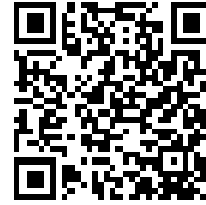


To: All Members of the Authority



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: 9 December 2015

Dear Sir/Madam,

You are invited to attend a meeting of the **AUTHORITY** to be held at **1.30 pm** on **THURSDAY, 17TH DECEMBER, 2015** in the Liverpool Suite at Merseyside Fire and Rescue Service Headquarters, Bridle Road, Bootle.

Yours faithfully,



Clerk to the Authority

Encl.

This page is intentionally left blank

MERSEYSIDE FIRE AND RESCUE AUTHORITY

AUTHORITY

17 DECEMBER 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 7 - 12)

The Minutes of the previous meeting of the Authority, held on 20th October 2015, are submitted for approval as a correct record and for signature by the Chair.

3. Station Mergers - Progress Report (Pages 13 - 20)

To consider Report CFO/097/15 of the Deputy Chief Fire Officer, concerning progress made to date in relation to the Station Mergers Programme.

4. St Helens Consultation Outcomes (Pages 21 - 180)

To consider Report CFO/059/15 of the Chief Fire Officer, concerning the outcomes of the twelve week public consultation regarding the draft proposals to either merge St Helens and Eccleston fire stations at a new station on Canal Street, St Helens, or close Eccleston fire station outright and respond from St Helens.

5. Proposed Station Merger Of Eccleston And St.Helens Fire Stations At A New Station On Canal Street (Pages 181 - 192)

To consider Report CFO/094/15 of the Chief Fire Officer, concerning the proposed merger of Eccleston and St. Helens fire stations at a new station on Canal Street.

Appendix B to this Report contains EXEMPT information by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

6. **HOME SAFETY STRATEGY 2015-2018** (Pages 193 - 224)
To consider Report CFO/090/15 of the Deputy Chief Fire Officer, concerning the proposed refresh of the Home Safety Strategy 2015-2018, with particular regard to the targeted approach and referral pathway.
7. **SAFE Programme** (Pages 225 - 236)
To consider Report CFO/082/15 of the Deputy Chief Fire Officer, concerning the new SAFE (Safety Advice Fire Education) juvenile fire setting intervention programme.
8. **HEALTH AND SAFETY ANNUAL REPORT 2014-15** (Pages 237 - 272)
To consider Report CFO/089/15 of the Chief Fire Officer, concerning the annual Health, Safety & Welfare Report; and performance of the Authority with regards to Health, Safety & Welfare outcomes for 2014/15.
9. **Industrial Relations Update** (Pages 273 - 300)
To consider Report CFO/096/15 of the Chief Fire Officer, concerning matters of negotiation and consultation that are currently, or have recently been subject to dialogue between Officers of the Authority and Representative Bodies, since the final meeting of the Consultation and Negotiation Committee (CNC) of 23rd March 2015.
10. **STATEMENT OF ASSURANCE 2015** (Pages 301 - 322)
To consider Report CFO/095/15 of the Chief Fire Officer, concerning the Authority's Statement of Assurance 2015, for publication on the Authority's Website.
11. **financial review 2015/16 - April to September** (Pages 323 - 354)
To consider Report CFO/091/15 of the Treasurer, concerning a review of the financial position, revenue and capital for the Authority for 2015/16 for the period April to September 2015.
12. **ICT Managed Service Award (Confidential)** (Pages 355 - 406)
This Report contains EXEMPT information by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

To consider Report CFO/093/15 of the Deputy Chief Fire Officer, concerning the awarding of a new contract for ICT Managed Services, following a full European Union (EU) Competitive Tender Procedure with

Negotiation.

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.

This page is intentionally left blank

MERSEYSIDE FIRE AND RESCUE AUTHORITY

20 OCTOBER 2015

MINUTES

Present: Cllr Dave Hanratty (Chair) Councillors Linda Maloney, Robbie Ayres, Peter Brennan, Roy Gladden, Mike Kearns, Barbara Murray, Lesley Rennie, Denise Roberts, James Roberts, Jean Stapleton, Sharon Sullivan, Paul Tweed and Marianne Welsh

Also Present:

Apologies of absence were received from: Cllr Les Byrom (Vice-Chair), Cllr Ray Halpin, Cllr Jimmy Mahon and Cllr Steve Niblock

10. Chair's Announcement

Prior to the start of the meeting, information regarding general housekeeping was provided by the Chair to all in attendance.

