2.7.3	2,4	Increased incidents/costs/injuries whilst travelling to incidents under blue lights/speeding	12	JUN-DEC UPDATE 2014: There is a downward trend in these types of claims from 14 in the same period in 2013 to 5 in this period in 2014	6	Director of Legal, Procurement & Democratic Services
Aims: 1) Excellent Operational Preparedness. 2) Excellent Operational Response. 3) Excellent Prevention & Protection. 4) Excellent People										
3.	Loss of Strategic sites/Assets	3.1	Loss of strategic sites/assets and inability to provide services to Merseyside	3.1.1	1,2,3,4	Inability to respond to major local and national resilience incidents	20	JUN-DEC UPDATE 2014: Business Continuity plans are in place with exercising schedule implemented. One exercise has been carried out this year with additional to follow. BCP training has been provided to staff. Action points have been identified from the exercise and are being completed with lessons learnt being made available to all Managers.	8	Head of ICT Deputy Chief Executive AM Operational Preparedness
		3.2	Loss of FSHQ, MACC, TADA and fire stations	3.2.1	1,2,4	Inability to respond, delay in providing core services	20		8	
		3.3	Black Start causes loss of power at strategic sites	3.3.1	1,2,3,4	Inability to provide core services temporarily whilst fall-back site is brought online	20		8	Head of ICT Deputy Chief Executive AM Operational Preparedness
		3.4	Protective security-potential risks resulting from non-compliance with FRS Protective Security Strategy	3.4.1	1,2,3,4	Potential security risk in relation to all FRS assets, particularly in relation to Personnel, information and premises risk	20	JUN-DEC UPDATE 2014: A meeting of the working group was held in October with progress reported on physical security, Government Security Classifications and information governance. This progress has been reported to the North West CFOA lead on the subject.	12	Director of Strategy & Performance

Aims: 1) Excellent Operational Preparedness. 2) Excellent Operational Response. 3) Excellent Prevention & Protection. 4) Excellent People											
4.	Environmental And Political	4.1	Increase in Environmental incidents resulting in the inability to respond	4.1.1	1,4	HSE and legislative impacts from illegal discharges	15	JUN-DEC UPDATE 2014: Monitoring of environmental impact being reviewed as part of considerations about FM contract outsource.	10	Deputy Chief Executive/ Head of Assets	
		4.2	Insufficient water pressure resulting in the inability to fight fires effectively	4.2.1	1,2	Potential for major consequences, FF injuries	25	JUN-DEC UPDATE 2014: Suitable arrangement and plans are in place with United Utilities. Training is on-going for FF competence if scenario arises	4	AM Operational Preparedness	
		4.3	Increased deprivation resulting in more individuals and communities falling within high risk categories	4.3.1	1,2,3	Increased economic costs from increases in arson	15	JUN-DEC UPDATE 2014: GM Prevention Through the functional delivery plan for 2015/16 continue to develop robust strategies for reducing risk in Merseyside, there will be active monitoring for emerging threats and spate conditions (ASB). We will continue to support local authority and Police in reducing risk at a local level.	12	GMs Prevention & Protection	
				4.3.2	1,2,3	Increased economic costs from increases in fraud	15		12		
				4.3.3	1,2,3	Increased road traffic collisions (RTC)	15		12		
				4.3.4	1,2,3	Increased antisocial behaviour (ASB)	15		12		

4.	Environmental And Political	4.4	Changing demographics in Merseyside brings about a changing in vulnerability profile and higher unemployment	4.4.1	2,3,4	Vulnerable areas may increase and move compromising community safety work	15	JUN-DEC UPDATE 2014: We will through the Home Safety Strategy monitor emerging threats, we intend to develop strategic alliances (AGE UK, PSS) to mitigate risks for older people. As an example increased data sharing will improve service delivery through targeted interventions.	12	GMs Prevention & Protection
		4.5	Changes caused by cuts results in Community perception of MFRS altering	4.2.1	1,2,3,4	Negative changes to the Community perception of MFRS may be detrimental to Prevention, protection and partnership activities	15	JUN-DEC UPDATE 2014: Prevention & Protection work will align to the CFOA and Fire Kills national campaigns calendar. We will look at branding and web development during this next year. All serious house fires are followed up by community reassurance campaigns.	12	AM Prevention & Protection Corporate Communications Manager
		4.6	Increased flood risk	4.3.1	1,2	Ability to respond to major flooding incidents from spate conditions.	15	JUN-DEC UPDATE 2014: Specialist team within MFRS has been provided for such incidents. Specific training and equipment has been purchased and maintained. Crews have also been provided with a retained contract to provide resilience during such incidents.	10	AM Operational Preparedness & Operational Response
		4.7	Extreme Weather	4.4.1	1,2	Spate conditions will impact on ability to respond	15		10	AM Operational Preparedness & Operational Response

		4.8	Civil Unrest	4.5.1	1,2,3	Inability to respond effectively to civil unrest	15	JUN-DEC UPDATE 2014: SOPs and plans in place to respond effectively. Specialist team and Senior Officers have received training in civil disorder by Merseyside Police.	10	AM Operational Preparedness & Operational Response
		4.9	Health & Safety audits, failures and investigations	4.6.1	1,2	H&S audits, failures and investigations from HSE resulting in sanctions and or fines	15	JUN-DEC UPDATE 2014: No significant H&S risks have arisen during this period	10	AM Operational Preparedness & Operational Response
Aims: 1) Excellent Operational Preparedness. 2) Excellent Operational Response. 3) Excellent Prevention & Protection. 4) Excellent People										
5.	Loss of Key staff	5.1	Sudden Mass Absenteeism Pandemic, Strike, CBRNE incident	5.1.1	1,2,3,4	Loss of Key staff, Inability to provide core services	15	JUN-DEC UPDATE 2014: Specific and generic BCP's in place, return to work, Resilience contracts in place. Exercising and reviewing of all BCP on a regular basis .Recall to duty plan has been tested	10	AM Operational Preparedness & Operational Response
		5.2	Industrial Action resulting in the Inability to provide suitable response,	5.2.1	1,2,3,4	Inability to attend incidents, provide core services	15	JUN-DEC UPDATE 2014: The service continues to operate its resilience arrangements appropriately, so enabling a strong level of operational cover to be deployed during periods of strike action.	12	All AM's, Director of POD

		5.3	Change resulting in loss of Key staff and increasing workloads to set strategy and deliver services	5.3.1	1,2,3,4	Loss of key skills, lack of momentum going forward, reduced ability to respond to changes.	15	JUN-DEC UPDATE 2014: SMG have met to consider the challenged faced by the Authority up to 2020, including this issue.	12	SMG
		5.4	Reduction in size of Corporate Communications/ media handling staff down to 2 members of staff.	5.4.1	1,2,3,4	Reducing promotion of safety messages and service/brand reputation protection.	15	JUN-DEC UPDATE 2014: The Corporate Communications team has been reviewed and despite the team reducing in size the two postholders continue to offer a high level of service.	12	Director of Strategy & Performance
Aims: 1) Excellent Operational Preparedness. 2) Excellent Operational Response. 3) Excellent Prevention & Protection. 4) Excellent People										
6.	Technology	6.1	Management of 3rd Party Technology Suppliers Software & Applications Training requirements.	6.1.1	1,2,3,4	Software & Applications training	12	JUN-DEC UPDATE 2014: The ICT and Information Management Strategy Forum has met and will meet 4 times a year. Reporting to this group will be the Application Forum. The Application Forum is attended by staff across the organisation who carry supplier contract management for applications. This consistent approach will deliver improvement in supplier management.	6	Head of Technology

6.	Technology	6.2	Infrastructure sharing with partners Security from Virus and hacking , loss of data (Laptops, CD etc.)	6.2.1	1,3,4	Data compromised, loss of data , Safeguarding of Information	15	<p>JUN-DEC UPDATE 2014: As part of the ICT Infrastructure industry standard security controls are in place. These controls are reviewed by Internal Audit and the requirement to have Code of Connections in place when exchanging data or information with third parties. A recent Network penetration test was performed for the Airwave Code of Connections and no major recommendations followed.</p> <p>A monthly information security report is produced by the ICT Dept. The Information Security Forum as a reference will review this report and escalate to the ICT and Information Management Strategy Forum.</p>	12	Head of Technology & Director of Strategy & Performance
		6.3	The ability, both financially and resource wise to keep abreast of technology refresh going forward.	6.3.1	1,2,3,4	Pace of technology Change and ability to adapt.	15	<p>JUN-DEC UPDATE 2014: The ICT Capacity Meeting attended by senior ICT Managers has this reference. Issues from the meeting can be escalated to the ICT and Information Strategy Forum or the Deputy Chief Executive. MFRA consider individual technology projects and after a POC will implement subject to a business case. An example of this is the Apple iPad role out.</p>	12	Head of Technology

		6.4	Poor data/information management resulting in loss of data, legal redress from Information Commissioner	6.4.1	1,2,3,4	Possible Fines, Poor/incomplete Data Loss of Data	15	JUN-DEC UPDATE 2014: Work has begun to consider applying for the ISO27001 information security standard and a training session has been planned for January 2015. This work is also picked up as part of Protective Security.	12	Director of Strategy & Performance
		6.5	Transition to the Emergency Services Network (ESN).	6.5.1	1,2,3	Radio voice services cannot be guaranteed for the transition. Worst case no voice services due to the termination of the Airwave (Fire Link) contract	16	JUN-DEC UPDATE 2014: The Emergency Services Mobile Communication Programme (ESMCP) will replace the communication service delivered by Airwave with a national mobile communication service for all 3 emergency services and other organisations that use the Airwave service. This will be called the Emergency Services Network. ESN will take advantage of the latest mobile technologies to provide a national critical voice and broadband data services. It's a cross-government programme hosted by the Home Office. We have little control over any decisions. A watching brief is in place and any opportunities to influence the ESMCP project will be taken. The latest update is that the Tender responses have been received for all 4 of the main	8	Head Of Technology

							procurement lots. Evaluations and moderation sessions are due for completion the end of January 2015. The next phase will involve a period of negotiation with down-selected bidders leading to an invitation to submit Best and Final Offers. Contract award remains scheduled for July 2015. The North West transition is currently set to commence 2018.		
	6.6	Restrictions on storing sensitive information on the MFRA network	6.6.1	1,2,3,4	Consideration will be given when protectively marking information and efforts will be made not to mark information artificially high whilst taking account of any associated risks. Where a marking of RESTRICTED (or the equivalent in the Government Security Classifications is necessary a risk assessment will	15	<p><u>JUN-DEC UPDATE 2014:</u> Consideration has been given to the application of the Government Security Classifications and it is thought likely that the majority of information will be OFFICIAL. It is not thought that any guidance has been published that advises on the level of network security applicable to the GSC.</p> <p><u>JUN-DEC UPDATE 2014:</u> The transitional arrangements from SOFTLOGIC to the new IMS has been agreed and telent are negotiating commercials</p>	12	<p>Head of Technology</p> <p>Director of Strategy & Performance</p> <p>Head of Technology</p>
	6.7	Withdrawal and transition arrangements from SOFTLOGIC to new MIS for Community Fire Protection.							

						be carried out before it is stored on the network. Robust transitional arrangements are required to ensure the Authority can carry out its statutory duty as the Enforcing Authority under the RRO (Fire Safety) 2005.	15			
Aims: 1) Excellent Operational Preparedness. 2) Excellent Operational Response. 3) Excellent Prevention & Protection. 4) Excellent People										
7.	Procurement	7.2	Poorly Managed contracts/Partnerships the Financial impacts, onerous T&Cs	7.2.1	1,2,3,4	Negative impact on service delivery, legal issues, poor quality Partnerships undertaken	12	JUN-DEC UPDATE 2014: Review of all insurances for all Contractors process implemented. Contract management process in train. Revised general terms and conditions of order produced and placed on the Procurement web page and available from a link on the Order.	8	Director of Legal, Procurement & Democratic Services
		7.3	Key suppliers of goods and services ceasing to trade	7.3.1	1,2,3,4	Immediate impact on availability of goods and services required to operate	15	JUN-DEC UPDATE 2014: Review of all procurement in Workshops to put suppliers on formal contracts, agreed terms and improved procurement process initiated. High risk and high value Tenders	12	Director of Legal, Procurement & Democratic Services

						efficiently, legal issues, alternative sources of supply needed		require tenderers to provide details of Business Continuity Plans as part of the award process		
Aims: 1) Excellent Operational Preparedness. 2) Excellent Operational Response. 3) Excellent Prevention & Protection. 4) Excellent People										
8.	Merseyside Joint Control Centre Project	8.1	Potential elevated target risk for terrorist action	8.1.1	1,2,3,4	Potential elevated target risk for terrorist action	25	JUN-DEC UPDATE 2014: Building access control is in place A two day JESIP exercise in September 2014 was successful.	6	Head of Technology
		8.2	Business Critical activities being carried out at SHQ	8.2.1	1,2,3,4		16	JUN-DEC UPDATE 2014: A new secondary Fire Control has been commissioned at the Training and Development Academy. The diverse power and data solutions adopted as part of the build will provide more resilience. Switch to power generators has been tested in the live full load environment. Monthly power generator tests will be carries out MFRA assets are better protected by the enhanced security systems	4	Head of Technology

		8.3	Potential For culture clash when Police move to SHQ site.	8.3.1	1,2,3,4		9	<p>JUN-DEC UPDATE 2014: Successful negotiations have resulted in one price for food in the restaurant. Restaurant and shared areas are working well.</p> <p>Regular JCC Facilities - SLA meetings between Fire & Police are now taking place.</p> <p>Further discussions are now taking place to negotiate joint use of gym facilities.</p>	2	Head of Technology
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Increasing Impact B		Increasing Likelihood A				
		1	2	3	4	5
		Remote	Unlikely	Possible	Likely	Frequent
1	Slight	Manage for continuous improvement				
2	Minor					Develop Reduction measures
3	Significant			Develop Reduction measures	Compulsory Risk reduction	
4	Major		Develop Reduction measures	Compulsory Risk reduction		
5	Massive	Develop Reduction measures	Compulsory Risk reduction			

MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	29 JANUARY 2015	REPORT NO:	CFO/001/15
PRESENTING OFFICER	CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	PHIL GARRIGAN	REPORT AUTHOR:	DEB APPLETON
OFFICERS CONSULTED:	STRATEGIC MANAGEMENT GROUP		
TITLE OF REPORT:	WIRRAL FIRE COVER CONSULTATION OUTCOMES		

APPENDICES:	APPENDIX A:	CONSULTATION NEWSLETTER
	APPENDIX B:	2 ND CONSULTATION DOCUMENT
	APPENDIX C:	QUESTIONNAIRE RESULTS REPORT
	APPENDIX D:	FOCUS GROUPS/FORUM REPORT
	APPENDIX E:	QUESTIONS FROM MEETINGS
	APPENDIX F:	EQUALITY IMPACT ASSESSMENT

Purpose of Report

1. To inform Members of the outcomes of the twelve week public consultation process regarding the draft proposal to merge Upton and West Kirby fire stations at a new station on Frankby Road, Greasby as an alternative to an outright closure of West Kirby fire station.

Recommendation

2. That Members:
 - a) Note the outcomes of the comprehensive and informative Wirral public consultation
 - b) take full and carefully considered account of those outcomes when considering report CFO/00315 relating to the possible future options for fire cover in Wirral

Introduction and Background

3. On 2nd October 2014 the Authority approved

“...a proposal to merge Upton and West Kirby fire stations at a new station on Frankby Road, Greasby as an alternative to an outright closure of West Kirby fire station... subject to a 12 week period of public consultation to commence with effect from 3rd October 2014.”

4. The Authority also approved a detailed consultation plan. The plan included an online questionnaire, three externally facilitated deliberative focus groups and one forum, three open public meetings, a stakeholder meeting and several staff consultation meetings. In the event, four public meetings were held (an additional meeting was arranged in Greasby). A summary of the outcomes of the consultation are set out at paragraphs 6 – 12 below.
5. Members will be aware that the Frankby Road, Greasby site was withdrawn from consideration by Wirral Metropolitan Borough Council (MBC) part way through the consultation period as a result of opposition from residents and local politicians. This is reflected in the consultation outcomes that are detailed below.

Summary of outcomes

6. The deliberative focus groups and forum all agreed that the principle of merger was reasonable given the financial challenges facing the Authority.
7. The Stakeholder (public/private sector) meeting was broadly supportive of the merger proposal.
8. There was considerable opposition to the merger, particularly the proposed Frankby Road site, at the two public meetings in Greasby and in responses to the online questionnaire, almost exclusively by people from Greasby. The majority of those objecting wanted the FRA to close West Kirby fire station and maintain the station at Upton, as an alternative to building a new station on the Greasby library site. Some respondents could see the benefits of a new station, but not at that location. The site was subsequently withdrawn by Wirral Borough Council.
9. It is the view of Officers that the Greasby residents attending meetings and those responding to the questionnaire were so focussed on the (then) proposed site for the new fire station that this may have adversely impacted on their ability to comment objectively on the principle of merging two stations as a way of making necessary savings, whilst maintaining the best operational response provision in the circumstances.
10. Once the Greasby Library site had been withdrawn, all the responses to the questionnaire supported the principle of merger.
11. There was no significant opposition at the public meeting in Hoylake to the closure of West Kirby fire station.
12. There was no significant opposition at the public meeting in Woodchurch/Upton to the closure of Upton fire station which would be required in order to facilitate the proposed merger.

Promoting and marketing the consultation

13. On 3rd October 2014 an initial consultation newsletter and on-line survey were published on the Merseyside Fire and Rescue Service website (Appendix A). Facebook, Twitter and a press release were used to launch the consultation. The consultation launch was reported on by the Wirral Globe and Liverpool Echo.
14. A second consultation document (Appendix B) was published on 2nd December 2014, specifically to address some of the frequently asked questions arising from the consultation and providing detailed information on the other options considered by the Authority.
15. Consultation documentation was printed and distributed in the areas affected and at MFRA consultation events, published on the MFRA website and promoted via social media and the press. Social media was frequently used during the consultation period to direct people to information and encourage participation in the consultation.
16. The Wirral District Manager and the Wirral District Management Team consulted with uniformed and non-uniformed staff in the Wirral District to explain the proposals within the Chief Fire Officer's consultation presentation and to seek their views. The Wirral District Manager and Wirral District Management Team also distributed information to their respective partnerships including the Wirral Public Service Board, Local Public Service Boards, Health & Wellbeing Board, Community Safety Partnership and the Chamber of Commerce, encouraging attendance at the stakeholder meeting.

Media Interest

17. The consultation process attracted media interest with the Wirral Globe and Liverpool Echo reporting on developments and carrying readers' letters on the subject (examples available for Members to view at the meeting). The Chief Fire Officer was interviewed on Radio Merseyside to promote the consultation process and the public meetings in particular.

The consultation events

18. The consultation events that took place are detailed below. The focus groups and public meetings took place in the evening.
 - 27th October – Public Meeting – Greasby Methodist Church (first Greasby meeting).
 - 28th October – Public Meeting – Woodchurch High School (Upton meeting).
 - 30th October – Public Meeting - Hoylake Community Centre (West Kirby meeting).

- 10th November – Public Meeting- Greasby Methodist Church (second Greasby meeting).
 - 17th November – Focus Group – Woodchurch High School (Upton).
 - 19th November – Focus Group – Westbourne Community Centre (West Kirby)
 - 2nd December – Stakeholder meeting – Holiday Inn Hoylake (West Kirby)
 - 2nd December – Wirral Forum – Birkenhead fire station
19. The focus groups and forum were deliberative meetings, facilitated by Opinion Research Services (ORS), the contractor for MFRA's IRMP Forums. Participants were randomly selected from the West Wirral area and invited to attend.
20. The stakeholders' breakfast meeting was promoted amongst public and private sector partners in Wirral.
21. The public meetings were open meetings which anyone could attend. No one was recruited or specifically invited. They were however widely publicised as detailed above. The public meetings were listening events where people could offer their views. No vote was taken on whether or not people agreed with the proposals, because public meetings cannot be guaranteed as statistically representative of the population.
22. The breakfast meeting and open public meetings were organised, promoted and delivered by MFRA staff. MFRA staff were also heavily involved in the organisation of the ORS facilitated focus groups and several uniformed and non-uniformed staff attended each meeting to provide advice and organisational support.
23. In addition, the Chief Fire Officer and other Officers met with the local MP and councillors during the consultation period.
24. Meetings were also held with the Wirral Older People's Parliament, Wirral Heartbeat, The Friends of Greasby Library and Greasby Community Centre.

Outcomes from the consultation

On line survey

25. Full analysis of the online questionnaire results can be found at Appendix C. The following paragraphs provide an overview:

26. Most respondents (89.7% or 876 from 977) felt that it was not reasonable for Merseyside Fire and Rescue Authority to merge the stations at Upton and West Kirby at the proposed site on Frankby Road, Greasby.
27. Post code analysis shows that the vast majority of respondents live in the CH49 post code area (which includes Greasby). The majority of respondents from that location - 92.5% (658 from 711) felt that a merger was not reasonable.
28. Once the survey had been revised (following the withdrawal of the Frankby Road site) the majority of respondents felt that it was reasonable to merge the station areas of Upton and West Kirby at a centralised location. Though it is a much smaller sample size (12) when compared to the original questionnaire, it does appear that there is support for the principle of merger once the specific location has been removed.
29. As the Frankby Road site has now been withdrawn, the responses to the first questionnaire are no longer relevant in any future decision making.

Focus groups and forum

30. Full information about the focus groups and forums can be found at Appendix D. The following paragraphs provide an overview:
31. As Members will recall, the four consultation meetings reported here followed an earlier all-Merseyside 'listening and engagement' process held in January 2014 that considered a wide range of options for MFRA in the context of significant cuts to its budget over the course of this Parliament. Having taken account of those earlier meetings and all the other available evidence, MFRA formulated the current draft proposals for Wirral.
32. The four consultation meetings used a 'deliberative' approach to encourage members of the public to reflect in depth about the Fire and Rescue Service, while receiving and questioning background information and discussing the proposals in detail. Each of the meetings lasted for at least two-and-a-half hours and in total there were 32 diverse participants.
33. The attendance at the focus groups and forum was not as high as that seen in Knowsley with fewer people attending than expected.
34. Within the on-going programme of consultation by MFRA this is unusual, since attendance expectations are normally exceeded and there seems no single or simple explanation of why numbers were lower in this particular programme. As usual, the participants were recruited by random-digit telephone dialling from the ORS Social Research Call Centre. Having been initially contacted by phone, they were written to – to confirm the arrangements; and those who agreed to come then received telephone or written reminders shortly before each meeting. Such recruitment by telephone is normally the most effective way of ensuring that all the participants are independently recruited.

35. Despite the lower than normal attendance, there was a diverse range of participants from the local areas.

Location (station area)	Type of meeting and number attending
Upton	Focus Group - 4
Greasby	Focus Group - 8
West Kirby	Focus Group - 9
All Wirral	Forum - 11

36. Although, like all other forms of qualitative consultation, deliberative forums cannot be certified as statistically representative samples of public opinion, the four meetings that took place gave diverse groups of people from Wirral, the opportunity to comment in detail on MFRA's proposals for the District's fire stations. As a result, ORS are satisfied that the outcomes of the meeting (as summarised below) are broadly indicative of how informed opinion would incline on the basis of similar discussions.

37. A significant part of the meetings explored any proposals that the participants might have for alternative ways of making the savings. MFRS's response to these alternatives is captured in the second consultation document (Appendix B).

38. The key overall findings regarding the draft proposals (a) to close two fire stations and to consolidate the emergency cover at one new station (the merger) and (b) to reduce the number of fully-crewed wholetime engines from two to one were as follows:

In Greasby

By a ratio of three-to-one the participants accepted that the closure of the two fire stations and their replacement with a new station (the merger) was reasonable

An absolute majority also agreed that it would be reasonable to designate one of the two current fire engines as a reserve vehicle in the context of the station changes (five in favour, two opposed, and one 'don't know')

A majority of the participants (but not all) were opposed to locating a new fire station at the then proposed Frankby Road site

In terms of other options, almost all members of the group favoured redeveloping Upton fire station and providing supplementary cover to West Kirby from Heswall.

Their discussion of equality and diversity issues focused on this site, because they felt a fire station on the Frankby Road site would be hazardous for children, the elderly and disabled people when crossing the road.

In Upton

The participants all accepted that the proposed merger of two stations was reasonable in principle.

They were also unanimous that the Greasby site was a suitable location for the new fire station.

They all agreed that it was reasonable to designate one of the two current fire engines as a reserve vehicle in the context of the fire station changes.

The group recognised that MFRA is well-provided with fire stations and they felt the Authority should consider their overall distribution, but no specific alternative options were raised.

The group raised no specific equality and diversity issues.

In West Kirby

By a ratio of three-and-a-half-to-one the participants accepted that the closure of the two fire stations and their replacement with a new station (the merger) was reasonable.

However the group was divided on whether it would be reasonable to designate one of the two current fire engines as a reserve vehicle in the context of the station changes (four in favour with five opposed)

Only one of eight participants was opposed to locating a new fire station at the then proposed Frankby Road site

The option (suggested in Greasby) of redeveloping Upton fire station while also providing supplementary cover to West Kirby from Heswall was opposed by all nine participants.

Instead of that option, they proposed that MFRA should lobby the government for more funding and/or increase council tax.

Their discussion of equality and diversity issues stressed the need to consider the number of elderly people in West Kirby, including any in nursing and residential homes.

In the all-Wirral Forum

There was almost unanimous support for the merger proposal (with only one 'don't know')

The forum was unanimous that it was reasonable to designate one of the two current fire engines as a reserve vehicle in the context of the station changes

Given the (by then known) unavailability of the Frankby Road site in Greasby, the forum considered the appropriateness of using a Green Belt site instead: four were in favour (depending upon the site), one was opposed in principle and there were five 'don't knows'

In terms of other options, some suggested that MFRA might make more use of LLAR crewing – with West Kirby then being designated as an LLAR station rather than closed

The discussion of equality and diversity issues stressed the need to consider elderly people (especially in West Kirby) and any disadvantaged residents living in flats.

Overall assessment

The Greasby site was strongly opposed only in the Greasby focus group, and then not by all participants.

All the meetings clearly approved the merger proposal as reasonable.

Three of the four meetings clearly approved the changes to the second fire engine – and opinion was about divided on this issue in West Kirby

A limited number of equality and diversity issues were raised, relating to the elderly, disabled and disadvantaged people.”

Stakeholder meeting and open public meetings

39. The format for the public meetings and stakeholder meetings was a formal presentation giving the reasons for the changes being proposed and details of the actual merger process and its likely impact on MFRA operational activities.
40. This was followed by an invitation for people to ask questions of the MFRA managers who attended the event. Appendix E details the questions raised at the meetings and the responses given.
41. The stakeholders meeting was attended by 10 people and generated a significant number of questions (see Appendix E for details)
42. The public meetings were well attended and in the case of Greasby, oversubscribed. 30 to 40 people attended the West Kirby and Upton meetings and in the region of 350-400 attended each of the Greasby meetings. The questions and answers are captured in Appendix E.
43. There was significant opposition expressed at the Greasby meetings to the proposal to build on the Frankby Road site. At each public meeting, the Chief Fire Officer explained the financial challenges, the operational basis for the proposed fire station (including possible alternatives) and that the proposed site was being considered as it was not subject to any obvious planning restrictions. The Chief Fire Officer also made it clear that should a suitable alternative site be identified, where the special circumstances required to achieve planning consent for building on any Green Belt or Urban Green Space land could be met, then he would recommend that the Authority reconsider its draft proposal.

44. Many of those opposing the site made it clear that they had little concern for attendance times to West Kirby, preferring to retain the station at Upton to ensure that a new station wasn't built in Greasby. It is very clear that some people were unable to distinguish between the Authority's duty to provide fire cover and Wirral Council's duties in relation to planning and land use, and this will be considered in any future consultation process. Others understood the logic of building a new station in a central location to equalise attendance times between Upton and West Kirby, but objected to the use of the Frankby Road site.
45. In West Kirby, there was some concern about the possible closure of the fire station but also concern about the Greasby site which was expressed by Greasby residents that had attended the meeting. At the Upton and West Kirby meetings there were several Greasby residents present who repeated their concerns about the site.

Other meetings with interested groups and individuals

46. The Chief Fire Officer and other officers held a significant number of meetings with the local MP and councillors before and during the consultation period to ensure they were fully sighted on the proposals and the financial reasons as to why they were necessary. Meetings were also held with the Wirral Older People's Parliament, Heartbeat, Friends of Greasby Library and Greasby Community Centre. The library and community centre representatives opposed the proposal to locate a fire station on the Frankby Road site and were vociferous opponents. Other stakeholders understood the need for change, although not welcoming it.

Correspondence and requests for information

47. Unlike the Knowsley consultation, the Service received numerous individual requests for information and/or objections and complaints that were each responded to personally in detail by the Chief Fire Officer or other senior officers or were handled as Freedom of Information (Fol) requests. The correspondence dealt with such matters as response times, why the Greasby location had been proposed, why the cuts were necessary etc. Each request was different, even when the subject areas were similar and responses were thoroughly researched and considered. The vast majority of correspondence was from people who expressed that they were opposed to the Greasby site. As the site has been withdrawn, there is no benefit in including them as an appendix to this report, but they will be available for Members to view at the Authority meeting if required.

48. There were:

- 35 enquiries from members of the public
- 7 enquiries from local Councillors
- 1 enquiry sent by Cheshire Fire & Rescue Service on behalf of a member of the public who had contacted them regarding Heswall.

49. There were Freedom of Information requests dealing with:

- The exact location of proposed new Fire Station in Greasby
- Fire station closures and costs (Wirral/Greasby)
- Wirral Fire Station merger consultation information
- Response times average for proposed station in Greasby
- Criteria used for building a new station in Greasby
- Copies of correspondence between MFRS and Wirral Council regarding the proposed Fire Station in Greasby (two requests)
- Information on the proposed site for a Fire Station in Greasby
- Information relating to the pre-application planning advice for the proposed Fire Station in Greasby

Staff consultation

50. The Wirral District Management Team consulted with staff in the District during the consultation period. This included setting up a section of the Intranet Portal where relevant documents and information was posted for staff to access. Meetings took place between managers on the District and each watch where the Chief Fire Officer's public meeting presentation was used.

51. This resulted in crews having a full understanding of the proposals when they engaged with the public during the period (they also distributed consultation documentation). In general the staff, although not supportive of station closures themselves, understood the reasons behind the merger proposals. Some staff also attended the public meetings.

Equality and Diversity Implications

52. An Equality Impact Assessment has been completed and is attached at Appendix F.

Staff Implications

53. There are no staff implications arising from this report.

Legal Implications

54. It is considered that in carrying out the extensive twelve week consultation in the manner that it has, MFRA has fully complied with legal requirements and best practice guidelines.

55. There was one threat of Judicial Review regarding this proposal and this was responded to within the timescales required. No further action has ensued from this.

Financial Implications & Value for Money

56. The total costs associated with the consultation were as follows:

Room hire and refreshments - £937.60

British Sign Language interpreters - £418.95

Focus group and forum facilitation – £11,143.75

Architectural feasibility study for two different options & producing plans for the public meetings £6,244.20

Total - £18,744.50

This is much less than 1% of the capital cost of the project overall.

57. All costs were met from existing budgets and there was no additional (direct) cost arising from staff attendance at evening meetings.

58. As detailed above, it is considered that the deliberative forums offer value for money as it is considered that relying solely on open public meetings and the survey would not have provided Members with sufficient information about the views of the public of Wirral to enable them to make an informed decision about how to proceed.

Risk Management, Health & Safety, and Environmental Implications

59. It is considered that MFRA has reduced corporate risk by carrying out extensive consultation and considering the outcomes of that consultation before making any final decisions on the merger proposals. There are no health and safety or environmental implications arising from this report.

Contribution to Our Mission: *Safer Stronger Communities – Safe Effective Firefighters*

60. Entering into a period of twelve weeks meaningful consultation in Wirral has allowed the public and other stakeholders to carefully consider the implications of budget cuts on the Authority and contribute valuable opinions that will be considered by the Authority when it makes its final decision.

BACKGROUND PAPERS

GLOSSARY OF TERMS

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Merseyside Fire & Rescue Service



Wirral Fire Station Consultation

Merseyside Fire and Rescue Authority (MFRA) is responsible for providing fire and rescue services for Merseyside's 1.4 million people. This currently includes delivering fire and rescue services on Wirral from six stations: Birkenhead, Wallasey, Heswall, West Kirby, Upton and Bromborough.

Over the last four years MFRA has had to make savings of £20 million as a result of Government cuts. MFRA is required to make a further £6.3 savings in 2015/16. It is possible that future savings required as a result of ongoing Government cuts might reach £9.1 million in 2016/17 and up to £20 million in total by 2020. We now need to make more changes to meet this new financial challenge.

MFRA has already had to make significant reductions in its support services and back office staff and the number of firefighters it employs has reduced from 1,400 to 764, with fire appliances reducing from 42 to 28 across the county. All but two stations have only one appliance. What has not changed in more than 20 years is the number of community fire stations (26) and this cannot continue in the future.

Station Mergers

To save £6.3 million in 2015/16 the Authority has assumed it will be able to deliver £2.9 million from support services such as Finance, Human Resources and Estates management as well as technical areas such as debt financing. The remaining £3.4 million will have to come from our emergency response and this will require at least four station mergers or outright closures.

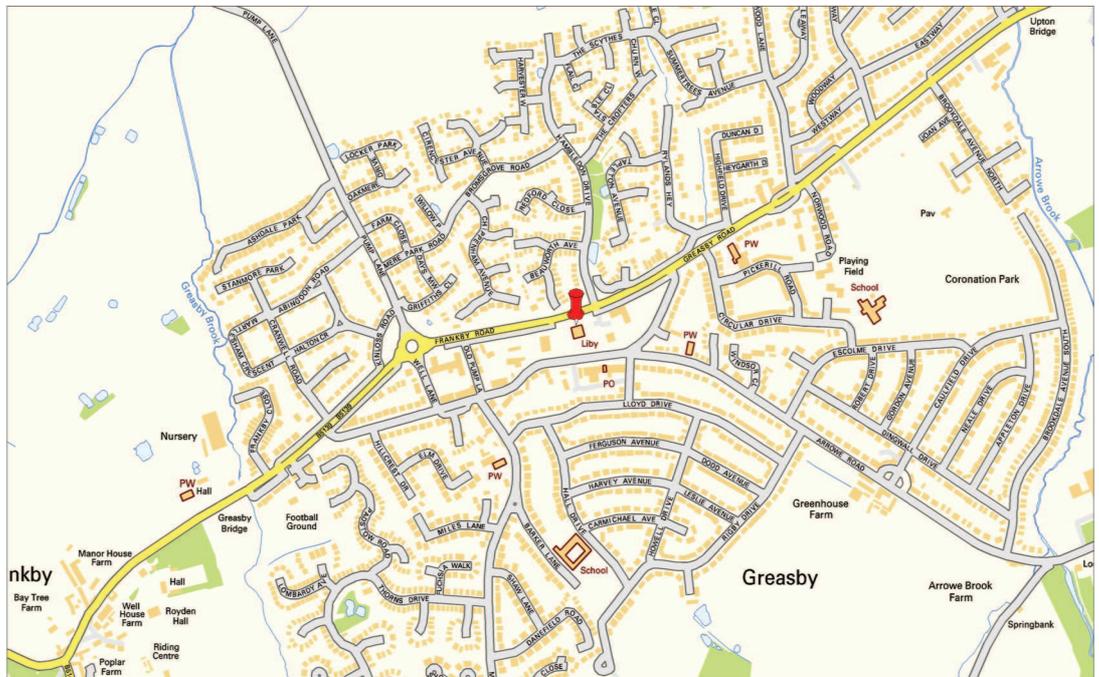
Three proposed mergers have been identified which offer an opportunity to replace old buildings with new facilities in locations which offer better incident coverage: 1. Huyton/Whiston at Prescot; 2. Upton/West Kirby at Greasby; 3. Eccleston/St Helens at St Helens Town Centre. The fourth merger or outright closure would be in Liverpool.

In Knowsley, following consultation, it has been agreed that Huyton and Whiston fire stations will be closed and a new station built on Manchester Road, Prescot.

In Liverpool, the proposal is the closure of Allerton Fire Station, subject to consultation.

Over the last ten years, incidents across Merseyside have been reduced by 55% (18,428 incidents). Upton has seen a fall of 47.5% (from 1,128 incidents in 2004/5 to 592 incidents in 2013/14) and West Kirby a reduction of 24.1% (from 290 incidents in 2004/5 to 220 incidents in 2013/14).

A new community fire station at Frankby Road (library site), Greasby, would have two fire appliances, one crewed by wholetime firefighters (24) and the second by wholetime retained firefighters. The station design would be based on the seven new stations built on Merseyside over the last two years through a Private Finance Initiative scheme.



Author: J Fielding
Date: 26/09/2014
Produced using MapInfo
Strategy & Performance
Map Reference:

Location of Proposed Fire Station on Frankby Road

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© Ordnance Survey
Proposed Greasby site.

The new station will be a shared services hub with fire and rescue service training facilities but also rooms which local community groups can use, including a new library and other services currently in the Wirral Council buildings.

The cost of building a new station is estimated at £2.8 million which would come from Authority Reserves and possibly Government grants. If we move to one new station and close two old stations there will be £864,000 saved every year by the reduction in 22 firefighter posts. The reduction will be achieved through not replacing retiring firefighters.

A forum of Wirral residents has already considered alternative ways of making the cuts necessary to meet our grant reduction. The forum considered the options of station mergers, station closures, crewing stations only during daytime or using local communities to be trained as community retained firefighters. The overwhelming preference, as staying the same was not an option, was station mergers.

If the merger takes place, the average response time from Greasby would be six minutes, 18 seconds compared to five minutes, 24 seconds currently for incidents occurring within the West Kirby area and four minutes, 34 seconds currently for incidents occurring within the Upton area. Although still well within our 10 minute response standard, this is clearly not an improvement and we would not be proposing this change if it wasn't necessary to make savings to meet the cuts we are facing.

The Authority is interested in how reasonable the public and other stakeholders think our plans for Wirral are given the major cuts we continue to face. We are now embarking on an extensive consultation programme in Wirral before any final decisions are made. This will involve public meetings, focus groups, a stakeholders' meeting and an on-line survey on www.merseyfire.gov.uk. The public meetings will be publicised on our website and in the local media. **Public meetings will be held at Greasby Methodist Church Hall, Greasby Road, Greasby, CH49 2PN, from 7.30pm to 8.30pm on the 27th of October; Woodchurch High School, Carr Bridge Road, CH49 7NG, from 7.00pm to 8.00pm on the 28th of October as well as a meeting at Hoylake Parade Community Centre, Hoyle Road, Hoylake, from 6pm to 7pm on October 30th. Each public meeting is open to anyone, whether they live near the current existing stations or not.**



Merseyside Fire and Rescue Authority

Wirral Fire Cover Consultation

Consultation Document 2

December 2014

Introduction

On 3rd October Merseyside Fire and Rescue Authority (MFRA) began consulting on a draft proposal to close West Kirby and Upton fire stations and build a new station in a more central location on Frankby Road, Greasby, as an alternative to the outright closure of West Kirby. This is known as a station merger. The consultation process is due to run until the 5th of January 2015.

This second consultation document has been produced to answer some frequently asked questions raised so far during the consultation and provide an update on the Greasby site.

Since the beginning of the consultation the Authority has held four public consultation meetings in Wirral; two in Greasby, one in Upton and one in West Kirby. There have also been three focus group meetings at Greasby, Upton and West Kirby and a stakeholders' meeting and forum will take place in December.

The meetings have generated many questions and requests for further information about the proposals and the consultation process in particular. There were strong objections at the Greasby meetings to the proposed site for the new station and the Chief Fire Officer has noted those views and discussed them with Wirral Council. As a result, the Frankby Road site has now been withdrawn.

After the conclusion of the current consultation, the Fire and Rescue Authority will decide the best way forward; but meanwhile the consultation will continue to seek the views of the people of West Wirral on the principle of a station merger without nominating particular sites.

Why the Fire and Rescue Service has to change

MFRA is responsible for providing fire and rescue services for Merseyside's 1.4 million people at 26 fire stations across the five districts. This currently includes delivering fire and rescue services in Wirral from six stations; Birkenhead, Bromborough, Heswall, Upton, Wallasey and West Kirby.

Over the last four years MFRA has had to make savings of £20 million as a result of Government spending reductions and now the Authority is required to make a further £6.3 million savings in 2015/16. It is also possible that future savings will be required – whichever party is in power: possibly up to £9.1 million in 2016/17 and up to £20 million in total by 2020.

MFRA has already had to make significant reductions in its support services and back office staff. The number of firefighters MFRA employs has reduced from 1,400 to 764, with fire appliances reducing from 42 to 28 across the county. All but two stations have only one appliance. What has not changed in more than 20 years is the number of

community fire stations (26) and the Authority will not be able to afford to maintain all of them in the future.