The Chair confirmed to all present that the proceedings of the meeting would be filmed and requested that any members of the public present who objected to being filmed, make themselves known.

No members of the public voiced any objection therefore the meeting was declared open and recording commenced.

The Chair also informed all present that the meeting of the Policy & Resources Committee scheduled for 17th December 2015, would now be a meeting of the Full Authority.

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) The following declarations of interest were made by Members in relation to items of business:
 - Cllr Mike Kearns declared a prejudicial interest in Agenda Item 8 – “Proposed New Fire Station at Prescot”, due to being a member of the Planning Committee within Knowsley Council; and the proposed site for the new station being within his Ward.

It was therefore agreed that Cllr Kearns would leave the room during consideration of this item.

- b) The following additional items of business were determined by the Chair to be considered as matters of urgency:
- Agenda Item 9 – “Enabling Closer Working Between Emergency Services Consultation Response”.
- 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.

However it was noted that Appendix B to Agenda Item 8 – “Proposed New Fire Station At Prescot”, contained EXEMPT information by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972; and should discussion around this Appendix be required, members of the press and public would need to be excluded before discussion commenced.

2. Minutes of the Previous Meeting

Cllr Kearns indicated that he was present at the meeting, although this was not reflected in the Minutes. Therefore, it was requested that the Minutes be updated to include Cllr Kearns’ attendance.

With the inclusion of the above, the Minutes of the previous meeting of the Authority, held on 30th June 2015, were approved as a correct record and were signed accordingly by the Chair.

3. Minutes of the Extraordinary Meeting

The Minutes of the Extraordinary Meeting of the Authority, held on 14th July 2015, were approved as a correct record and signed accordingly by the Chair.

4. Minutes of Consultation and Negotiation Sub-Committee 24th March 2015

The Minutes of the final meeting of the Consultation & Negotiation Sub-Committee, held on 24th March 2015, were approved as a correct record and signed accordingly by the Chair.

5. Deputation: Allowances and Expenses paid to Councillors

A spokesperson for the deputation was invited to address the Authority for up to 5 minutes.

Mr John Brace proceeded to address the Authority on behalf of the deputation. He stated that in a report concerning Members Allowance Payments, considered by the Authority at its Annual General Meeting in June 2015, the table appended to the report only showed reimbursements for time and expenses incurred by Members and claimed back through the Authority's Scheme of Allowances, not payments in relation to travel and event bookings made directly by MFRA.

Mr Brace stated that the Local Authorities (Members Allowances) (England) Regulations 2003, require all payments made under the Members Allowance Scheme to be published, irrespective of whether they were paid directly by MFRA or claimed back by Members.

Mr Brace asked for reassurance from the Authority that the figures published for 2015/16 will reflect the actual cost of Members allowance and expenses, including payments made directly by MFRA; and all on costs.

The Chair then asked Mr Brace if it was the case that a number of emails regarding this matter had been exchanged with Officers of the Authority.

Mr Brace confirmed that this was the case.

The Chair then asked Mr Brace if it was the case that this information had also been shared with the Authority's External Auditors.

Again, Mr Brace confirmed this to be the case.

Mr Brace was then asked if it was the case that the Authority's External Auditors – Grant Thornton had confirmed that they were content with the way this information is presented to the Authority.

Mr Brace stated that the External Auditors had accepted that the amounts he referred to are reported within the Statement of Accounts.

The Chair of the Authority then informed Mr Brace that he has therefore been provided with the Authority's response to the issues raised.

The Chair of the Authority then commented on the amount of time and resources that are being spent on dealing with such requests for information, commenting that when the Authority's resources are diminishing in the way they are, individuals need to consider the impact that responding to such requests has on officer's time and the Authority's resources.

The Chair suggested that the Authority examine this with a view to reporting back to the appropriate Minister regarding the potential for Freedom of Information requests to be open to abuse by individuals.

The Authority then noted the deputation.

6. IVF Policy

(CFO/085/15)

Members considered Report CFO/085/15 of the Deputy Chief Fire Officer, concerning the proposed in-vitro fertilisation (IVF) Service Instruction.

Members expressed their support for the Service Instruction.

Resolved that:

The Service Instruction regarding IVF, be approved.

7. Procurement Strategy

(CFO/071/15)

Members considered Report CFO/071/15 of the Clerk to the Authority, concerning the adoption of a new Merseyside Fire & Rescue Authority Procurement Strategy and associated Policy.

Members were provided with an overview of the report and the Procurement Strategy 2015-18, which sets out the role of Procurement within the Authority and defines the procurement priorities for 2015-18. The Strategy outlines what procurement is, what it applies to; and the procurement principles, such as value for money, sustainable procurement and equality and diversity.

Members were informed that a new Procurement Social Value Policy has also been developed, which combines two previous policies for equality and diversity in procurement and sustainable procurement; and takes account of the Public Services (Social Value) Act 2012. This Policy explains what social value is and provides examples of social value in procurement.

Discussion took place around encouraging contractors to adopt “the living wage” and avoid the use of zero hour’s contracts; and the appropriate weighting for each in the tender process.

Members Resolved that:

- a) The wording within the Procurement Strategy 2015-18 document, under the heading “Continuous Improvement”, be amended from:

“At times, internal customers may be requested to complete a satisfaction questionnaire...”

To:

“Internal customers will be encouraged to complete a satisfaction questionnaire...”

- b) With the inclusion of the amendment above, the Procurement Strategy 2015-18, be approved.
- c) The Procurement Social Value Policy, be approved.

8. PROPOSED NEW FIRE STATION AT PRESCOT

(CFO/083/15)

Cllr Mike Kearns left the room prior to this item being considered.

Members considered Report CFO/083/15 of the Chief Fire Officer, concerning final approval to build a new community fire and rescue station; incorporating a neighbourhood Police station, on land at Manchester Road, Prescott.

Members were provided with an overview of the report, which included a summary of progress to date.

Members were informed that Merseyside Police have now confirmed that they will co-locate at the Manchester Road site. However, North West Ambulance Service (NWAS) have now indicated that they will not be co-locating, which has had implications in terms of the amount of land required; and negotiations with NWAS have delayed progress on the submission of the planning application.

Members were informed that plans have now been drawn up and are available to view; and that a timetable has been derived for the build project, with an anticipated build completion date of March 2017.

Information was provided to Members concerning the estimated costs of the build, which have increased from those previously predicted.

Members Resolved that:

- a) The building of a new community fire station, including a neighbourhood Police station, on land at Manchester Road, Prescott, be approved.
- b) The increase in costs from the initial £3.1m (estimated) cost to £5.350m, be noted.
- c) The drawdown of an additional £1.550m from the capital investment reserve to fund the increase in the capital cost not covered by partners, be approved.

9. Enabling Closer Working Between Emergency Services Consultation Response

Members considered Report CFO/088/15 of the Chief Fire Officer, concerning the proposed response from the Authority to the Government consultation on "Enabling closer working between the Emergency Services" issued on 11th September 2015.

Members were provided with an overview of the questions within the consultation document; and the proposed responses from MFRA.

Members were advised that the deadline for submitting responses to the consultation is Friday 23rd October 2015.

Resolved that:

The response to the consultation as set out at Appendix A, be approved.

Close

Date of next meeting Thursday, 17 December 2015

Signed: _____

Date: _____

MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	17 DECEMBER 2015	REPORT NO:	CFO/097/15
PRESENTING OFFICER	DEPUTY CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	DEPUTY CHIEF FIRE OFFICER	REPORT AUTHOR:	COLIN SCHOFIELD
OFFICERS CONSULTED:	AREA MANAGER - STRATEGIC CHANGE AND RESOURCES HEAD OF ESTATES		
TITLE OF REPORT:	STATION MERGERS - PROGRESS REPORT		
APPENDICES:			