To save £6.3 million in 2015/16 the Authority aims to deliver £2.9 million from support services (such as Finance, Human Resources and Estates management) and technical areas such as debt financing. The remaining £3.4 million would then come from our emergency response and this will require the equivalent of at least four station mergers or outright closures.

The Authority is making these changes reluctantly, but the situation is such that the existing number of fire stations cannot be maintained in the future.

The options considered

Before making proposals to change fire cover in Merseyside, the Authority considered a number of other options and consulted the public about them.

The options were:

- Some outright station closures.
- Increasing the number of “Low Level of Activity and Risk” (LLAR) stations.
- Some station mergers.
- Crewing some stations only during the day.
- Using community retained firefighters to crew some stations.

The merger of stations was recognised by the public as the best option given the circumstances; with least impact on operational response. The closure of stations was preferred over changes to the way fire stations and fire engines are crewed (because they understood that it is firefighters and fire engines that save lives, not the fire stations).

Following this consultation, three possible mergers were identified as offering opportunities to replace old buildings with new facilities in locations which offer the best incident response coverage possible in the circumstances. The draft proposals were to:

1. Close the stations at Huyton and Whiston while building a new station at Prescott;
2. Close the stations at Upton and West Kirby while providing a new station at a central location (initially the Frankby Road site);
3. Close the stations at Eccleston and St Helens while providing a new station in the proximity of St Helens Town Centre.

Each of these merged stations would have two fire engines. In each case, one fire engine would be crewed 24/7 (as now) while the other would be a “reserve”, or “back-up” vehicle to be crewed by “wholetime retained” firefighters on a 30-minute recall basis for periods of exceptionally high demand.

A fourth merger in Liverpool has also been considered but given the age and proximity of stations it is proposed that outright closure of a station would be the most sensible option.

The Fire and Rescue Authority believes that each of these changes may be made safely and will provide significant savings. The information below gives more detail about why the Authority has approved the draft proposal for Wirral.

The information below is a detailed explanation of the alternative options to station mergers or outright closure and the operational rationale as to why these have been considered and discounted by the Chief Fire Officer at this time.

Context

1. *Paragraph 3.2 of the Merseyside Fire and Rescue Authority scheme of delegation places the following responsibilities on the Chief Fire Officer;*

To control all matters of the day to day administration of the Fire & Rescue Service which shall include taking and implementing decisions that are:-

- (a) Concerned with maintaining the operational effectiveness of the Service,*
- (b) Matters incidental to the discharge of the Authority's functions which fall within a policy decision taken by the Authority.*

2. *The Fire and Rescue National Framework for England directs that 'The Fire and rescue authority must hold their Chief Fire Officer to account for the delivery of the fire and rescue service'.*
3. *The Chief Fire Officer is therefore responsible for all operational matters and is held to account by the Authority for decisions taken in this regard.*
4. *In 2015/16 the Authority must make savings of £6.3m in addition to the £20m savings required as a result to cuts in the Authority budget over the period 2011/12 – 2014/15.*
5. *The Authority has increased its council tax by the maximum amount it can (2%) without undertaking a referendum. A referendum is estimated to cost £1m.*
6. *The Authority has also identified all the non-operational savings available to it and adopted them in full. These total £2.9m. However this still means that of the £6.3m savings, £3.4m must be delivered from operational response. This equates to a reduction of around 90 wholetime equivalent (WTE) Firefighter posts. These posts will be lost through natural turnover as firefighters retire.*
7. *The Authority currently has 26 fire stations and 28 fire appliances. Of the 26 fire stations, 24 have 1 fire appliance and 2, Kirkdale and Southport, have 2 fire appliances. Kirkdale is the Operational Resource Centre for the Authority housing all of the non-Urban Search and Rescue (USAR) special appliances (which are located at Croxteth with the USAR team). The second appliance*

at Kirkdale operates as a support appliance to the special appliances. Southport has 2 fire appliances because of its geographic location and the travel distances involved for additional appliances responding from elsewhere on Merseyside.

8. Of our 26 stations, 10 are designated as Key Stations. From these stations we can provide a 10 minute response to all areas of Merseyside on 90% of occasions (our response standard).
9. The number of wholetime Firefighters employed directly equates to the numbers of fire appliances that can be staffed for an immediate response by fully trained Firefighters and therefore the numbers of fire stations the Authority can operate.
10. The removal of 90 Firefighter posts will result in the loss of 4 wholetime fire appliances. It is the view of the Chief Fire Officer that the Authority should maintain 2 appliances at Kirkdale and Southport, because of the location of Southport and the fact that Kirkdale is the Operational Resource Centre for Merseyside. In maintaining 2 appliances at Kirkdale and Southport the Authority can only staff enough appliances to maintain 22 fire stations on a wholetime basis. The Authority could as an alternative maintain 26 stations through altering the crewing arrangements on specific stations or across the Service. The reasons why these options have been discounted by the Chief Fire Officer in favour of station mergers or outright closures are detailed in paragraphs below.
11. The operational logic for station mergers is to close two adjacent stations (which each currently house one appliance on a wholetime basis) and build a new station (that would house one wholetime appliance and one appliance staffed on a wholetime retained basis). Building the new station at a location in between the two existing stations would deliver the best response times achievable in the circumstances from the one remaining wholetime appliance. Such an option is possible in Knowsley, Wirral and St Helens due to the age and proximity of the stations.
12. In each of the merged stations, the second appliance would be crewed on a "wholetime retained" basis. "Wholetime retained" crewing in this instance means wholetime Firefighters having a second retained contract whereby they provide cover on their days off to respond and crew the second appliance within 30 minutes of an alert- because a 30-minute response time delay would attract volunteers from sufficient numbers of existing staff to make the system viable.
13. The retained (second) appliance would only be called in during periods of high operational demand and they would not be used for immediate response to incidents in the station area. Its function is as part of a strategic reserve, not as a first line response until such time as the crew had been called in, which would take up to 30 minutes. The advantage of this option is that it uses wholetime firefighters rather than community retained firefighters (see paragraphs 33– 39 below).

14. There are no viable merger options in Liverpool due to the age and proximity of the stations across the city. An outright closure and the relocation of the wholetime appliance to be crewed on a wholetime retained basis at a neighbouring station has been proposed in these circumstances as it delivers the least impact on response times of all of the achievable options.

Low Level of Activity and Risk

15. The Low Level of Activity and Risk (LLAR) duty system is currently in operation at 4 of the Authority's 26 stations. The system consists of a 12 hour wholetime day shift followed immediately by a 12 hour retained night shift (spent off the station) where the crew must respond to an incident within 1 minute 54 seconds of an alert thus maintaining a comparable alert to mobile time as achieved by other wholetime staff during their night-time rest period.

16. Changing the crewing at a station from wholetime to LLAR would deliver a saving of 8 wholetime equivalent (WTE) posts. In order to deliver the same savings as for a station merger 3 wholetime stations would need to convert to LLAR. Whilst this option would maintain an immediate emergency response (assuming it was possible to secure accommodation for the night time retained period separate from the station but within a 1 minute 54 seconds alert to mobile time) it is less resilient than wholetime crewing as the same staff cover the 12-hour wholetime period and the 12-hour retained period. For example, if a crew attends incidents during the night-time period they will then require a period of stand down time to recover during the day shift, meaning they are either not available to provide operational response or unable to undertake prevention work or normal scheduled duties. As the number of appliances reduces the ability for Fire Control to not mobilise LLAR appliances during the retained period is also reduced meaning they will attend more incidents and potentially no longer meet the Low Level of Activity and Risk threshold.

17. To make the £3.4m savings required from operational response the Authority would need to convert 12 wholetime appliances to LLAR in addition to the existing 4 LLAR appliances. This would result in 16 of the Authority's 28 appliances being crewed in this way.

18. In order to comply with working time regulations the Authority would be required to provide separate accommodation for the retained duty period that is within a 1 minute 54 second response from the stations in question. The cost of building accommodation at existing LLAR stations has been around £300k. Converting 12 appliances to LLAR would therefore require a capital spend of around £3.6m for accommodation. Of the 10 key stations only one, Formby, is currently crewed LLAR which is as a result of its geographic location and the very low numbers of incidents on the station ground and number of appliance mobilisations. In any other circumstances a key station would not be crewed on the LLAR duty system. Of the stations not designated as 'key' a number have appliance mobilisation numbers which exceed the LLAR threshold of 825 incidents to the station area agreed in 2006 (Kirkdale,

Kensington, City Centre and Birkenhead). A number also do not have sufficient space within the curtilage of the station to build separate accommodation necessary to make the 1 minute 54 seconds alert to mobile time during the retained period (Toxteth and Aintree).

19. There is a very low likelihood indeed that the Authority could attract and indeed retain sufficient volunteers from existing staff to crew an additional 12 LLAR appliances. Whilst the Authority could recruit Firefighters directly on to the LLAR system this would result in crews on LLAR stations with a disproportionately high number of inexperienced Firefighters until such time as they were able to demonstrate competence in role. It would also invariably result in existing wholetime firefighters who did not wish to volunteer for the LLAR duty system being placed at risk of compulsory redundancy.
20. It is for these reasons that LLAR has not been proposed by the Chief Fire Officer as an option to maintain operational effectiveness at this time.

Day Crewing

21. The Authority does not currently operate the Day Crewing duty system at any station on Merseyside. This system consists of a wholetime day shift (typically 10 hours duration) immediately followed by a 14 hour retained night shift where a response is made by a Firefighter from home within 5 minutes of an alert.
22. Changing the crewing at a station from wholetime to Day Crewing would deliver a saving of 10.8 wholetime equivalent (WTE) posts (assuming a 10% retaining fee). In order to deliver the same savings as a station merger would, 2 wholetime stations would need to convert to Day Crewing.
23. To make the £3.4m savings required from operational response the Authority would need to convert 8 wholetime appliances to Day Crewing in addition to the existing 4 LLAR appliances. This would result in 12 of the Authority's 28 appliances either on Day Crewing or LLAR crewing. Day Crewing is less resilient than wholetime crewing for similar reasons as for LLAR as the same staff cover the 10 hour wholetime period and the 14 hour retained period. As the number of appliances reduces the ability for Fire Control to not mobilise LLAR or Day Crewing appliances during the retained period is also reduced.
24. This option would introduce a 5-minute delay in responding from 8 appliances for 14 hours each day. Assuming the 5-minute delay in responding in to the station and given the geography of Merseyside, it is likely that the nearest wholetime appliances would be able to attend an incident in at least the same time as the Day Crewing appliance if not quicker during the retained period.
25. There is a very low likelihood indeed that the Authority could attract and indeed retain sufficient volunteers from existing staff to crew 8 Day Crewing appliances. Whilst the Authority could recruit Firefighters directly on to the Day Crewing system this would result in crews on Day Crewing stations with a disproportionately high number of inexperienced Firefighters until such time

as they were able to demonstrate competence in role. It would also invariably result in existing wholetime firefighters who did not wish to volunteer for the Day Crewing duty system being placed at risk of compulsory redundancy.

26. It is for these reasons that Day Crewing has not been proposed by the Chief Fire Officer as an option to maintain operational effectiveness. If as expected the Authority faces further cuts beyond 2015/16 this option may have to be reconsidered as a means of maintaining capacity during the daytime period.

Day only crewing

27. The Authority does not currently operate day only crewing at any station on Merseyside. This system involves Firefighters crewing the station for a 12-hour wholetime day shift only in order to maintain capacity to undertake training and community safety activities.

28. Changing the crewing at a station from wholetime to day only crewing would deliver a saving of 12 wholetime equivalent (WTE) posts. In order to deliver the same savings as the station merger option 2 wholetime stations would need to convert to day only crewing.

29. To make the £3.4m savings required from operational response the Authority would need to convert 8 wholetime appliances today only crewing in addition to the existing 4 LLAR appliances. This would result in 12 of the Authority's 28 appliances either on day only crewing or LLAR crewing.

30. Whilst an immediate response to incidents would be achieved during the 12-hour day shift there would be no response at all during the 12-hour night-time period from day only crewed stations.

31. There is a very low likelihood indeed that the Authority could attract and indeed retain sufficient volunteers from existing staff to crew 8 days only appliances. Whilst the Authority could recruit Firefighters directly on to day only crewing this would result in crews on day only stations with a disproportionately high number of inexperienced Firefighters until such time as they were able to demonstrate competence in role. It would also invariably result in existing wholetime firefighters who did not wish to volunteer for day only crewing being placed at risk of compulsory redundancy.

32. It is for these reasons that day only crewing has not been proposed by the Chief Fire Officer as an option to maintain operational effectiveness at this time. If as expected the Authority faces further cuts beyond 2015/16 this option may have to be reconsidered as a means of maintaining capacity during the day time period. It should be noted that these appliances would in all likelihood be used as a pan Merseyside resource to for example stand in at key stations to facilitate the key appliance crew attending the Training and Development Academy for crew-based training. It would make more financial sense therefore to relocate the day crewed only appliance permanently to a key station thus allowing the Authority to make permanent savings on

premises overheads (on average around £100k per year) through closing the non key station.

Retained

- 33. The Authority does not currently operate retained only crewing at any station on Merseyside. This system involves members of the community who live or work within 5 minutes of a fire station volunteering to be available for up to 120 hours per week for a retaining fee equivalent to 10% of a wholetime Firefighter's salary.*
- 34. Changing the crewing at a station from wholetime to retained would deliver a saving of 22 wholetime equivalent (WTE) posts. In order to deliver the same savings as for a station merger 1 wholetime station would need to convert to retained crewing.*
- 35. To make the £3.4m savings required from operational response the Authority would need to convert 4 wholetime appliances to retained in addition to the existing 4 LLAR appliances. This would result in 8 of the Authority's 28 appliances either on retained or LLAR crewing.*
- 36. Pursuing this option would require the Authority to either seek volunteers from existing Firefighters who would be required to live within a 5-minute response time of the station (wholetime retained) or for the Authority to recruit members of the public who live or work within 5 minutes of the station.*
- 37. There is a very low likelihood indeed that the Authority could attract and indeed retain sufficient volunteers from existing staff to crew 4 wholetime retained appliances on a 5 minute recall. That being so, the Authority would need to recruit almost a full crew of retained Firefighters. It is the view of the Chief Fire Officer that a retained Firefighter does not have sufficient contact (training) time within the Grey Book (Firefighters' nationally agreed conditions of service) retained contract to acquire and maintain the skills of an existing Merseyside wholetime Firefighter. Also, the Merseyside Trainee Firefighter course is currently 40 weeks long and the wholetime work routine allocates in excess of 20 hours per week to on station training. A retained firefighter has approximately 2/3 hours per week contact time at station for training, development and maintenance duties). If the Authority were minded to still pursue this option they would have to accept that the retained Firefighters would not be trained to the same level as their wholetime counterparts and it would take a long period of time to train the crew to a position whereby they were deemed fit to ride. Additionally to maintain retained appliance availability a minimum of 4 members of the crew including a driver and an officer in charge would have to be permanently available within 5 minutes of the station.*
- 38. With 3 hours contact time each week retained Firefighters would not be able to undertake any amount of community safety work.*

39. Assuming the 5-minute delay in responding in to the station and given the geography of Merseyside, it is likely that the nearest wholetime appliances would attend an incident in at least the same time as the retained crew if not quicker.

It is for these reasons that retained crewing has not been proposed by the Chief Fire Officer as an option to maintain operational effectiveness at this time.

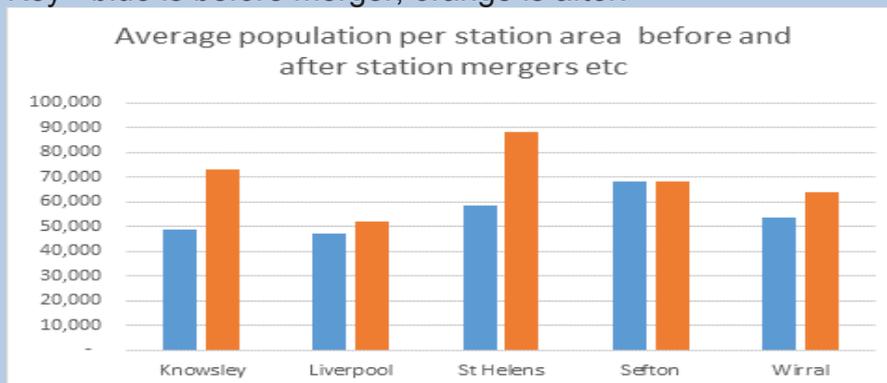
Frequently asked questions

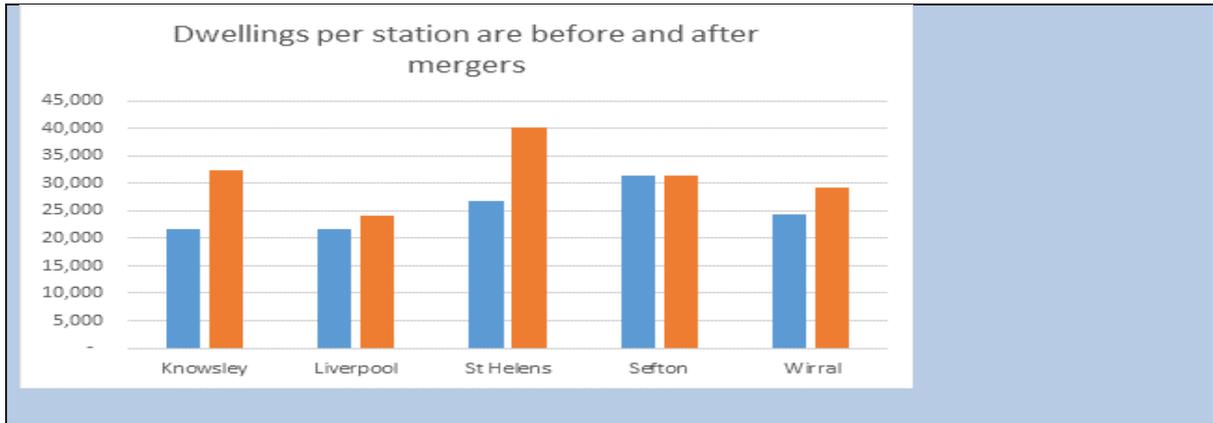
How do you provide emergency response in Wirral?

Of the six fire stations in Wirral two (Bromborough and Upton) are designated as key stations under our operational response model. This is because all of Wirral can be covered within 10 minutes from these locations, with the exception of a very small rural area in Hoylake. If we maintain at least one fire appliance in each area we can respond to an incident within our response standard for life risk incidents of 10 minutes on 90% of occasions. We apply the same logic across Merseyside with 10 designated key stations out of 26. It should be noted that the response standard applies only to the attendance time of the first appliance. The Authority mobilise a minimum of 2 appliances to a life risk incident and 3 appliances to any property fire where persons are reported to be trapped in the property.

As can be seen in the graphs below, even after any merger, the Wirral station areas will still serve a relatively low number of people and homes compared to other districts.

Key - blue is before merger; orange is after.





How quickly do you get to incidents in Wirral?

Whilst the Authority has set a 10-minute response target the actual average response standard to life risk incidents across Merseyside is 5 minutes and 24 seconds. The average response time on the Upton station area is 4 minutes 34 seconds. The average response time on the West Kirby station area is 5 minutes and 24 seconds.

What impact would the cuts have on attendance times?

If we were to close West Kirby outright the average response time to incidents on the West Kirby station area would increase to 8 minutes 43 seconds with the first response from Upton. If we were to close West Kirby and Upton and build a new station in a central location the average response time to the combined station areas would be 6 minutes 18 seconds. It is the Authority's aim to achieve, as far as possible, equal levels of average response for people in both station areas.

We could redevelop Upton in order to accommodate our colleagues from North West Ambulance Service who are interested in the location due to its proximity to Arrowe Park Hospital but this would be to the substantial disadvantage of emergency response cover in the West Kirby station area.

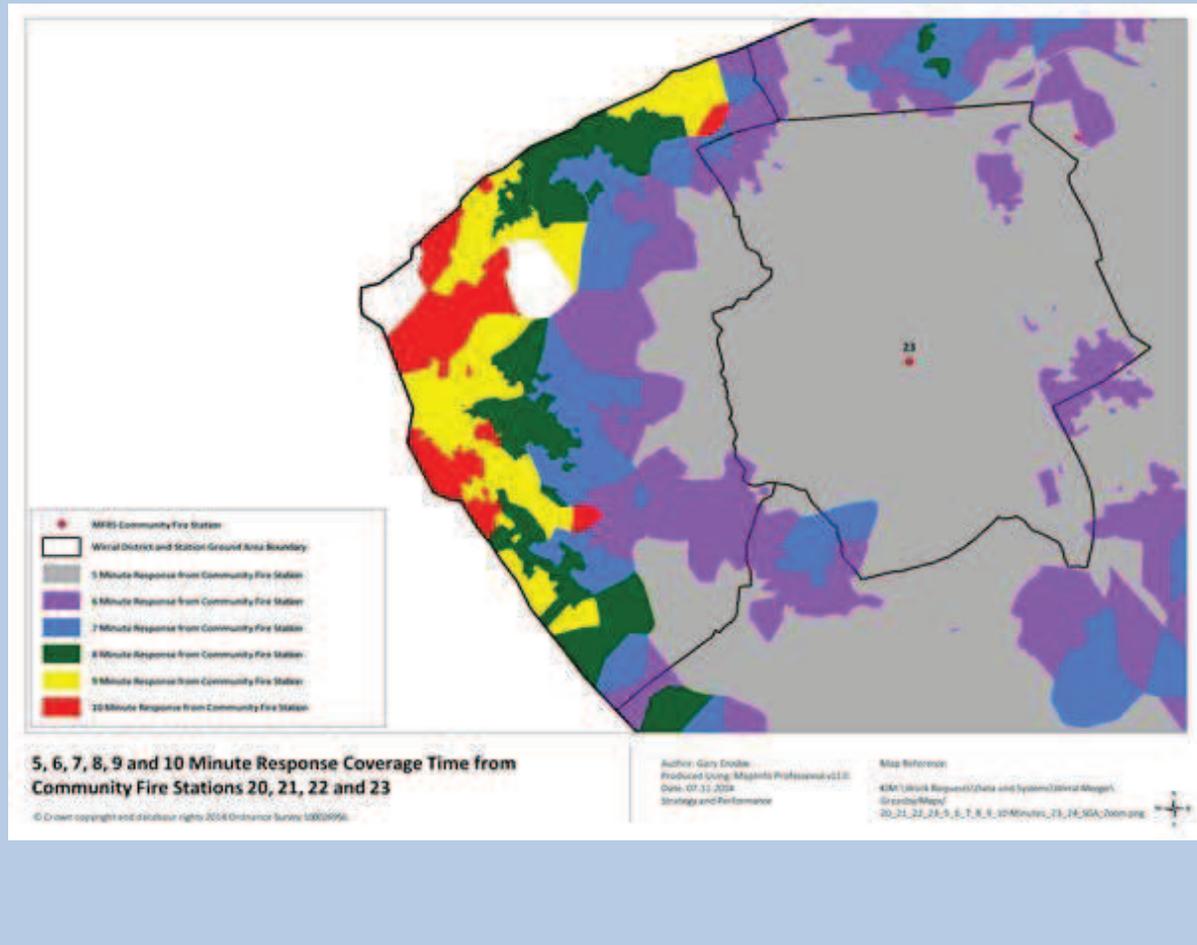
Accepting that we cannot leave the stations as they are (because of the savings we have to make) and that there is no option that can improve response performance, the option that would have the least impact on overall response times would be to build a new station at a central location.

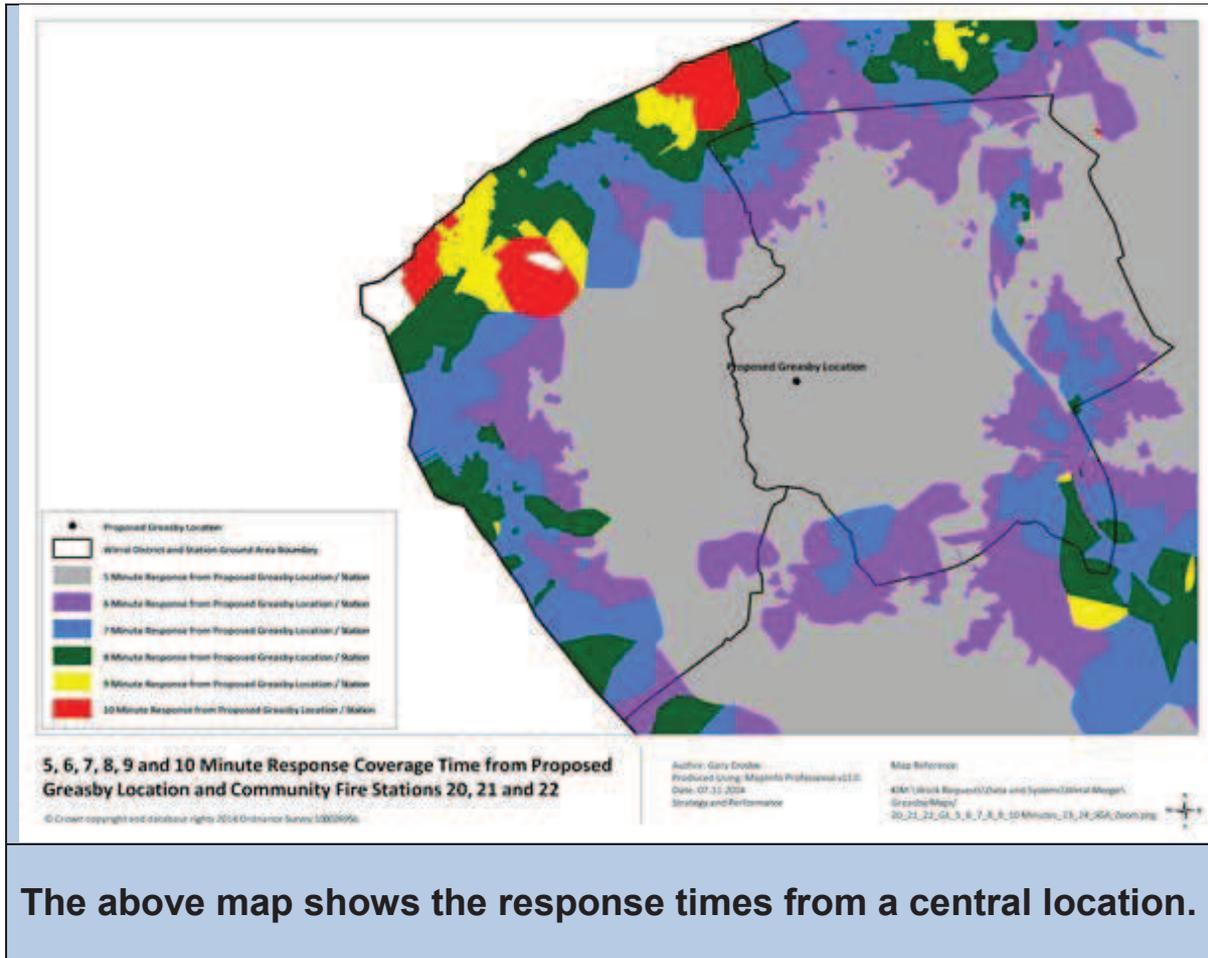
Whilst more incidents occur on Upton's area than on West Kirby's area, neither station is busy, but Upton is not quite as quiet as West Kirby.

The likelihood of a life risk incident in either area is low but the potential severity of any incident is high (there could be a fatality). In light of this, if the Authority were to knowingly accept a much slower response to West Kirby it would then be impossible to argue to maintain a faster response anywhere else on Merseyside.

The impact of moving to a more central location is shown below. The maps, on this page and the next page, illustrate how the response times are equalised across the area when the fire station is positioned more centrally. The maps use Frankby Road, Greasby, as this location illustrates the benefits of a more central location even though the exact site is not available.

Current Response times on West Wirral.





The above map shows the response times from a central location.

Why are attendance times so important in this consultation?

The duties of the Fire and Rescue Authority are to respond to fires, Road Traffic Collisions (RTCs), and Chemical, Biological, Radiological, Nuclear and Conventional Explosive (CBRNE), Urban Search and Rescue (USAR) and serious transport incidents

The Authority also has the power to respond to any incident where a person or animal may die, be injured or become ill.

The Secretary of State must prepare a Fire and Rescue National Framework and Fire and Rescue Authorities (FRA) must have regard to the framework in carrying out their functions.

As a result, the Fire and Rescue Authority sets out an attendance time standard in its Integrated Risk Management Plan, as this is one of the ways it shows how it plans to meet its duties.

Heswall Fire Station

Merseyside Fire and Rescue Authority has no plans to close Heswall fire station. Heswall responds into Neston and in fact provides the first response into that area under the mutual aid arrangements between Cheshire and Merseyside Fire and

Rescue Authorities. There has been some speculation about commercial interest in the Heswall station site in the past and it has been raised at some of our recent consultation meetings in West Wirral. The Chief Fire Officer has always pointed out that the station is not for sale.

The average response time from Heswall into the West Kirby station area is 10 minutes 38 seconds although the average response time to Hoylake specifically is 13 minutes 5 seconds.

Moving to Wholetime Retained in West Kirby

The Fire and Rescue Authority would need to change the crewing status of the West Kirby appliance from wholetime to wholetime retained (WTR) long before any new station was built as we simply would not have the numbers of wholetime Firefighters in the organisation by that time to crew the appliance on a wholetime basis.

Wholetime retained involves our existing wholetime firefighters providing cover on two of their days off, providing a 30-minute response to stations. This fire appliance would only be used during periods of very high demand and will not offer an immediate emergency response.

Is West Kirby available all the time now?

No. Although the Fire and Rescue Service employs enough firefighters, there are, at certain times, a number of them unavailable due to sickness or not fit enough to ride fire engines as they are recovering from an injury or illness. When that happens, operational decisions have to be taken not to staff fire appliances for shifts at a time. This always has to be a non-key station such as West Kirby. This is one of the reasons we are proposing to build a new station in a central location, because the current situation of responding from Upton on these occasions does not provide an equal emergency response for the people living in the West Kirby station area.

The location of a new station

Many questions have focussed on the Frankby Road site. As this site is no longer available to the Fire and Rescue Authority, these questions are no longer relevant and are not answered here.

The Authority will consider all the options open to it following conclusion of the consultation and agree further proposals in early 2015. Providing the most effective response to emergency incidents for all areas of Wirral, within the resources it has available, remains the Authority's priority.

How you can share your views during the consultation

The Authority is interested in how reasonable the public and other stakeholders consider our plans for Wirral are given the major cuts we continue to face. We are continuing with our consultation programme in Wirral before any final decisions are made.

Our online survey remains available on our website www.merseyfire.gov.uk on the page: <http://surveys.merseyfire.gov.uk/surveys/Wirral/wirralmergerconsultation.htm> and you can also email consultation2@merseyfire.gov.uk or write to us at Wirral Consultation, Merseyside Fire and Rescue Service, Bridle Road, Bootle, L30 4YD.

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Wirral Consultation concerning Station Mergers – results from Feedback Surveys 2nd October 2014 – 5th January 2015

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STRATEGY & PERFORMANCE

Document Control

Amendment History

Version / Issue No.	Date	Author	Remarks / Reason for Change
1.0	08/01/2015	J Fielding	
1.1	09/01/2015	J Fielding	Additional Comments as per D Appleton

Sign-Off List

Name	Position
Deb Appleton	Director of Strategy & Performance
Wendy Kenyon	Equality & Diversity Manager
Paul Terry	Corporate Information & Systems Manager
Jackie Sutton	IRMP Officer
Peter Rushton	

Distribution List

Name	Position	I / R

Related Documents

Reference No.	Title	Author	Version & Date

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If Yes please state URL:

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1. Agreement

For the purpose of this report the following agreement was made between the client and the Strategy & Performance Function.

This work was requested by Deb Appleton; Director of Strategy & Performance and received on 05/01/2015.

The Manager¹ has approved this report/ piece of work can be undertaken by the Strategy & Performance Function.

If the scope of the work changes, authorisation must be again obtained and would be noted within the version control document sheet.

It was agreed that this report would be produced in draft format by 08//01/2015, and would be sent electronically to the Director of Strategy & Performance and Client for comment.

The Manager / Client agreed that their comments would be received back by 15/01/2015.

¹ Deb Appleton

2. Summary

The purpose of this report is to provide high level analysis of feedback following community consultation within Wirral regarding the potential mergers of the Upton and West Kirby stations.

In summary the report presents the following high level findings:

- There were two questionnaires produced to capture public views on the proposals. The initial survey specified a location in Greasby, which was later withdrawn by Wirral MBC. With the Greasby location unavailable, a revised questionnaire was produced, which asked whether respondents were in favour of a merger in principle. Both questionnaires were available on-line and in hard copy on request and at public events.
- The questionnaire was treated as an information gathering exercise, in the same way as the views expressed at public meetings. This is because the participants were self-selecting and as a result cannot be considered as statistically representative of the local population.
- In total there were 984 responses to the initial survey and 12 to the revised survey
- In the initial survey; of 977 valid responses, 876 or 89.7% thought that the concept of the merger was not reasonable. Regarding the revised survey (once the Frankby Road site had been withdrawn); of the 12 responses, 9 or 75% Thought the merger proposal was reasonable
- Concerning comments submitted; the vast majority of comments received were against a merger as respondents did not want a Fire Station to be built on the Frankby Road site in Greasby, for reasons including: Pedestrian Safety, Congestion, Destruction of Green space, Noise, Pollution to name a few. This echoes the views expressed at the Greasby public meetings, but not at the other public meetings or the focus groups, stakeholder meeting or forum.
- Regarding post code; based on 832 valid responses the vast majority of people resided in the areas which will be most affected by the merger; specifically the CH49, CH48 and CH47 postcode areas.
- Feedback from the CH49 postcode heavily skews the responses to the surveys. Regarding the first question concerning whether it was reasonable or not to build a merged station in Greasby 658 from 711 responses felt it was unreasonable to build a station in Greasby. This is further backed up by comments made where there were 527 commentaries against a merger in Greasby and 205 commentaries preferring Upton to stay open over building a new station in Greasby. The majority of inappropriate comments (11 from 14) emerge from this postcode.
- Concerning **age** and **gender** 933 valid responses were analysed with 432 (46.3%) male respondents with 501 female (53.7%). Concerning age there was a wide distribution of ages to have responded to the survey most common being the 60-69 age group with 272 (29.2%) responses and the 50-59 age group with 200 (21.4%) responses.
- Of the 950 valid responses to the question concerning **disability**, 68 of the 950 (7.2%) declared they were disabled.
- Concerning ethnicity in combination 858 from 942 (91.1%) respondents were White with 15 (1.6%) being from a BME background. 7.3% (69) respondents "Prefer not to say".

3. Introduction

Background

Merseyside Fire and Rescue Authority (MFRA) are responsible for providing fire and rescue services for Merseyside's 1.4 million people. This currently includes delivering fire and rescue services from six community stations in Wirral located at Birkenhead & Tranmere, Bromborough, Heswall, Upton, West Kirby and Wallasey.

Over the last four years MFRA has had to make savings of £20 million as a result of Government cuts. MFRA is required to make a further £6.3 million savings in 2015/16. It is possible that future savings required as a result of ongoing Government cuts might reach £9.1 million in 2016/17 and up to £20 million in total by 2020. We now need to make more changes to meet this new financial challenge.

MFRA has already had to make significant reductions in its support services and back office staff and the number of firefighters it employs has reduced from 1,400 to 764 with fire appliances reducing from 42 to 28. What has not changed in more than 20 years is the number of community fire stations (26) and this cannot continue in the future.

Mergers

To save £6.3 million the Authority has assumed it will be able to deliver £2.9 million from support services such as Finance, Human Resources and Estates management as well as technical areas such as debt financing. The remaining £3.4 million will have to come from our emergency response and this will require at least four station mergers or outright closures.

As part of this consideration twelve weeks public consultation took place between 3rd October 2014 and 5th January 2015. During this period an online survey was available on the Merseyside Fire & Rescue Service external website and also in paper format at consultation events.

There were two surveys produced the initial survey² was primarily concerned with the proposal to merge Upton and West Kirby fire stations at a proposed site on Frankby Road, Greasby - as an alternative to an outright closure of West Kirby Fire Station.

Following the withdrawal of Frankby Road, Greasby as a potential site a second survey³ was produced asking whether the principal of merging Upton and West Kirby fire stations at an undetermined location was reasonable.

This report analyses feedback to provide an understanding of any issues identified by members of the public as well as a demographical analysis of who responded as a means of diversity monitoring.

The surveys closed with a total of 984 responses for the initial survey and 12 for the revised version of the survey.

² <http://surveys.merseyfire.gov.uk/surveys/Wirral/wirralmerger.htm>

³ <http://surveys.merseyfire.gov.uk/surveys/Wirral/wirralmergerconsultation.htm>

4. Methodology

For the purpose of analysing the public's feedback and opinions on the merger of the Upton and West Kirby Station Grounds the following method was applied:

- An electronic survey was created using Snap 10 Survey Software which can be viewed in Appendix A & B
- The online survey was live: between the 2nd October 2014 to 5th January 2015.
- Microsoft Excel 2010 was used to interpret results
- MapInfo 10.5 was used to provide an understanding of where respondents reside – based on postcodes submitted when the survey was completed.
- This report does not include comments made by respondents to the initial survey; this is due to that the large quantity of comments received would make this report too ungainly. Comments have been summarised within this report by splitting feedback into four subject areas⁴ being:
 - Anti the Greasby site
 - Pro Merger
 - Pro remaining at Upton (ie closing West Kirby)
 - Inappropriate comment (this could include personal or derogatory comments about individuals or communities for example)
- Only valid (complete) responses are analysed within this report.

5. Results

5.1 Responding to the Survey

Original Version of Survey

Question 1: Do you think the proposed merger of Upton and West Kirby fire stations, creating a new community fire station in Greasby, is reasonable (as an alternative to an outright closure of West Kirby Fire Station), given the financial challenges faced by the Authority?

Table 1: Response to whether the planned merger is reasonable or not

Response	Count	%
Yes	82	8.4%
No	876	89.7%
Don't Know	19	1.9%
Grand Total	977 ⁵	

Table 1 identifies that the vast majority of respondents (89.7% or 876 from 977) felt that it was not reasonable for Merseyside Fire and Rescue Authority to merge the stations at Upton and West Kirby at the proposed site on Frankby Road, Greasby.

⁴ Please note that the commentaries can be subject to several these subject areas, for example a respondent could be against the idea of a proposed station within the Greasby area, but agree that a merger is a good idea.

⁵ Please note there were 7 "no responses" to this question, this is why the total is 977 and not 984.

Revised Version of Survey

Question 1: Do you think the proposed merger of Upton and West Kirby fire stations, creating a new community fire station between Upton and West Kirby is reasonable (as an alternative to an outright closure of West Kirby Fire Station), given the financial challenges faced by the Authority?

Table 2: Response to whether the planned merger is reasonable or not – *revised survey*

Response	Count	%
Yes	9	75.0%
No	3	25.0%
Don't Know	0	0.0%
Grand Total	12	

Concerning the revised survey there is evidence that the majority of respondents felt that it was reasonable to merge the station areas of Upton and West Kirby at a centralised location. Though it is a much smaller sample size when compared to the original survey it does appear that when there is support for the principle of merger once the specific location has been removed.

Commentary Analysis – initial version of survey

The following section summarises comments made by respondents in relation to the following questions posed on both surveys:

- **Question 2: If you answered "No", please use the box below to explain why you do not think the proposal is reasonable:**
- **Question 3: If you would like to give us any more information, please use the box below:**

As mentioned in the methodology section, there are too many responses to feasibly publish them within this report. Instead commentaries were reviewed and tagged with whether the commentary provided was: against Greasby as a site, Pro Merger, Pro Upton and whether the comment was Inappropriate.

Table 3: Summary of responses cross tabulated with question 1 (above)

Response	Count of Anti Greasby	Count of Pro Merger	Count of Pro Upton	Count of Inappropriate
Yes	8	82	2	
No	659	62	259	18
Don't Know	7	2	2	
No Response to Q1	4	1	1	
Grand Total	678	147	264	18

Table 3 is a brief reflection of the comments made against the response to question 1 of the survey.⁶

Where the response to Question 1 was “No” i.e. the respondent was in not favour of a merger, there were 659 comments reflecting that the proposed site on Frankby

⁶ Please note the above counts do not reflect the overall response counts in Table 1 as not all responses included commentary

Road was not suitable for a variety of reasons⁷. There were 62 comments which understood that a merger was of importance – just not in Greasby. Additionally there were 259 comments indicating a preference to keep Upton Station open at the expense of West Kirby Station. It is important to note that the significant strength of feeling against building a fire station on Frankby Road, Greasby has effectively influenced all the comments regarding Upton as well; i.e. the preference for keeping Upton at the expense of West Kirby is inextricably linked to the proposed location. Therefore, it cannot be assumed that the same group of people would prefer Upton to remain where it is, had the proposed location of a new station been different, or not specified.

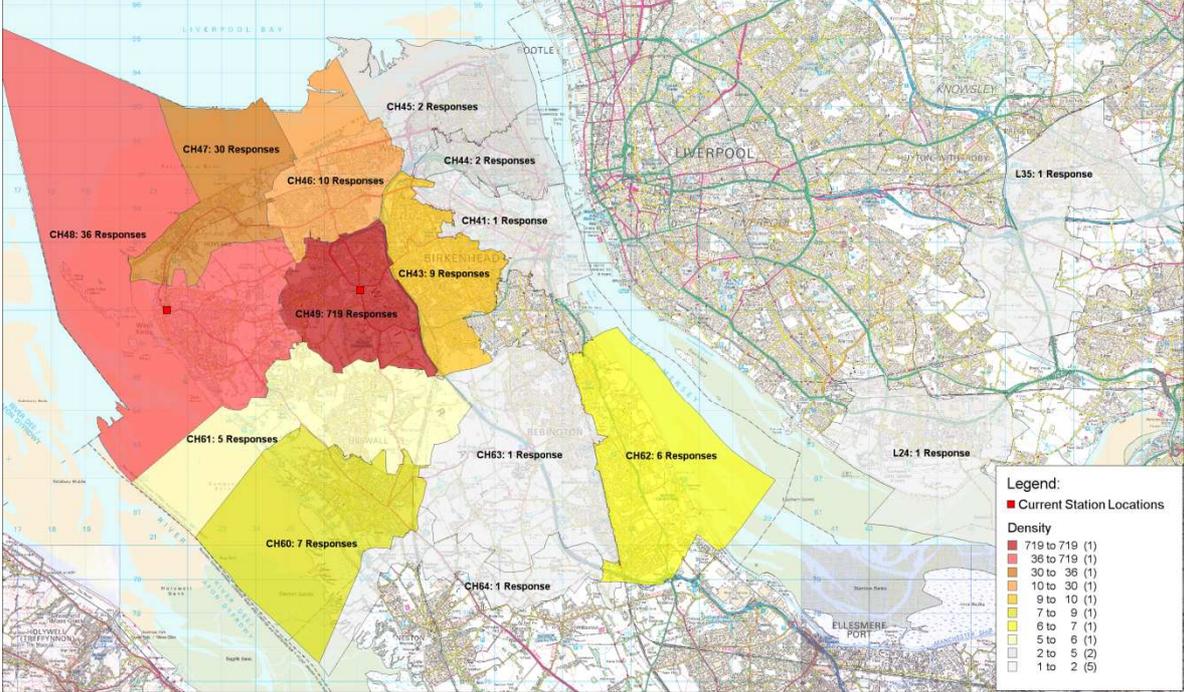
Where the response to Question 1 was “Yes” i.e. the respondent was in favour of a merger, 82 responses were “Pro Merger”. However when analysing comments further there was still some doubt concerning the suitability of Frankby Road with 8 comments mentioning this; with 2 comments reflecting that Upton Station could still be feasible should a merger not take place.

5.2 Monitoring Information

The following section analyses the protective characteristics from both surveys combined.

Locality of Respondents

Map 1: Locations of respondents by Post Code area



Author: J Fielding
 Date: 07/01/2015
 Produced using MapInfo
 Strategy & Performance

Thematic Map Identifying Density of Survey Respondents by Post Code

Map Reference: © Crown copyright and database rights 2015 Ordnance Survey 100026956

⁷ Reasons include (and not limited to): Pedestrian Safety, Congestion, Destruction of Green space, Noise, Pollution to name a few.

Map 1 identifies where respondents to the consultation survey live. The map identifies that the vast majority of respondents (719) live within the CH49 postcode which covers Greasby and Woodchurch. The post codes of CH47 (Hoylake area) and CH48 (West Kirby area) follow with 30 and 36 responses respectively. Though the CH49 postcode heavily skews data; the map does show that the greatest response rates originate from the areas to which the potential station merger will impact upon most.

CH49 Post Code Analysis

There were 719 responses from the CH49 post code alone, significantly more than any other; this section briefly analyses these responses (Please note this analysis is for the initial survey only). The CH49 post code includes Greasby as well as Woodchurch.

Question 1: Do you think the proposed merger of Upton and West Kirby fire stations, creating a new community fire station in Greasby, is reasonable (as an alternative to an outright closure of West Kirby Fire Station), given the financial challenges faced by the Authority?

Table 6: Valid responses to Question 1 from residents of CH49, crossed with commentary feedback

Question 1	Overall	Count of Anti Greasby	Count of Pro Merger	Count of Pro Upton	Count of Inappropriate
Yes	41 (5.8%)	7 (1.3%)	41 (45.6%)	2 (1.0%)	
No	658 (92.5%)	527 (97.6%)	48 (53.3%)	205 (98.1%)	11 (100.0%)
Don't Know	12 (1.7%)	6 (1.1%)	1 (1.1%)	2 (1.0%)	
Grand Total	711	540	90	209	11

Table 6 provides the response for residents of the CH49 post code with regard to whether they felt that a merger at a site within Greasby was reasonable or not. The table identifies that the majority of respondents 92.5% (658 from 711) felt that a merger was not reasonable. Further findings are as follows:

- Where respondents answered the first question “Yes”, even though respondents were in principal in favour of a merger though 7 respondents were still not in favour of a merger at Greasby. There were also 2 respondents that felt a merger was reasonable but stated that keeping Upton was still a viable option.
- Where respondents answered the first question “No”, the majority of comments received were anti Greasby in nature with 527 responses. There were 205 comments which refer to Upton remaining open as opposed to a merger in Greasby. There will still 48 respondents, who felt it was unreasonable to build a merged station in Greasby, were in favour of a merger elsewhere.

Table 7: Comparison of commentary feedback by postcode

Post Code	Count of Anti Greasby	Count of Pro Merger	Count of Pro Upton	Count of Inappropriate
CH41		1 (0.8%)		
CH43	2 (0.3%)	1 (0.8%)	2 (0.9%)	1 (7.1%)
CH44				
CH45			1 (0.5%)	
CH46	3 (0.5%)		1 (0.5%)	
CH47	6 (1.0%)	14 (11.8%)	4 (1.8%)	
CH48	15 (2.6%)	5 (4.2%)	2 (0.9%)	1 (7.1%)
CH49	544 (94.8%)	91 (76.5%)	210 (95.0%)	11 (78.6%)
CH60	1 (0.2%)	2 (1.7%)	1 (0.5%)	
CH61	1 (0.2%)	1 (0.8%)		
CH62	1 (0.2%)	2 (1.7%)		
CH64		1 (0.8%)		
CW8	1 (0.2%)			
L24		1 (0.8%)		
L35				1 (7.1%)
Grand Total	574	119	221	14

Table 7 provides a comparison by postcode concerning the comments provided by respondents and split into the four categories as described earlier. The table clearly shows that the “Anti Greasby” sentiment is heavily influenced by the CH49 postcode with 94.8% (544 from 574) of responses, heavily skewing any further analysis. The majority of inappropriate comments (11 from 14) emerge from the CH49 postcode.

Disability and Age

Table 4: Disability against age

Age Group	Yes	No	Prefer not to Say	Grand Total
19 or younger	1	9		10
20 - 29	1	44	1	46
30 - 39	2	87	9	98
40 - 49	8	135	6	149
50 - 59	13	170	18	201
60 - 69	15	244	20	279
70 - 79	16	102	11	129
Greater than 80	12	21	5	38
Grand Total	68	812	70	950

Table 4 contrasts the age of a respondent to whether they classified themselves as being disabled. The table identifies that of the 950 valid responses to this question; 68 (7.2%) considered themselves to be disabled with 812 (85.5%) not being disabled.

When broken down further it is apparent that the majority of respondents who consider themselves disabled are above the age 50; 56 out of 68 equating to 82.4%.

Age and Gender

Chart 1: Respondents by Age and Gender

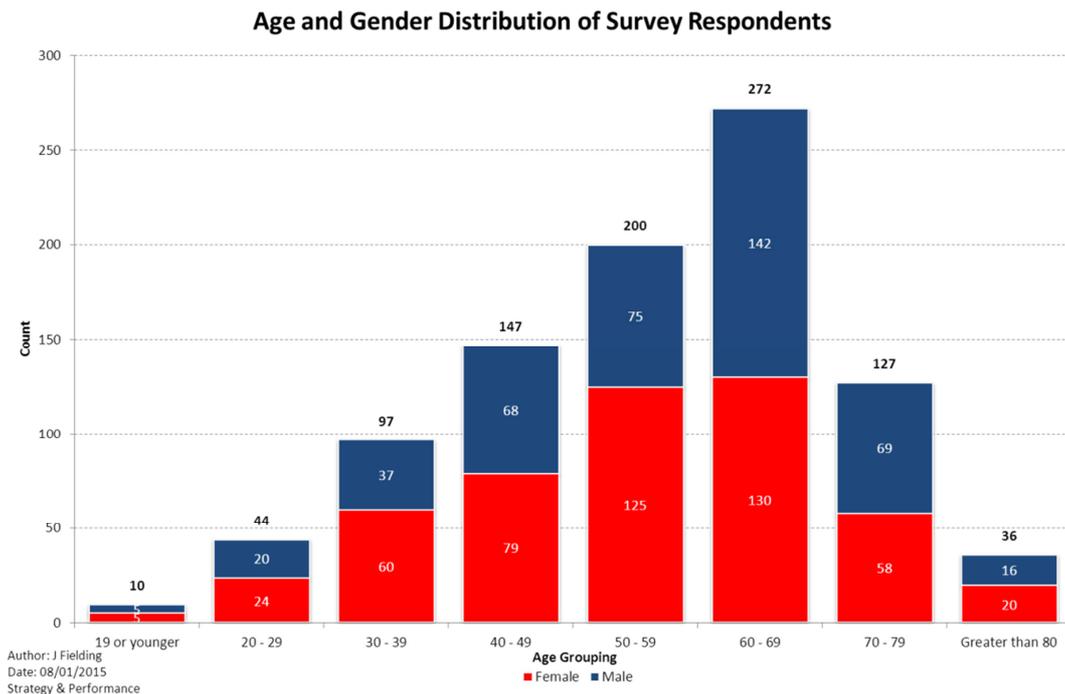


Chart 1 provides a breakdown of the ages and genders of people to have responded to the consultation survey. Taking the responses into account there were 432 male responses and 501 female responses⁸ equating to 46.3% of responses being from males and 53.7% being female.

The 60-69 age group is the most common group to respond to the survey accounting for 29.2% (272) of total responses. When compared to the age breakdowns of the local wards⁸ and Wirral as a whole (based on Census 2011 data) there is a heavy skewing as the 60-69 age group only accounts for 12.9% of local ward population and 12.1% of the population across Wirral.

The 60-69 group have the highest single count of any gender with 142 male responses. In general the trend is that above the age group of 50-59 males tend to respond more, while the opposite is true for females.

⁸ The wards primarily affected by the Merger of the Upton and West Kirby stations include: Greasby, Frankby and Irby, Hoylake and Meols, Leasowe and Moreton East, Moreton West and Saughall Massie, Upton, West Kirby and Thurstaston

Ethnic Background

Table 5: Ethnicity of respondents

Ethnic Origin	Count	%
White: English	825	87.6%
Prefer not to say	69	7.3%
White: Welsh	12	1.3%
White: Scottish	10	1.1%
White: Irish	8	0.8%
Asian or Asian British: Other Asian Background	4	0.4%
Asian or Asian British: Chinese	2	0.2%
Asian or Asian British: Indian	2	0.2%
Mixed / Multiple Ethnic Background: White & Black African	2	0.2%
White: Other White Background	2	0.2%
Asian or Asian British: Pakistani	1	0.1%
Black or Black British: Other Black Background	1	0.1%
Mixed / Multiple Ethnic Background: Other Mixed / multiple background	1	0.1%
Mixed / Multiple Ethnic Background: White & Black Caribbean	1	0.1%
Mixed / Multiple Ethnic Background: White & Asian	1	0.1%
White: Northern Irish	1	0.1%
Grand Total	942	

Table 5 identifies that the majority of people who responded to the survey were from a white background with 91.1% (858 from 942 valid responses). With the exception of the “Prefer not to say” grouping other non-white BME groups equate to 15 responses or 1.6%.

6. Appendices

Appendix A: Copy of the initial Survey Published on the Merseyside Fire & Rescue Service website

Upton & West Kirby Station Merger Public Consultation Questions

Our consultation newsletter outlines Merseyside Fire and Rescue Authority’s proposal to merge Upton and West Kirby fire stations at a new station on Frankby Road, Greasby - as an alternative to an outright closure of West Kirby Fire Station. The newsletter explains why we are proposing this change and how we would do it.

We are planning public meetings and other events during the twelve-week consultation beginning on 3rd October 2014 in order to fully understand the views of the public, stakeholders and other interested parties.

There is an opportunity for you to comment on the proposed changes online. The Fire and Rescue Authority will consider all the comments it receives before it makes any final decisions.

Please note this survey should take no longer than 5 minutes to complete.

Do you think the proposed merger of Upton and West Kirby fire stations, creating a new community fire station in Greasby, is reasonable (as an alternative to an outright closure of West Kirby Fire Station), given the financial challenges faced by the Authority?

Yes

No

Don't Know

If you answered "No", please use the box below to explain why you do not think the proposal is reasonable:

If you would like to give us any more information, please use the box below:

Monitoring Information

Please note that information collected within this section is for monitoring purposes - no personal identifiable information will be collated.

Are you a member of: Please tick the appropriate box

- Public*
- Merseyside Fire & Rescue Service Staff*
- Partner Organisation*

What is the first part of your post code: (for example CH49)

Your Gender:

- Male*
- Female*

Your Age: Please tick the appropriate box

- 19 or younger*
- 20 - 29*
- 30 - 39*
- 40 - 49*
- 50 - 59*
- 60 - 69*
- 70 - 79*
- Greater than 80*

Do you consider yourself to have a disability? Please tick the appropriate box

- Yes*
- No*
- Prefer not to Say*

How would you describe your ethnic origin?

Please tick the appropriate box

White: *English*

White: *Welsh*

White: *Scottish*

White: *Northern Irish*

White: *Irish*

White: *Gypsy or Traveller*

White: *Other White Background*

Mixed / Multiple Ethnic Background:

White & Black Caribbean

Mixed / Multiple Ethnic Background:

White & Black African

Mixed / Multiple Ethnic Background:

White & Asian

Other ethnic group (please state)

Mixed / Multiple Ethnic Background:

Other Mixed / multiple background

Asian or Asian British: *Indian*

Asian or Asian British: *Pakistani*

Asian or Asian British: *Bangladeshi*

Asian or Asian British: *Chinese*

Asian or Asian British: *Other Asian*

Background

Black or Black British: *Caribbean*

Black or Black British: *African*

Black or Black British: *Other Black*

Background

Prefer not to say

Thank you for your comments, please click submit to continue

Appendix B: Copy of the second Survey Published on the Merseyside Fire & Rescue Service website following the withdrawal of the Greasby site by Wirral MBC

**Upton & West Kirby Station Merger
Public Consultation Questions**

REVISED QUESTIONNAIRE - Our second consultation document (published on 2nd December) explains Merseyside Fire and Rescue Authority's draft proposal to close Upton and West Kirby fire stations and build a new station at a central location as an alternative to an outright closure of West Kirby Fire Station.

Following the withdrawal by Wirral Council of the potential site on Frankby Road, Greasby this consultation is continuing, but respondents should only consider whether they think the principal of merging Upton and West Kirby fire stations is reasonable, not base this response on any particular site.

We have held public meetings and other events during the twelve-week consultation beginning on 3rd October 2014, in order to fully understand the views of the public, stakeholders and other interested parties.

The Fire and Rescue Authority will consider all the comments it receives before it makes any final decisions.

Please note this survey should take no longer than 5 minutes to complete.

Do you think the proposed merger of Upton and West Kirby fire stations, creating a new community fire station between Upton and West Kirby is reasonable (as an alternative to an outright closure of West Kirby Fire Station), given the financial challenges faced by the Authority?

Yes

No

Don't Know

If you answered "No", please use the box below to explain why you do not think the proposal is reasonable:

If you would like to give us any more information, please use the box below:

Monitoring Information

Please note that information collected within this section is for monitoring purposes - no personal identifiable information will be collated.

Are you a member of: Please tick the appropriate box

Public

Merseyside Fire & Rescue Service Staff

Partner Organisation

What is the first part of your post code: (for example CH49)

Your Gender:

Male

Female

Your Age: Please tick the appropriate box

19 or younger

20 - 29

30 - 39

40 - 49

50 - 59

60 - 69

70 - 79

Greater than 80

Do you consider yourself to have a disability? Please tick the appropriate box

Yes

No

Prefer not to Say

How would you describe your ethnic origin?

Please tick the appropriate box

White: English

White: Welsh

White: Scottish

White: Northern Irish

White: Irish

White: Gypsy or Traveller

White: Other White Background

Mixed / Multiple Ethnic Background:

White & Black Caribbean

Mixed / Multiple Ethnic Background:

White & Black African

Mixed / Multiple Ethnic Background:

White & Asian

Other ethnic group (please state)

Mixed / Multiple Ethnic Background:

Other Mixed / multiple background

Asian or Asian British: Indian

Asian or Asian British: Pakistani

Asian or Asian British: Bangladeshi

Asian or Asian British: Chinese

Asian or Asian British: Other Asian Background

Black or Black British: Caribbean

Black or Black British: African

Black or Black British: Other Black Background

Prefer not to say

Thank you for your comments, please click submit to continue

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Draft Fire Station Proposals for the Wirral

**Report of Consultation by
Focus Groups and a Forum
with members of the public**

Opinion Research Services
Spin-out company of Swansea University



As with all our studies, findings from this research are subject to Opinion Research Services' Standard Terms and Conditions of Contract.

Any press release or publication of the findings of this research requires the advance approval of ORS. Such approval will only be refused on the grounds of inaccuracy or misrepresentation.

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Acknowledgements

Opinion Research Services (ORS) is pleased to have worked with Merseyside Fire and Rescue Authority (MFRA) on the public consultation meetings reported here. The forum and focus group participants engaged with the issues under consideration and discussed their ideas readily, so we trust the report will contribute to service planning by MFRA at a time of serious financial constraints.

We thank MFRA for commissioning the project as part of its on-going programme of public and stakeholder engagement and consultation about its risk management planning. We particularly thank the senior officers and staff who attended the sessions to listen to the public's views and answer questions. Such meetings benefit considerably from the readiness to answer participants' questions fully and frankly, as in this case.

We are grateful to all the members of the public who took part in the four interesting meetings and shared their views readily with us. They were patient in listening to background information before entering positively into the spirit of open discussions about challenging topics, with some controversial aspects.

At all stages of the project, ORS's status as an independent organisation consulting the public as objectively as possible was recognised and respected. We are grateful for the trust, and we hope this report will contribute usefully to thinking about MFRA's development in difficult times. We hope also that ORS has been instrumental in continuing to strengthen MFRA's public engagement.

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Project Overview

The Commission

1. ORS was commissioned by Merseyside Fire and Rescue Authority (MFRA) to convene and facilitate four consultation meetings with local residents across three areas within the Wirral.
2. ORS's role was to recruit and facilitate the meetings and to report their opinions of MFRA's draft proposals to reduce the Wirral fire stations by providing a new community fire station at an identified site in Greasby before closing the existing Upton and West Kirby stations, a process sometimes described as merging the two stations. To conduct the meetings based on the fullest possible information for participants, ORS worked with MFRA to prepare informative stimulus material for the meetings before facilitating the discussions and preparing this independent report of findings.

Consultation Framework

3. The context and status of the meetings is important. MFRA has had an extensive 'engagement' with residents for a number of years and, in this context, ORS has facilitated both district-based and all-Merseyside forums regularly. Within this on-going framework, MFRA has conducted both 'listening and engagement' and 'formal consultation' meetings on a regular cycle.
4. The four consultation meetings reported here followed an earlier all-Merseyside 'listening and engagement' process that considered hypothetically a wide range of policies and options for the MFRA in the context of its reduced budget due to public expenditure reductions. Having taken account of those earlier meetings and all the other available evidence, the MFRA has formulated the current draft proposals for the Wirral.

Deliberative Research: Focus Groups and Forums

5. The four consultation meetings reported here used a 'deliberative' approach to encourage members of the public to reflect in depth about the fire and rescue service, while both receiving and questioning background information and discussing the proposals in detail. The meetings lasted for at least two-and-a-half hours and in total there were 32 diverse participants. The dates of the meetings and attendance levels by members of the public at each forum were as shown on the next page.

AREA OF WIRRAL	TIME AND DATE (2014)	TYPE OF MEETING AND NUMBER OF ATTENDEES
Upton	18.00 – 20.50 Monday 17 th November 2014	Focus Group 4
Greasby	18:00 – 20.45 Tuesday 18 th November 2014	Focus Group 8
West Kirby	18.00 – 20.45 Wednesday 19 th November 2014	Focus Group 9
All-Wirral	18.00 – 20.45 Tuesday 2 nd December 2014	Forum 11

6. The attendance target for each of the focus group meeting was between 7 and 10 people, and for the forums it was 15 – so it is somewhat disappointing that the attendance fell below the target in some cases. Within the on-going programme of consultation by MFRA this is unusual, since attendance expectations are normally exceeded and there seems no single or simple explanation of why numbers were lower in this particular programme. As usual, the participants were recruited by random-digit telephone dialling from the ORS Social Research Call Centre. Having been initially contacted by phone, they were written to – to confirm the arrangements; and those who agreed to come then received telephone or written reminders shortly before each meeting. Such recruitment by telephone is normally the most effective way of ensuring that all the participants are independently recruited.
7. In recruitment, care was taken to ensure that no potential participants were disqualified or disadvantaged by disabilities or any other factors, and the venues at which the forums met were readily accessible. People's special needs were all taken into account in the recruitment and at the venues. The random telephone recruitment process was monitored to ensure social diversity in terms of a wide range of criteria – including, for example: local authority area of residence; gender; age; ethnicity; social grade; and disability/long-term limiting illness (LLTI).
8. Despite the lower than normal attendance, there was a diverse range of participants from the local areas and, as standard good practice, they were recompensed for their time and efforts in travelling and taking part.

CRITERIA	UPTON FG	GREASBY FG	WEST KIRBY FG	ALL-WIRRAL FORUM	OVERALL
Gender	Male: 2 Female: 2	Male: 5 Female: 3	Male: 5 Female: 4	Male: 6 Female: 5	Male: 18 Female: 14
Age	16-34: 1 35-54: 1 55+: 2	16-34: 1 35-54: 3 55+: 4	16-34: 2 35-54: 3 55+: 4	16-34: 1 35-54: 5 55+: 5	16-34: 5 35-54: 12 55+: 14
Social Grade	AB: 1 C1: 0 C2: 1 DE: 2	AB: 1 C1: 4 C2: 1 DE: 2	AB: 2 C1: 4 C2: 2 DE: 1	AB: 1 C1: 4 C2: 4 DE: 2	AB: 5 C1: 12 C2: 8 DE: 7
Ethnicity	0 Non-White British	1 Non-White British	0 Non-White British	2 Non-White British	3 Non-White British
Limiting Long-term Illness	0	0	3	2	5

9. Although, like all other forms of qualitative consultation, deliberative forums cannot be certified as statistically representative samples of public opinion, the four meetings reported here gave diverse groups of people the opportunity to comment in detail on MFRA's draft proposals. Because the participants were diverse, the outcomes of the meeting (as reported below) are broadly indicative of how informed opinion would incline on the basis of similar discussions.

Background Information and Discussion Agenda

The Context

10. ORS worked in collaboration with MFRA to agree a suitable agenda and informative stimulus material for the four meetings. The first part of each meeting began, for the sake of context, with a short review of the background issues, including the:

Importance of prevention and risk-management policies – particularly via home fire safety checks

Established trend showing a reduction in risk when measured in terms of the number of critical and other incidents per year

Sources of funding of MFRA – from the government and from council tax

Impact of public spending reductions on MFRA – including the previous reduction of fire engines from 42 to 28, and the corresponding reduction of 180 fire fighter and 90 support staff posts

MFRA's current financial constraints in the context of public spending reductions.

11. The four meetings were also informed of the wide range of options considered by MFRA in order to reduce its expenditure, including the introduction of:
 - More low-level-activity-and-risk (LLAR) fire stations
 - Day-crewed fire stations
 - Community retained (RDS) fire stations
 - Closing some fire stations
 - Merging some fire stations.
12. In passing, it is worth noting that the (several months) earlier wide-ranging 'listening and engagement' meetings had demonstrated that, when faced with a broad choice between *either* keeping all stations and changing to cheaper duty systems *or* reducing stations while protecting current wholetime duty systems, the participants clearly favoured the latter option. That is, they made at least an implicit choice in favour of reducing stations rather than changing the way Merseyside is crewed. These 'conclusions' of the earlier meetings were not repeated to participants in the meetings reported here, but it is interesting to note them as general background.

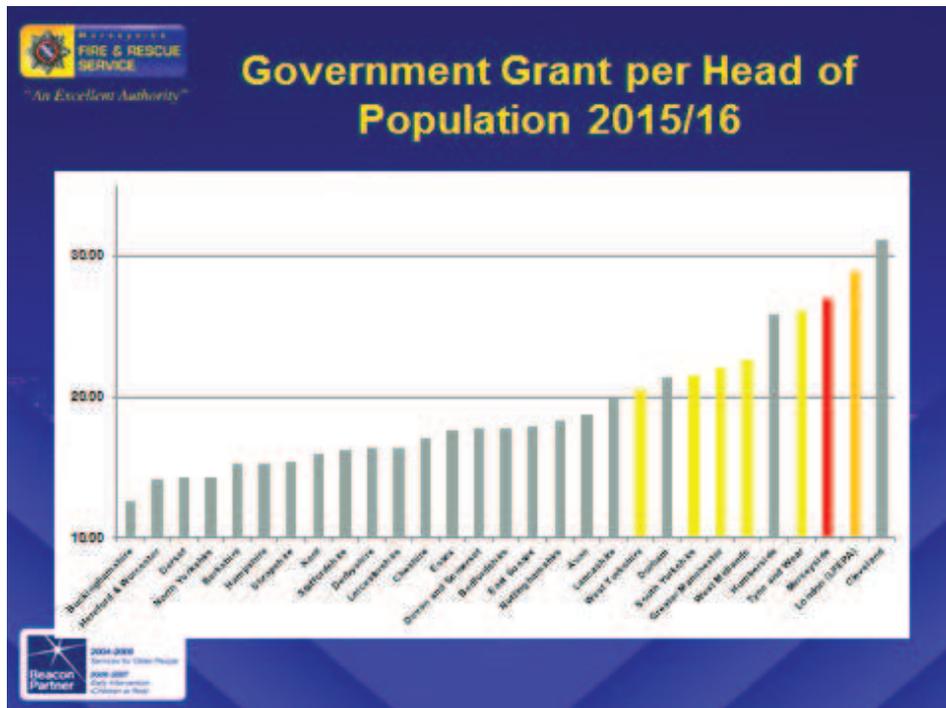
Financial Constraints

13. Following the short review of the range of options considered, the second part of each meeting briefly reviewed the implications of funding reductions that MFRA faces, including the:
 - Projected budget deficit of £6.3 million by the end of 2015/16, based on projections of current expenditure levels and known financial information
 - Projected deficit of £9.1 million by the end of 2017/18, based on projections of current expenditure levels and plausible financial assumptions.
14. These financial challenges were explained neutrally as constraints requiring substantial reductions in spending to be made on a progressive basis. In order to encourage free discussion, the financial position was not used as a repeated justification of the draft proposals: participants were invited to assess the proposals on their general merits, albeit within a generally constrained position.

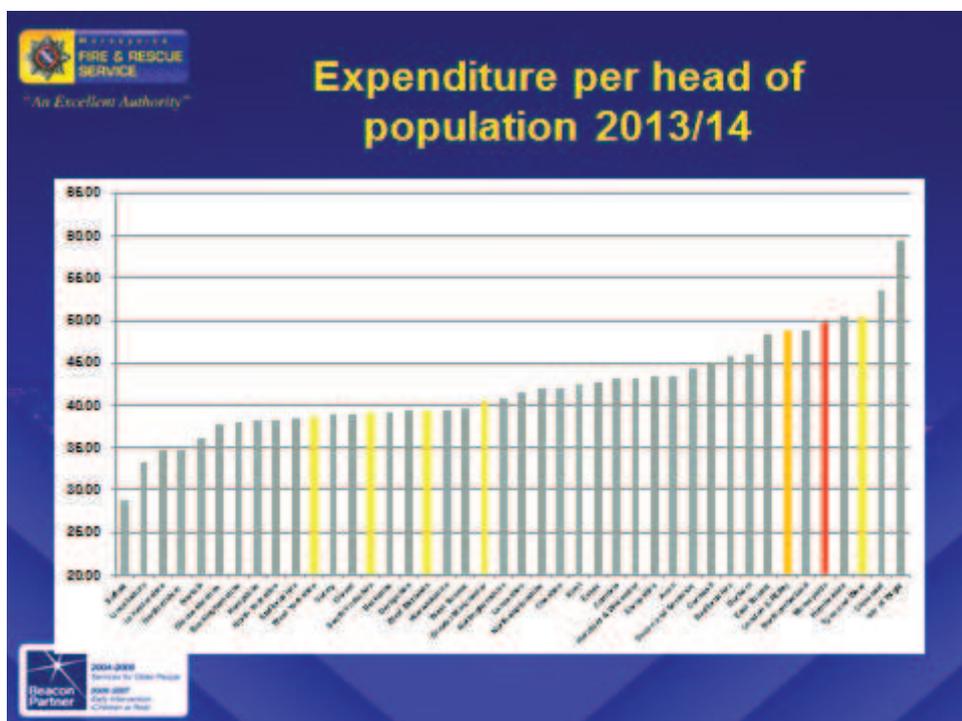
Taking Stock

15. In fact, in order to present a balanced picture, the ORS introduction to each meeting tried to 'take stock' of MFRA in terms of its much reduced risk levels (reduced by 53% over the last nine years) when measured in terms of the number of critical and other incidents, strategic roles and allocation of resources. Participants were shown comparative data on the (still relatively high) levels of government funding and the emergency cover resources that MFRA (and the other metropolitan fire and rescue services) continue to enjoy relative to other combined fire authorities.
16. For example, the following graphics were explained briefly – with Merseyside highlighted in red and the other big metropolitan authorities in yellow.

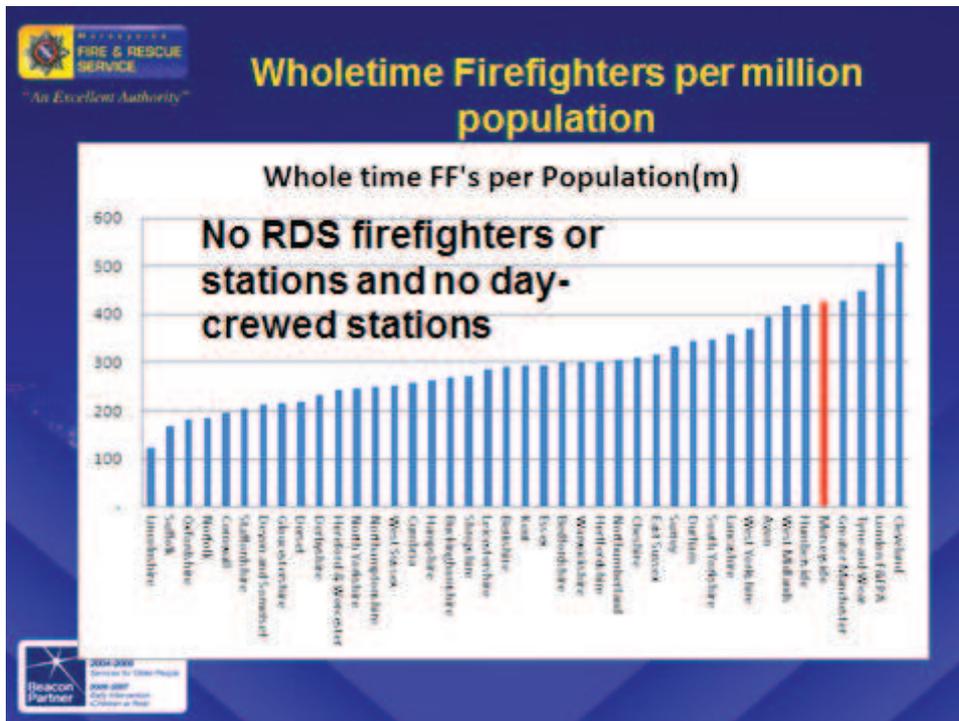
- 17. The chart below shows that, relative to most other fire authorities, Merseyside still receives a high proportion of its total funding from the government and raises a relatively small proportion through council tax.



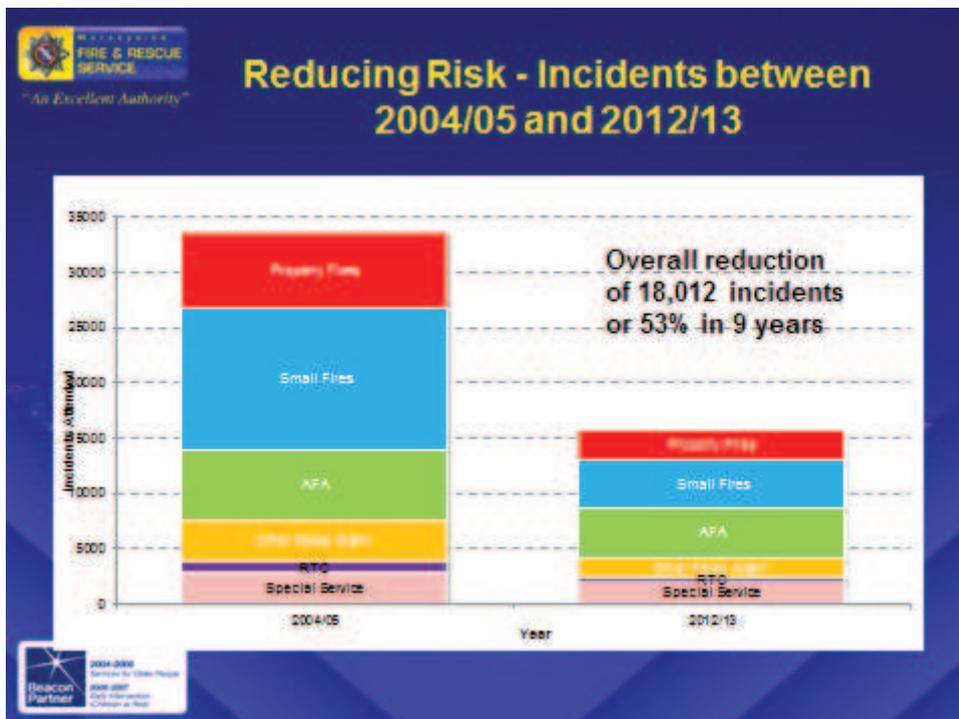
- 18. Therefore, even in recent years, MFRA has been able to maintain a relatively high level of expenditure per head of population – as the chart below shows.



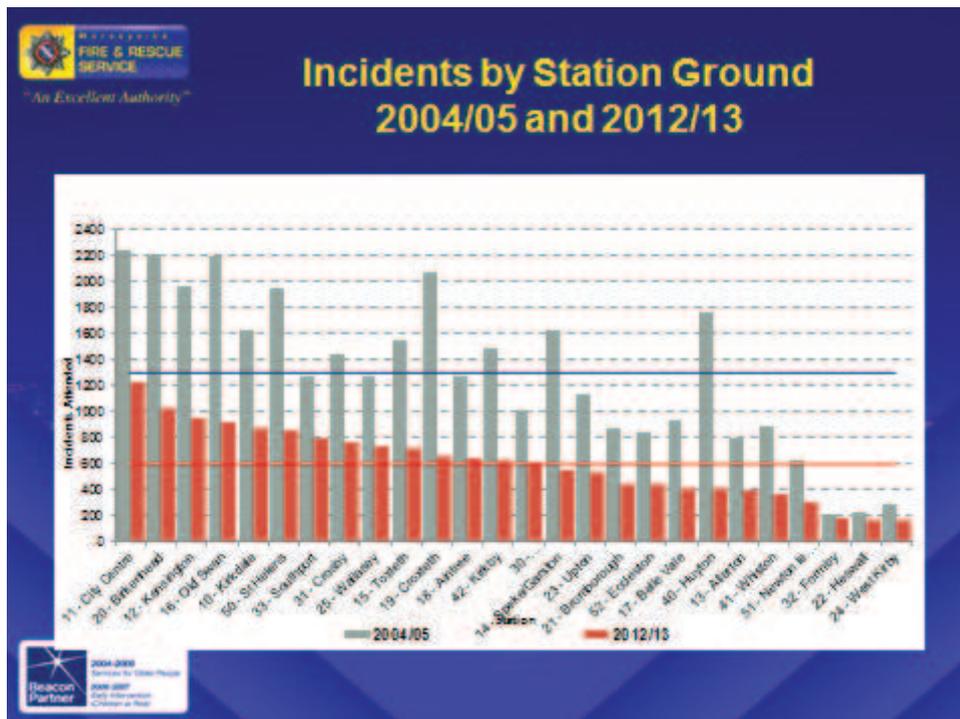
- 21. Given its high levels of fire stations and fire engines, MFRA has managed to maintain a relatively large number of wholtime firefighters compared with most other combined fire authorities – as the next chart shows.



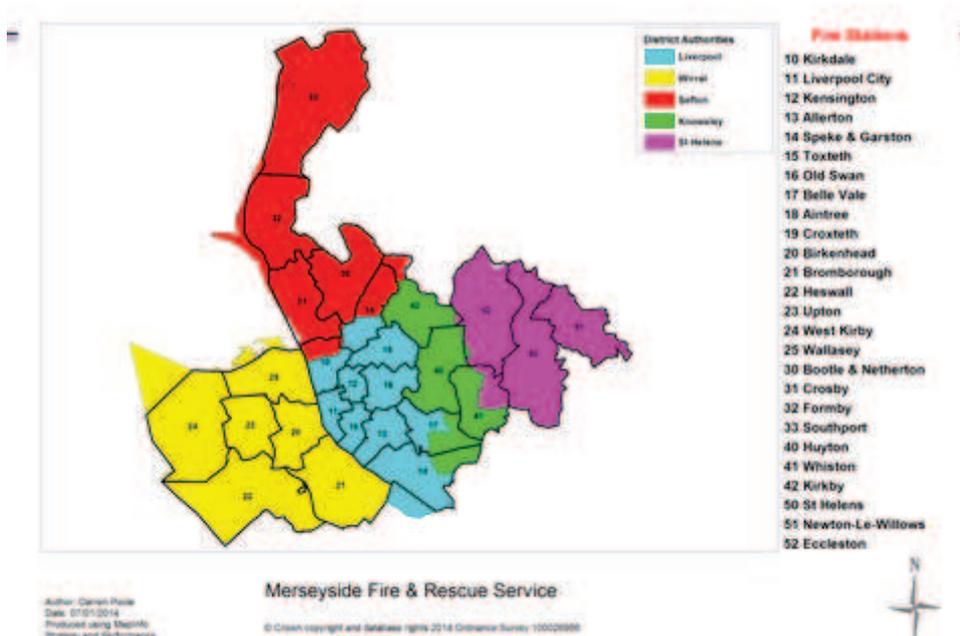
- 22. Partly as a result of MFRA’s very active preventative and educational work, all categories of incidents have reduced very significantly in Merseyside over the last nine years, as the chart below shows.



23. Not surprisingly, then, all of MFRA’s fire stations deal with many fewer incidents each year than they used recently to do – as shown below.



24. In the context of all the above data, the forums were shown the current distribution of MFRA’s fire stations with the following map.