Purpose of Report

1. To update Members on the progress made to date in relation to the Station Mergers programme.

Recommendation

2. That Members note the contents of this report.

Introduction and Background

3. The Authority at its meeting on 3rd December 2013 considered report CFO/136/13 and resolved that:

(1) "Members, in order to meet the budget cuts faced by the Authority as a result of Government announcements which will impact on the financial plan for 2014-16, approve in principle, subject to public consultation;

"a) The options presented for the merger of two stations on Wirral (West Kirby to merge with Upton at a site within Greasby), two stations in St Helens (Eccleston to merge with St Helens at a site in the St Helens town centre ward) and two stations in Knowsley (the merger of Huyton and Whiston at Prescot which already has Authority approval). These mergers, if approved, will deliver a reduction of 66 wholetime equivalent (WTE) posts, reduce the Authority asset base down from 26 stations to 23 and deliver additional savings from a reduction in premises overheads.

b) The incremental move from wholetime crewing to day crewing to wholetime 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 and deliver additional savings from a reduction in premises overheads.

(2) Members give delegated authority to the Chief Fire Officer (CFO) in consultation with the Chair and Party Spokespersons to:

- i. Identify the most suitable merger sites from which to operate whilst ensuring that response standards are maintained.*
- ii. Identify potential partners for joint working.*
- iii. Undertake the necessary preparatory work around the procurement of appropriate sites in order to expedite the mergers option in the event that Authority approval is confirmed after the public consultation process is concluded.*
- iv. Submit a bid for resources to support any scheme as appropriate to any available funding sources.*

(3) Members approve the associated consultation process.

(4) Reports be brought back on each of the individual mergers as soon as practicable.”

4. Since this original report was considered, extensive public consultation has been undertaken in Prescot, St Helens and West Wirral (a full public consultation process has been undertaken twice in Wirral; one for the Greasby proposal and one for the Saughall Massie proposal). Based on the outcomes of the consultation Members approved the merger of Whiston and Huyton and Upton and West Kirkby fire stations at Prescot and Saughall Massie respectively. A report related to the St Helens proposal is submitted elsewhere on this Agenda.
5. The paragraphs below give Members an update on progress against each of the schemes.

Allerton

6. The Authority, at its meeting on 26th February 2015, resolved that the proposal to close Allerton fire station and relocate the Allerton appliance to Old Swan on a wholetime retained basis on a 30 minute recall, be approved.
7. As a result Allerton fire station was closed and the appliance relocated to Old Swan with effect from 1st April 2015. The site has been secured and regular monthly site inspections are undertaken to ensure this remains the case.
8. The Chief Fire Officer is liaising with Officers from Liverpool City Council and Merseyside Police about possible future use of the building. This involves a potential rationalisation of existing neighbouring publicly owned buildings (including the current Allerton library) as part of the ‘One Public Estate’ programme. This programme is a Central Government initiative which tasked local authorities to set up property boards to identify opportunities for joint

working and shared services. Further details on the proposals will be provided for Members as discussions progress.

Prescot

9. Members will recall that at its meeting on 20th October 2015, the Authority gave final approval to the building of a new community fire station, including a neighbourhood Police station, on land at Manchester Road, Prescot.
10. Negotiations continue with Officers from Knowsley Metropolitan Borough Council (MBC) to secure the land. Heads of Terms have been agreed for the sale but discussions currently centre on whether the gabion and retaining walls that support the roundabout and Manchester Road should be included or excluded from the land deal. Whatever the outcome, Knowsley MBC will retain its current responsibility for the inspection and maintenance of these structures and will require necessary access rights to carry this out. There is also a complicating issue regarding a strip of land which is used, but not owned by, the neighbouring Business Park which is currently causing some confusion over the exact site boundary. It is anticipated that this latter issue will be resolved shortly.
11. If the boundary of the Authority's site is at the back of the pavement on Manchester Road, then the Authority will assume responsibility for the boundary fence along Manchester Road and the mature trees within the site which Knowsley MBC's arboriculturist has requested be retained as they form part of the streetscape in Manchester Road. A survey is currently being undertaken to ensure that these trees are healthy and will not create a liability for the Authority when they complete the purchase of the site.
12. Following resolution of the boundary issues, commercial land and property agents, Bilfinger GVA, will be jointly appointed by both parties to value the site and set a purchase price.
13. Should the sale price be agreed, Knowsley MBC are required to seek approval from the Homes & Communities Agency (HCA) and the Department for Communities & Local Government (DCLG) as they provided grant funding some years ago to remediate this site for future business use, following vacation by the previous land owners (BICC). Knowsley MBC also need to seek formal agreement from the relevant Executive Director within the Council.
14. Knowsley MBC Officers are drafting a development agreement to permit the building of the new community fire station, including a neighbourhood Police station, on this site which needs to be in place prior to commencement of any building works.
15. Details of this development agreement need to be built into a (back-to-back) development agreement and agreement for lease with the Police and Crime Commissioner (PCC). This document will set out the arrangements to complete the project and will contractually require the PCC to enter into a lease on completion of the works. Negotiations continue with Officers from Merseyside

Police to agree their financial contribution to the building works and ongoing revenue costs for use of the building including both exclusive and shared areas.

16. A gas governor is situated in the north-eastern corner of this site (within the red line boundary of the site to be purchased) which is currently maintained by National Grid Gas plc. This governor will be fenced off from the rest of the site and National Grid provided with an easement across the land to service and maintain their equipment.
17. A flood risk assessment of the site has been carried out but has revealed no cause for concern.
18. A full planning application was submitted to Knowsley MBC on 6th November 2015. It is hoped that approval to the application will be given by Knowsley MBC Planning Committee on 14th January 2016. If approved, it is hoped to start work on site on 29th February 2016 with a build period of some 12 months.
19. Wates, the Authority's appointed contractor for the building works, held a well-attended 'Meet the Buyer' event in the Suites Hotel, Knowsley on 25th November, facilitated by Knowsley Chamber of Commerce. The purpose of this event was to publicise the project and try to get as many local companies as possible to bid for inclusion on the list of sub-contractors for this project. This event was also to promote the use of the apprentice scheme on the project. Wates have appointed Fusion 21, a Knowsley based community Regeneration Company, to work with them on this project to ensure delivery of social values within the project.
20. Officers are in discussions with North West Ambulance Services (NWAS) over the abortive design and delay costs incurred as a result of NWAS' four month involvement in, and subsequent withdrawal from, the project.

Saughall Massie

21. The Authority, at its meeting on 30th June 2015 resolved that:
 - a) *"the merger of Upton and West Kirby fire stations at a new station on Saughall Massie Road, subject to agreement from Wirral MBC to transfer ownership of the land to the Authority and the granting of planning permission, be approved.*
 - b) *the relocation of the West Kirby fire appliance to Upton to be crewed wholetime retained as an interim measure prior to the construction of the new station, be approved.*
 - c) *the Capital Programme be amended to incorporate the Saughall Massie fire station scheme; and*
 - d) *delegated authority be granted to the Chief Fire Officer to continue discussions with partners, including Merseyside Police and NWAS, with a view to sharing the new building."*