Draft Emergency Cover Proposals for the Wirral

25. The final and longest part of each meeting was devoted to detailed discussion of the draft Wirral fire station proposals, which were summarised as follows:

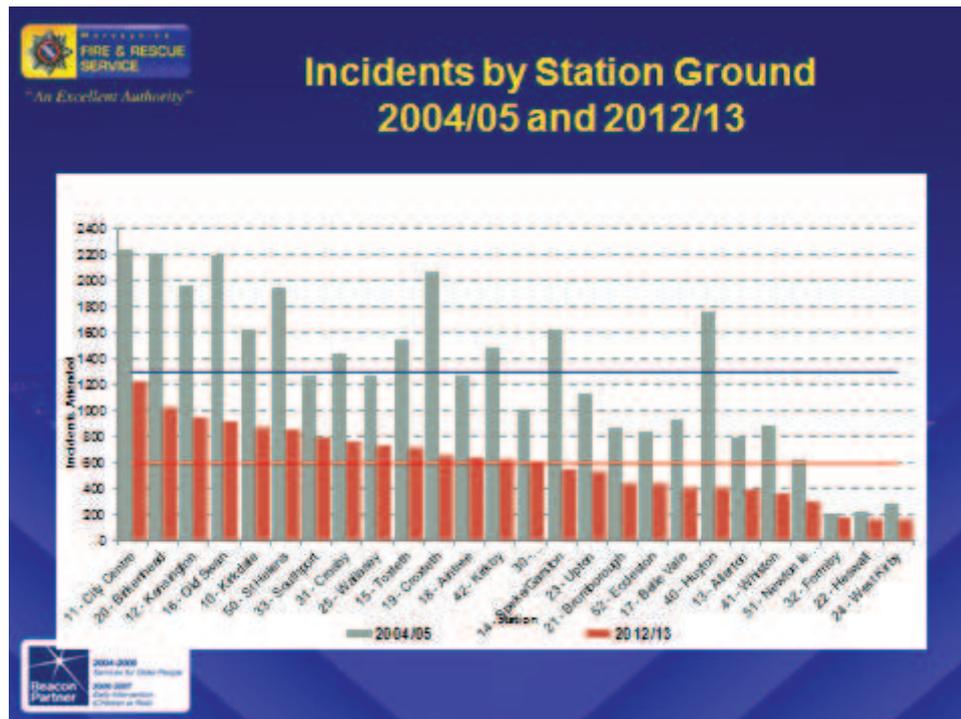
Building a new community fire station at Greasby

Then closing the one-pump stations at Upton and West Kirby

Greasby station then to have a single 24/7 pump, with another to be a reserve or back-up resilience vehicle and not normally crewed – with its crew subject to recall within 30 minutes in the event of exceptional incidents or spate conditions

The back-up crew for the reserve second pump would be wholetime firefighters with supplementary retained contracts to provide the support cover duties when required.

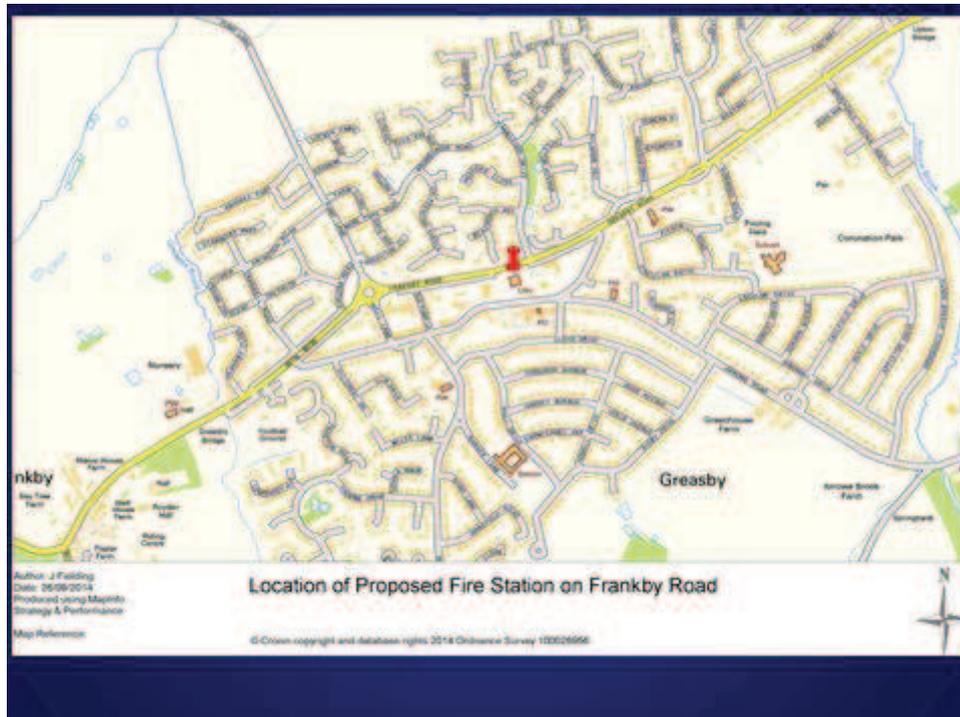
26. In other words, there were *two distinct issues* for consultation: (a) closing two fire stations while building a new one (in effect, merging two fire stations into one) *and also* (b) reducing the wholetime fire engines by one – by re-designating one of the current two engines as a reserve or resilience back-up vehicle for periods of exceptional demand.
27. In each meeting great care was taken to ensure that participants understood how the second (reserve) fire engine would be crewed and used as only a back-up reserve vehicle in the context of the closure of the two stations and their replacement by a new one.
28. The participants were also told that the merger and proposed crewing arrangements would save at least £863,000 per annum by allowing up to 22 fire-fighter posts to be phased out, probably without the need for compulsory redundancies.
29. As well as the financial context, the four meetings considered very carefully the relevant evidence about reducing risk levels and current response times in the three areas under consideration. For example, they reviewed the reduction in risk measured by the number of incidents – down over just five years by 48% in Upton and 24% in West Kirby – resulting in far fewer incidents for all fire stations (and with West Kirby as the quietest of all), as shown in the chart below.



30. In addition, the meetings considered MFRA's response time target (to attend critical incidents within 10 minutes on at least 90% of occasions) and they also compared the national average response time for domestic fires (7 minutes, 24 seconds) with MFRA's average time for critical incidents (5 minutes, 24 seconds).
31. Finally, but very importantly, the meetings were informed explicitly about the impact on response times of closing the two stations and covering their areas primarily with on full-time engine from a Greasby site. Currently, the average response times in Upton and West Kirby for critical incidents are 4 minutes, 30 seconds and 5 minutes, 24 seconds respectively; but with a single site in Greasby the overall average response time across the whole area is predicted to be 6 minutes, 18 seconds.

Greasby site

32. The first three meetings (the focus groups) were told that the fire station site for Greasby had provisionally been identified as the Frankby Road site – because the local authority had apparently indicated that the site (shown below) was available, and it was operationally very suitable.



33. However, the Greasby meeting revealed vehement opposition to this site from the local community; and to some extent (see below) their concerns were echoed in the other groups. Partly as a result of these strong sentiments, the local authority withdrew its offer of the site, and the MFRA decided not to pursue the issue – so it is arguable that the consultation process had a very immediate effect.
34. These changes happened between the three focus groups and the later forum. Consequently, in the final forum meeting, it was made clear that the Frankby Road site was no longer an option for MFRA and the discussions focused on the general issues, rather than on a specific site. However, it was possible also to ask if a greenfield site might be appropriate, given that it is not easy to identify an appropriate site that is agreeable to everyone.

Implications of not finding an appropriate site

35. The importance of finding a suitable site for the new fire station was explained in all four meetings – in particular because (if one is not found) the consequence would probably be to centralise the relevant fire cover resources at Upton station, with the consequence of lengthening emergency response times into West Kirby.

36. Due to the importance of this issue, the position was spelt out clearly in all four meetings. It was carefully explained that from a Greasby station site the average critical incident response time across the three station areas would be 6 minutes, 18 seconds; but if the West Kirby station were closed without building another in Greasby (or similar), and if the one 24/7 pump were based at a refurbished Upton station, then the consequent average response times to the West Kirby area would be extended to 8 minutes, 43 seconds – almost two-and-a-half minutes longer than from Greasby. Clearly, this is a difficult issue that MFRA will face if an appropriate location cannot be found for the new fire station.

Equality and diversity issues

37. While considering the draft proposals, participants in all the meetings were encouraged to consider whether the proposals have any adverse implications for any vulnerable people and in particular groups with ‘protected characteristics’: in other words, this question was not just a ‘footnote’ to the main discussion but an intrinsic part of the scrutiny of the draft proposals.

Overall context of the discussions

38. In the context of the financial challenges MFRA faces, it was made clear to the participants that, in addition to the Wirral draft proposals, similar plans are likely to be brought forward over the next two years in Knowsley, St Helens and Liverpool.
39. It was clear throughout the discussions that MFRA would not bring forward such proposals if it was not facing an urgent need to reduce expenditure in the context of reduced central government grant funding and restrictions on council tax increases. In response to questions, the proposal was described by senior MFRA officers as the ‘*least worst option*’ in the current situation. Nonetheless, the facilitator encouraged participants to consider the proposals *in principle* – on their merits in terms of suitability, sustainability, resilience and acceptability for the Wirral and Merseyside – rather than to just accept them without scrutiny as inevitable. In other words, financial issues were not the primary focus of the discussion: the proposals were examined carefully and at length. Participants were given extensive time for questions and discussion prior to being invited to make up their minds on each discussion topic.

The Report

40. This report concisely reviews the sentiments and judgements of participants about MFRA’s merger proposals for the two Wirral fire stations. Verbatim quotations are used, in indented italics, not because we agree or disagree with them – but for their vividness in capturing recurrent points of views. ORS does not endorse the opinions in question, but seeks only to portray them accurately and clearly. While quotations are used, the report is obviously not a verbatim transcript of the sessions, but an interpretative summary of the issues raised by participants in free-ranging discussions.

Consultation Findings

Executive summary

41. The key overall findings regarding the draft proposals (a) to close two fire stations and to consolidate the emergency cover at one new station (the merger) and (b) to reduce the number of fully-crewed wholetime engines from two to one were as follows:

In Greasby

By a ratio of three-to-one the participants accepted that the closure of the two fire stations and their replacement with a new station (the merger) was reasonable

An absolute majority also agreed that it would be reasonable to designate one of the two current fire engines as a reserve vehicle in the context of the station changes (five in favour, two opposed, and one 'don't know')

A majority of the participants (but not all) were opposed to locating a new fire station at the then proposed Frankby Road site

In terms of other options, almost all members of the group favoured redeveloping Upton fire station and providing supplementary cover to West Kirby from Heswall.

Their discussion of equality and diversity issues focused on this site, because they felt a fire station on the Frankby Road site would be hazardous for children, the elderly and disabled people when crossing the road

In Upton

The participants all accepted that the proposed merger of two stations was reasonable in principle

They were also unanimous that the Greasby site was a suitable location for the new fire station

They all agreed that it was reasonable to designate one of the two current fire engines as a reserve vehicle in the context of the fire station changes

The group recognised that MFRA is well-provided with fire stations and they felt the Authority should consider their overall distribution, but no specific alternative options were raised

The group raised no specific equality and diversity issues.

In West Kirby

By a ratio of three-and-a-half-to-one the participants accepted that the closure of the two fire stations and their replacement with a new station (the merger) was reasonable

However the group was divided on whether it would be reasonable to designate one of the two current fire engines as a reserve vehicle in the context of the station changes (four in favour with five opposed)

Only one of eight participants was opposed to locating a new fire station at the then proposed Frankby Road site

The option (suggested in Greasby) of redeveloping Upton fire station while also providing supplementary cover to West Kirby from Heswall was opposed by all nine participants

Instead of that option, they proposed that MFRA should lobby the government for more funding and/or increase council tax

Their discussion of equality and diversity issues stressed the need to consider the number of elderly people in West Kirby, including any in nursing and residential homes.

In the all-Wirral Forum

There was almost unanimous support for the merger proposal (with only one 'don't know')

The forum was unanimous that it was reasonable to designate one of the two current fire engines as a reserve vehicle in the context of the station changes

Given the (by then known) unavailability of the Frankby Road site in Greasby, the forum considered the appropriateness of using a greenfield site instead: four were in favour (depending upon the site), one was opposed in principle and there were five 'don't knows'

In terms of other options, some suggested that MFRA might make more use of LLAR crewing – with West Kirby then being designated as an LLAR station rather than closed

The discussion of equality and diversity issues stressed the need to consider elderly people (especially in West Kirby) and any disadvantaged residents who live in flats.

Overall assessment

The Greasby site was strongly opposed *only in* the Greasby focus group, and then not by all participants

All the meetings clearly approved the merger proposal as reasonable

Three of the four meetings clearly approved the changes to the second fire engine – and opinion was about divided on this issue in West Kirby

A limited number of equality and diversity issues were raised, relating to the elderly, disabled and disadvantaged people.

Reasoning about the Proposals

Introduction

42. People's reasons for their views are obviously important – particularly because consultation is not just a 'numbers game' in which majority support or opposition counts for everything: the key issue is not numbers but the cogency of the arguments for or against the various options. Therefore, this section concisely reviews the various opinions, reasons, considerations and attitudes of the participants.
43. The preceding executive summary shows that the meetings broadly accepted the draft proposals in principle (following the withdrawal of the Greasby site). Of course, the participants did not accept the proposals 'blindly' or just 'on trust'. Indeed, most would not have reached the conclusions summarised above without being able to see and consider the evidence provided by MFRA – including all the comparative data on how MFRA fares in funding and resources alongside other fire authorities, and also how much risk and incident levels have been reducing, not only across Merseyside, but also on the Wirral and across other parts of the country.

General awareness and strategic issues

44. The early discussions showed that, not surprisingly, many people were unaware of how the fire and rescue service is run in detail. For example, there were factual questions about:
- How dynamic emergency cover is managed when there are big or multiple incidents?
 - How fire engines are serviced and how long they last?
 - How fire engines are crewed?
 - How LLAR stations work compared with other wholetime fire stations?
 - The comparative death rates from fires and RTCs?
45. However, as the discussions continued, there was also considerable interest in the policy and more strategic context, with some participants asking, for example:
- Why does Liverpool have so many fire stations and engines relative to its size and population?
 - Has the educational role of MFRA made a significant reduction to the number of small fires?
 - Is MFRA having to rationalise its resources and focus more on urban areas of higher risk?

- Are response times to RTCs even more important than to fires?
- How critical are response times in general?
- How will MFRA manage potential redundancies?
- Will the retirement age(s) of firefighters have a significant effect on the service?
- How does demand vary by time and intensity? Are there fewer incidents at night than by day?
- Have there ever been times when there were too few fire engines to cope with the level of demand?
- How does MFRA monitor and assess relative risk across Merseyside?
- Will station mergers lead to changes in MFRA's attendance and operational procedures? Will households continue to get the same level of attendance, with the same number of fire engines?
- Does the search and rescue function have an impact on MFRA's core roles?
- How well does MFRA liaise and work with the other emergency services?
- What are the likely future levels for MFRA's budget in the next few years?
- Could MFRA use some community retained firefighters, like Cheshire does?
- What kind of training do community retained firefighters get?
- Could MFRA use ex-firefighters as community retained firefighters?
- Is there a case for fire and rescue service mergers in order to save money, especially by merging support services and some operational roles?

46. There were some very positive references to prevention in general and to home fire safety visits in particular – for example:

My housing association encouraged me to contact the MFRS to check my smoke detectors and other things – and that was very helpful

Greasby site

47. It is largely irrelevant to report views on the Frankby Road site, since it is apparently no longer available. Nonetheless, it should be noted that while many (but not all) in the Greasby group strongly opposed the Frankby Road site, mainly on the grounds of:

Safety – for people crossing the site/roads near a fire station

Traffic congestion is severe around the site

Such development would spoil the 'village green' amenity of the site, which is currently the 'hub of the village'

A fire station tower would be unsightly

A fire station would be a precedent for the Police and Ambulance services also using the Frankby Road site

The motivation to use Greasby is financial, since the Council would give the site for free, while MFRA would sell its other two sites

It would be preferable to redevelop Upton, for West Kirby's response times (from there) would still be within MFRA's 10-minute target

Heswall could make a major contribution to the emergency cover in West Kirby

Responsibilities over the Cheshire border should be minimised.

48. However, the great majority of people in the other meetings thought the Frankby Road site would be a sensible location, and that a fire station would be an appropriate use. There were some robust comments in the non-Greasby meetings – for example, in Upton (with comparable comments at the other meetings, too).

It is the logical place – it's central and sensible – it's a mile and a half closer to West Kirby than Upton is!

If you base the service at Upton or West Kirby it will delay the response to other parts of the whole area

The complaints at Greasby are mainly about noise and NIMBYism!

Greasby is not an unspoilt village and the site is perfectly sensible

Community facilities at the fire station are very important – my charity has an office in Sefton

Greasby will benefit from this change in terms of access to the area when the streets are congested in Greasby – there is a network of roads that gets congested there

A lot of people are just concerned about how it will look – but the concerns I've heard are not really sensible or relevant

Greasby gives excellent access to the main roads and routes – there are good sets of lights already there

A lot of people in Greasby wanted to oppose it at the meetings – but the arguments were not relevant

The Greasby campaign has been very political – with local borough councillors campaigning as the election approaches

There is not a private site available and it would be expensive to buy another site – we should use the site that's available

The fire station could offer community facilities there, including exercise gyms

There's less chance of [Greasby] losing their services if they have a community base to centralise the services properly.

Reducing fire stations

49. Naturally, while having a wide-ranging discussion and review of the above issues, the four meetings focused on the two issues of reducing fire station and changing the crewing of the second fire engine. As we have shown, there was overwhelming support for the merger, even in Greasby (providing the Frankby Road site was not used). Some key supporting comments were as follows:

The cuts have to be made somewhere and it's been carefully considered – there has to be compromise somewhere

The reduction in risk makes it logical for the crewing of the second engine to work – this is a management decision (Upton)

The crewing of the second engine is reasonable – as long as there is back up from the next station – and the Wirral fire stations are relatively close

These are very well thought-out proposals

It is sensible to look at the MFRS area as a whole and to seek for mergers when they can be done safely, like in this part of Wirral

You will expect to see a continuing drop in the number of incidents as communities continue to get safer – the Wirral population is not projected to increase substantially in the near future – but it would stretch services if it did

We're lucky to have so many fire stations and fire engines – but if we have to reduce resources we can do so safely – and a merger is a good approach if the new facility has the important resources it needs to service the area

Second fire engine

50. The meetings were also able to accept the designation of the second fire engine as a reserve vehicle to be crewed only in exceptional circumstances by on-call wholetime firefighters. There were fewer explicit comments on the detail of this proposal, but the facilitator confirmed that all the groups understood the implications of the change before asking their opinions, which (as the executive summary shows) were in most cases favourable. One typical comment was:

The second engine would not be the immediate back up for the first fire engine – that would come from another station on Wirral – which is reasonable here because they are so close.

51. Some others said they could accept this particular change only *based on the money issues [that MFRS is facing]*.

Other options

Greenfield site possible

52. While approving the current draft proposals, some participants made some alternative suggestions that MFRA will wish to consider. Some meetings raised the issue of using a greenbelt site if the Frankby Road site was unacceptable or unavailable; and in the final forum (after the withdrawal by the Council of the Greasby site) this issue was asked explicitly.
53. In the final forum, when asked if it was reasonable to use a greenfield site, there was some uncertainty: only one person opposed the option, while four supported it; but there were also five 'don't knows'. There was also a specific suggestion:

Have you considered a site near the industrial estate between Moreton and Meols – that would be a suitable area before you come into West Kirby.

54. Earlier, in the Upton meeting, there was no 'vote' on the issue of a greenfield site in principle, but one influential (in the context of the meeting) comment was:

The government should not change its mind about building on green belt land – but it's OK to use it for public services – that's a legitimate use of some green belt land.

Redeveloping Upton (instead of West Kirby)

55. In Greasby, the prospect of redeveloping Upton rather than a opening new station on the Frankby Road site was supported in a ratio of seven-to-one. A typical comment was:

I'd have a 30 second response time if Greasby was the base, but I think Upton should be the main station because it has much better access to the motorways and other roads.

56. However, the one dissenting voice in the meeting said:

Even if the response time to West Kirby is within the 10-minute target time, it's still significantly longer than it would be if Greasby was the station base – so that's still detrimental to anyone there who's having a fire in their home!

LLAR stations and other possible closures

57. In West Kirby and the all-Merseyside forum, the prospect of making savings by increasing the number of LLAR stations was raised by a few participants. In most cases, this was seen as a possible option for the West Kirby station (as the quotations show), but MFRA may wish to consider this as a more general option. The typical comments were:

Could West Kirby be converted to a day-crewed or LLAR system instead?

West Kirby used to be an LLAR

How much would LLAR increase response times overall on the Wirral?

58. Participants recognised that in the medium term other stations might close in Merseyside, but in this case, in West Kirby, it was suggested that the Heswall station should be closed instead of West Kirby's – for example:

Could you not close Heswall instead? Is it really necessary as such a quiet station?

Heswall has cross-border responsibilities, but it could focus just on Wirral.

Community retained firefighters (RDS)

59. There was no spontaneous support for community retained firefighters, even though questions were raised about this option in the initial presentation and subsequent discussions. One influential and typical comment was:

I dislike the idea of community RDS firefighters [for Merseyside].

Council tax and the government

60. There were a few suggestions that MFRA should:

Lobby the government more!

Raise the council tax – I'd pay a lot more for the FRS!

Equality and diversity issues

61. Equality and diversity were 'mainstreamed' in the sense of being raised early in the discussions, as a context for people's reflections on the issues – and a range of important comments were made, mainly based on the importance of ensuring that vulnerable people get appropriate consideration. For example, it was claimed that the Frankby Road site is:

Not suitable for a village and children's use in the immediate area – school children/elderly/disabled have to cross the road near the site.

62. More generally, participants prioritised the same sorts of groups – for example:

The elderly and nursing and residential homes have to be taken into consideration – and that does not seem to be a primary focus yet

We have a lot of elderly

West Kirby has elderly people and there are some flats with social disadvantage

The aged and disabled people will have some impact from these changes.

63. There were a couple of positive comments in this context:

The council and the FRS are aware of the needs of the elderly and vulnerable

The FRS links up with the other agencies – it has to be a multi-agency approach.

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Wirral Consultation

Public Meetings and Stakeholders Meeting

1. Promotion:

Four evening public meetings and a breakfast stakeholders meeting were held as part of the Wirral consultation process.

The initial public meetings were held in October 2014 in West Kirby, Upton and Greasby. Following the interest shown in Greasby, a second public meeting was held November.

These meetings were widely promoted in the local media, internet, social media, our own staff meetings and leaflet distribution to public buildings, businesses and local supermarkets.

The Liverpool Echo and Wirral Globe ran numerous articles when the consultation was launched and prior to when the public meetings were held.

MFRS Facebook page and the MFRS website carried information from the day the consultation was launched and there was frequent promotion of the process on twitter and social media generally.

A newsletter was widely distributed to the media and local people. Following the response from the first three public meetings a second newsletter was produced and distributed responded to some of the issues the public had raised.

The stakeholders breakfast meeting was attended by local business people and representatives from organisations and agencies that work with MFRS.

Meeting were also organised with all MFRS staff who work on Wirral and the same presentation was given.

Signers were engaged for all the public meetings and a hearing loop was also available to ensure any attendees with hearing impairment could participate. The signer was required at one of the Greasby meetings.

2. Feedback

The format of the public meetings and stakeholder meeting was a formal presentation by the Chief Fire Officer explaining the reasons for the changes being proposed and details of the actual merger process and its impact on MFRS operational activities.

This was followed by an invitation for people to ask questions of the MFRS senior management who attended.

Around 350 people attended each of the Greasby meetings while the Woodchurch and West Kirby meetings were each attended by more than 35 people.

The Stakeholders breakfast meeting was attended by 10 people.

Answers were provided by the Chief Fire Officer unless stated otherwise.

Public Meeting Questions and Answers

Question and Answers from Greasby Public Consultation Meeting held on Monday 27th October 2014

Q: How does having a station in Greasby differ from having one station in Upton?

A: The difference is 6 mins and 18 seconds from Greasby or 8 mins and 43 seconds from Upton to attend an incident in West Kirby.

I would not make these recommendations if there was any other choice. I've lobbied more than any other chief officer against the cuts. These cuts have gone ahead and they will continue to do so. We cannot employ more wholtime firefighters than we have a budget for.

Q: I understand you're in a very tight place, your budget has been cut but I find it very difficult to support anything about having a fire station on this site. I feel let down by the elected representatives if it is them who made the approach to offer the site.

There are issues about the way that site is used at the moment and the way people move across the site. There are issues about the community centre and any fire escape. There is nothing that will enable you to provide any kind of community facilities like what it has now. There have already been accidents with kids walking out. We have to look at this site as it actually works.

A: It is not the elected councillors who are offering this location it is Wirral Council officers.

Comment: (Local councillor) I can assure you that we have had no part in this at all. This has been done by officers with the full backing of the Labour administration.

Q: What the Chief doesn't say is two years ago West Kirby was manned of a day and now they have twice as many firefighters. They have a perfectly good station at Upton. There's no need to move a station 1.2miles at a cost to the tax payer. They also have the maritime rescue that is not needed when we have the RNLI.

A: West Kirby's crewing moved to full time last year when we moved from 42 appliances to 28. The reason is because of the reduction in appliances and the fact that they could no longer be covered in the evening. In terms of the Marine Rescue Unit, we received £150K income from other organisations. To save money we have cut the staff by half. It may also be one of the casualties of the cuts we have to make.

We have 25,000 people in West Kirby who may have a different view than people in Greasby.

Q: We know the best option for you is Greasby but what do we do in this consultation?

A: I give my professional opinion to the Authority based on operational response but ultimately you are not going to change my mind.

Q: Effectively our feedback isn't for you then it is for the Authority.

Q: There's nobody from the council here. They're a bit rubbish. Waitrose are already waiting to move to Heswall.

A: There has been a lot of commercial interest in Heswall but it is not for sale.

Q: One of the main concerns is the 8 mins. Have you been down Frankby Road because it will take a long time if you have to go down there to get to a fire?

A: Which is probably all the more reason to move the station to Greasby.

Q: There's no way a fire engine will get down there.

A: Fire engines move along more difficult routes every day.

Q: You said you save very few lives from domestic fires, the major fire in this area was Arrowe Park. There are thousands of patients there. Why don't you move there and be close to the M53?

A: Why would I do that when I have a station at Upton?

Arrowe Park is also extremely well managed.

We will end up with 4 stations in Wirral. The public sector is going to shrink irrespective of political party.

Q: Do response times equate to lives saved?

A: A fire in the room of origin can reach 100 degrees anyone in the room of origin will die. You have two toxic elements, cyanide and carbon monoxide. If you had something in your house that you know would kill you would you wait two and a half minutes for the police?

Q: My brother recently retired from a fire service and you don't save lives most of the time they get themselves out.

A: We do save people from fires but we save a lot more people from road traffic collisions.

Q: (Councillor) We have got your responses and we the elected members had nothing to do with the highlighting the site to the fire service. I was under the impression that the Authority would take in people's views.

A: I will give my recommendation to the Authority as their professional advisor and will also feedback the responses and views of every single one of you.

Q: It's a financial decision because the government has given you money for the rebuild.

A: The Finance for the rebuild doesn't make any difference to my recommendation.

Q: Find somewhere other than in the middle of the village.

A: My recommendation will be based on response times. With that report we will faithfully represent the views of the Greasby community, West Kirby community and Upton community. It's a matter of the Authority to make the decision. It is not within the scheme of delegation for me to decide to put the station in Greasby or not.

Q: Do you also service Moreton? How much is it going to cost to build this in Greasby?

A: It will be in the order of £3million. It would also cost £3million if we rebuilt Upton.

We are required to deliver a service across all of Merseyside and we are required to cover all of West Kirby and Upton. It makes sense to move closer to West Kirby to maintain the response time.

Q: If you do get planning permission will it have a smoke tower and a smoke house with chemicals.

A: There would be a training tower of around 40ft.

Q: I think your plans are very well advanced and I think this is flimflam. How quickly do you have to submit these proposals?

A: This is not a done deal. Do not judge us by what happened previously with other projects. The Authority may decide they don't want to pursue a station in Greasby. Even if we do, we will have to submit plans.

Q: I don't agree with the 2 minutes you have said it would take to get to West Kirby.

A: That is our predicted response time.

Q: You said you would be held to account for these proposals. You have already submitted a proposal for Upton.

A: They are not 2 equal proposals. In the event of an outright closure of West Kirby we would have to pursue redevelopment in Upton. We are directed to pursue efficiency savings in the first instance and if I can't achieve the best operational outcome I would look at increased interoperability at Upton (a new station in Greasby Area).

The proposals save us £860,000 through firefighter jobs.

Q: (FBU Official) If we go back to 2002/3 when the cuts started, when we got to 2010 we were already in a terrible predicament. We have been down to London as a joint delegation. They are not listening to us. It is over to you because we have done everything we can. If you can, express your anger to your local councillors and MPs. Unless you do they will carry on with the cuts. While you don't want it in Greasby, if it goes to Upton, people in West Kirby will be severely affected. In the UK last year 40,000 people were rescued, that's nearly

100 people a day. If you don't think 2 minutes is a long time to wait, try holding your breath for 2 minutes and see how difficult it is. Communities in other areas are in the same boat as you.

Q: We're talking about Greasby village, what makes this the best place to put this station?

A: I don't necessarily think the site is the best place in Greasby. If there were other places in Greasby and we could get planning permission I would take it in a heartbeat. The fact is there is no available land. It is greenbelt land.

Q: If you had to pay for the land, would the situation be the same?

A: I would hope that we don't have to pay for the land but this is the only land that has been made available to us. If Wirral Council decide to charge us for the land it is a matter of how much they would charge.

Q: You're not doing your job if you haven't done the cost analysis.

A: We have done the cost analysis. We will make around £860,000 in savings year on year.

Q: Who will staff the station if there's a strike?

A: There is a national strike on Friday and Upton will be staffed. Greasby station would be staffed.

Q: What guarantee have we that the shrubs will be in the finished product?

A: The plans just give an idea of what it possibly could look like. We would consult more widely to take on the views on what the expectations are in terms of the site.

Q: Will there be phone masts on the tower?

A: There will be no phone masts on the tower.

Q: Will you be recommending shutting Greasby in the future if you close Wallasey.

A: No it would not close.

Comment: (Labour Councillor) Our local MP should be made aware of your feelings.

Q: It would tear the heart out of Greasby, it would be like a bomb site for the next few years because it will take time to knock it down and build a new one.

A: The estimated demolition and rebuild would be a year.

Q: Couldn't you send out a Landrover to places like West Kirby, like the ambulance service has the response vehicle?

A: We previously used Small Fire Units, mainly in Liverpool because of the volume of small fires. A 2 person crew couldn't achieve a safe system of work at a road collision or house fire. They would only have to wait for a fire appliance to back them up which would put us in the same position as if we went for outright closure in West Kirby. We deal with small fires through intervention or by not responding, as in many cases that is what the people who set those small fires want.

Q: You haven't mentioned Morton.

A: The average response time to West Kirby will increase if you close Upton outright. The response times are based on real incident responses. A fire appliance doesn't just sit on a fire station.

Q: There is not enough room.

A: The plans would suggest that there is. This is an FRA consultation and has nothing to do with planning.

Q: (representative from the Library) My concern is if it takes a year to build what about continuity of use?

A: I can't speak for Wirral Council but with every build we have done we have provided temporary facilities which have been very good quality.

I'm duty bound to make operational recommendations. I have no desire to upset anyone in Greasby. You can be assured if this went ahead we would work with yourselves to ensure the best outcome achievable was delivered. I'm not convinced that there is sufficient land there to deliver what we need in a fire station. We haven't seen any final plans because they don't exist.

Q: But something would be given to ensure we continue the library service?

A: Yes.

Q: I'm more concerned there is going to be a fire station in the middle of Greasby and did you say it's going to cost £2.8million to build it?

A: Yes.

Q: I think you would be squeezed on that land.

A: If anyone here is able to offer us any other land in the vicinity where we can get planning permission we would look at that.

Q: I'm sure this area here was given to the Greasby people by someone.

A: My understanding is that the council own that land and they have leased it to the community centre on a 99 year lease.

Q: I think people of Greasby would say take an acre of land rather than put it in the middle of the village.

A: If anyone has land that they are willing to give us then that's something we would go with. The advice we have had from Wirral Council is that because it is all greenbelt and because they are offering us an alternative it would be difficult for them to offer us special circumstances to build elsewhere on greenbelt land.

Question and Answers from Public Meeting at Upton Tuesday 29th October 2014

Q: It's going to reach a point where you can't run the service and you will be held responsible for lives lost if we don't have enough fire engines.

A: Section 7 of the FRS Act says FRS must make provision to respond to Fire, it doesn't make specific reference to what that provision must be, that is to be determined locally. Where is the line – its miles behind me as we have already cut from 42 to 28 appliances. It would be for a judicial review to judge whether we have made enough provision.

We are the 3rd most expensive FRS but have one of the best response times. The Act is worded in such a way that it isn't prescriptive about the number of Fire appliances we must have.

I will make recommendations for a Council Tax referendum if required to increase funding to enable us to provide sufficient provision.

Q: Thank you for your comprehensive and honest presentation and responses so far, who owns the land at West Kirby and Upton?

A: Merseyside Fire and Rescue Authority owns it

Q will the new building of station at Greasby be a PFI project?

A: It's not a PFI project

Q Why not keep Upton open?

A: Doing nothing is not an option, we need make cuts to meet our reduced budgets. Closing West Kirby is the best operational option, leaving Upton open would not give us the best coverage for West Kirby so building a station between the two station areas at Greasby gives us the optimum area coverage to include all of West Kirby

Q: Do we not have more fires in other areas?

A: We don't just respond to fires we respond to Road Traffic Collisions for example a recent fatal RTC involved an elderly lady at Thursaston

Q: I don't believe it's quicker from Greasby?

A: Try not to get hung up on the fixed locations of fire stations, those figures are based on actual incidents that have occurred in the past based on where the appliance was at the start of its journey to the incident.

Q: Your recommendation is clear, even if the people of Greasby barricade themselves to the site – it's a done deal!

A: I will make my recommendations to authority based on the best operational option available to me to maintain my FRS act requirements (section 7 etc) but I will also faithfully ensure your views are captured via the survey and these meetings and made clear to the Authority to take into account when they make decisions.

There is also an opportunity for you to have your views and opposition heard at the planning committee if the Greasby option is chosen by the Authority, your views will be considered then.

Q: why have the plans been completed at this stage if it's not clear decision, isn't a waste of money to instruct an Architect to make plans on something it could look like.

A: The plans have only just arrived on my desk recently and I have yet to sit down with colleagues and look at their merit. I was asked by people of Greasby Community Centre to provide details of what the station could look like. If when I look at the plans they don't deliver what we need, we will not be moving ahead on them. In the short time I've had to look at the plans /drawings they do look like they could work.

Q: I lived across the road from a fire station in Birkenhead it was noisy and had lots of wreckage of cars on the site. I moved away to Greasby to get away from that.

A: Cars are taken to our Training site at Croxteth where possible to be cut up. There are set routines for training on the station ground from 9.15 to 12.pm which may cause some noise. Appliances don't always turn out from stations they are generally out in the community in the afternoon so may minimise noise from the station then.

Q: Yesterday we had 600 to 700 residents of Greasby turn out to your consultation, they were encouraged to attend to have their voice heard but were not given direction on what to say.

If think it was clear that the people of Greasby are unhappy about the proposal of the building of a Fire station on the proposed site, it's not appropriate for our village, we don't see the difference in response times is worth it. Greasby won't accept this and we ask that you and your officers reconsider. We are happy to help find other sites in Greasby and want to say that Upton is the preferred site to stay open and close West Kirby

A: I will faithfully represent that view to our authority but response times are important. Let me ask my Colleague and Fire Brigade Union representative respond.

A: (FBU) We have to maintain the best response time, I'm not here in a political capacity but here to help save lives. I've been a FF for 41/2 years at West Kirby it is crucial to consider the importance that the reduction of response times makes to saving lives, even 1 minute 40 seconds would have made a difference between life or death on so many of my past rescues.

I urge you to consider who the villain here is, it's not the CFO /Authority. You should direct your concerns to the Government – it's not just current government either as previous governments have been attacking the fire service with cuts since 2004. Take your anger out on the politicians.

Q: Well who is looking after the people of Greasby in politics

A: The democratic process of consultation, the planning process is important and should consider your views. It's outstanding to see such a great sense of community with the turn out last night and today – in the past there has been no interest with these consultation meetings.

Q: Why are there no councillors standing with you tonight next to you to respond and listen to us?

A: It is right and proper that the Authority members /councillors remain impartial in this process tonight so they can make an informed decision

Counsellor for Wirral - Wallasey Ward and member of the Merseyside Fire Authority provided some feedback in answer to question above:

I believe that it is right and proper that councillors of the Authority aren't presenting to you tonight – I am the only conservative member of the Fire Authority – there are 18 of us in total and I am the only one who has joined you tonight. I came to hear your views so I could take them into consideration when making my decisions with other members on the CFO's recommendations in 2015, balancing your views with the need to keep people of Wirral safe.

**Questions from West Kirby (Hoylake) Consultation Meeting
– 30th October 2014**

Q: People in West Kirby don't know about this station closure

A: This consultation has been widely publicised and when the cuts started the Echo ran a 6 day double page spread on MFRS and yet at the end only 3000 people signed the petition.

Q: Thank you for a straightforward and honest presentation. Main concern is response times, clearly there will be longer response times and taking into account road quality to Meols and Hoylake this will be verging on the unacceptable

A: Our average response time for all Merseyside is 5 mins 24 secs on 60% of occasions this is quicker. However there are outlying areas such as Billinge, Hightown, Cronton we will never get to in this time unless an appliance is already in the area. We recognise Hoylake will be at the top end of our response now. My recommendation gives the best attendance to all of West Wirral.

Q: Why no Authority Member here tonight?

A: Members have to consider the outcomes of consultations and avoid pre-determination

Q: You inferred that Authority could override your suggestions ultimately

A: Operational matters are delegated to the CFO who the Authority holds to account for such matters. A CFO cannot unilaterally close fire stations. A CFO is a professional adviser to Authority who will write a report offering options. The Authority has accepted operational recommendations pending the outcome of consultations, a decision to be made in February. I will make recommendations to propose mergers as nothing that has been heard so far has changed this view, however if something was suggested it would be considered.

We will faithfully represent your views, especially that Greasby people are fundamentally opposed.

Q: With the likelihood of fracking and nuclear waste being stored in West Wirral doesn't this mean that stations should be kept open.

A: We would like nothing more than 42 appliances and recognise the points raised, but the Government are committed to reducing the national debt and the long term financial sustainability of the UK which means public spending will continue to reduce.

Q: Why aren't we tearing down Upton instead of tearing down Greasby library because the library probably won't happen?

A: In all the meetings we have had with Wirral Council they have always said they will maintain Greasby library. This is the best chance of sustaining a library in Greasby.

Q: A couple of minutes on attendance times don't matter, remain at Upton and close West Kirby

A: Is it acceptable for people in West Kirby and Hoylake to wait 2 minutes longer?

Q: Is the ambulance site being researched? Surely it would be more economical to build both together

A: The only way to pursue this would be if we remained at Upton. Potentially if we sell Upton NWAS may be interested in the site.

Q: Your recommendation sounds viable financially but eliminates the library

A: This matter falls under Wirral Council who do not recognise the site at Greasby as green space.

Q: Cllr Rennie, elected representative on FRA attended Greasby and Woodchurch meetings. Considering the FRA is majority Labour it is a credit to her that she attended and had a go.

Q. I attended Greasby meeting but had to leave early. I am not here to represent Greasby but all of Wirral. Very competent presentation and understand that CFO inherited Sir Ken Knight report which stated there is an inbuilt resistance by FRA's and CFO's to reduce staffing, this is now beyond your control.

Looking at all Wirral and bringing Wallasey and Heswall into the argument. West Kirby is closing and if cuts carry on and Wallasey goes who will cover the areas of New Brighton, Egremont, etc?

A: Birkenhead can easily cover all of these areas within 10 minutes but Wallasey is not being considered for closure in this consultation.

Q: If training facilities are going to be so small at Greasby does that mean you will be buying more land on the site?

A: No this is 'the' West Wirral merger. I would accept another suitable site at any time and I have made this clear.

Q: Will there be a 4 storey brick tower?

A: No it will be metal

Q: I object to the 4 storey tower couldn't you keep the training tower at Upton?

A: No, that would mean we wouldn't be able to sell the land.

Q: This is small built up area

A: I have no control over Wirral Planning. This site would have to be refused before we could get another site.

Q: Do you think deaths and injuries will be avoidable in the future? Response times are critical. You have given us average response times but have you got

median and mode statistics so we can complain to Politicians. CFO is doing his best but we need to fight democratically.

A: These changes won't make anyone safer and I have said this to the DCLG select committee. In terms of median and mode some incidents can totally skew figures and example of this would be a late fire call. West Wirral doesn't have the same outlying areas as St Helens for example. We have made a number of submissions to DCLG which could be shared with you on request.

Q: Fire are our favourite service and the reason fire figures have gone down is due to the prevention work of MFRA. Surely the Council could offer some green belt land we wouldn't object. We should all write to the Council.

Comment: So it's OK not in your backyard but in someone else's! We would object.

A: We would take a site on Pump Lane or Frankby Road because they are nearer to our central point.

Q: Most people appreciate that the CFO is stuck between a rock and a hard place but shame on Councillors and MP's for not attending.

A: All local MP's have done a great deal of lobbying including Esther McVey. Sadly FRA's are way down the political pecking order.

Q: West Kirby will go we know that but it's a good thing that the 2nd pump will go to Greasby. You say West Kirby is not available some of the time at present. Does this also apply at Upton?