22. Discussions with Merseyside Police have resulted in the PCC deciding not to share this site. Merseyside Police have, however, indicated that they are likely to use any training facilities provided.
23. NWAS have indicated that they are likely to use the Saughall Massie site, on an infrequent basis, as a standby point for a rapid response vehicle but do not require any dedicated office or other space within the building.
24. A pre-application was submitted to Wirral Council on 8th October. Following this, a meeting was held with Planning Officers on 4th November to discuss the application. At this meeting it was emphasised that as the land in question is classified as Green Belt, the proposed fire station would constitute inappropriate development and could not be supported by the Local Planning Authority unless the Chief Fire Officer was able to clearly demonstrate that there are very special circumstances which justify the development and outweigh harm done to the Green Belt. The Chief Fire Officer believes that he can demonstrate very special circumstances in respect of response times to the West Kirby station area.
25. Planning Officers also requested that the design of the building, as proposed, be re-examined to ensure that the building footprint is the absolute minimum necessary to reduce the impact on the Green Belt. This work is currently underway.
26. Members may be aware that a copy of the formal letter setting out the advice given by Planning Officers was given to a third party before the letter was received by the Chief Fire Officer or the architects working on behalf of the Authority. This letter was then passed to the Liverpool Echo and Wirral Globe newspapers which both ran articles, quoting sections from this letter, and suggesting that the Authority would struggle to justify building a new fire station in Saughall Massie. The Chief Fire Officer has written to the Head of Regeneration and Planning at Wirral Council querying how the letter could appear in the press before it was received by the intended recipient and suggesting that this action could have prejudiced the formal planning application when received.
27. There is a medium pressure gas main running across the Saughall Massie site that may need to be diverted before a new station could be built. If this proves necessary, National Grid would require 16 weeks' notice (and payment up front) to undertake diversion works which would take up to seven weeks. The diversion works would need to be undertaken in the summer months when demand for gas is at its lowest. The timing of any diversion work would be crucial in terms of when a station could be built. If planning permission was to be granted and an order placed with National Grid by the end of April 2016, diversion works should be complete by mid-October and building works could start thereafter. If planning permission were to be granted later than that, the window of opportunity for the diversion works to be carried out in summer 2016 would be lost and this work could not be scheduled until April 2017, meaning that building works could not commence until late May 2017.

28. The Chief Fire Officer is seeking to submit the full planning application for this site in late December 2015 or early January 2016 which would allow consideration by Wirral Council Planning Committee in April 2016 and, if approved, thus facilitate a start on site in late 2016. The Chief Fire Officer will update members at the meeting on actual progress to achieve this.
29. To prepare the planning application, detailed intrusive site surveys will be required and the Chief Fire Officer is currently seeking the appropriate permission from Wirral MBC for these investigative works to take place.
30. Members should be aware that any decision by Wirral MBC to grant planning permission will be referred to the Secretary of State for ratification.

St. Helens

31. Reports on the outcome of the consultation undertaken and the Chief Fire Officers recommendation on the merger of St. Helens and Eccleston fire stations at a new site on Canal Street, St. Helens are submitted to today's agenda.
32. Provisional agreement to purchase an appropriate plot of land currently forming part of the Watson Street works and owned by Pilkington, has been reached following lengthy negotiations. The agreement is subject to Authority approval to proceed with the scheme, ground conditions on the site and receiving planning approval to build the new fire station.
33. Pilkington have agreed to commission a Phase 1 Environmental report on ground conditions which will be assignable to this Authority should the Authority agree to purchase the land. It is likely that Wates will wish to carry out further ground investigation works in due course.
34. Discussions with officers from St. Helens MBC have concluded that an access can be provided to the site for returning fire appliances only off Linkway which will help with the site layout.
35. Positive discussions have been held with Merseyside Police and NWAS over shared use of this site but no details of the extent of their involvement, if any, are yet available. If Members are minded to approve the proposal at today's meeting, further detailed discussions will be held.

Equality and Diversity Implications

36. The latest Equality Impact Assessment for the Station Mergers programme is attached as appendix 9 to report CFO/92/15 on the outcomes of the consultation process at St. Helens.

Staff Implications

37. All staff, the Fire Brigades Union, Fire Officers Association and UNISON have all been consulted over the proposals and kept updated on developments.

Legal Implications

38. The legal implications of each of the proposals has been itemised in the separate reports on each of the proposed mergers. In report CFO/003/15 (Saughall Massie), paragraphs 76 – 79 refer. In report CFO/083/15, (Prescot), paragraphs 37 and 38 refer.

Financial Implications & Value for Money

39. The financial implications of each of the proposals has been itemised in the separate reports on each of the proposed mergers. In report CFO/003/15 (Saughall Massie), paragraphs 80 - 82 refer. In report CFO/083/15, (Prescot), paragraphs 39 - 47 refer.

Risk Management, Health & Safety, and Environmental Implications

40. All Health & Safety implications of the new builds will be fully risk assessed and mitigated by Wates, as the appointed principal building contractor.
41. All new stations will be designed to achieve a Building Research Establishment Environmental Assessment Methodology (BREEAM) 'Very Good' rating as a minimum requirement. This process evaluates the sustainable value of procurement, design, costs and operation of a development against targets that are based on performance benchmarks.