A: No. Upton is a key station and we will detach firefighters in from other stations to keep the station open. CFO explained 10 key stations.

Q: Would the wholetime retained crew at Greasby be all Greasby staff? Would there be enough response from crew to do it?

A: There is a good chance they would be. We are working with the FBU to secure sufficient staff to do wholetime retained.

Q: You quote that the station at Greasby will cost £2.8m. What will Greasby get as community facilities from that? Who will be funding the station? We don't want Greasby to have worse facilities.

A: £2.8m will come from DCLG money, sale of Upton and West Kirby sites and reserves. The station will have community rooms and a state of the art gym, which on all other Wirral stations is used by Wirral Heartbeat.

Q: Greasby specific as there is a community centre and library there already

A: The library and children's centre will be 10% smaller but there will be a large foyer. The current library is 400 sq m Wirral say new library would be 10% smaller but the lobby would make up the extra space.

Prefer the plan with the community centre and library as separate entities. They would be managed by Wirral and the Community Centre. FRA would meet with key local stakeholders to meet the needs of all users.

Highway costs would be covered by MFRA.

Q: Therefore Greasby won't get a library?

A: We will be guided by the community, but can't speak for Wirral Council.

Q: Did you say earlier that writing to MP's is a waste of time?

A: No I did not say that. We need to be realistic however on what can be achieved. According to the Treasury the long term financial sustainability of "UK PLC" trumps any lobbying argument.

Q: On the slide you estimate cuts of £20m by 2020. There is a lot of support from Government for fracking. This would have a large impact for fire and risks. How will that impact on FRS?

A: Fire safety is the responsibility of the risk manager e.g. Arrowe Park is very safe as it's well managed. In relation to fracking, renewable energy is one of the high priorities for the City Region. Economic growth works in favour of the Authority for funding. Anything that increases jobs is good it reduces deprivation and fire deaths so prosperity is good. If businesses do well income from rates increase.

Q: Roads from Hoylake and West Kirby can be very busy how would appliances get to an incident at these times?

A: This is no more challenging on Wirral than anywhere else on Merseyside e.g. terraced streets with cars double parked in Liverpool. Our data is based on real incidents attended, using historic data and maps real journey times.

Comment: If we had realised this was going to happen we should have taken a much larger piece of land for the Community Centre to prevent this happening. We fully support and understand the FRA's financial reasoning. Land is not up for grabs. Disappointed at Wirral Council offers and it is a horrendously long process to come. Couldn't they use the corner of a field? We must turn on Wirral now and would love to work with CFO. Greasby is at the whim of Wirral Council.

Comment: Cllr West Kirby Ward – West Kirby want to keep fire station, Greasby don't want one. This was a very good presentation and what FRA have done is very fair. Outcomes are what is important to West Kirby ward, anything that gets an appliance to West Kirby quickest is our main concern. FRA are dealing with this in a very open and honest way and work with committee very well.

Questions from the second Greasby Public meeting held on 10th November.

Q: Why has Heswall fire station not been included in these proposals?

A: Heswall already provides second response to parts of West Kirby but the issue we have is it covers Neston. It's day crewing and there is an agreement with Cheshire that that station covers Neston and Cheshire covers Cronton in Knowsley and Cheshire respond to that.

Q: Have you considered using a site near the Upton bypass towards Saughall Massie?

A: Consideration to other sites had been given but it was the land that he had been told was available which formed those which were looked at more closely to arrive at the Frankby Road placement for the proposal.

Q: What is the value of land at West Kirby and Upton? What is that value?

Q: This consultation seems more of a "dialogue". There are changes in laws coming in that allows people to say what they want and what they don't want in their communities. You have dismissed sites that will be more advantageous. You can build on green site land with heavy landscaping such as tree planting. What you said is if no site is available in Greasby that opens the door to look at other sites.

A: The Chief said that what he said was Pump Lane would be a better site than the one we have. But in order to receive the "exceptional" circumstances he had been

advised that this would not be available as long as there is an alternative (where the community centre is in Greasby).

Q: I completely understand what you are saying. If people do not want it in Greasby, it opens the other door.

A: There is “bureaucracy” to go through as part of the process and, if it was approved at the Fire Authority next year, it would then go to a planning application.

Q: It think it is a done deal.

A: To be clear I would welcome the opportunity to consider other sites.

Shouted Question: Is there anyone from the council to speak?

A: In relation to the value of the land – that information has been exempted under the fire and rescue services act. The reason it is exempted is it would “show the Authority’s hand” in land negotiations.

Q: How much is the Fire Authority going to have to pay and how much does the council make – what values is it?

A: It is ultimately that is not for me to say and Wirral Council owns the land.

Q: Are we going to pay Wirral Council for the land?

A: In my view there could be a “pepper corn rent”. The proposal assumes a library and children’s centre. The cost would be in excess of £3 million – the cost of the fire station only. Wirral Council may be charged for having the Children’s Centre and Library on the site or, if they made a capital contribution for those elements on the site, then we (Merseyside Fire and Rescue Authority) may pay rent.

Q: In the report to the Fire Authority of 2nd October it said if there is opposition to the Greasby proposal then the alternative would be the outright closure of West Kirby and maintaining Upton.

A: That’s absolutely correct. They (the Fire Authority) need to consider their statutory duties. That’s a matter for the Fire and Rescue Authority.

Q: I have listened to you, like everybody else. I’m wondering why you are here. Why did you seek planning permission to build a tower in Greasby in January 2013?

A: Kieran Timmins was invited to the mic by the Chief and said - The Fire Authority has never applied for planning permission in Greasby

Q: The man then read a few lines from a planning permission notice about a new tower at Upton Community Fire Station in a “revised location”.

A: The chief explained that was for a new tower at Upton as the previous one had been “condemned” and was not to do with Greasby at all.

Q: I really don’t want to lose the library. Why would we want emergency vehicles coming out (of a station)? It’s just cheaper (land) in Greasby. It’s money.

COMMENT: There’s a RAF site which is “brown field” in Greasby (suggesting it could be used).

A: I am assuming that’s the Pump Lane (site).

Q: Is it true there is a Government incentive to take away community centre and build a fire station?

A: Previously there was funding provided for capital projects but this is no longer the case and funds had been bid for in view of potential station mergers that were on the horizon in Merseyside.

Q: Please don’t come into a meeting justifying response times when it’s (to do with) budget.

A: I am talking about capital spend and we don’t have another alternative. It is financially driven in the sense of revenue, not capital. I am trying to deliver the least worst outcome in an operational sense.

Q: You started this steam train – there is no turning back. Decisions have been made. You having conversations behind closed doors. Please be honest with the people. We all pay council tax. People have a choice. We have to trust you to go and do the right thing for these people.

A: It was a financial situation and savings are needed. There would be an increase in response times of 2 minutes 30 seconds in fire appliance responses to West Kirby from Upton a Greasby build did not go ahead.

Q: In your report of 2nd October you state if the Greasby proposal was “strongly opposed by the local community”. What do you mean by that? How much more do you think we need to do?

A: I will faithfully represent the views of the people of Greasby – in reporting back to the Fire and Rescue Authority.

Q: Are you going to hold a referendum?

A: There is a questionnaire for people to fill in about the proposal and it had been advertised online. The views of people will be reported back but the Fire Authority has to consider the statutory duties. I do not make the decisions.

Q: What did you have in your mind when you wrote about “strong opposition”?

A: It is a matter for the Fire Authority to make a decision on that.

Q: Did the Fire Authority not ask you how “strong opposition” would be (measured/illustrated)?

A: I do not recall that question being asked.

Q: At the start of this consultation I had an open mind. I attended the meeting here and the one in Hoylake. I wrote to Wirral Council... the man went on to explain he had also contacted officers at Cheshire fire and rescue service to ask about the coverage and agreement over Neston’s response – they said if the agreement were to lapse they would build at Neston. Also the man referred to research saying there was little difference in death rates for a fire in terms of response times of 1 to 5 minutes and 6 to 10 minutes.

A: There is an agreement in place with Cheshire over the response to Neston from Heswall and that the research was out of date. More up to date research states there is a difference in terms of death rates between those response times. The Chief explained he could not favour West Wirral over any other areas.

Q: There are a lot of kids in Greasby and I cross the road over there and I’m scared there might be an accident because it’s so fast (a fire appliance). It’s an accident waiting to happen.

A: Due to the number of incidents that take place in the area there would be an estimated two to three incidents a day from a station in Greasby which was not a significant number. He also said the risk from a fire appliance was no greater than any other vehicle.

Q: You don't feel Greasby is adequate you would rather have Pump Lane. There are several Grade one buildings in the village (what about looking into that area and those for use)?

A: Until such a time when Wirral officers or the Fire Authority says the current Greasby site is not an option then other areas like that could not be considered, according to the advice and information I have.

Q: You said operational response times is your main criteria. Has anybody driven the route (through Greasby)? If you go at 8.30am... it would take you 5 to 10 minutes to get out onto the road.

A: Response times are based on operational incidents already responded to in those areas.

Q: FBU rep spoke about the importance of fast response times and the difference it can make and asked people not to let the politicians off.

Comment: Councillor spoke at the meeting and said that people do appreciate what the fire and rescue service does and the Chief had explained what needs to be done to keep people safe but people did not want that station where it has been proposed in Greasby. The councillor also talked about a petition that had been started by the councillors to ask the council not to give the fire and rescue service the land for the proposed station on Frankby Road.

Q: What effect do the operational changes have on Upton/Woodchurch extremities and how many houses we are talking about?

A: There is coverage from Birkenhead into Upton and that it would take longer to get to West Kirby (if no station at Greasby) and that it would not help response times.

Q: You keep saying you are responsible for (protecting the) people of Merseyside – we can appreciate that. Why can't you make a recommendation for the Pump Lane site?

A: In order to do that the Greasby library site must not be an option. I would need to recommend it in order for it to be rejected.

Q: Can you not recommend the Pump Lane site?

A: The people may be able to influence the outcome of whether the proposed site in Greasby goes ahead or not (as a result of the process any such site would go through – planning applications and so on).

Q: Why are you looking at “green field” options where there is brownfield available?

A: The Deputy Chief Executive was invited to the mic by the Chief and explained that the Champion Business Park did not have the access to roads that was required and its location was not ideal.

Comment: A person mentioned that an old RAF site near Pump Lane was not Greenbelt.

A: Deputy Chief Executive: That information supplied by Wirral Council indicated that this was Greenbelt land.

Q: A man spoke about a “dodgy document” that did not mention Pump Lane as a “green field” site.

A: It was explained that the Pump Lane site was not in the ownership of Wirral Council and the information the man had was in regards to land owned by Wirral Council.

Q: I have not heard what the average response time to West Kirby from Upton (is)?

A: It is 8 minutes 43 seconds and it was on a slide earlier in the presentation.

Q: How would you get to Moreton?

A: In the same way that fire appliances do now.

Questions from the Wirral Stakeholders breakfast meeting

Q: I could not argue with anything you said. I’m here representing Arrowe Park Hospital. In fact you have helped my argument. When you speak about response times of 5 minutes from Saughall Massie it does not sound bad. But that is 5 minutes to get on site (at the hospital). It is not like going to a fire at a property, as you know.

From Saughall Massie I think you will suffer more (in regards to response times) with the difference from Saughall Massie. The consultation seems to be taking fire response away from the largest sleeping risk in Wirral.

A: From Saughall Massie it is a faster route back to Upton. It is around 9 seconds quicker back to Upton. Arrowe Park did have the largest sleeping risk it was also the best managed. In West Kirby there are lots of properties where sleeping risk is not managed, as they were private homes and where management of sleeping risk could not be enforced. Arrowe Park is, much less of a risk because it is managed so well.

Q: The hospital understands the (financial) pressures you are under. The hospital is starting to get concerned. If Saughall Massie falls through where do you go?

A: If it fell through then Upton would be developed, but I would not recommend the closure of any fire stations if I had a choice. I have highlighted the drop in fire appliances and my concerns to a Select Committee on the impact of reducing funding from central government.

Q: To be honest you probably answered this in your presentation. Obviously this area has significant numbers of nursing and care homes. Has that been considered or does it present any greater risk?

A: The general age in West Kirby and the Thurlaston area is older. That is why I am not saying to close West Kirby outright.

Merseyside Fire and Rescue Service
Equality Impact Assessment Form

Title of policy/report/project:	Station Mergers , Closures and other Operational Response Options
Department:	Strategy and Performance
Date:	EIA Stage 1 - 19.11.13 EIA Stage 2 – 31.1.14 EIA Stage 3 – 20.8.14 – <u>Knowsley Consultation</u> EIA Stage 3A – From 3.10.14 to 5.12.15 <u>Wirral Consultation</u> EIA Stage 3B – From 1.11.14 to 25.1.15 <u>Liverpool Consultation</u> EIA Stage 3C – Date TBC - <u>Wirral Consultation Phase 2</u> (Two options to be considered - merger at Saughall Massie or closure of West Kirby). Any other options will be considered when/if proposed.
<p><u>Scope of EIA</u></p> <p>The purpose of this EIA is to review information and intelligence available at an early stage in the development of options for station mergers and closures. It is intended that the EIA can be used to help inform decisions as the options progress and will help Principal Officers and Authority Members to understand equality related impacts on the decisions being made in relation to local diverse communities</p> <p>The EIA will be a living document which will developed further during the life cycle of the consultation stages. This initial EIA will provide be an opportunity to plan ahead for various activities such as community and staff consultation and equality data gathering</p> <p>The EIA will be conducted in a number of stages :</p> <p>Stage 1 – Desk Top Assessment by 3/12/13 :To provide Principal Officers with some initial thoughts on equality impacts arising from the Mergers and Closures Authority Report and provide an outline of what further data, research and consultation may be needed to inform the EIA fully in preparation for Community</p>	

Engagement and Consultation Exercises in the new year (by 19/11/13)

Stage 2 – Consultation External and Internal: to gain feedback from those communities and MF&RS Staff groups affected by the mergers and closures options to ensure equality impacts are considered throughout the process and included in the final version of the EIA for review by final decision makers (Dec 2013 onwards)

Stage 3 – More detailed assessment on the local areas affected by options: for Authority members to take into account at their meeting when they review the EIA in full. (from April 2014)

1: What is the aim or purpose of the policy/report/project

This should identify “the legitimate aim” of the policy/report/project (there may be more than one)

The reports purpose is to provide Authority Members a number of recommendations for approval, subject to public consultation, around station mergers and closures as follows:

Options for mergers

- Two stations on Wirral (West Kirby to merge with Upton at Greasby). The location has now been withdrawn by Wirral BC and the FRA will consider a further two options on 29th January 2015:
 - Consultation on a possible site at Saughall Massie
 - Close West Kirby station
- Two stations in St Helens (Eccleston to merge with St Helens at a site in the St Helens town centre ward)
- Two stations in Knowsley (the merger of Huyton and Whiston which already has Authority approval)

In order to meet the budget cuts faced by the Authority as a result of Comprehensive Spending Review (CSR) 13. These merger options, if approved, will deliver a reduction of 66 whole time equivalent (WTE) posts, reduce the Authority asset base down from 26 stations to 23 and deliver additional savings from a reduction in premises overheads

Options for closures

The incremental move from whole time crewing to whole time retained crewing of at least one appliance in Liverpool and/or Sefton, resulting in the closure of one or more station. This change in crewing and station closure, if approved, will deliver a saving of 22 WTE posts deliver additional savings from a reduction in premises

overheads

The options for mergers and closures would not affect the local communities which live in and around the closure areas in relation to fire response times, they would remain within a 10 minute response time, and therefore this EIA will not focus on response times but around the following:

- The impact of the options and any changes (positive and negative) in relation to any particular equality groups of the local communities' use of MF&RS services and stations
- The impact of options and any changes on staff affected by closures

2: Who will be affected by the policy/report/project?

This should identify the persons/organisations who may need to be consulted about the policy /report/project and its outcomes (There may be more than one)

Communities of Wirral , St Helens, Liverpool, Sefton and Knowsley
MF&RS staff affected by the mergers and closures

3. Monitoring

Summarise the findings of any monitoring data you have considered regarding this policy/report/project. This could include data which shows whether it is having the desired outcomes and also its impact on members of different equality groups.

What monitoring data have you considered?

3.1 Profile of Merseyside and Demographics 2012 report -

[http://intranetportal/sites/smd/equalityanddiversity/Shared%20Documents/Public%20Sector%20Equality%20Data%20-%20Reports%20for%202012/Profile%20of%20Merseyside%20\(Demography,%20Equality%20and%20Diversity\).pdf](http://intranetportal/sites/smd/equalityanddiversity/Shared%20Documents/Public%20Sector%20Equality%20Data%20-%20Reports%20for%202012/Profile%20of%20Merseyside%20(Demography,%20Equality%20and%20Diversity).pdf)

3.2 Ward Demographics from Census 2011 - **Appendix A**

3.3 Profile of MF&RS staff -

<http://intranetportal/sites/smd/equalityanddiversity/Shared%20Documents/Public%20Sector%20Equality%20Data%20-%20Reports%20for%202012/Public%20Sector%20Equality%20Data%20Report%20-%20Published%20version.pdf>

3.4 **Appendix B** sets out the impact of a potential merger of West Kirby and Upton at a site in Saughall Massie. All areas would be attended well within the 10 minute

response time from a new station or other Wirral stations. It has been made clear throughout that there is no option that will improve attendance. The proposals are the least worst option.

What did it show?

3.1 and 3.2 - The demographics in each of the districts is broadly similar with no significant differences to consider (Significant being + or- 5% difference). To gain a greater understanding of the make-up of the local communities affected by the impact of the closures and mergers, demographics for the local wards broadly covered by each station have been produced in **Appendix A**

Notable highlights showing differences in relation to the average for each district area are as follows:

Huyton

Age Structure: The Huyton Station ground has a mix of age groups depending on the ward; the wards of Longview and Page Moss have younger populations whilst the wards of Prescott West, Roby and Stockbridge in particular have older populations.

Socio Economic (including Disability): In Page Moss, Longview and Stockbridge wards in particular there are well above average levels of people with disability or long term health problems. Within these same wards there are proportionally high levels of adult unemployment.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White". Within the Huyton Station Area, the ward of Longview has above district average counts of BME population particularly "Asian/British Asian" persons.

Whiston

Age Structure: The Whiston Station Ground has a mix of age groups depending on the ward. The wards of Rainhill and Whiston North primarily have older populations whilst the wards of Prescott East and Whiston South have younger populations.

Socio Economic: There are no negative Socio Economic factors in the Whiston station ground.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White". However BME populations are more diverse within this station ground with above average populations of "Asian/British Asian" in each ward and above average populations of "Black /African /Caribbean/ Black British" within Prescott East.

St Helens

Age Structure: The St Helens Station Ground has a mix of age groups depending on the ward. The wards of: Parr, Bold, Sutton, Thatto Heath, Town Centre tends to have younger populations - particularly Parr and Thatto Heath. By contrast the wards of: Billinge & Seneley Green and Blackbrook have older populations

Socio Economic: The wards of: Parr, Thatto Heath, Sutton and Moss Bank have higher than average levels of adult unemployment as well as having above average levels of disability / long-term illness in these wards.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White". The wards of Town Centre and Thatto Heath (in particular) are the most culturally diverse with well above average counts particularly of "Asian/British Asian" residents. Both Wards also have above average counts of "Black /African

/Caribbean/ Black British" people, though this is to a lesser extent to "Asian/British Asian" residents. St Helens has a significant Gypsy and Traveller community.

Eccleston

Age Structure: The Eccleston Station Ground has a mix of age groups depending on the ward. The wards of Eccleston and Rainford (Rainford has one of the highest average population ages in Merseyside) have older populations whilst the wards of West Park and Windle have younger populations.

Socio Economic: The wards of Eccleston and West Park have slightly above average levels of unemployment within the Eccleston station ground. West Park also has slightly above average levels of long term sickness / disability.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White", Rainford and West Park have particularly low levels of BME residents. Within the Station Area the Ward of Eccleston has slightly above average BME population "Asian/British Asian" for and West Park has slightly above average counts "Black /African /Caribbean/ Black British" residents.

Upton

Age Structure: The Upton Station Ground has a mix of age groups depending on the ward. Pensby & Thingwall, Greasby, Frankby - Irby and Claughton have older than average populations.

Socio Economic: Generally within the Upton Station there are no particularly significant Socio Economic issues, with the Exception of the Bidston & St James ward which primarily rests within the Upton Station Ground. Bidston and St James have well above average adult unemployment and levels of long term health problems / disability.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White". Claughton and Bidston & St James have the most diverse populations with above average counts of "Asian/British Asian" residents.

West Kirby

Age Structure: The West Kirby Station Ground has a mix of age groups depending on the ward. The demographic for the wards of Hoylake & Meols and West Kirby & Thurstaston is much older than the Wirral average.

Socio Economic: There are no negative Socio Economic factors in the West Kirby station ground.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White".

Allerton

Age Structure: The Allerton Station Ground has a mix of age groups across different wards, 45-59 age group is the most populous age range. Greenbank has a large population of 20-24 year olds inferring a high population of students. Woolton has particularly high level of population above the age of 65 with 26% of ward population, however the majority of this ward is covered by the Belle Vale station area.

Socio Economic: Majority of area is affluent with small pockets of deprivation (based on IMD 2010) The majority of wards are below the Liverpool average for unemployment and long term health and disabilities.

Racial Profile: Predominantly "White" (at least 90% white). Greenbank however has

a more diverse population including above counts of BME populations, BME groups equate to 17% of overall population compared to 5.5% Merseyside population as a whole.

3.3- Staff Demographics for Operational Staff

95% of operational uniformed staff are Male and 5% are Female
 65% of operational uniformed staff are aged 41 to 50
 5% of Operational staff have declared a Disability or Long term health condition
 3% of MF&RS staff are Black Minority Ethnic the remainder are classed as White

3.4 Proposals for mergers at a site in Saughall Massie or Closure of West Kirby- the impact on the achievement of 10 Minute Standard Response times (Appendix B)

The document highlights the impact of adopting either of the proposals on the achievement of the standard 10 minute standard response time. The results show that there are no areas outside the 10 minute response time for the proposals to merge stations at Saughall Massie. In relation to the maps for proposals to close West Kirby, there is a very small area of the West Wirral outside the 10 minute response area with a few dwellings in that area where attendance is 4 seconds outside of the 10 minute response time. It is recommended that HFSC campaigns take place to ensure those living in that area receive prevention advice and support.

4: Research

Summarise the findings of any research you have considered regarding this policy/report/project. This could include quantitative data and qualitative information; anything you have obtained from other sources e.g. CFOA/CLG guidance, other FRSs, etc.

What research have you considered?

4.1 A review of the Access Audit report - results for the stations affected by options

What did it show?

The Equality Act 2010 replaced and enhanced the Disability Discrimination Acts (DDA) 1995 & 2005. It sets out the legislation for Public Bodies to make reasonable adjustments to premises to enable disabled people to access all services and fully participate in public life. MF&RS has conducted access audits for all its stations (except new builds) and is in the process of reporting on the results and recommendations to the Authority in December 2013.

The Audits have highlighted significant access issues for the stations identified in the mergers and closures options with a total of **£ 267,875** cost for making them more accessible Community Fire Stations. It has been an

<p>Review of MF&RS Community Profiles for station areas affected by proposals to help understand the type of communities who may be affected by the options and consider their needs.</p> <p>A review of current Partnership agreements for stations affected by proposals to help understand the impact of station closures /mergers on those service users</p>	<p>important factor when considering the options and proposals for station mergers and closures and the building of new stations.</p> <p>Results show no specific Equality and Diversity implications for any of the areas affected as the Ten Minute response times will be still valid for the station areas affected by the merger/closure proposals</p> <p>There appears to be no detrimental impact on any of the partnership arrangements for the Knowsley fire stations currently being affected by station merger proposals , the development of a new station with advanced community facilities will strengthen the opportunities for Knowsley communities to access the station for better community engagement activities</p>
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5. Consultation

*Summarise the opinions of any consultation. Who was consulted and how? (This should include reference to people and organisations identified in section 2 above)
Outline any plans to inform consultees of the results of the consultation*

What Consultation have you undertaken?

No Consultation took place at Stage 1 of this EIA, however consultation will be carried out in two stages to scrutinise the OPTIONS and consider others for all mergers/closures. As such consultation comprises a) a more open-ended listening and engagement phase on the OPTIONS and b) a Formal consultation process on the eventual PROPOSALS. Part of the consultation process will take into account the needs and experiences of those equality protected groups who have been deemed to be affected by the mergers and closures.

Consultation specifically with Protected Groups (as required by the Equality Act 2010) in relation to this EIA and its assessment of the mergers and closures report /options is currently being planned by the Diversity and Consultation Manager. A number of cost effective options are being considered within the time frame available including :

- The development of a new MF&RS Diversity Consultation Forum; a public voice for diverse groups across each district
- Using the 2 stage consultation process mentioned above to consult on the EIA with representative groups from those protected groups affected by the Options and subsequent proposals (where representation is available)
- Consultation with Community Groups currently using the Stations identified as potentially being closed and merged – Impact on equality
- Making the EIA accessible via the Staff Portal and MF&RS Webpage to

enable staff , stakeholders and the public to make comments and provide feedback easily

What did it say?

Stage 3 A – Wirral Consultation

A 12 week consultation process took place from 2nd October 2014 to 5th January 2015 which followed a similar pattern to the events that took place for the previous consultation at Knowsley (See stage 3 Knowsley below). This included:

- Online questionnaire for staff and public to provide their views
- Three externally facilitated deliberative focus groups (one in each station area)
- One Public Forum
- Four Open public meetings
- One stakeholder breakfast meeting
- Several staff consultation meetings
- Several further local Council and stakeholder consultation meetings

As in the Knowsley consultation process, there was an opportunity to invite participants to three deliberative focus groups and the forum from a broad spectrum of backgrounds and equality groups. The aim is to be as fully representative as possible.

Equality Monitoring data shows a breakdown in attendees at these meetings as follows :

44% Female and 56% Male attendees- this closely reflects the gender breakdown for the Wirral as a whole

16% Under 34's , 35.5% 35-54 and 51.5% over 55+ - this reflected the broad range of age groups across the area

16% of attendees had a limiting long term illness /disability – this is slightly lower than the average for Wirral being 22.6%

10% of Attendees at the event were from Non White backgrounds which closely reflects the ethnicity breakdown of the Wirral

The figures above reflect the average profile of residents across Wirral and this allows us to feel comfortable that the views of different groups of people have been considered when using the consultation for decision making purposes.

While considering the draft proposals, participants in all the meetings were encouraged to consider whether proposals have any adverse implications for any vulnerable people and in particular groups with “protected characteristics”: in other words, this question was not just a ‘footnote’ to the main discussion but an intrinsic part of the scrutiny of the proposals

Four comments of concern around equality groups were raised from the 32 people who attended the focus groups and forum :

- Frankby Road (Greasby) is not a suitable site for a fire station in the village;

children, elderly and disabled use the road near the site

- The elderly, nursing and residential homes have to be taken into consideration and that does not seem to be a primary focus and yet we have a lot of elderly people in our area
- We have a lot of elderly
- West Kirby has elderly people and there are some flats with social disadvantage
- The aged and disabled people will have some impact from these changes

Two comments were raised in support of the changes :

- The Council and FRS are aware of the needs of the elderly and the vulnerable
- The FRS links up with other agencies – it has to be a multi- agency approach

The questionnaires received (984) were treated as an information gathering exercise, in the same way as the views expressed at the public meetings, the questionnaires have been analysed in terms of Equality Monitoring and shows:

- 46.3% were Male and 53.7% Female respondents which closely reflects the gender breakdowns for Wirral as a whole
- There were a wide range of ages responding to the survey, the largest group of respondents - 50%, were from the 50 to 69 age group - this was slightly higher than the local ward age population profiles for that age group (41.6%) but may be due to a higher proportion of older residents using the Greasby community centre attending the consultation events.
- 7.2% identified themselves as disabled ,which is lower than the average for Wirral at 22.6%
- 91.1% identified their ethnicity as white, 7.3% preferred not to say and 1.3 % (15) were from a BME background. This is a similar to the average Ethnicity breakdowns for those areas.

The majority of surveys completed were not in favour of the station being placed in Greasby village. There were no obvious comments made in relation to Equality and Diversity in the free text comments made.

This EIA has been consulted on with the Community Forum Group at a meeting on the 10th December 2014, where members were presented with the EIA and asked for any notable feedback in relation to the approach we take to the EIA and any outcomes of the proposals for particular Protected groups (specifically Elderly and Disabled). The group were happy with the EIA and its findings and no further suggestions made.

Stage 3 – Knowsley Consultation May to July 2014

A 12 week Consultation process on Fire Station merger proposals took place in Knowsley district between the 6th May and 28th July 2014. The consultation included :

- Online survey for staff and public to provide their views
- Three externally facilitated deliberative focus groups (one in each station area)
- One Public Forum
- Three Open public meetings
- One stakeholder breakfast meeting

- Several staff consultation meetings

All consultation events provided the opportunity for staff and public to provide feedback and views on the merger proposals and the impact they may have, positive or negative, in relation to different equality groups and the impact on any of their service needs/outcomes as a result of the proposals. None of the focus groups or forums raised any specific concerns relating to vulnerable people or equality groups, but some observed that it is important to ensure the elderly get appropriate prevention work in the form of Home Fire safety checks and other precautions in those areas where the mergers may have a bigger impact.

The consultation events were well publicised in many different forums from local council promotion, health and wellbeing boards, posters at local supermarkets, Local radio stations and a variety of Websites,

The only opportunity for MFRA to ensure a representative group of people were consulted with was in relation to the invited participants at the deliberative forums. Efforts are always made to recruit a representative sample of Merseyside residents for each meeting, but as not everyone who is recruited actually attends the meeting this can have an effect.

The breakdown of consultees were as follows:

60% (29) of the 48 attendees were male and 40% (19) were female, 31% (15) were aged 16 -35 and 33.5 % (16) were aged 35 to 55 and 35.5% (17) were aged over 55. These figures are similar to the age profile of Merseyside population.

The majority of attendees were white , however 16% were of Non-white British origin , this compares favourably when compared to the Merseyside population figures of 7%

All events were fully inclusive with British Sign Language Interpreters at each open public meeting (they were not required at any of the deliberative forums), the use of a hearing loop was available for all meetings and information was also available in large print. The venues were sourced taking careful consideration of access from car parking for disabled and mobility impaired to easy access to public transport close by and access in and out of the rooms and seating.

The results from the on line survey have been summarised in a report;

Knowsley Consultation concerning Station Mergers – results from Feedback Surveys. This can be accessed on our Website. The results showed :

- No specific issues raised in relation to any negative or positive impacts of the proposals on any particular protected groups.
- No specific detrimental impact in relation to Equality and Diversity issues for staff raised at this stage of the proposals (staff consultation will continue)
- Of the 93 respondents to the Survey, a vast majority were from the areas affected by the proposals, the split was almost 50/50 male to female, and 11.8 % declared a disability and 2.4% were from non- white British origin.
- The survey was entirely voluntary for anyone to access and complete and there was very little opportunity to encourage responses from minority groups

in any reasonable way.

Stage 2 - Engagement and Consultation January 2014

Stage two of the EIA involved engaging members of the public on the current EIA findings in relation to the Mergers and Closures options ,specifically the 5 options provided to the Public Engagement Forums held in January 2014. The possible options discussed at the for further financial savings :

1. Additional “Low Level Activity and Risk Stations (LLAR)
2. Introduction of “Day Crewing” at some whole time stations
3. Introduction of “Community Retained “ (RDS) stations
4. Merger of pairs of older stations and their replacement by modern community fire stations
5. Closure of some stations without replacement

Five forums were held across each of MFRS District :

- Wirral - Saturday 11th January 2014 – 10.00am -1.30pm
- St Helens - Monday 13th January 2014 – 18.00pm -20.45pm
- Liverpool – Tuesday 14th January 2014 – 18.00pm- 20.45pm
- Knowsley – Wednesday 15th January 2014 - 18.00pm – 20.45pm
- Sefton – Thursday 16th January 2014 – 18.00pm – 20.45pm

Part of the engagement presentation included canvassing views from the forum on the impact of each of the 5 options in relation to protected equality groups. The forums were broadly representative of the current demographic profiles for each district when compared to the demographic reports for each district, with the exception of Ethnicity for Wirral, St Helens and Sefton.

Table 1 – Equality Monitoring breakdown for each District engagement forums

	WIRRAL	ST Helens	LIVERPOOL	KNOWSLEY	SEFTON
Gender	Male: 12	Male: 10	Male: 13	Male: 10	Male: 13
	Female: 11	Female: 11	Female: 12	Female: 6	Female: 9
Age	18-34: 5	18-34: 3	18-34: 7	18-34: 3	18-34: 4
	35-54: 7	35-54: 9	35-54: 10	35-54: 7	35-54: 8
	55+: 11	55+: 9	55+: 8	55+: 6	55+: 10
Social Grade	AB: 6	AB: 4	AB: 6	AB: 2	AB: 6
	C1: 8	C1: 7	C1: 9	C1: 3	C1: 5
	C2: 4	C2: 3	C2: 4	C2: 6	C2: 3
	DE: 5	DE: 7	DE: 6	DE: 5	DE: 8
BME	0	0	2	1	0
Disability	6	6	6	3	0

Members of the Forum were given a summary of the outcomes from the EIA stage

one, and asked if there were any specific concerns about those outcomes and indeed any of the 5 options. No concerns about the options were raised in any of the Forums, the general view was that the favoured option chosen by the members; mergers and closures, would provide a positive opportunity for members of the Disabled community and those elderly residents with limited mobility to access new station for community events and activities more easily than some of the current stations. The building of new stations would benefit many minority community groups who may have limited access to community spaces.

Stage 3 of the EIA will now involve consulting with the Public Proposals which will include consultation with specific organisations who support specific Protected Groups through various consultation methods.

Stage 1 – no public consultation at this stage

6. Conclusions

Taking into account the results of the monitoring, research and consultation, set out how the policy/report/project impacts or could impact on people from the following protected groups? (Include positive and/or negative impacts)

(a) Age

The needs of different Age groups, especially those minority age groups, in relation to station mergers and closures options and proposals are difficult to fully assess at this early stage of the EIA. Section 3 and 4 sets out the current age profiles which should be considered when taking into account possible options for closures and mergers. Engagement and consultation will provide more opportunities to assess negative and positive impacts and results will be used to inform Stage 2 and 3 of this EIA.

(b) Disability including mental, physical and sensory conditions)

The building of new stations will be positive for the disabled communities affected by the station mergers as the development of new high functioning stations will enable disabled people to access community services delivered from Fire Stations.

(c) Race (include: nationality, national or ethnic origin and/or colour)

As a) above but in relation to Race and Minority ethnic groups

(d) Religion or Belief

As a) above but in relation to Religion and Belief and minority faith groups

(e) Sex (include gender reassignment, marriage or civil partnership and pregnancy or maternity)

As a) above but in relation to Gender and Gender Reassignment

(f) Sexual Orientation

As a) above but in relation to the needs of minority sexual orientation groups

(g) Socio-economic disadvantage

As a) above but in relation to the needs of those most affected financially (if at all) by any mergers and closures.

7. Decisions

If the policy/report/project will have a negative impact on members of one or more of the protected groups, explain how it will change or why it is to continue in the same way.

If no changes are proposed, the policy/report/project needs to be objectively justified as being an appropriate and necessary means of achieving the legitimate aim set out in 1 above.

13.1.15- EIA stage 3 a Wirral Consultation

The recent Wirral Consultation and this EIA did not highlight any particular negative impacts in relation to different equality groups. It should be noted that the Frankby road, Greasby site was withdrawn by Wirral Borough Council part way through the consultation period as a result of the opposition from residents and local politicians. Proposals are being considered in relation to further options that the Fire and Rescue Authority will consider: to consult on merging at a site in Saughall Massie or to close West Kirby.

17.9.14- EIA stage 3a and 3 b – Wirral and Liverpool (Allerton)

No consultation has taken place at this stage of the EIA for Wirral and Allerton proposals. A review of current demographics shows no significant equality issues in relation to negative impacts on proposed station mergers and closures for both Wirral and Liverpool (Allerton) for any protected group at higher risk of Fire and Rescue as the response times to attend any call will be within the standards set. Consultation at the next stage will review the impact in more detail with different groups of public and will focus also on any equality issues.

EIA Stage 3 – Decisions (Knowlsey)

On reviewing the data, research and consultation at stage 3 of this EIA there are no significant disproportionate impacts on any of the protected groups. As response times will be maintained within the 10 minute response standard, no particular group will receive a significantly changed service to Fire and Rescue and there will be no major impact on current partnership arrangements at stations, as these can be transferred to the new station at Prescott with newer and more accessible facilities.

EIA Stage 2 – Decisions

The outcomes of the Engagement forums across the 5 Districts has identified no

<p>9.3 Equality analysis of those staff affected by the Options and subsequent Proposals to see if any particular protected group are affected disproportionately.</p>	<p>DCM with support from POD</p>	<p>Completed</p>
<p>Actions Identified during EIA stage 2 Consider ways to engage further with members of different Ethnic communities (in those station areas which are most affected) when proposals are identified for consultation in the future (Completed)</p>	<p>WK</p>	<p>Completed</p>
<p>Actions Identified during EIA Stage 3 Target HFSC for those Vulnerable older people most affected by the future station merger and closures (Knowsley and Wirral – See Appendix B)</p>	<p>District Managers</p>	<p>Completed for Knowlsey</p>

Appendix A – ONS Demographic Equality Data by Station Ward

Please note that Station Areas are not based on the shape of wards, as such for the purposes of this section a ward has been identified to belong to a specific location if more than 50% of that ward rests within the station area.

District	Station Affected	2011 ward	Population	Mean Age	District Mean
Knowsley	Huyton	Longview	8,726	36	39
Knowsley	Huyton	Page Moss	7,076	38	39
Knowsley	Huyton	Prescot West	6,535	44	39
Knowsley	Huyton	Roby	7,254	44	39
Knowsley	Huyton	St Bartholomews	6,565	41	39
Knowsley	Huyton	St Gabriels	6,565	39	39
Knowsley	Huyton	St Michaels	6,920	39	39
Knowsley	Huyton	Stockbridge	6,018	40	39
Knowsley	Huyton	Swanside	6,519	42	39
Knowsley	Whiston	Prescot East	7,604	38	39
Knowsley	Whiston	Whiston North	6,908	41	39
Knowsley	Whiston	Whiston South	7,355	39	39
St Helens	Whiston	Rainhill	10,853	46	41
St Helens	St Helens	Billinge & Seneley Green	11,080	44	41
St Helens	St Helens	Blackbrook	10,639	41	41
St Helens	St Helens	Bold	9,759	38	41
St Helens	St Helens	Moss Bank	10,682	42	41
St Helens	St Helens	Parr	12,199	37	41
St Helens	St Helens	Sutton	12,003	41	41
St Helens	St Helens	Thatto Heath	12,280	38	41
St Helens	St Helens	Town Centre	10,978	39	41
St Helens	Eccleston	Rainford	7,779	47	41
St Helens	Eccleston	Eccleston	11,525	45	41
St Helens	Eccleston	West Park	11,392	40	41
St Helens	Eccleston	Windle	10,690	41	41
Wirral	Upton	Bidston & St James	15,216	36	41
Wirral	Upton	Cloughton	14,705	42	41
Wirral	Upton	Greasby, Frankby & Irby	13,991	45	41
Wirral	Upton	Moreton West & Saughall Massie	13,988	42	41
Wirral	Upton	Pensby & Thingwall	13,007	46	41
Wirral	Upton	Upton	16,130	42	41
Wirral	West Kirby	West Kirby & Thurstaston	12,733	45	41
Wirral	West Kirby	Hoylake & Meols	13,348	44	41
Liverpool	Allerton	Church	13,974	41	38
Liverpool	Allerton	Greenbank	16,132	32	38
Liverpool	Allerton	Mossley Hill	13,816	40	38
Liverpool	Allerton	Wavertree	14,772	39	38

Ethnicity Table:

District	Station Affected	2011 Ward	Population	White: Total	White: %	Mixed / multiple ethnic group: Total	Mixed / multiple ethnic group: %	Asian/Asian British: Total	Asian/Asian British: %	Black / African / Caribbean / Black British: Total	Black / African / Caribbean / Black British: %	Other ethnic group: Total	Other ethnic group: %
Knowsley	Huyton	Longview	8,726	8,414	96.4%	140	1.6%	112	1.3%	54	0.6%	6	0.1%
Knowsley	Huyton	Page Moss	7,076	6,947	98.2%	75	1.1%	36	0.5%	12	0.2%	6	0.1%
Knowsley	Huyton	Prescot West	6,535	6,388	97.8%	58	0.9%	61	0.9%	17	0.3%	11	0.2%
Knowsley	Huyton	Roby	7,254	7,148	98.5%	50	0.7%	30	0.4%	16	0.2%	10	0.1%
Knowsley	Huyton	St Bartholomews	7,143	6,972	97.6%	101	1.4%	32	0.4%	19	0.3%	19	0.3%
Knowsley	Huyton	St Gabriels	6,565	6,434	98.0%	49	0.7%	49	0.7%	25	0.4%	8	0.1%
Knowsley	Huyton	St Michaels	6,920	6,768	97.8%	82	1.2%	55	0.8%	7	0.1%	8	0.1%
Knowsley	Huyton	Stockbridge	6,018	5,843	97.1%	90	1.5%	33	0.5%	36	0.6%	16	0.3%
Knowsley	Huyton	Swanside	6,519	6,347	97.4%	94	1.4%	52	0.8%	16	0.2%	10	0.2%
Knowsley	Whiston	Prescot East	7,604	7,300	96.0%	109	1.4%	160	2.1%	25	0.3%	10	0.1%
St Helens	Whiston	Rainhill	10,853	10,498	96.7%	83	0.8%	240	2.2%	7	0.1%	25	0.2%
Knowsley	Whiston	Whiston North	6,908	6,604	95.6%	60	0.9%	203	2.9%	24	0.3%	17	0.2%
Knowsley	Whiston	Whiston South	7,355	7,144	97.1%	113	1.5%	73	1.0%	20	0.3%	5	0.1%
Knowsley Average					97.2%		1.3%		1.0%		0.3%		0.1%

District	Station Affected	2011 Ward	Population	White: Total	White: %	Mixed / multiple ethnic group: Total	Mixed / multiple ethnic group: %	Asian/Asian British: Total	Asian/Asian British: %	Black / African / Caribbean / Black British: Total	Black / African / Caribbean / Black British: %	Other ethnic group: Total	Other ethnic group: %
St Helens	St Helens	Billinge & Seneley Green	11,080	10,948	98.8%	67	0.6%	46	0.4%	9	0.1%	10	0.1%
St Helens	St Helens	Blackbrook	10,639	10,474	98.4%	49	0.5%	90	0.8%	4	0.0%	22	0.2%
St Helens	St Helens	Bold	9,759	9,618	98.6%	65	0.7%	50	0.5%	18	0.2%	8	0.1%
St Helens	St Helens	Moss Bank	10,682	10,568	98.9%	46	0.4%	50	0.5%	5	0.0%	13	0.1%
St Helens	St Helens	Parr	12,199	11,972	98.1%	97	0.8%	97	0.8%	22	0.2%	11	0.1%
St Helens	St Helens	Sutton	12,003	11,837	98.6%	87	0.7%	63	0.5%	11	0.1%	5	0.0%
St Helens	St Helens	Thatto Heath	12,280	11,829	96.3%	120	1.0%	270	2.2%	31	0.3%	30	0.2%
St Helens	St Helens	Town Centre	10,978	10,684	97.3%	69	0.6%	191	1.7%	18	0.2%	16	0.1%
St Helens	Eccleston	Eccleston	11,525	11,302	98.1%	76	0.7%	121	1.0%	15	0.1%	11	0.1%
St Helens	Eccleston	Rainford	7,779	7,682	98.8%	34	0.4%	43	0.6%	8	0.1%	12	0.2%
St Helens	Eccleston	West Park	11,392	11,183	98.2%	79	0.7%	88	0.8%	25	0.2%	17	0.1%
St Helens	Eccleston	Windle	10,690	10,564	98.8%	50	0.5%	58	0.5%	8	0.1%	10	0.1%
St Helens Average					98.0%		0.7%		1.0%		0.1%		0.1%

District	Station Affected	2011 Ward	Population	White: Total	White: %	Mixed / multiple ethnic group: Total	Mixed / multiple ethnic group: %	Asian / Asian British: Total	Asian / Asian British: %	Black / African / Caribbean / Black British: Total	Black / African / Caribbean / Black British: %	Other ethnic group: Total	Other ethnic group: %
Wirral	Upton	Bidston & St James	15,216	14,659	96.3%	238	1.6%	270	1.8%	37	0.2%	12	0.1%
Wirral	Upton	Claughton	14,705	14,147	96.2%	163	1.1%	344	2.3%	21	0.1%	30	0.2%
Wirral	Upton	Greasby, Frankby & Irby	13,991	13,685	97.8%	112	0.8%	146	1.0%	21	0.2%	27	0.2%
Wirral	Upton	Moreton West & Saughall Massie	13,988	13,722	98.1%	87	0.6%	134	1.0%	25	0.2%	20	0.1%
Wirral	Upton	Pensby & Thingwall	13,007	12,744	98.0%	109	0.8%	132	1.0%	13	0.1%	9	0.1%
Wirral	Upton	Upton	16,130	15,587	96.6%	123	0.8%	352	2.2%	36	0.2%	32	0.2%
Wirral	W Kirby	Hoylake & Meols	13,348	13,019	97.5%	139	1.0%	139	1.0%	19	0.1%	32	0.2%
Wirral	W Kirby	West Kirby & Thurstaston	12,733	12,326	96.8%	170	1.3%	168	1.3%	16	0.1%	53	0.4%
Wirral Average					97.0%		1.0%		1.6%		0.2%		0.2%

District	Station Affected	2011 Ward	Population	White: Total	White: %	Mixed / multiple ethnic group: Total	Mixed / multiple ethnic group: %	Asian / Asian British: Total	Asian / Asian British: %	Black / African / Caribbean / Black British: Total	Black / African / Caribbean / Black British: %	Other ethnic group: Total	Other ethnic group: %
Liverpool	Allerton	Church	13,974	12,858	92.0%	367	2.6%	472	3.4%	160	1.1%	117	0.8%
Liverpool	Allerton	Greenbank	16,132	13,400	83.1%	736	4.6%	949	5.9%	630	3.9%	417	2.6%
Liverpool	Allerton	Mossley Hill	13,816	12,889	93.3%	293	2.1%	399	2.9%	130	0.9%	105	0.8%
Liverpool	Allerton	Wavertree	14,772	13,288	90.0%	526	3.6%	552	3.7%	245	1.7%	161	1.1%
Liverpool Average					88.9%		2.5%		4.2%		2.6%		1.8%

Disability Tables

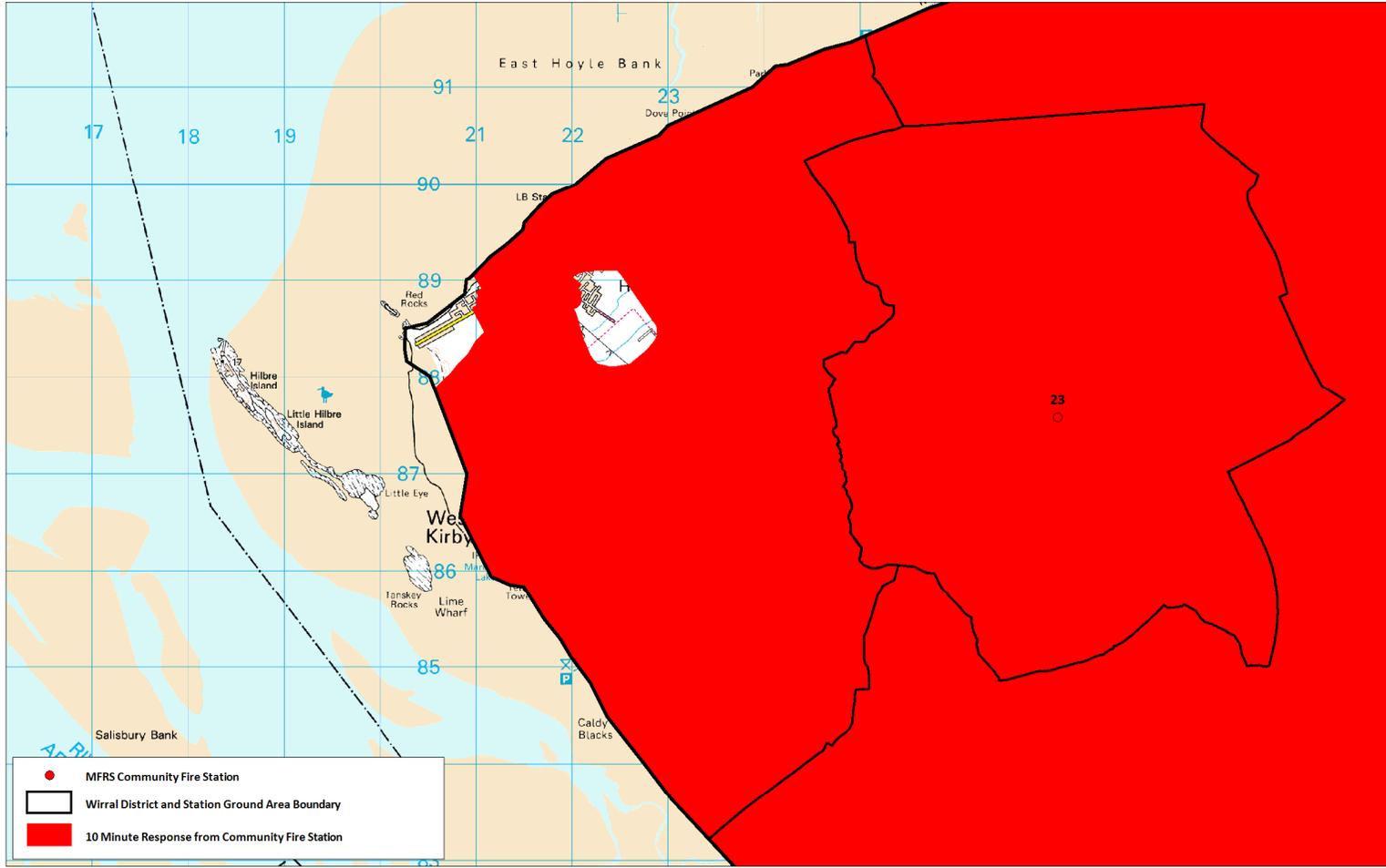
District	Station Affected	2011 Ward	Population	Day-to-Day Activities Limited a Lot	Day-to-Day Activities Limited a Lot %	Day-to-Day Activities Limited a Little	Day-to-Day Activities Limited a Little %	Day-to-Day Activities Not Limited	Day-to-Day Activities Not Limited %
Knowsley	Huyton	Longview	8726	1367	15.7%	904	10.4%	6455	74.0%
Knowsley	Huyton	Page Moss	7076	1239	17.5%	802	11.3%	5035	71.2%
Knowsley	Huyton	Prescot West	6535	1007	15.4%	828	12.7%	4700	71.9%
Knowsley	Huyton	Roby	7254	829	11.4%	722	10.0%	5703	78.6%
Knowsley	Huyton	St Bartholomews	6565	893	13.6%	666	10.1%	5006	76.3%
Knowsley	Huyton	St Gabriels	6920	1042	15.1%	692	10.0%	5186	74.9%
Knowsley	Huyton	St Michaels	7114	642	9.0%	528	7.4%	5944	83.6%
Knowsley	Huyton	Stockbridge	6018	1206	20.0%	730	12.1%	4082	67.8%
Knowsley	Huyton	Swanside	6519	722	11.1%	675	10.4%	5122	78.6%
Knowsley	Whiston	Prescot East	7604	1025	13.5%	817	10.7%	5762	75.8%
Knowsley	Whiston	Whiston North	6908	890	12.9%	701	10.1%	5317	77.0%
Knowsley	Whiston	Whiston South	7355	893	12.1%	739	10.0%	5723	77.8%
St Helens	Whiston	Rainhill	10853	1312	12.1%	1212	11.2%	8329	76.7%
Knowsley Average					14.2%		10.3%		75.5%

District	Station Affected	2011 Ward	Population	Day-to-Day Activities Limited a Lot	Day-to-Day Activities Limited a Lot %	Day-to-Day Activities Limited a Little	Day-to-Day Activities Limited a Little %	Day-to-Day Activities Not Limited	Day-to-Day Activities Not Limited %
St Helens	St Helens	Billinge & Seneley Green	11080	1192	10.8%	1243	11.2%	8645	78.0%
St Helens	St Helens	Blackbrook	10639	1298	12.2%	1146	10.8%	8195	77.0%
St Helens	St Helens	Bold	9759	1176	12.1%	976	10.0%	7607	77.9%
St Helens	St Helens	Moss Bank	10682	1433	13.4%	1235	11.6%	8014	75.0%
St Helens	St Helens	Parr	12199	1864	15.3%	1319	10.8%	9016	73.9%
St Helens	St Helens	Sutton	12003	1569	13.1%	1253	10.4%	9181	76.5%
St Helens	St Helens	Thatto Heath	12280	1658	13.5%	1250	10.2%	9372	76.3%
St Helens	St Helens	Town Centre	10978	1656	15.1%	1252	11.4%	8070	73.5%
St Helens	Eccleston	Eccleston	11525	1201	10.4%	1233	10.7%	9091	78.9%
St Helens	Eccleston	Rainford	7779	850	10.9%	907	11.7%	6022	77.4%
St Helens	Eccleston	West Park	11392	1362	12.0%	1209	10.6%	8821	77.4%
St Helens	Eccleston	Windle	10690	1140	10.7%	1082	10.1%	8468	79.2%
St Helens Average					12.4%		10.6%		77.0%

District	Station Affected	2011 Ward	Population	Day-to-Day Activities Limited a Lot	Day-to-Day Activities Limited a Lot %	Day-to-Day Activities Limited a Little	Day-to-Day Activities Limited a Little %	Day-to-Day Activities Not Limited	Day-to-Day Activities Not Limited %
Wirral	Upton	Bidston & St James	15216	2441	16.0%	1748	11.5%	11027	72.5%
Wirral	Upton	Claughton	14705	1940	13.2%	1556	10.6%	11209	76.2%
Wirral	Upton	Greasby, Frankby & Irby	13991	1233	8.8%	1536	11.0%	11222	80.2%
Wirral	Upton	Moreton West & Saughall Massie	13988	1782	12.7%	1413	10.1%	10793	77.2%
Wirral	Upton	Pensby & Thingwall	13007	1528	11.7%	1539	11.8%	9940	76.4%
Wirral	Upton	Upton	16130	2408	14.9%	1778	11.0%	11944	74.0%
Wirral	W Kirby	Hoylake & Meols	13348	1296	9.7%	1337	10.0%	10715	80.3%
Wirral	W Kirby	West Kirby & Thurstaston	12733	1187	9.3%	1361	10.7%	10185	80.0%
Wirral Average					11.9%		10.7%		77.4%

District	Station Affected	2011 Ward	Population	Day-to-Day Activities Limited a Lot	Day-to-Day Activities Limited a Lot %	Day-to-Day Activities Limited a Little	Day-to-Day Activities Limited a Little %	Day-to-Day Activities Not Limited	Day-to-Day Activities Not Limited %
Liverpool	Allerton	Church	13974	1120	8.0%	1241	8.9%	11613	83.1%
Liverpool	Allerton	Greenbank	16132	1277	7.9%	1047	6.5%	13808	85.6%
Liverpool	Allerton	Mossley Hill	13816	1301	9.4%	1136	8.2%	11379	82.4%
Liverpool	Allerton	Wavertree	14772	1588	10.8%	1336	9.0%	11848	80.2%
Liverpool Average					12.8%		9.7%		77.6%

Appendix B 10 minute response coverage time from Upton Station and surrounding stations (excluding West Kirby and Wallasey)



10 Minute Response Coverage Time from Community Fire Stations 20, 21, 22 and 23

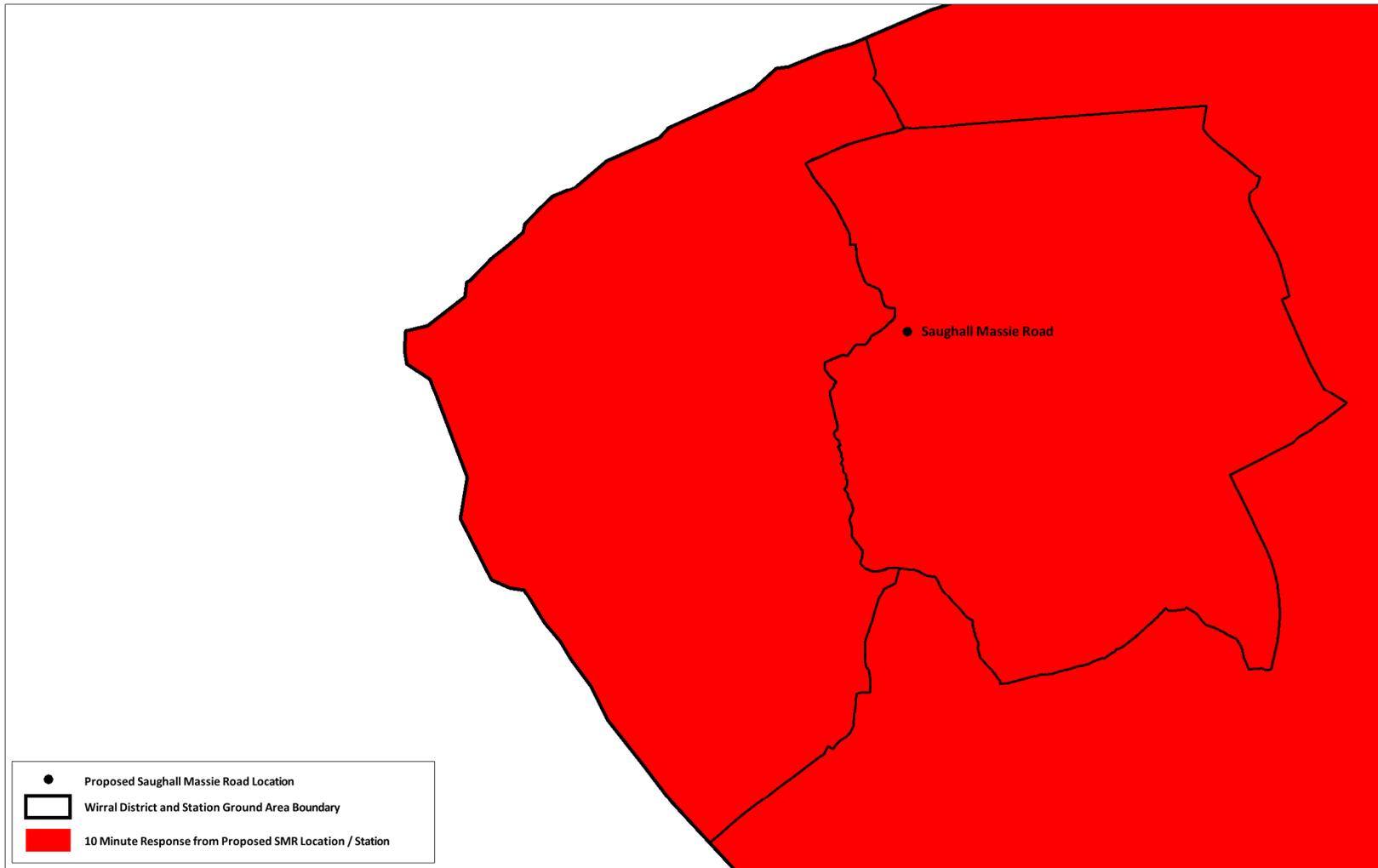
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Author: Gary Crosbie
 Produced Using: MapInfo Professional v11.0
 Date: 15.01.2015
 Strategy and Performance

Map Reference:
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 Greasby/Maps/
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Appendix B Continued – 10 minute response time from proposed Saughall Massie Road location and surrounding stations (Excluding Upton West Kirby and Wallesey)



10 Minute Response Coverage Time from Proposed Saughall Massie Road Location and Community Fire Stations 20, 21 and 22

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Author: Gary Crosbie
Produced Using: MapInfo Professional v11.0
Date: 16.01.2015
Strategy and Performance

Map Reference:
KIM:\Work Requests\Data and Systems\Wirral Merger\
Greasby/Maps/
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MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	29 JANUARY 2015	REPORT NO:	CFO/003/15
PRESENTING OFFICER	CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	CHIEF FIRE OFFICER	REPORT AUTHOR:	DEB APPLETON
OFFICERS CONSULTED:	STRATEGIC MANAGEMENT GROUP		
TITLE OF REPORT:	WEST WEST WIRRAL OPERATIONAL RESPONSE CONSIDERATIONS (POST CONSULTATION)		

APPENDICES:	<p>APPENDIX A: PLAN SHOWING LOCATION OF SITE FOR NEW FIRE STATION IN SAUGHALL MASSIE</p> <p>APPENDIX B: 10 MINUTE ISOCHRONES FROM WIRRAL STATIONS</p> <p>APPENDIX C: 10 MINUTE ISOCHRONES FROM THE SAUGHALL MASSIE SITE</p> <p>APPENDIX D: RISK MAP OF MERSEYSIDE</p> <p>APPENDIX E: REVENUE COSTS</p> <p>APPENDIX F: CAPITAL COSTS – <i>EXEMPT BY VIRTUE OF PARA 3 OF PART 1 OF SCH 12A OF THE LOCAL GOVERNMENT ACT 1972</i></p> <p>APPENDIX G: EIA</p> <p>APPENDIX H: 10 MINUTE ISOCRONES FOR WIRRAL MINUS WEST KIRBY</p>
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Purpose of Report

1. To advise members of the options for structural savings to the operational response model for West Wirral in order to deliver the necessary savings to meet the budget assumptions for 2015/16, following the outcomes of the twelve week public consultation regarding the proposed station merger in Wirral (CFO/001/15).

Recommendation

2. That Members:
 - 1) Note that in respect of all the available options, because the Authority is seeking to avoid firefighter redundancy using natural turnover and as a result of current absence and other duties rates there are insufficient available operational personnel to maintain all 28 fire appliances in

advance of any structural changes through strategic mergers and station closures being implemented. This will mean that the West Kirby fire appliance will be only be available on a wholetime retained basis for significant periods during the consultation process and will only be staffed on a wholetime basis should sufficient personnel be available.

- 2) Instruct the Chief Fire Officer to provide a further report to the Authority dealing with the operational implications of Recommendation 1 (above)

Draft Options

- 3) Defer a decision on the closure of West Kirby and approve a proposal to undertake twelve weeks' public consultation (to commence on 2nd March) which will consider the alternative options of :
 - a) the closure of West Kirby and Upton fire stations, the building of a new station on Saughall Massie Road and the re-designation of one of the two existing wholetime appliances as "wholetime retained" (with a 30 minute recall), whilst also inviting suggestions for other suitable alternative options
 - b) the outright closure of West Kirby as the alternative to merger. The outcomes of this process will be reported back to Members for a definitive decision at an Authority meeting in June 2015.
- 4) Note that any new build on Saughall Massie Road would require Wirral Metropolitan Borough Council (WMBC) to agree to transfer the land into Authority ownership.
- 5) Note that in order to establish whether there is potential for the Saughall Massie Road site to be utilised as a location for a new fire station officers have already approached Wirral MBC to request a decision on land transfer. Officers will also need to engage with Wirral planning officers as the proposal relates to building a new community fire station on green belt land.
- 6) Note that a decision from Wirral MBC to transfer the land would allow the Authority to fully consider the feasibility of the proposal. This approach will ensure that Members are fully informed in relation to the views of the public and the feasibility of building a fire station at that location prior to making any decision.
- 7) Or approve either
 - a) A proposal to undertake six weeks' public consultation (to commence on 2nd February) which will consider the outright closure of West Kirby fire station. This option was referenced during the previous consultation, specifically to retain Upton fire station and relocating and re-designating the West Kirby fire appliance to Upton as "wholetime retained" (with a 30 minute recall). The outcomes of this process will

be reported back to Members for a definitive decision at an Authority meeting in April 2015 or

- b) Approve a proposal to undertake six weeks' public consultation (to start on 2nd February) which will consider the outright closure of West Kirby fire station and direct the Chief Fire Officer to identify suitable opportunities to relocate Upton to an optimum response location (potentially Saughall Massie Road) prior to entering into a period of 12 week consultation. This option would result in the relocating and re-designating the West Kirby fire appliance to Upton as "wholetime retained" (with a 30 minute recall). The outcomes of this process will be reported back to Members for a definitive decision at an Authority meeting in April 2015.

Introduction and Background

The Financial Context

3. The Authority is responsible for providing fire and rescue services for Merseyside's 1.4 million residents from 26 fire stations across the five districts. Of the 26 stations, 6 are on the Wirral; Birkenhead, Bromborough, Heswall, Upton, Wallasey and West Kirby.
4. Over the last four years the Authority has had to make savings of £20 million as a result of Government cuts to its budget. The Authority is required to make a further £6.3 million savings by the end of 2015/16.
5. It is likely the Authority will have to make further cuts in response to the next spending review whatever the outcome of the election.
6. The Authority has already had to make significant reductions in its support services and back office staff. Over the last decade the number of firefighters employed by the Authority has reduced from 1,400 to 764, with fire appliances reducing from 42 to 28 across the county. All but two stations have only one appliance.
7. To save £6.3 million during 2015/16 the Authority has assumed savings of £2.9 million from support services (such as Finance, People and Organisational Development and Estates management) and technical areas such as debt financing. The remaining £3.4 million is assumed to be delivered through structural changes to the emergency response model (i.e. station mergers, duty system changes or outright station closures).

Operational saving options considered

8. Before making any proposals to change fire cover in Merseyside, the Authority considered a number of other options and engaged the public over them.
9. The options were:

- Outright station closures.
 - Increasing the number of “Low Level of Activity and Risk” (LLAR) stations.
 - Station mergers.
 - Crewing a number of stations during the daytime only.
 - Using community retained firefighters to crew a number of stations.
10. Members have previously received a report on the detailed outcomes of that engagement process (CFO/020/14). In summary; the merger of stations was recognised by the public as the best option given the circumstances; with least impact on operational response. The closure of stations was preferred over changes to the way fire stations and fire engines are crewed (because the participants understood that it is firefighters and fire engines that save lives, not fire stations). This accords with the professional recommendation of the Chief Fire Officer. The impact of those various options is expounded in more detail later in this report.
11. Following this consultation, three possible mergers were identified as presenting opportunities to replace older buildings with new facilities in locations which offer the best incident response coverage possible in the circumstances. The draft proposals were to:
- Close the stations at Huyton and Whiston and build a new station at Prescott;
 - Close the stations at Upton and West Kirby and build a new station at a central location (initially at the Frankby Road site as it was not subject to any known planning restrictions);
 - Close the stations at Eccleston and St Helens and build a new station within St Helens Town Centre.
12. The Authority has always recognised the importance to the local communities of the services provided by local fire stations but has also recognised that Merseyside has more fire stations than most FRA’s given its population and geography. However the financial situation is such that the existing number of fire stations cannot be maintained in the future.
13. Each of these merged stations would have two fire appliances. In each case, one fire appliance would be crewed 24/7 (as now) while the other would be utilised as a “strategic reserve” to be crewed by “wholetime retained” firefighters on a 30-minute recall basis for periods of exceptionally high demand.
14. A fourth merger in Liverpool was also considered but given the age and proximity of the stations in Liverpool it is acknowledged that the outright closure of a station in Liverpool may be the most sensible option.

Upton and West Kirby

15. As a result of the views of the public in the initial consultation the Authority approved a public consultation in respect of a draft proposal (2nd October 2014) to close West Kirby and Upton fire stations and build a new station in a central location on Frankby Road, Greasby, as an alternative to the outright closure of West Kirby.
16. During the 12 weeks consultation the Authority held four public consultation meetings in Wirral; two in Greasby, one in Upton and one in West Kirby.
17. The full consultation outcomes regarding the draft proposals (a) to close two fire stations and to consolidate the emergency cover at one new station (the merger) and (b) to reduce the number of fully-crewed wholetime appliances from two to one are detailed in full in CFO/001/15. In brief summary:-
 - There were three focus group meetings at Greasby, Upton and West Kirby and a stakeholders' meeting and forum which took place in December 2014.
 - The deliberative focus groups and forum all agreed that the principle of merger was reasonable given the financial challenges facing the Authority.
 - The Stakeholder (public/private sector) meeting was broadly supportive of the merger proposal.
 - There was considerable opposition to the merger, specifically towards the proposed Frankby Road, Greasby site at the two public meetings in Greasby and in responses to the online questionnaire. The overwhelming majority of respondents objecting to the proposal were from Greasby. The majority of those objecting wanted the Authority to close West Kirby fire station and maintain the station at Upton, as an alternative to building a new station on the Greasby library site, although some could see the benefits of a new station, but not at that location. The site was subsequently withdrawn by Wirral MBC following discussions with the Chief Fire Officer.
 - Once the site had been withdrawn, all the responses to the questionnaire supported the merger.
 - There was no significant opposition at the public meeting in Hoylake to the closure of West Kirby fire station.

The consultation process closed on 5th January 2015.

18. Given the withdrawal of the Greasby site members are now asked to consider further alternative options based on the removal of the Greasby site.

Alternative options considered beyond those recommended in this report

19. The information below is a detailed explanation of the alternative options to achieve the required levels of savings, and whether they are considered feasible options at this time.
20. Of the 26 stations in Merseyside, 10 are designated as key stations. From these 10 key stations the Authority can provide a 10 minute response to all areas of Merseyside on 90% of occasions (our response standard).
21. The number of wholetime Firefighters employed directly equates to the numbers of fire appliances that can be staffed for an immediate response by fully trained Firefighters and therefore the numbers of fire appliances the Authority can operate on a wholetime basis.
22. The removal of 90 Firefighter posts required to deliver savings of £3.4m will result in the loss of 4 wholetime fire appliances. It is the view of the Chief Fire Officer that the Authority should maintain 2 appliances at Kirkdale and Southport, because of the location of Southport and the fact that Kirkdale is the Operational Resource Centre for Merseyside.
23. In maintaining 2 appliances at Kirkdale and Southport the Authority can only staff enough appliances to maintain 22 fire stations on a wholetime basis. The Authority could as an alternative maintain 26 stations through altering the crewing arrangements on specific stations or across the Service.

Low Level of Activity and Risk

24. The Low Level of Activity and Risk (LLAR) duty system is currently in operation at 4 of the Authority's 26 stations. The system consists of a 12 hour wholetime day shift followed immediately by a 12 hour retained night shift (spent off the station) where the crew must respond to an incident within 1 minute 54 seconds of an alert thus maintaining a comparable alert to mobile time as achieved by other wholetime staff during their night-time rest period.
25. Changing the crewing at a station from wholetime to LLAR would deliver a saving of 8 wholetime equivalent (WTE) posts. In order to deliver the same savings as for a station merger 3 wholetime stations would need to convert to LLAR. Whilst this option would maintain an immediate emergency response (assuming it was possible to secure accommodation for the night time retained period separate from the station but within a 1 minute 54 seconds alert to mobile time) it is less resilient than wholetime crewing as the same staff cover the 12-hour wholetime period and the 12-hour retained period. For example, if a crew attends incidents during the night-time period they will then require a period of stand down time to recover during the day shift, meaning they are either not available to provide operational response or unable to undertake prevention work or normal scheduled duties. As the number of appliances reduces the ability for Fire Control to not mobilise LLAR appliances during the retained period is also reduced meaning they will attend more incidents and potentially no longer meet the Low Level of Activity and

Risk threshold. To make the £3.4m savings required from operational response the Authority would need to convert 12 wholetime appliances to LLAR in addition to the existing 4 LLAR appliances.

26. This would result in 16 of the Authority's 28 appliances being crewed in this way. In order to comply with working time regulations the Authority would be required to provide separate accommodation for the retained duty period that is within a 1 minute 54 second response from the stations in question. The cost of building accommodation at existing LLAR stations has been around £300k. Converting 12 appliances to LLAR would therefore require a capital spend of around £3.6m for accommodation. Of the 10 key stations only one, Formby, is currently crewed LLAR which is as a result of its geographic location and the very low numbers of incidents on the station ground and number of appliance mobilisations. In any other circumstances a key station would not be crewed on the LLAR duty system. Of the stations not designated as 'key' a number have appliance mobilisation numbers which exceed the LLAR threshold of 825 incidents to the station area agreed in 2006 (Kirkdale, Kensington, City Centre and Birkenhead).
27. A number also do not have sufficient space within the curtilage of the station to build separate accommodation necessary to make the 1 minute 54 seconds alert to mobile time during the retained period (for example Kensington and Aintree). There is a very low likelihood indeed that the Authority could attract and indeed retain sufficient volunteers from existing staff to crew an additional 12 LLAR appliances. Whilst the Authority could recruit Firefighters directly on to the LLAR system this would result in crews on LLAR stations with a disproportionately high number of inexperienced Firefighters until such time as they were able to demonstrate competence in role. It would also invariably result in existing wholetime firefighters who did not wish to volunteer for the LLAR duty system being placed at risk of compulsory redundancy. It is for these reasons that LLAR has not been proposed by the Chief Fire Officer as an option to maintain operational effectiveness at this time.

Day Crewing

28. The Authority does not currently operate the Day Crewing duty system at any station on Merseyside. This system consists of a wholetime day shift (typically 10 hours duration) immediately followed by a 14 hour retained night shift where a response is made by a Firefighter from home within 5 minutes of an alert. Changing the crewing at a station from wholetime to Day Crewing would deliver a saving of 10.8 wholetime equivalent (WTE) posts (assuming a 10% retaining fee). In order to deliver the same savings as a station merger would, 2 wholetime stations would need to convert to Day Crewing.
29. To make the £3.4m savings required from operational response the Authority would need to convert 8 wholetime appliances to Day Crewing in addition to the existing 4 LLAR appliances. This would result in 12 of the Authority's 28 appliances either on Day Crewing or LLAR crewing. Day Crewing is less resilient than wholetime crewing for similar reasons as for LLAR as the same staff cover the 10 hour wholetime period and the 14 hour retained period. As

the number of appliances reduces the ability for Fire Control to not mobilise LLAR or Day Crewing appliances during the retained period is also reduced. This option would introduce a 5-minute delay in responding from 8 appliances for 14 hours each day. Assuming the 5-minute delay in responding in to the station and given the geography of Merseyside, it is likely that the nearest wholetime appliances would be able to attend an incident in at least the same time as the Day Crewing appliance if not quicker during the retained period. There is a very low likelihood indeed that the Authority could attract and indeed retain sufficient volunteers from existing staff to crew 8 Day Crewing appliances.

30. Whilst the Authority could recruit Firefighters directly on to the Day Crewing system this would result in crews on Day Crewing stations with a disproportionately high number of inexperienced Firefighters until such time as they were able to demonstrate competence in role.
31. It would also invariably result in existing wholetime firefighters who did not wish to volunteer for the Day Crewing duty system being placed at risk of compulsory redundancy. It is for these reasons that Day Crewing has not been proposed by the Chief Fire Officer as an option to maintain operational effectiveness. If as expected the Authority faces further cuts beyond 2015/16 this option may have to be reconsidered as a means of maintaining capacity during the daytime period.

Day only crewing

32. The Authority does not currently operate day only crewing at any station on Merseyside. This system involves Firefighters crewing the station for a 12-hour wholetime day shift only in order to maintain capacity to undertake training and community safety activities. Changing the crewing at a station from wholetime to day only crewing would deliver a saving of 12 wholetime equivalent (WTE) posts. In order to deliver the same savings as the station merger option 2 wholetime stations would need to convert to day only crewing.
33. To make the £3.4m savings required from operational response the Authority would need to convert 8 wholetime appliances to day only crewing in addition to the existing 4 LLAR appliances. This would result in 12 of the Authority's 28 appliances either on day only crewing or LLAR crewing. Whilst an immediate response to incidents would be achieved during the 12-hour day shift there would be no response at all during the 12-hour night-time period from day only crewed stations.
34. There is a very low likelihood indeed that the Authority could attract and indeed retain sufficient volunteers from existing staff to crew 8 days only appliances. Whilst the Authority could recruit Firefighters directly to day only crewing this would result in crews on day only stations with a disproportionately high number of inexperienced Firefighters until such time as they were able to demonstrate competence in role. It would also invariably result in existing wholetime firefighters who did not wish to volunteer for day

only crewing being placed at risk of compulsory redundancy. It is for these reasons that day only crewing has not been proposed by the Chief Fire Officer as an option to maintain operational effectiveness at this time. If as expected the Authority faces further cuts beyond 2015/16 this option may have to be reconsidered as a means of maintaining capacity during the day time period.

35. It should be noted that these appliances would in all likelihood be used as a pan Merseyside resource to for example stand in at key stations to facilitate the key appliance crew attending the Training and Development Academy for crew-based training. It would make more financial sense therefore to relocate the day crewed only appliance permanently to a key station thus allowing the Authority to make permanent savings on premises overheads (on average around £100k per year) through closing the non key station.

Retained

36. The Authority does not currently operate retained only crewing at any station on Merseyside. This system involves members of the community who live or work within 5 minutes of a fire station volunteering to be available for up to 120 hours per week for a retaining fee equivalent to 10% of a wholetime Firefighter's salary. Changing the crewing at a station from wholetime to retained would deliver a saving of 22 wholetime equivalent (WTE) posts. In order to deliver the same savings as for a station merger 1 wholetime station would need to convert to retained crewing. To make the £3.4m savings required from operational response the Authority would need to convert 4 wholetime appliances to retained in addition to the existing 4 LLAR appliances. This would result in 8 of the Authority's 28 appliances either on retained or LLAR crewing.
37. Pursuing this option would require the Authority to either seek volunteers from existing Firefighters who would be required to live within a 5-minute response time of the station (wholetime retained) or for the Authority to recruit members of the public who live or work within 5 minutes of the station. There is a very low likelihood indeed that the Authority could attract and indeed retain sufficient volunteers from existing staff to crew 4 wholetime retained appliances on a 5 minute recall. That being so, the Authority would need to recruit almost a full crew of retained Firefighters. It is the view of the Chief Fire Officer that a retained Firefighter does not have sufficient contact (training) time within the Grey Book (Firefighters' nationally agreed conditions of service) retained contract to acquire and maintain the skills of an existing Merseyside wholetime Firefighter.
38. Also, the Merseyside Trainee Firefighter course is currently 40 weeks long and the wholetime work routine allocates in excess of 20 hours per week to on station training. A retained firefighter has approximately 2/3 hours per week contact time at station for training, development and maintenance duties). If the Authority were minded to still pursue this option they would have to accept that the retained Firefighters would not be trained to the same level as their wholetime counterparts and it would take a long period of time to train the crew to a position whereby they were deemed fit to ride. Additionally to

maintain retained appliance availability a minimum of 4 members of the crew including a driver and an officer in charge would have to be permanently available within 5 minutes of the station. With 3 hours contact time each week retained Firefighters would not be able to undertake any amount of community safety work.

39. Assuming the 5-minute delay in responding in to the station and given the geography of Merseyside, it is likely that the nearest wholetime appliances would attend an incident in at least the same time as the retained crew if not quicker. It is for these reasons that retained crewing has not been proposed by the Chief Fire Officer as an option to maintain operational effectiveness at this time.

Information directly related to the options contained within this report

The merger of Upton and West Kirby fire stations

40. The operational logic for station mergers is to close two adjacent stations (which each currently house one appliance on a wholetime basis) and build a new station (that would house one wholetime appliance and one appliance staffed on a wholetime retained basis).
41. Building the new station at a location in between the two existing stations would deliver the best response times achievable in the circumstances from the one remaining wholetime appliance.
42. In each of the merged stations, the second appliance would be crewed on a "wholetime retained" basis. "Wholetime retained" crewing in this instance means wholetime Firefighters having a second retained contract whereby they provide cover on their days off to respond and crew the second appliance within 30 minutes of an alert- because a 30-minute response time delay would attract volunteers from sufficient numbers of existing staff to make the system viable.
43. The retained (second) appliance would only be called in during periods of high operational demand and they would not be used for immediate response to incidents in the station area. The function of the appliance is as part of a strategic reserve, not as a first line response until such time as the crew had been called in, which would take up to 30 minutes.
44. The advantage of this option is that it uses wholetime firefighters rather than community retained firefighters.
45. If the Authority were to close West Kirby and Upton and build a new station in a central location the average response time to life risk incidents on the combined station areas would be around 6 minutes 18 seconds. The national average response time to dwelling fires only is 7 minutes 24 seconds.

Outright Closure of West Kirby Fire Station

46. If the Authority were to close West Kirby outright the average response time to all life risk incidents on the West Kirby station area would increase to 8 minutes 46 seconds with the first response from Upton. The current average response time from West Kirby Fire Station is 5 minutes 24 seconds.
47. Members should note that some areas could not be reached within the Authority 10 minute response standard.