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

42. New community fire and rescue stations will provide improved working environments for firefighters, included enhanced training facilities. They will also provide improved facilities for community use, compared to what is available at the current stations, which in turn will lead to greater interaction between firefighters and community groups and hence assist in creating safer communities. Sharing the facilities with colleagues from other emergency services will lead to closer working relationships.

BACKGROUND PAPERS

- CFO/003/15** West Wirral Operational Response Considerations (Post Consultation)
CFO/083/15 Proposed New Fire Station at Prescot

GLOSSARY OF TERMS

BREEAM	Building Research Establishment Environmental Assessment Methodology
DCLG	Department for Communities & Local Government
HCA	Homes & Communities Agency
MBC	Metropolitan Borough Council
NWAS	North West Ambulance Service
PCC	Police & Crime Commissioner (for Merseyside)

MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	17 DECEMBER 2015	REPORT NO:	CFO/059/15
PRESENTING OFFICER	CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	DEPUTY CHIEF FIRE OFFICER	REPORT AUTHOR:	DEB APPLETON
OFFICERS CONSULTED:	STRATEGIC MANAGEMENT GROUP		
TITLE OF REPORT:	ST HELENS CONSULTATION OUTCOMES		

APPENDICES:	APPENDIX 1: CONSULTATION DOCUMENT APPENDIX 2: STAFF AND STAKEHOLDER CONSULTATION APPENDIX 3: PRESS ARTICLES APPENDIX 4: ONLINE QUESTIONNAIRE OUTCOMES APPENDIX 5: FOCUS GROUPS/FORUM OUTCOMES APPENDIX 6: PUBLIC MEETING OUTCOMES APPENDIX 7: CORRESPONDENCE – PUBLIC APPENDIX 8: CORRESPONDENCE –COUNCILLORS APPENDIX 9: EIA FOR MERGERS AND CLOSURES
--------------------	---

Purpose of Report

1. To inform Members of the outcomes of the twelve week public consultation regarding the draft proposals to either merge St Helens and Eccleston fire stations at a new station on Canal Street, St Helens, or close Eccleston fire station outright and respond from St Helens. With both options it is proposed to re-designate one of the two existing wholetime appliances as "wholetime retained", available on a 30 minute recall.

Recommendation

2. That Members;
 - a) note the outcomes of the comprehensive and informative St Helens public consultation
 - b) take full and carefully considered account of those outcomes when considering report CFO/094/15 relating to the possible future options for fire cover in St Helens

Introduction and Background

3. The 12 week public consultation process commenced on 3rd August and concluded on 25th October. The consultation process was held in order for the Authority to gain an understanding of the views of the residents of St Helens over the proposal to merge St Helens and Eccleston fire stations at a new site at Canal St, St Helens or close Eccleston station outright. The details of the options considered are below:

The proposed merger of Eccleston and St Helens fire stations at a new station to be built on Canal Street, St Helens.

The re-designation of one of the two existing wholetime fire engines as “wholetime retained” (with a 30-minute recall) whilst;

Inviting suggestions for other suitable alternative options to deliver savings required as a result of further cuts to the Authority budget.

OR:

The outright closure of Eccleston fire station as the alternative to the merger.

The re-designation of one of the two existing wholetime appliances as “wholetime retained” (with a 30-minute recall) whilst;

Inviting suggestions for other suitable alternative options to deliver savings as a result of further cuts to the Authority budget.

4. The consultation included an online questionnaire, three externally facilitated deliberative focus groups (St Helens town centre and the St Helens and Eccleston station areas) and one forum (all-St Helens), three open public meetings (St Helens town centre, St Helens station area and Eccleston station area), a joint stakeholder meeting and several staff and individual stakeholder meetings. A summary of the outcomes of the consultation are set out below.

Summary of outcomes

- **The vast majority of participants at the deliberative focus groups and forum agreed that the principle of merger was reasonable given the financial challenges facing the Authority (and was preferred to the outright closure of Eccleston).**
- **The Stakeholder (public/private sector) meeting was supportive of the merger proposal.**
- **Where an opinion was expressed on the proposed site for the new station (Canal St), there was general support for the location and some comments made in the questionnaire responses regarding potential design features.**
- **There was no significant opposition at the public meetings to the merger although attendees did express concern that the Authority had been placed**

in the position of having to close any stations due to budget cuts and the reduced levels of service that would result from the cuts. The merger option was universally preferred over the option to close Eccleston outright.