Saughall Massie Road

48. Following the removal of the Greasby site, officers from Wirral MBC have identified an alternative site for consideration which is currently in Council ownership, on Saughall Massie Road.
49. This is the option referenced within Recommendation 3(a) above. The proposal relates to providing a new community fire station on green belt land located on Saughall Massie Road. The site is just outside of the Saughall Massie Conservation Area (CA) and is shown in the map in Appendix A.
50. For any planning application to be considered on green belt land the Authority need to be able to demonstrate 'very special circumstances'. No other sites have been made available and the proposed site would minimise the impact on emergency response times overall, thus maintaining as much as possible the safety of the wider community. Officers therefore believe that based on those facts they should engage with planning officers at Wirral MBC.
51. Decisions relating to developments on green belt land are a matter for the local Planning Authority. However it is understood that planning permission has been granted for new fire stations on green belt sites where very special circumstances have been demonstrated in Durham, Sheffield and within Cheshire West and Chester City Council areas (September 2014).
52. Each case is assessed on its merits and very special circumstances must be demonstrated in each instance to the particular Planning Authority.
53. The average response time to life risk incidents occurring on the Upton station area from the Saughall Massie Road site would be 5 minutes 3 seconds (currently 4 minutes 34 seconds from Upton Fire Station). The average response time to incidents occurring on the West Kirby station area from the Saughall Massie Road site would be 6 minutes 38 seconds (currently 5 minutes 24 seconds from West Kirby fire station).
54. If members are minded to adopt this option the following actions are required
 - Public consultation and engagement with planning officers/ formal decision by Wirral to agree to release the land

- A planning application following consultation if this is appropriate
55. Members will recognise that each of these actions takes at least 8-12 weeks and if they were undertaken one by one it would take nearly a year to conclude the process. The impact of delays in making structural changes on appliance availability has been detailed elsewhere in this report which will necessitate a further report to the Authority concerning the impact on operational response.
56. Therefore Officers have already asked Wirral to consider if they are willing to release the plot of land (subject to agreement on Heads of Terms and the outcomes of the consultation process).

In Summary

57. The operational logic for station mergers is to close two adjacent stations (which each currently house one appliance on a wholetime basis) and build a new station (that would house one wholetime appliance and one appliance staffed on a wholetime retained basis).
58. CFO/020/14 details the outcomes of that engagement process; the merger of stations was recognised by the public as the best option given the circumstances; with least impact on operational response.
59. CFO/001/15 details the outcomes of the 2014 Wirral consultation.
60. There was significant opposition expressed at the Greasby public meetings to the proposal to build on the Frankby Road site. At each public meeting, the Chief Fire Officer explained the financial challenges, the operational basis for the proposed fire station (including possible alternatives) and that the proposed site was being considered as it was not subject to any known planning restrictions.
61. Through the consultation the Chief Fire Officer also made it clear that should a suitable alternative site be identified, where the special circumstances required to achieve planning consent for building on any Green Belt or Urban Green Space land could be met, then he would recommend that the Authority reconsider its draft proposal.
62. In West Kirby, there was some concern about the possible closure of the fire station but also concern about the Greasby site expressed by Greasby residents who attended the meeting. At Upton there were several Greasby residents present who repeated their concerns about the site.
63. Accepting that structural changes have to be made to deliver the required savings and that there is no option that can improve response performance, the option that would have the least impact on overall response times is to build a new station at a central location.

64. The average response time to incidents occurring on the Upton station area from the Saughall Massie Road site would be 5 minutes 3 seconds (currently 4 minutes 34 seconds from Upton Fire Station). The average response time to incidents occurring on the West Kirby station area from the Saughall Massie Road site would be 6 minutes 38 seconds (currently 5 minutes 24 seconds from west Kirby fire station).
65. Whilst more incidents occur on Upton's area than on West Kirby's area, neither station has high utilisation rates.
66. The likelihood of a life risk incident in either area is low but the potential severity of any incident is high (there could be a fatality). In light of this, if the Authority were to knowingly accept a much slower response to West Kirby it would then be impossible to argue to maintain a faster response anywhere else on Merseyside.
67. If the Authority were to close West Kirby outright the average response time to all life risk incidents on the West Kirby station area would increase to 8 minutes 43 seconds with the first response from Upton.
68. It is the professional view of the Chief Fire Officer that the Authority should aim to maintain the fastest response times possible. Given this information it is the recommendation of the Chief Fire Officer that option (a) is approved in order to achieve the best operational response possible under the circumstances.

Equality and Diversity Implications

69. An Equality Impact Assessment has been completed with regards to the proposed merger options. (Appendix G)

Staff Implications

70. The merger/closure proposals would result in a reduction of 90 Firefighter posts which would result in the loss of 4 wholtime fire appliances.
71. The Authority aims to avoid firefighter redundancy using natural turnover rates. As a result no staff will be made compulsorily redundant irrespective of which option might be chosen.
72. Because of current absence and other duties rates there are insufficient staff to cover all the appliances in advance of the strategic mergers and station closures. This will mean that the West Kirby fire appliance will be only be available on a retained basis for significant periods during the consultation and will only be staffed on a wholtime basis should sufficient personnel be available. It is the intention of the Chief Fire Officer to implement wholtime retained crewing arrangements across Merseyside with immediate effect in the interests of operation efficiency.

73. Should option (a) be approved the Authority will need to change the crewing status of the West Kirby appliance from wholetime to wholetime retained (WTR) long before any new station is built as there will not be the numbers of wholetime Firefighters in the organisation by that time to crew the appliance on a wholetime basis.
74. Wholetime retained involves existing wholetime firefighters providing retained cover on a 30-minute response to stations during their rota days. This fire appliance would only be used during periods of very high demand and will not offer an immediate emergency response.
75. Any staff effected by the mergers will be relocated to, were possible, a neighbouring station to limit the impact on them personally.

Legal Implications

76. The Fire & Rescue Services Act 2004 places a statutory duty of Fire Authorities to:
- Section 7 – statutory duty to respond to fires.
 - Section 8 – statutory duty to respond to Road Traffic Collisions (RTC's).
 - Section 9 – statutory duty to respond to Chemical, Biological, Radiological and Conventional Explosive (CBRNE), Urban Search and Rescue (USAR) and Serious Transport incidents.
 - Section 11 – power to respond to any incident where a person or animal may die, be injured or become ill.
77. It is considered that in carrying out the extensive twelve week consultation in the manner that it has, MFRA has fully complied with legal requirements and best practice guidelines. Any future consultation will also follow best practice and a similar process to that already carried out..
78. Any lease of land would be subject to title investigation and satisfactory lease terms being agreed and approved by Wirral MBC and the Authority. Such lease and development agreement terms would not be agreed so as to be contractually binding until public consultation has been undertaken and the Authority has considered the outcomes of this consultation.
79. Engagement with planning officers is important when a matter is sensitive as it would allow officers to determine the overall potential viability or otherwise of any future planning application. This will avoid any predetermination whilst at the same allowing Officers to consider viability to assist the consultation process. This mitigates the risk of Judicial Review which can be a very costly exercise.

Financial Implications & Value for Money

80. The estimated operating costs of the current Upton and West Kirby stations currently total £2m. The forecast running costs of a new station are £1.1m, a saving of £0.9m. This forecast is based upon the operating costs of the new PFI stations. Details are included in Appendix E.

81. The costs of any new build station are referenced in Appendix F, together with an estimate of the potential income from the sale of the buildings and land at Upton and West Kirby. Members will also note that the Authority was awarded a Transformation and Efficiency grant of £1.5m in relation to this merger proposal.

82. Overall the forecast capital cost of a new fire station net of capital receipts and grant is £1.950 million. This does not include the costs and contributions of any partners. It is currently anticipated that any net cost will be met from reserves so as to avoid borrowing. Draft development proposals would be discussed with planning officers and other partners, considered during the consultation period and outcomes reported back with the consultation results.

Risk Management, Health & Safety, and Environmental Implications

83. It is considered that MFRA has reduced corporate risk by carrying out extensive consultation and considering the outcomes of that consultation before making any final decisions on the merger proposals. There are no health and safety or environmental implications.

Contribution to Our Mission: *Safer Stronger Communities – Safe Effective Firefighters*

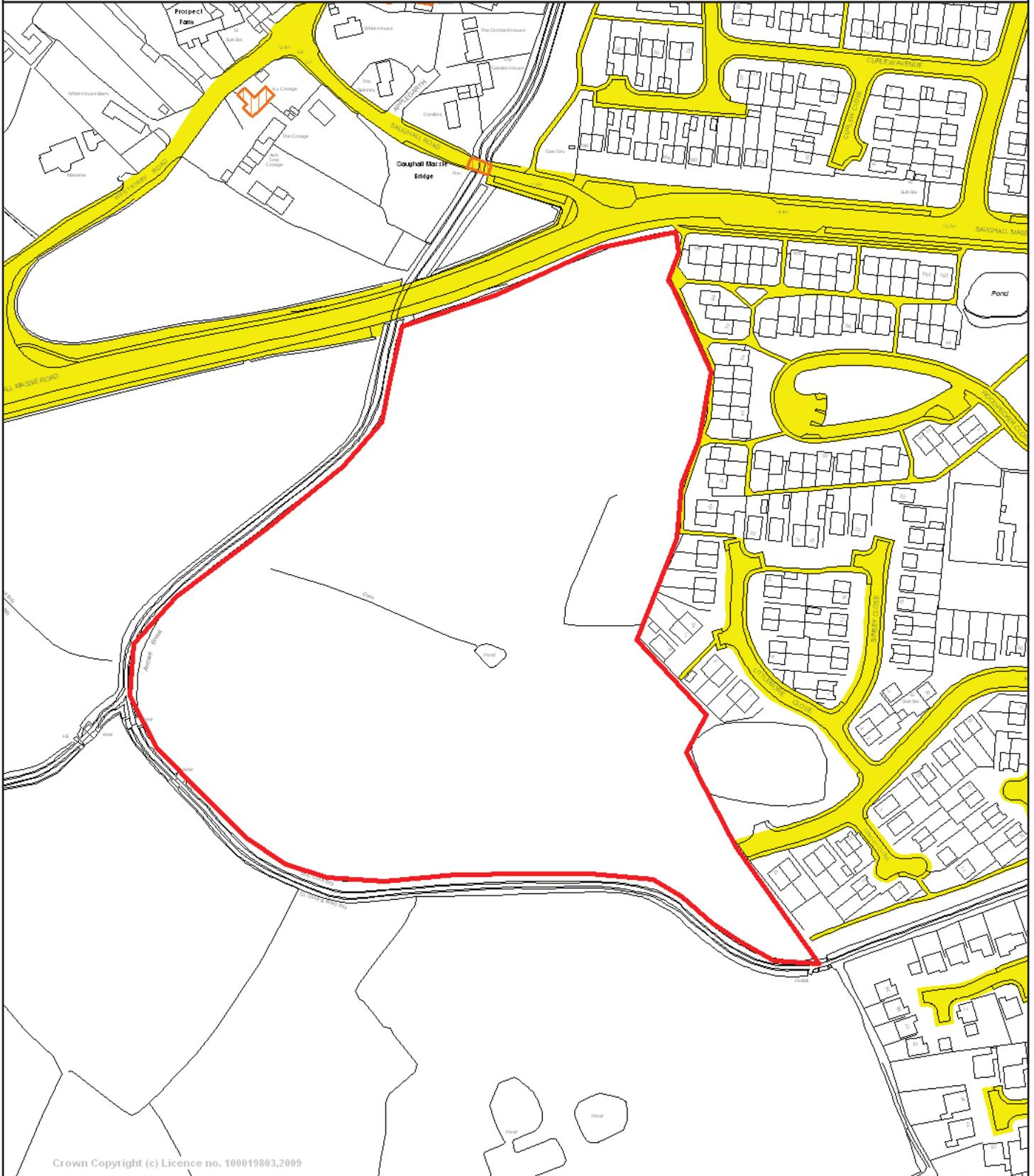
84. Building the new station at a location in between the two existing stations would deliver the best response times achievable in the circumstances

BACKGROUND PAPERS

GLOSSARY OF TERMS

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Land Saughall Massie By Pass



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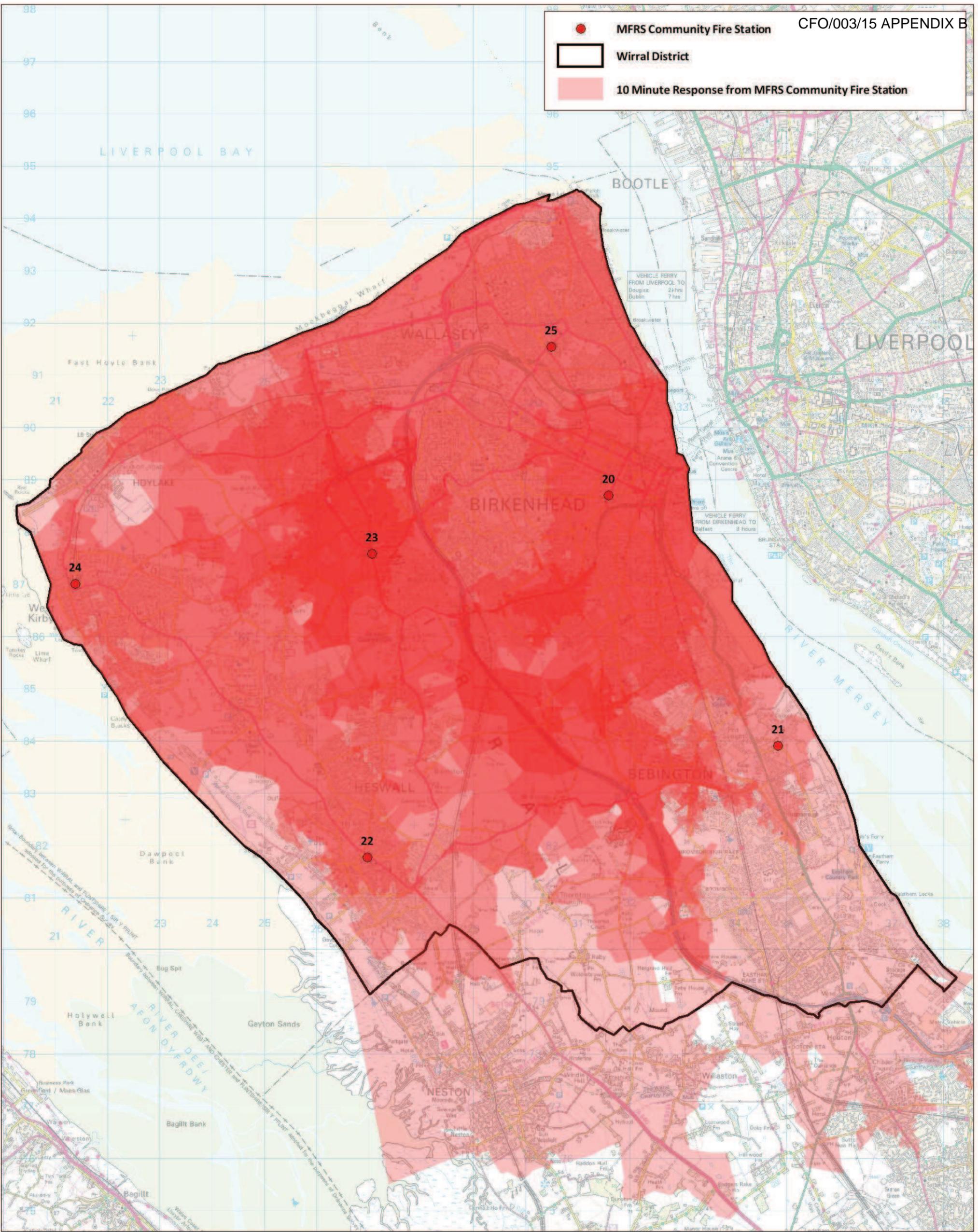
Scale 1/2500 Date 17/9/2012
Centre = 325424 E 388351 N

Asset Management Section, Dept. of Law, HR and Asset Management, Cheshire Lines Building, Canning Street, Birkenhead, CH41 1ND
Tel: 0151 666 3882, Fax: 0151 606 2090



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- MFRS Community Fire Station
- Wirral District
- 10 Minute Response from MFRS Community Fire Station



10 Minute Response Coverage Time from Community Fire Stations 20, 21, 22, 23, 24 and 25

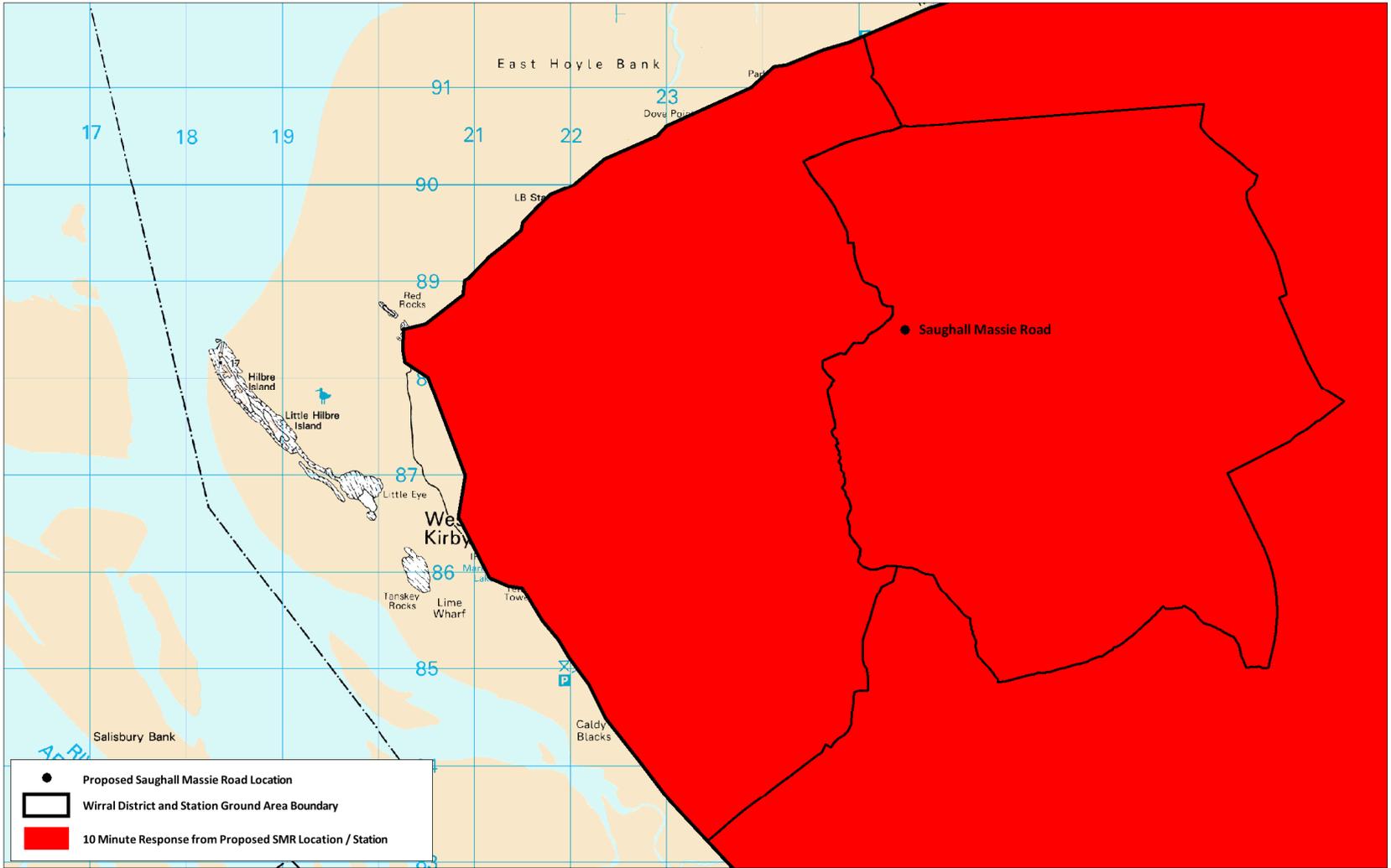
Author: Gary Crosbie
 Produced Using: MapInfo Professional v11.0
 Date: 17.09.2014
 Strategy and Performance

Map Reference:

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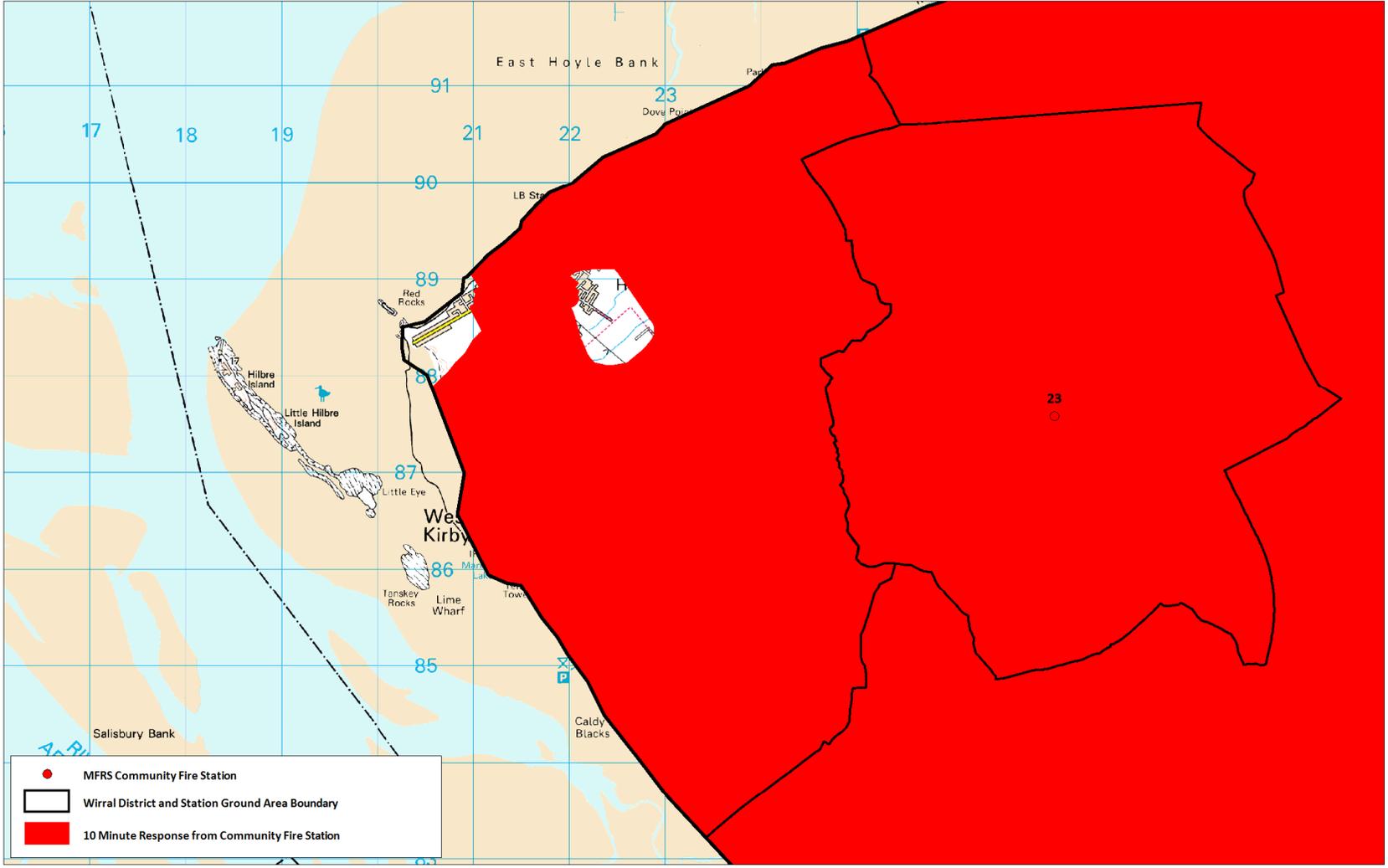
10 Minute Response Coverage Time from Proposed Saughall Massie Road Location and Community Fire Stations 20, 21 and 22

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Author: Gary Crosbie
Produced Using: MapInfo Professional v11.0
Date: 16.01.2015
Strategy and Performance

Map Reference:
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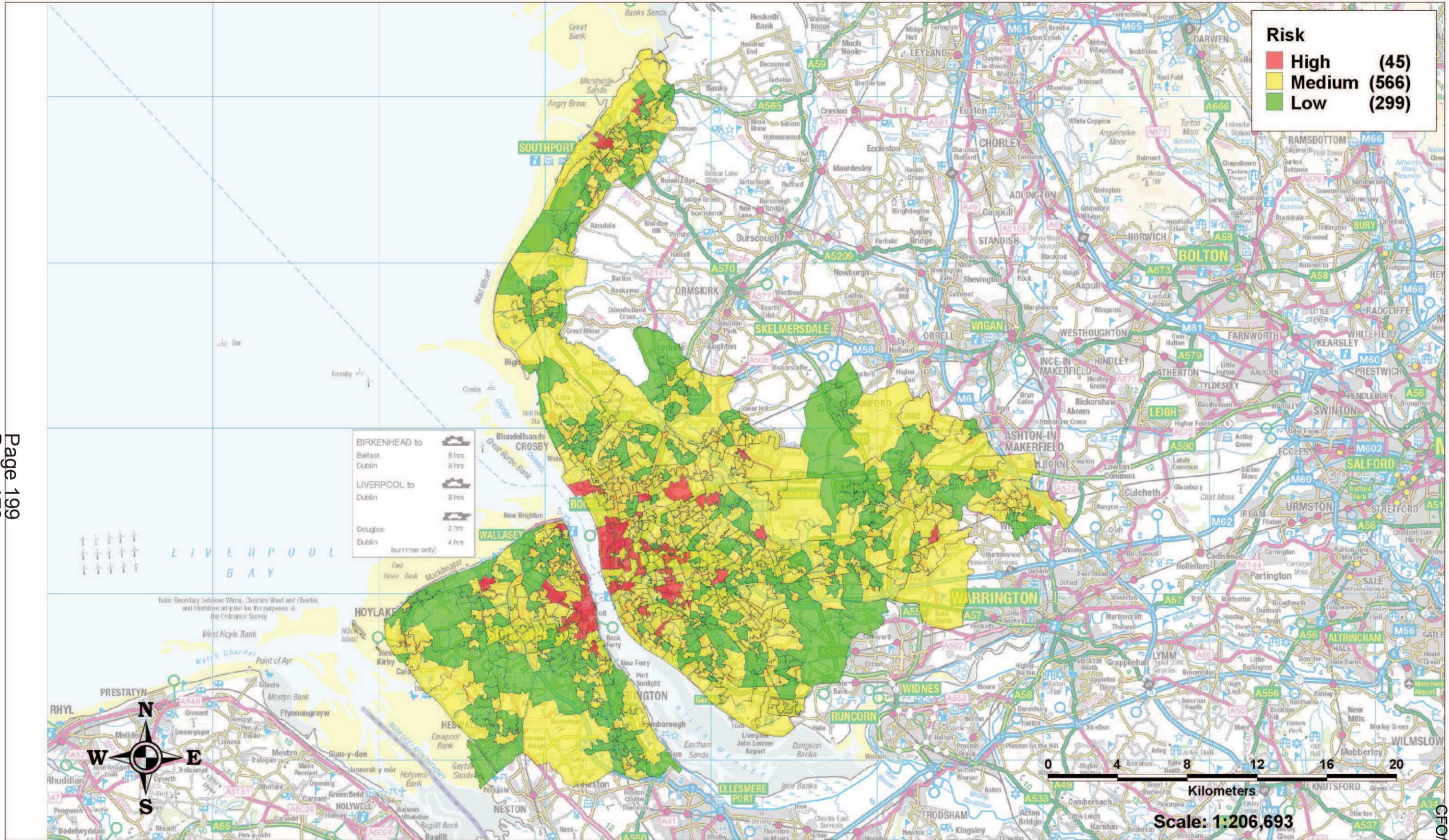
10 Minute Response Coverage Time from Community Fire Stations 20, 21, 22 and 23

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Author: Gary Crosbie
Produced Using: MapInfo Professional v11.0
Date: 15.01.2015
Strategy and Performance

Map Reference:
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Greasby\Maps\
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Author: Gary Crosbie
Date: 24.04.2014
Produced Using: MapInfo v11.0
Strategy and Performance

Risk Map 2015

File Reference: KIM:\Systems Support\IRMP Risk Methodology Data\
Risk Map Data 01042011_31032014\MapInfo\
RiskMap 2015_Mapbase_Land.png

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ANNUAL REVENUE COSTS OF UPTON, WEST KIRBY & NEW STATION (ESTIMATED)

	CURRENT COSTS		ESTIMATED COSTS	VARIATION	NOTES
	UPTON £000	WEST KIRBY £000	NEW STATION £000	£000	
Employees	940	940 *	1016	-864	
Other employee costs	2	2	2	-2	
Premises -					
Maintenance	9	9	6	-12	
Utilities	15	15	24	-6	
Rates	11	13	40	16	
Other	0	1	3	2	
Cleaning	8	10	10	-8	
Transport -					
Fuel	9	11	15	-5	
Supplies & Services	3	6	4	-5	
Income					
General Partners	-2	-1	-2	1	
			tba	tba	
Total	995	1006	1118	-883	
		2001	1118	-883	

*West Kirby staffing based upon Whole Time

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CAPITAL COSTS OF THE NEW FIRE STATION

		EXPENDITURE		INCOME
		£000	£000	£000
Land	<i>(Notional only)</i>	300		
Build		3700		
Grant				-1500
Partners				tba
Sale of land -				
	Upton			-350
	West Kirby			-200
Total		4000		-2050
Net			1950	

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Merseyside Fire and Rescue Service
Equality Impact Assessment Form

Title of policy/report/project:	Station Mergers , Closures and other Operational Response Options
Department:	Strategy and Performance
Date:	<p>EIA Stage 1 - 19.11.13</p> <p>EIA Stage 2 – 31.1.14</p> <p>EIA Stage 3 – 20.8.14 – <u>Knowsley Consultation</u></p> <p>EIA Stage 3A – From 3.10.14 to 5.12.15 <u>Wirral Consultation</u></p> <p>EIA Stage 3B – From 1.11.14 to 25.1.15 <u>Liverpool Consultation</u></p> <p>EIA Stage 3C – Date TBC - <u>Wirral Consultation Phase 2</u> (Two options to be considered - merger at Saughall Massie or closure of West Kirby). Any other options will be considered when/if proposed.</p>
<p><u>Scope of EIA</u></p> <p>The purpose of this EIA is to review information and intelligence available at an early stage in the development of options for station mergers and closures. It is intended that the EIA can be used to help inform decisions as the options progress and will help Principal Officers and Authority Members to understand equality related impacts on the decisions being made in relation to local diverse communities</p> <p>The EIA will be a living document which will developed further during the life cycle of the consultation stages. This initial EIA will provide be an opportunity to plan ahead for various activities such as community and staff consultation and equality data gathering</p> <p>The EIA will be conducted in a number of stages :</p> <p>Stage 1 – Desk Top Assessment by 3/12/13 :To provide Principal Officers with some initial thoughts on equality impacts arising from the Mergers and Closures Authority Report and provide an outline of what further data, research and consultation may be needed to inform the EIA fully in preparation for Community</p>	

Engagement and Consultation Exercises in the new year (by 19/11/13)

Stage 2 – Consultation External and Internal: to gain feedback from those communities and MF&RS Staff groups affected by the mergers and closures options to ensure equality impacts are considered throughout the process and included in the final version of the EIA for review by final decision makers (Dec 2013 onwards)

Stage 3 – More detailed assessment on the local areas affected by options: for Authority members to take into account at their meeting when they review the EIA in full. (from April 2014)

1: What is the aim or purpose of the policy/report/project

This should identify “the legitimate aim” of the policy/report/project (there may be more than one)

The reports purpose is to provide Authority Members a number of recommendations for approval, subject to public consultation, around station mergers and closures as follows:

Options for mergers

- Two stations on Wirral (West Kirby to merge with Upton at Greasby). The location has now been withdrawn by Wirral BC and the FRA will consider a further two options on 29th January 2015:
 - Consultation on a possible site at Saughall Massie
 - Close West Kirby station
- Two stations in St Helens (Eccleston to merge with St Helens at a site in the St Helens town centre ward)
- Two stations in Knowsley (the merger of Huyton and Whiston which already has Authority approval)

In order to meet the budget cuts faced by the Authority as a result of Comprehensive Spending Review (CSR) 13. These merger options, if approved, will deliver a reduction of 66 whole time equivalent (WTE) posts, reduce the Authority asset base down from 26 stations to 23 and deliver additional savings from a reduction in premises overheads

Options for closures

The incremental move from whole time crewing to whole time retained crewing of at least one appliance in Liverpool and/or Sefton, resulting in the closure of one or more station. This change in crewing and station closure, if approved, will deliver a saving of 22 WTE posts deliver additional savings from a reduction in premises

overheads

The options for mergers and closures would not affect the local communities which live in and around the closure areas in relation to fire response times, they would remain within a 10 minute response time, and therefore this EIA will not focus on response times but around the following:

- The impact of the options and any changes (positive and negative) in relation to any particular equality groups of the local communities' use of MF&RS services and stations
- The impact of options and any changes on staff affected by closures

2: Who will be affected by the policy/report/project?

This should identify the persons/organisations who may need to be consulted about the policy /report/project and its outcomes (There may be more than one)

Communities of Wirral , St Helens, Liverpool, Sefton and Knowsley
MF&RS staff affected by the mergers and closures

3. Monitoring

Summarise the findings of any monitoring data you have considered regarding this policy/report/project. This could include data which shows whether it is having the desired outcomes and also its impact on members of different equality groups.

What monitoring data have you considered?

3.1 Profile of Merseyside and Demographics 2012 report -

[http://intranetportal/sites/smd/equalityanddiversity/Shared%20Documents/Public%20Sector%20Equality%20Data%20-%20Reports%20for%202012/Profile%20of%20Merseyside%20\(Demography,%20Equality%20and%20Diversity\).pdf](http://intranetportal/sites/smd/equalityanddiversity/Shared%20Documents/Public%20Sector%20Equality%20Data%20-%20Reports%20for%202012/Profile%20of%20Merseyside%20(Demography,%20Equality%20and%20Diversity).pdf)

3.2 Ward Demographics from Census 2011 - **Appendix A**

3.3 Profile of MF&RS staff -

<http://intranetportal/sites/smd/equalityanddiversity/Shared%20Documents/Public%20Sector%20Equality%20Data%20-%20Reports%20for%202012/Public%20Sector%20Equality%20Data%20Report%20-%20Published%20version.pdf>

3.4 **Appendix B** sets out the impact of a potential merger of West Kirby and Upton at a site in Saughall Massie. All areas would be attended well within the 10 minute

response time from a new station or other Wirral stations. It has been made clear throughout that there is no option that will improve attendance. The proposals are the least worst option.

What did it show?

3.1 and 3.2 - The demographics in each of the districts is broadly similar with no significant differences to consider (Significant being + or- 5% difference). To gain a greater understanding of the make-up of the local communities affected by the impact of the closures and mergers, demographics for the local wards broadly covered by each station have been produced in **Appendix A**

Notable highlights showing differences in relation to the average for each district area are as follows:

Huyton

Age Structure: The Huyton Station ground has a mix of age groups depending on the ward; the wards of Longview and Page Moss have younger populations whilst the wards of Prescott West, Roby and Stockbridge in particular have older populations.

Socio Economic (including Disability): In Page Moss, Longview and Stockbridge wards in particular there are well above average levels of people with disability or long term health problems. Within these same wards there are proportionally high levels of adult unemployment.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White". Within the Huyton Station Area, the ward of Longview has above district average counts of BME population particularly "Asian/British Asian" persons.

Whiston

Age Structure: The Whiston Station Ground has a mix of age groups depending on the ward. The wards of Rainhill and Whiston North primarily have older populations whilst the wards of Prescott East and Whiston South have younger populations.

Socio Economic: There are no negative Socio Economic factors in the Whiston station ground.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White". However BME populations are more diverse within this station ground with above average populations of "Asian/British Asian" in each ward and above average populations of "Black /African /Caribbean/ Black British" within Prescott East.

St Helens

Age Structure: The St Helens Station Ground has a mix of age groups depending on the ward. The wards of: Parr, Bold, Sutton, Thatto Heath, Town Centre tends to have younger populations - particularly Parr and Thatto Heath. By contrast the wards of: Billinge & Seneley Green and Blackbrook have older populations

Socio Economic: The wards of: Parr, Thatto Heath, Sutton and Moss Bank have higher than average levels of adult unemployment as well as having above average levels of disability / long-term illness in these wards.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White". The wards of Town Centre and Thatto Heath (in particular) are the most culturally diverse with well above average counts particularly of "Asian/British Asian" residents. Both Wards also have above average counts of "Black /African

/Caribbean/ Black British" people, though this is to a lesser extent to "Asian/British Asian" residents. St Helens has a significant Gypsy and Traveller community.

Eccleston

Age Structure: The Eccleston Station Ground has a mix of age groups depending on the ward. The wards of Eccleston and Rainford (Rainford has one of the highest average population ages in Merseyside) have older populations whilst the wards of West Park and Windle have younger populations.

Socio Economic: The wards of Eccleston and West Park have slightly above average levels of unemployment within the Eccleston station ground. West Park also has slightly above average levels of long term sickness / disability.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White", Rainford and West Park have particularly low levels of BME residents. Within the Station Area the Ward of Eccleston has slightly above average BME population "Asian/British Asian" for and West Park has slightly above average counts "Black /African /Caribbean/ Black British" residents.

Upton

Age Structure: The Upton Station Ground has a mix of age groups depending on the ward. Pensby & Thingwall, Greasby, Frankby - Irby and Claughton have older than average populations.

Socio Economic: Generally within the Upton Station there are no particularly significant Socio Economic issues, with the Exception of the Bidston & St James ward which primarily rests within the Upton Station Ground. Bidston and St James have well above average adult unemployment and levels of long term health problems / disability.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White". Claughton and Bidston & St James have the most diverse populations with above average counts of "Asian/British Asian" residents.

West Kirby

Age Structure: The West Kirby Station Ground has a mix of age groups depending on the ward. The demographic for the wards of Hoylake & Meols and West Kirby & Thurstaston is much older than the Wirral average.

Socio Economic: There are no negative Socio Economic factors in the West Kirby station ground.

Racial Profile: Within the Station Ground the predominant ethnicity grouping is "White".

Allerton

Age Structure: The Allerton Station Ground has a mix of age groups across different wards, 45-59 age group is the most populous age range. Greenbank has a large population of 20-24 year olds inferring a high population of students. Woolton has particularly high level of population above the age of 65 with 26% of ward population, however the majority of this ward is covered by the Belle Vale station area.

Socio Economic: Majority of area is affluent with small pockets of deprivation (based on IMD 2010) The majority of wards are below the Liverpool average for unemployment and long term health and disabilities.

Racial Profile: Predominantly "White" (at least 90% white). Greenbank however has

a more diverse population including above counts of BME populations, BME groups equate to 17% of overall population compared to 5.5% Merseyside population as a whole.

3.3- Staff Demographics for Operational Staff

95% of operational uniformed staff are Male and 5% are Female
 65% of operational uniformed staff are aged 41 to 50
 5% of Operational staff have declared a Disability or Long term health condition
 3% of MF&RS staff are Black Minority Ethnic the remainder are classed as White

3.4 Proposals for mergers at a site in Saughall Massie or Closure of West Kirby- the impact on the achievement of 10 Minute Standard Response times (Appendix B)

The document highlights the impact of adopting either of the proposals on the achievement of the standard 10 minute standard response time. The results show that there are no areas outside the 10 minute response time for the proposals to merge stations at Saughall Massie. In relation to the maps for proposals to close West Kirby, there is a very small area of the West Wirral outside the 10 minute response area with a few dwellings in that area where attendance is 4 seconds outside of the 10 minute response time. It is recommended that HFSC campaigns take place to ensure those living in that area receive prevention advice and support.

4: Research

Summarise the findings of any research you have considered regarding this policy/report/project. This could include quantitative data and qualitative information; anything you have obtained from other sources e.g. CFOA/CLG guidance, other FRSs, etc.

What research have you considered?

4.1 A review of the Access Audit report - results for the stations affected by options

What did it show?

The Equality Act 2010 replaced and enhanced the Disability Discrimination Acts (DDA) 1995 & 2005. It sets out the legislation for Public Bodies to make reasonable adjustments to premises to enable disabled people to access all services and fully participate in public life. MF&RS has conducted access audits for all its stations (except new builds) and is in the process of reporting on the results and recommendations to the Authority in December 2013.

The Audits have highlighted significant access issues for the stations identified in the mergers and closures options with a total of **£ 267,875** cost for making them more accessible Community Fire Stations. It has been an

<p>Review of MF&RS Community Profiles for station areas affected by proposals to help understand the type of communities who may be affected by the options and consider their needs.</p> <p>A review of current Partnership agreements for stations affected by proposals to help understand the impact of station closures /mergers on those service users</p>	<p>important factor when considering the options and proposals for station mergers and closures and the building of new stations.</p> <p>Results show no specific Equality and Diversity implications for any of the areas affected as the Ten Minute response times will be still valid for the station areas affected by the merger/closure proposals</p> <p>There appears to be no detrimental impact on any of the partnership arrangements for the Knowsley fire stations currently being affected by station merger proposals , the development of a new station with advanced community facilities will strengthen the opportunities for Knowsley communities to access the station for better community engagement activities</p>
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5. Consultation

*Summarise the opinions of any consultation. Who was consulted and how? (This should include reference to people and organisations identified in section 2 above)
Outline any plans to inform consultees of the results of the consultation*

What Consultation have you undertaken?

No Consultation took place at Stage 1 of this EIA, however consultation will be carried out in two stages to scrutinise the OPTIONS and consider others for all mergers/closures. As such consultation comprises a) a more open-ended listening and engagement phase on the OPTIONS and b) a Formal consultation process on the eventual PROPOSALS. Part of the consultation process will take into account the needs and experiences of those equality protected groups who have been deemed to be affected by the mergers and closures.

Consultation specifically with Protected Groups (as required by the Equality Act 2010) in relation to this EIA and its assessment of the mergers and closures report /options is currently being planned by the Diversity and Consultation Manager. A number of cost effective options are being considered within the time frame available including :

- The development of a new MF&RS Diversity Consultation Forum; a public voice for diverse groups across each district
- Using the 2 stage consultation process mentioned above to consult on the EIA with representative groups from those protected groups affected by the Options and subsequent proposals (where representation is available)
- Consultation with Community Groups currently using the Stations identified as potentially being closed and merged – Impact on equality
- Making the EIA accessible via the Staff Portal and MF&RS Webpage to

enable staff , stakeholders and the public to make comments and provide feedback easily

What did it say?

Stage 3 A – Wirral Consultation

A 12 week consultation process took place from 2nd October 2014 to 5th January 2015 which followed a similar pattern to the events that took place for the previous consultation at Knowsley (See stage 3 Knowsley below). This included:

- Online questionnaire for staff and public to provide their views
- Three externally facilitated deliberative focus groups (one in each station area)
- One Public Forum
- Four Open public meetings
- One stakeholder breakfast meeting
- Several staff consultation meetings
- Several further local Council and stakeholder consultation meetings

As in the Knowsley consultation process, there was an opportunity to invite participants to three deliberative focus groups and the forum from a broad spectrum of backgrounds and equality groups. The aim is to be as fully representative as possible.

Equality Monitoring data shows a breakdown in attendees at these meetings as follows :

44% Female and 56% Male attendees- this closely reflects the gender breakdown for the Wirral as a whole

16% Under 34's , 35.5% 35-54 and 51.5% over 55+ - this reflected the broad range of age groups across the area

16% of attendees had a limiting long term illness /disability – this is slightly lower than the average for Wirral being 22.6%

10% of Attendees at the event were from Non White backgrounds which closely reflects the ethnicity breakdown of the Wirral

The figures above reflect the average profile of residents across Wirral and this allows us to feel comfortable that the views of different groups of people have been considered when using the consultation for decision making purposes.

While considering the draft proposals, participants in all the meetings were encouraged to consider whether proposals have any adverse implications for any vulnerable people and in particular groups with “protected characteristics”: in other words, this question was not just a ‘footnote’ to the main discussion but an intrinsic part of the scrutiny of the proposals

Four comments of concern around equality groups were raised from the 32 people who attended the focus groups and forum :

- Frankby Road (Greasby) is not a suitable site for a fire station in the village;

children, elderly and disabled use the road near the site

- The elderly, nursing and residential homes have to be taken into consideration and that does not seem to be a primary focus and yet we have a lot of elderly people in our area
- We have a lot of elderly
- West Kirby has elderly people and there are some flats with social disadvantage
- The aged and disabled people will have some impact from these changes

Two comments were raised in support of the changes :

- The Council and FRS are aware of the needs of the elderly and the vulnerable
- The FRS links up with other agencies – it has to be a multi- agency approach

The questionnaires received (984) were treated as an information gathering exercise, in the same way as the views expressed at the public meetings, the questionnaires have been analysed in terms of Equality Monitoring and shows:

- 46.3% were Male and 53.7% Female respondents which closely reflects the gender breakdowns for Wirral as a whole
- There were a wide range of ages responding to the survey, the largest group of respondents - 50%, were from the 50 to 69 age group - this was slightly higher than the local ward age population profiles for that age group (41.6%) but may be due to a higher proportion of older residents using the Greasby community centre attending the consultation events.
- 7.2% identified themselves as disabled ,which is lower than the average for Wirral at 22.6%
- 91.1% identified their ethnicity as white, 7.3% preferred not to say and 1.3 % (15) were from a BME background. This is a similar to the average Ethnicity breakdowns for those areas.

The majority of surveys completed were not in favour of the station being placed in Greasby village. There were no obvious comments made in relation to Equality and Diversity in the free text comments made.

This EIA has been consulted on with the Community Forum Group at a meeting on the 10th December 2014, where members were presented with the EIA and asked for any notable feedback in relation to the approach we take to the EIA and any outcomes of the proposals for particular Protected groups (specifically Elderly and Disabled). The group were happy with the EIA and its findings and no further suggestions made.

Stage 3 – Knowsley Consultation May to July 2014

A 12 week Consultation process on Fire Station merger proposals took place in Knowsley district between the 6th May and 28th July 2014. The consultation included :

- Online survey for staff and public to provide their views
- Three externally facilitated deliberative focus groups (one in each station area)
- One Public Forum
- Three Open public meetings
- One stakeholder breakfast meeting

- Several staff consultation meetings

All consultation events provided the opportunity for staff and public to provide feedback and views on the merger proposals and the impact they may have, positive or negative, in relation to different equality groups and the impact on any of their service needs/outcomes as a result of the proposals. None of the focus groups or forums raised any specific concerns relating to vulnerable people or equality groups, but some observed that it is important to ensure the elderly get appropriate prevention work in the form of Home Fire safety checks and other precautions in those areas where the mergers may have a bigger impact.

The consultation events were well publicised in many different forums from local council promotion, health and wellbeing boards, posters at local supermarkets, Local radio stations and a variety of Websites,

The only opportunity for MFRA to ensure a representative group of people were consulted with was in relation to the invited participants at the deliberative forums. Efforts are always made to recruit a representative sample of Merseyside residents for each meeting, but as not everyone who is recruited actually attends the meeting this can have an effect.

The breakdown of consultees were as follows:

60% (29) of the 48 attendees were male and 40% (19) were female, 31% (15) were aged 16 -35 and 33.5 % (16) were aged 35 to 55 and 35.5% (17) were aged over 55. These figures are similar to the age profile of Merseyside population.

The majority of attendees were white , however 16% were of Non-white British origin , this compares favourably when compared to the Merseyside population figures of 7%

All events were fully inclusive with British Sign Language Interpreters at each open public meeting (they were not required at any of the deliberative forums), the use of a hearing loop was available for all meetings and information was also available in large print. The venues were sourced taking careful consideration of access from car parking for disabled and mobility impaired to easy access to public transport close by and access in and out of the rooms and seating.

The results from the on line survey have been summarised in a report;

Knowsley Consultation concerning Station Mergers – results from Feedback Surveys. This can be accessed on our Website. The results showed :

- No specific issues raised in relation to any negative or positive impacts of the proposals on any particular protected groups.
- No specific detrimental impact in relation to Equality and Diversity issues for staff raised at this stage of the proposals (staff consultation will continue)
- Of the 93 respondents to the Survey, a vast majority were from the areas affected by the proposals, the split was almost 50/50 male to female, and 11.8 % declared a disability and 2.4% were from non- white British origin.
- The survey was entirely voluntary for anyone to access and complete and there was very little opportunity to encourage responses from minority groups

in any reasonable way.

Stage 2 - Engagement and Consultation January 2014

Stage two of the EIA involved engaging members of the public on the current EIA findings in relation to the Mergers and Closures options ,specifically the 5 options provided to the Public Engagement Forums held in January 2014. The possible options discussed at the for further financial savings :

1. Additional “Low Level Activity and Risk Stations (LLAR)
2. Introduction of “Day Crewing” at some whole time stations
3. Introduction of “Community Retained “ (RDS) stations
4. Merger of pairs of older stations and their replacement by modern community fire stations
5. Closure of some stations without replacement

Five forums were held across each of MFRS District :

- Wirral - Saturday 11th January 2014 – 10.00am -1.30pm
- St Helens - Monday 13th January 2014 – 18.00pm -20.45pm
- Liverpool – Tuesday 14th January 2014 – 18.00pm- 20.45pm
- Knowsley – Wednesday 15th January 2014 - 18.00pm – 20.45pm
- Sefton – Thursday 16th January 2014 – 18.00pm – 20.45pm

Part of the engagement presentation included canvassing views from the forum on the impact of each of the 5 options in relation to protected equality groups. The forums were broadly representative of the current demographic profiles for each district when compared to the demographic reports for each district, with the exception of Ethnicity for Wirral, St Helens and Sefton.

Table 1 – Equality Monitoring breakdown for each District engagement forums

	WIRRAL	ST Helens	LIVERPOOL	KNOWSLEY	SEFTON
Gender	Male: 12	Male: 10	Male: 13	Male: 10	Male: 13
	Female: 11	Female: 11	Female: 12	Female: 6	Female: 9
Age	18-34: 5	18-34: 3	18-34: 7	18-34: 3	18-34: 4
	35-54: 7	35-54: 9	35-54: 10	35-54: 7	35-54: 8
	55+: 11	55+: 9	55+: 8	55+: 6	55+: 10
Social Grade	AB: 6	AB: 4	AB: 6	AB: 2	AB: 6
	C1: 8	C1: 7	C1: 9	C1: 3	C1: 5
	C2: 4	C2: 3	C2: 4	C2: 6	C2: 3
	DE: 5	DE: 7	DE: 6	DE: 5	DE: 8
BME	0	0	2	1	0
Disability	6	6	6	3	0

Members of the Forum were given a summary of the outcomes from the EIA stage

one, and asked if there were any specific concerns about those outcomes and indeed any of the 5 options. No concerns about the options were raised in any of the Forums, the general view was that the favoured option chosen by the members; mergers and closures, would provide a positive opportunity for members of the Disabled community and those elderly residents with limited mobility to access new station for community events and activities more easily than some of the current stations. The building of new stations would benefit many minority community groups who may have limited access to community spaces.

Stage 3 of the EIA will now involve consulting with the Public Proposals which will include consultation with specific organisations who support specific Protected Groups through various consultation methods.

Stage 1 – no public consultation at this stage

6. Conclusions

Taking into account the results of the monitoring, research and consultation, set out how the policy/report/project impacts or could impact on people from the following protected groups? (Include positive and/or negative impacts)

(a) Age

The needs of different Age groups, especially those minority age groups, in relation to station mergers and closures options and proposals are difficult to fully assess at this early stage of the EIA. Section 3 and 4 sets out the current age profiles which should be considered when taking into account possible options for closures and mergers. Engagement and consultation will provide more opportunities to assess negative and positive impacts and results will be used to inform Stage 2 and 3 of this EIA.

(b) Disability including mental, physical and sensory conditions)

The building of new stations will be positive for the disabled communities affected by the station mergers as the development of new high functioning stations will enable disabled people to access community services delivered from Fire Stations.

(c) Race (include: nationality, national or ethnic origin and/or colour)

As a) above but in relation to Race and Minority ethnic groups

(d) Religion or Belief

As a) above but in relation to Religion and Belief and minority faith groups

(e) Sex (include gender reassignment, marriage or civil partnership and pregnancy or maternity)

As a) above but in relation to Gender and Gender Reassignment

(f) Sexual Orientation

As a) above but in relation to the needs of minority sexual orientation groups

(g) Socio-economic disadvantage

As a) above but in relation to the needs of those most affected financially (if at all) by any mergers and closures.

7. Decisions

If the policy/report/project will have a negative impact on members of one or more of the protected groups, explain how it will change or why it is to continue in the same way.

If no changes are proposed, the policy/report/project needs to be objectively justified as being an appropriate and necessary means of achieving the legitimate aim set out in 1 above.

13.1.15- EIA stage 3 a Wirral Consultation

The recent Wirral Consultation and this EIA did not highlight any particular negative impacts in relation to different equality groups. It should be noted that the Frankby road, Greasby site was withdrawn by Wirral Borough Council part way through the consultation period as a result of the opposition from residents and local politicians. Proposals are being considered in relation to further options that the Fire and Rescue Authority will consider: to consult on merging at a site in Saughall Massie or to close West Kirby.

17.9.14- EIA stage 3a and 3 b – Wirral and Liverpool (Allerton)

No consultation has taken place at this stage of the EIA for Wirral and Allerton proposals. A review of current demographics shows no significant equality issues in relation to negative impacts on proposed station mergers and closures for both Wirral and Liverpool (Allerton) for any protected group at higher risk of Fire and Rescue as the response times to attend any call will be within the standards set. Consultation at the next stage will review the impact in more detail with different groups of public and will focus also on any equality issues.

EIA Stage 3 – Decisions (Knowlsey)

On reviewing the data, research and consultation at stage 3 of this EIA there are no significant disproportionate impacts on any of the protected groups. As response times will be maintained within the 10 minute response standard, no particular group will receive a significantly changed service to Fire and Rescue and there will be no major impact on current partnership arrangements at stations, as these can be transferred to the new station at Prescott with newer and more accessible facilities.

EIA Stage 2 – Decisions

The outcomes of the Engagement forums across the 5 Districts has identified no

<p>9.3 Equality analysis of those staff affected by the Options and subsequent Proposals to see if any particular protected group are affected disproportionately.</p>	<p>DCM with support from POD</p>	<p>Completed</p>
<p>Actions Identified during EIA stage 2 Consider ways to engage further with members of different Ethnic communities (in those station areas which are most affected) when proposals are identified for consultation in the future (Completed)</p>	<p>WK</p>	<p>Completed</p>
<p>Actions Identified during EIA Stage 3 Target HFSC for those Vulnerable older people most affected by the future station merger and closures (Knowsley and Wirral – See Appendix B)</p>	<p>District Managers</p>	<p>Completed for Knowlsey</p>

Appendix A – ONS Demographic Equality Data by Station Ward

Please note that Station Areas are not based on the shape of wards, as such for the purposes of this section a ward has been identified to belong to a specific location if more than 50% of that ward rests within the station area.

District	Station Affected	2011 ward	Population	Mean Age	District Mean
Knowsley	Huyton	Longview	8,726	36	39
Knowsley	Huyton	Page Moss	7,076	38	39
Knowsley	Huyton	Prescot West	6,535	44	39
Knowsley	Huyton	Roby	7,254	44	39
Knowsley	Huyton	St Bartholomews	6,565	41	39
Knowsley	Huyton	St Gabriels	6,565	39	39
Knowsley	Huyton	St Michaels	6,920	39	39
Knowsley	Huyton	Stockbridge	6,018	40	39
Knowsley	Huyton	Swanside	6,519	42	39
Knowsley	Whiston	Prescot East	7,604	38	39
Knowsley	Whiston	Whiston North	6,908	41	39
Knowsley	Whiston	Whiston South	7,355	39	39
St Helens	Whiston	Rainhill	10,853	46	41
St Helens	St Helens	Billinge & Seneley Green	11,080	44	41
St Helens	St Helens	Blackbrook	10,639	41	41
St Helens	St Helens	Bold	9,759	38	41
St Helens	St Helens	Moss Bank	10,682	42	41
St Helens	St Helens	Parr	12,199	37	41
St Helens	St Helens	Sutton	12,003	41	41
St Helens	St Helens	Thatto Heath	12,280	38	41
St Helens	St Helens	Town Centre	10,978	39	41
St Helens	Eccleston	Rainford	7,779	47	41
St Helens	Eccleston	Eccleston	11,525	45	41
St Helens	Eccleston	West Park	11,392	40	41
St Helens	Eccleston	Windle	10,690	41	41
Wirral	Upton	Bidston & St James	15,216	36	41
Wirral	Upton	Cloughton	14,705	42	41
Wirral	Upton	Greasby, Frankby & Irby	13,991	45	41
Wirral	Upton	Moreton West & Saughall Massie	13,988	42	41
Wirral	Upton	Pensby & Thingwall	13,007	46	41
Wirral	Upton	Upton	16,130	42	41
Wirral	West Kirby	West Kirby & Thurstaston	12,733	45	41
Wirral	West Kirby	Hoylake & Meols	13,348	44	41
Liverpool	Allerton	Church	13,974	41	38
Liverpool	Allerton	Greenbank	16,132	32	38
Liverpool	Allerton	Mossley Hill	13,816	40	38
Liverpool	Allerton	Wavertree	14,772	39	38

Ethnicity Table:

District	Station Affected	2011 Ward	Population	White: Total	White: %	Mixed / multiple ethnic group: Total	Mixed / multiple ethnic group: %	Asian/Asian British: Total	Asian/Asian British: %	Black / African / Caribbean / Black British: Total	Black / African / Caribbean / Black British: %	Other ethnic group: Total	Other ethnic group: %
Knowsley	Huyton	Longview	8,726	8,414	96.4%	140	1.6%	112	1.3%	54	0.6%	6	0.1%
Knowsley	Huyton	Page Moss	7,076	6,947	98.2%	75	1.1%	36	0.5%	12	0.2%	6	0.1%
Knowsley	Huyton	Prescot West	6,535	6,388	97.8%	58	0.9%	61	0.9%	17	0.3%	11	0.2%
Knowsley	Huyton	Roby	7,254	7,148	98.5%	50	0.7%	30	0.4%	16	0.2%	10	0.1%
Knowsley	Huyton	St Bartholomews	7,143	6,972	97.6%	101	1.4%	32	0.4%	19	0.3%	19	0.3%
Knowsley	Huyton	St Gabriels	6,565	6,434	98.0%	49	0.7%	49	0.7%	25	0.4%	8	0.1%
Knowsley	Huyton	St Michaels	6,920	6,768	97.8%	82	1.2%	55	0.8%	7	0.1%	8	0.1%
Knowsley	Huyton	Stockbridge	6,018	5,843	97.1%	90	1.5%	33	0.5%	36	0.6%	16	0.3%
Knowsley	Huyton	Swanside	6,519	6,347	97.4%	94	1.4%	52	0.8%	16	0.2%	10	0.2%
Knowsley	Whiston	Prescot East	7,604	7,300	96.0%	109	1.4%	160	2.1%	25	0.3%	10	0.1%
St Helens	Whiston	Rainhill	10,853	10,498	96.7%	83	0.8%	240	2.2%	7	0.1%	25	0.2%
Knowsley	Whiston	Whiston North	6,908	6,604	95.6%	60	0.9%	203	2.9%	24	0.3%	17	0.2%
Knowsley	Whiston	Whiston South	7,355	7,144	97.1%	113	1.5%	73	1.0%	20	0.3%	5	0.1%
Knowsley Average					97.2%		1.3%		1.0%		0.3%		0.1%

District	Station Affected	2011 Ward	Population	White: Total	White: %	Mixed / multiple ethnic group: Total	Mixed / multiple ethnic group: %	Asian/Asian British: Total	Asian/Asian British: %	Black / African / Caribbean / Black British: Total	Black / African / Caribbean / Black British: %	Other ethnic group: Total	Other ethnic group: %
St Helens	St Helens	Billinge & Seneley Green	11,080	10,948	98.8%	67	0.6%	46	0.4%	9	0.1%	10	0.1%
St Helens	St Helens	Blackbrook	10,639	10,474	98.4%	49	0.5%	90	0.8%	4	0.0%	22	0.2%
St Helens	St Helens	Bold	9,759	9,618	98.6%	65	0.7%	50	0.5%	18	0.2%	8	0.1%
St Helens	St Helens	Moss Bank	10,682	10,568	98.9%	46	0.4%	50	0.5%	5	0.0%	13	0.1%
St Helens	St Helens	Parr	12,199	11,972	98.1%	97	0.8%	97	0.8%	22	0.2%	11	0.1%
St Helens	St Helens	Sutton	12,003	11,837	98.6%	87	0.7%	63	0.5%	11	0.1%	5	0.0%
St Helens	St Helens	Thatto Heath	12,280	11,829	96.3%	120	1.0%	270	2.2%	31	0.3%	30	0.2%
St Helens	St Helens	Town Centre	10,978	10,684	97.3%	69	0.6%	191	1.7%	18	0.2%	16	0.1%
St Helens	Eccleston	Eccleston	11,525	11,302	98.1%	76	0.7%	121	1.0%	15	0.1%	11	0.1%
St Helens	Eccleston	Rainford	7,779	7,682	98.8%	34	0.4%	43	0.6%	8	0.1%	12	0.2%
St Helens	Eccleston	West Park	11,392	11,183	98.2%	79	0.7%	88	0.8%	25	0.2%	17	0.1%
St Helens	Eccleston	Windle	10,690	10,564	98.8%	50	0.5%	58	0.5%	8	0.1%	10	0.1%
St Helens Average					98.0%		0.7%		1.0%		0.1%		0.1%

District	Station Affected	2011 Ward	Population	White: Total	White: %	Mixed / multiple ethnic group: Total	Mixed / multiple ethnic group: %	Asian / Asian British: Total	Asian / Asian British: %	Black / African / Caribbean / Black British: Total	Black / African / Caribbean / Black British: %	Other ethnic group: Total	Other ethnic group: %
Wirral	Upton	Bidston & St James	15,216	14,659	96.3%	238	1.6%	270	1.8%	37	0.2%	12	0.1%
Wirral	Upton	Claughton	14,705	14,147	96.2%	163	1.1%	344	2.3%	21	0.1%	30	0.2%
Wirral	Upton	Greasby, Frankby & Irby	13,991	13,685	97.8%	112	0.8%	146	1.0%	21	0.2%	27	0.2%
Wirral	Upton	Moreton West & Saughall Massie	13,988	13,722	98.1%	87	0.6%	134	1.0%	25	0.2%	20	0.1%
Wirral	Upton	Pensby & Thingwall	13,007	12,744	98.0%	109	0.8%	132	1.0%	13	0.1%	9	0.1%
Wirral	Upton	Upton	16,130	15,587	96.6%	123	0.8%	352	2.2%	36	0.2%	32	0.2%
Wirral	W Kirby	Hoylake & Meols	13,348	13,019	97.5%	139	1.0%	139	1.0%	19	0.1%	32	0.2%
Wirral	W Kirby	West Kirby & Thurstaston	12,733	12,326	96.8%	170	1.3%	168	1.3%	16	0.1%	53	0.4%
Wirral Average					97.0%		1.0%		1.6%		0.2%		0.2%

District	Station Affected	2011 Ward	Population	White: Total	White: %	Mixed / multiple ethnic group: Total	Mixed / multiple ethnic group: %	Asian / Asian British: Total	Asian / Asian British: %	Black / African / Caribbean / Black British: Total	Black / African / Caribbean / Black British: %	Other ethnic group: Total	Other ethnic group: %
Liverpool	Allerton	Church	13,974	12,858	92.0%	367	2.6%	472	3.4%	160	1.1%	117	0.8%
Liverpool	Allerton	Greenbank	16,132	13,400	83.1%	736	4.6%	949	5.9%	630	3.9%	417	2.6%
Liverpool	Allerton	Mossley Hill	13,816	12,889	93.3%	293	2.1%	399	2.9%	130	0.9%	105	0.8%
Liverpool	Allerton	Wavertree	14,772	13,288	90.0%	526	3.6%	552	3.7%	245	1.7%	161	1.1%
Liverpool Average					88.9%		2.5%		4.2%		2.6%		1.8%

Disability Tables

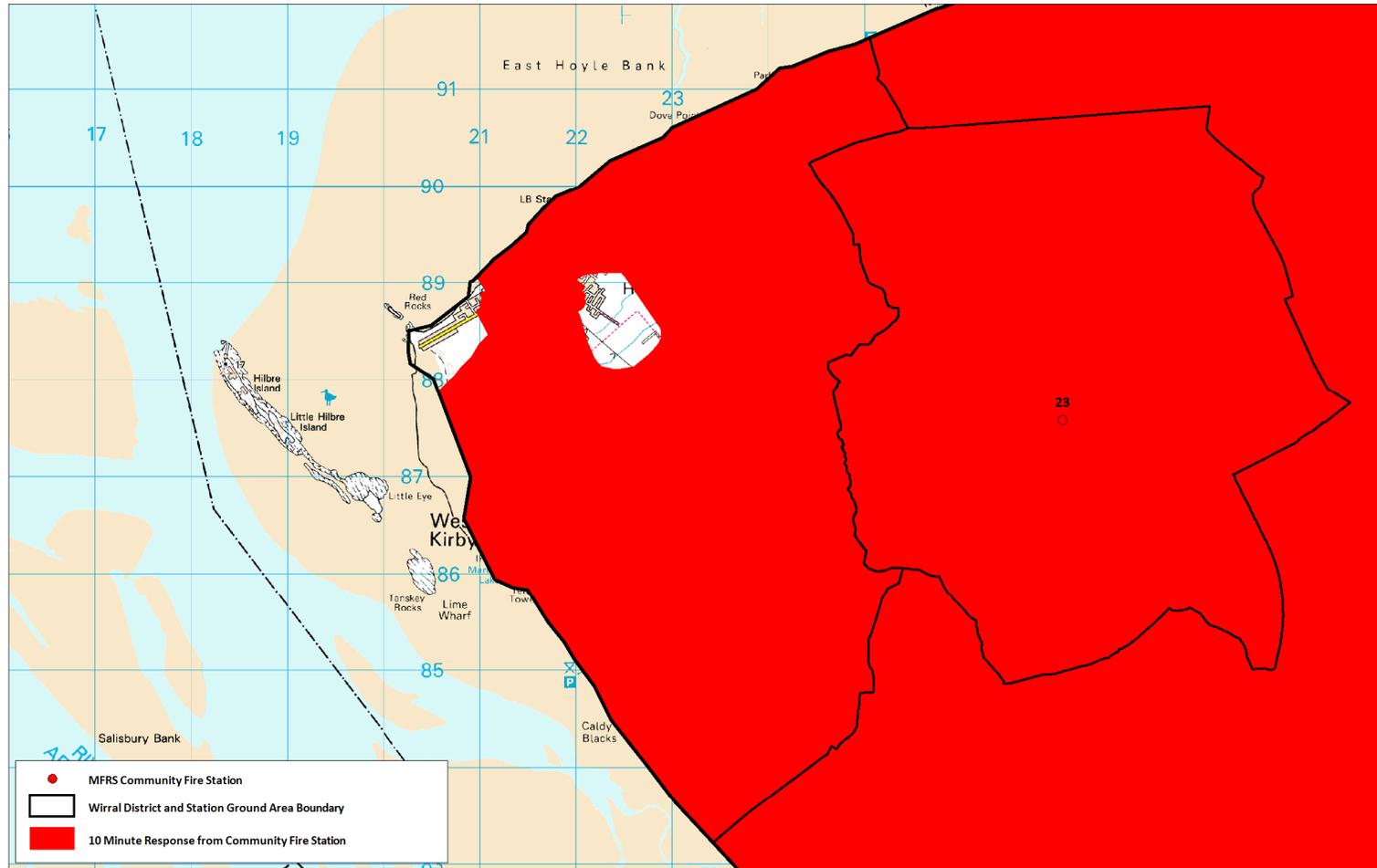
District	Station Affected	2011 Ward	Population	Day-to-Day Activities Limited a Lot	Day-to-Day Activities Limited a Lot %	Day-to-Day Activities Limited a Little	Day-to-Day Activities Limited a Little %	Day-to-Day Activities Not Limited	Day-to-Day Activities Not Limited %
Knowsley	Huyton	Longview	8726	1367	15.7%	904	10.4%	6455	74.0%
Knowsley	Huyton	Page Moss	7076	1239	17.5%	802	11.3%	5035	71.2%
Knowsley	Huyton	Prescot West	6535	1007	15.4%	828	12.7%	4700	71.9%
Knowsley	Huyton	Roby	7254	829	11.4%	722	10.0%	5703	78.6%
Knowsley	Huyton	St Bartholomews	6565	893	13.6%	666	10.1%	5006	76.3%
Knowsley	Huyton	St Gabriels	6920	1042	15.1%	692	10.0%	5186	74.9%
Knowsley	Huyton	St Michaels	7114	642	9.0%	528	7.4%	5944	83.6%
Knowsley	Huyton	Stockbridge	6018	1206	20.0%	730	12.1%	4082	67.8%
Knowsley	Huyton	Swanside	6519	722	11.1%	675	10.4%	5122	78.6%
Knowsley	Whiston	Prescot East	7604	1025	13.5%	817	10.7%	5762	75.8%
Knowsley	Whiston	Whiston North	6908	890	12.9%	701	10.1%	5317	77.0%
Knowsley	Whiston	Whiston South	7355	893	12.1%	739	10.0%	5723	77.8%
St Helens	Whiston	Rainhill	10853	1312	12.1%	1212	11.2%	8329	76.7%
Knowsley Average					14.2%		10.3%		75.5%

District	Station Affected	2011 Ward	Population	Day-to-Day Activities Limited a Lot	Day-to-Day Activities Limited a Lot %	Day-to-Day Activities Limited a Little	Day-to-Day Activities Limited a Little %	Day-to-Day Activities Not Limited	Day-to-Day Activities Not Limited %
St Helens	St Helens	Billinge & Seneley Green	11080	1192	10.8%	1243	11.2%	8645	78.0%
St Helens	St Helens	Blackbrook	10639	1298	12.2%	1146	10.8%	8195	77.0%
St Helens	St Helens	Bold	9759	1176	12.1%	976	10.0%	7607	77.9%
St Helens	St Helens	Moss Bank	10682	1433	13.4%	1235	11.6%	8014	75.0%
St Helens	St Helens	Parr	12199	1864	15.3%	1319	10.8%	9016	73.9%
St Helens	St Helens	Sutton	12003	1569	13.1%	1253	10.4%	9181	76.5%
St Helens	St Helens	Thatto Heath	12280	1658	13.5%	1250	10.2%	9372	76.3%
St Helens	St Helens	Town Centre	10978	1656	15.1%	1252	11.4%	8070	73.5%
St Helens	Eccleston	Eccleston	11525	1201	10.4%	1233	10.7%	9091	78.9%
St Helens	Eccleston	Rainford	7779	850	10.9%	907	11.7%	6022	77.4%
St Helens	Eccleston	West Park	11392	1362	12.0%	1209	10.6%	8821	77.4%
St Helens	Eccleston	Windle	10690	1140	10.7%	1082	10.1%	8468	79.2%
St Helens Average					12.4%		10.6%		77.0%

District	Station Affected	2011 Ward	Population	Day-to-Day Activities Limited a Lot	Day-to-Day Activities Limited a Lot %	Day-to-Day Activities Limited a Little	Day-to-Day Activities Limited a Little %	Day-to-Day Activities Not Limited	Day-to-Day Activities Not Limited %
Wirral	Upton	Bidston & St James	15216	2441	16.0%	1748	11.5%	11027	72.5%
Wirral	Upton	Claughton	14705	1940	13.2%	1556	10.6%	11209	76.2%
Wirral	Upton	Greasby, Frankby & Irby	13991	1233	8.8%	1536	11.0%	11222	80.2%
Wirral	Upton	Moreton West & Saughall Massie	13988	1782	12.7%	1413	10.1%	10793	77.2%
Wirral	Upton	Pensby & Thingwall	13007	1528	11.7%	1539	11.8%	9940	76.4%
Wirral	Upton	Upton	16130	2408	14.9%	1778	11.0%	11944	74.0%
Wirral	W Kirby	Hoylake & Meols	13348	1296	9.7%	1337	10.0%	10715	80.3%
Wirral	W Kirby	West Kirby & Thurstaston	12733	1187	9.3%	1361	10.7%	10185	80.0%
Wirral Average					11.9%		10.7%		77.4%

District	Station Affected	2011 Ward	Population	Day-to-Day Activities Limited a Lot	Day-to-Day Activities Limited a Lot %	Day-to-Day Activities Limited a Little	Day-to-Day Activities Limited a Little %	Day-to-Day Activities Not Limited	Day-to-Day Activities Not Limited %
Liverpool	Allerton	Church	13974	1120	8.0%	1241	8.9%	11613	83.1%
Liverpool	Allerton	Greenbank	16132	1277	7.9%	1047	6.5%	13808	85.6%
Liverpool	Allerton	Mossley Hill	13816	1301	9.4%	1136	8.2%	11379	82.4%
Liverpool	Allerton	Wavertree	14772	1588	10.8%	1336	9.0%	11848	80.2%
Liverpool Average					12.8%		9.7%		77.6%

Appendix B 10 minute response coverage time from Upton Station and surrounding stations (excluding West Kirby and Wallasey)



10 Minute Response Coverage Time from Community Fire Stations 20, 21, 22 and 23

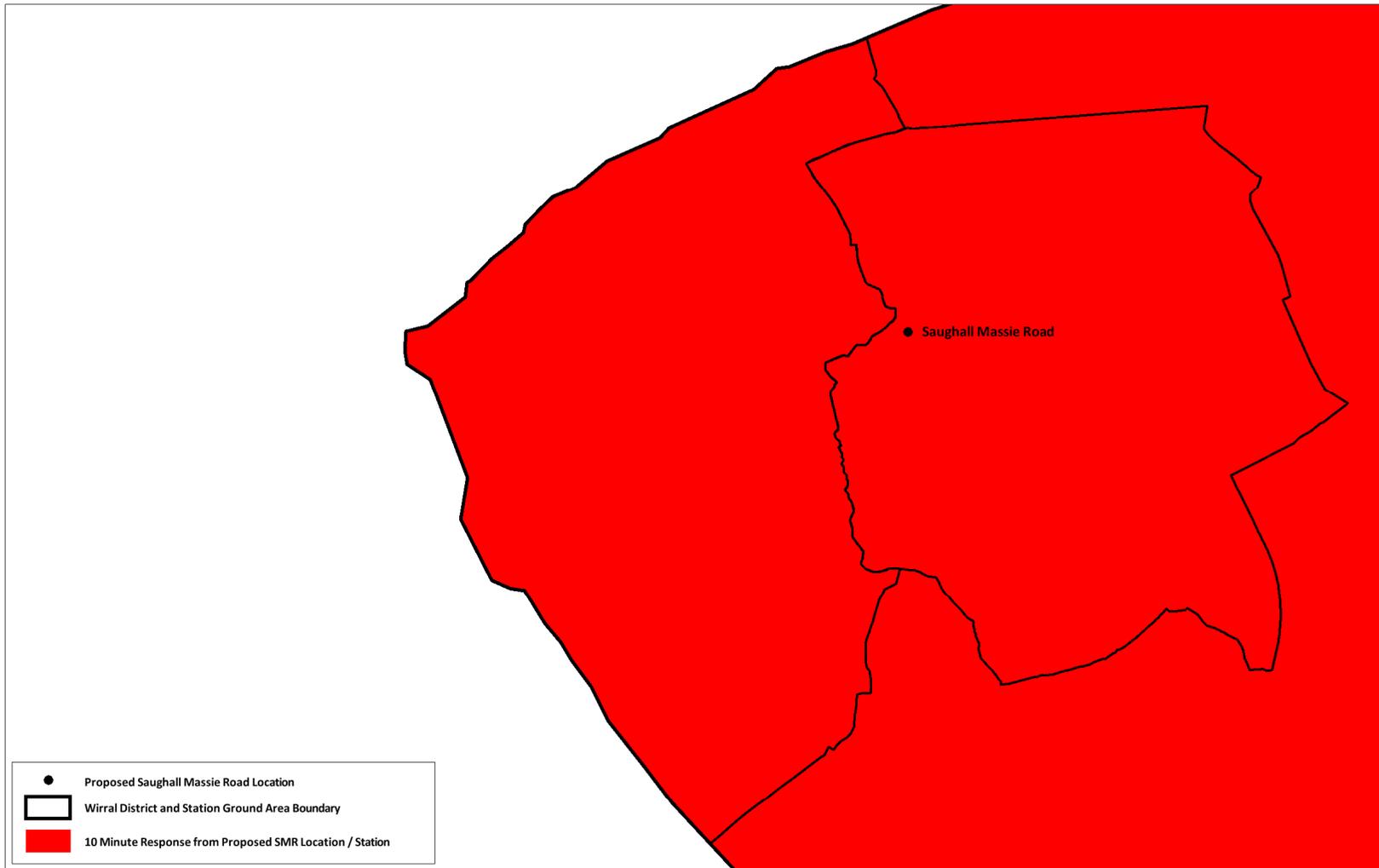
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Author: Gary Crosbie
 Produced Using: MapInfo Professional v11.0
 Date: 15.01.2015
 Strategy and Performance

Map Reference:
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 Greasby/Maps/
 20_21_22_23_10 Minutes_23_24_SGA_Zoom.png



Appendix B Continued – 10 minute response time from proposed Saughall Massie Road location and surrounding stations (Excluding Upton West Kirby and Wallesey)



10 Minute Response Coverage Time from Proposed Saughall Massie Road Location and Community Fire Stations 20, 21 and 22

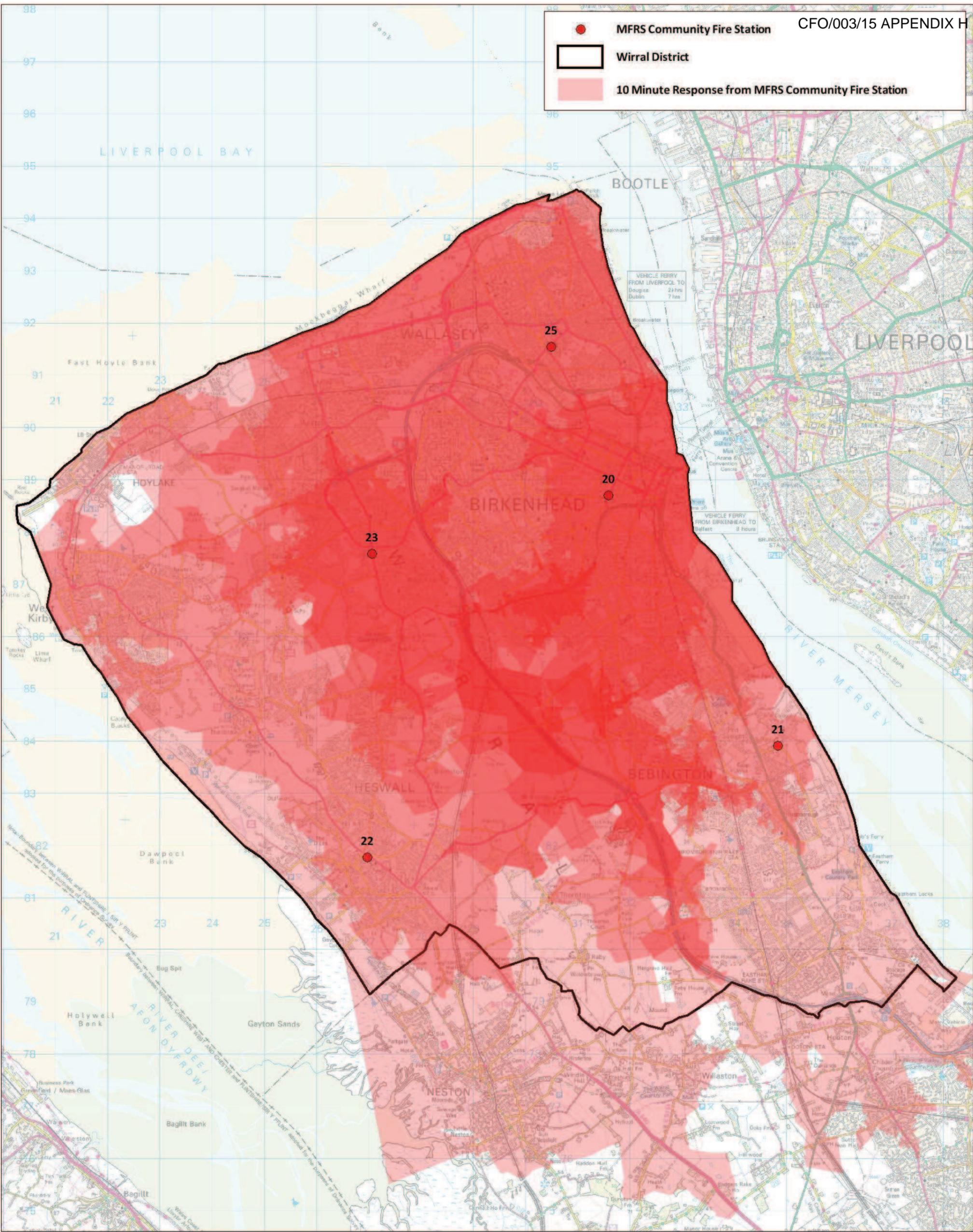
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Author: Gary Crosbie
Produced Using: MapInfo Professional v11.0
Date: 16.01.2015
Strategy and Performance

Map Reference:
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Greasby\Maps\
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- MFRS Community Fire Station
- Wirral District
- 10 Minute Response from MFRS Community Fire Station



10 Minute Response Coverage Time from Community Fire Stations 20, 21, 22, 23 and 25

Author: Gary Crosbie
 Produced Using: MapInfo Professional v11.0
 Date: 17.09.2014
 Strategy and Performance

Map Reference:

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By virtue of paragraph(s) 3, 4 of Part 1 of Schedule 12A of the Local Government Act 1972.

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