- There were 64 responses to the online questionnaire (although not all respondents completed every question) and 82% of respondents agreed with the proposal to close St Helens and Eccleston and build a new station at Canal Street. 66% of respondents agreed with the proposal to make the second appliance wholetime retained, 82% supported community facilities at a new station and almost 92% felt a new station should be shared with other blue light services.
- Respondents made some suggestions for alternative means of making the savings which are included within this report and dealt with more fully in the operational response report also on this agenda.
- Consultation with staff showed a broad understanding of the need to make cuts but also resulted in comments and questions regarding operational and other matters that are responded to in the operational response report also on this agenda.
- Consultation with partner organisations currently using St Helens fire station showed that some would like to move to a new station should it be built.
- Rainford Parish Council and politicians were supportive of the proposal to build the new station as the least worst option for the area.
- There was some activity on social media that referred to not wanting Eccleston to close but also an understanding that budget cuts are out of the Authority's control.

Promoting and marketing the consultation

5. On 3rd August 2015 an initial consultation document and on-line survey were published on the Merseyside Fire and Rescue Authority website (Appendix 1). Facebook, Twitter and a press release were used to launch the consultation. The consultation launch was reported by the St Helens Star and Liverpool Echo.
6. Consultation documentation was printed and distributed widely across the St Helens and Eccleston areas, at all consultation events, published on the Authority website and promoted via social media and the press. This included delivery, by hand, to 633 households in the Canal Street area. Consultation documents were placed in public buildings, local shops and businesses across the two station areas, (approx. 29 including libraries and shops).
7. Social media was frequently used by the Authority during the consultation period to direct people to information and encourage participation in the consultation

process. MFRS Twitter and Facebook accounts were extensively used.

8. The Station Manager for the affected stations consulted with staff in the area to explain the proposals and to seek their views. (Appendix 2)
9. The Station Manager also consulted with the partner organisations that currently occupy offices in St Helens fire station. (Appendix 2)

Media Interest

10. The consultation process attracted media interest with the St Helens Star and Liverpool Echo reporting on developments. The Chief Fire Officer was interviewed on Radio Merseyside and Wish FM to promote the consultation process and the public meetings in particular. Examples of press articles can be found at Appendix 3.

The consultation events

11. The consultation events that took place are detailed below. All the focus groups and public meetings took place in the evening.
 - **Eccleston station area focus group meeting** - Tuesday 22nd September - Cowley International College
 - **St Helens town centre focus group meeting** - Wednesday 23rd September - St Helens Town Hall
 - **St Helens station area focus group meeting** - Thursday 24th September - St Augustine of Canterbury school
 - **Eccleston station area public meeting** - Tuesday 29th September - Cowley International College
 - **St Helens station area public meeting** - Thursday 1st October - St Augustine of Canterbury
 - **St Helens town centre public meeting** - Tuesday 6th October - St Helens Town Hall
 - **St Helens stakeholder meeting** - Friday 9th October - Chalon Court Hotel
 - **St Helens joint forum meeting** - Tuesday 13th October - Newton-le-Willows Community Fire Station
12. The focus groups and forum were deliberative meetings, facilitated by Opinion Research Services (ORS) who are the contractor for the Authority's Integrated Risk Management Plan (IRMP) Forums. Participants were randomly selected from the relevant areas and invited to attend.
13. The stakeholders' breakfast meeting was promoted amongst public and private

sector partners in St Helens.

14. The public meetings were open events 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. Questionnaires were available for completion at the meetings.
15. The stakeholder meeting and open public meetings were organised, promoted and delivered by Authority staff. Authority 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.
16. In addition, the Chief Fire Officer and other officers met with the local MPs and councillors during the consultation period.

Outcomes from the consultation

On line questionnaire

17. Full analysis of the online questionnaire results can be found at Appendix 4. The following paragraphs provide an overview:
 18. There were 64 responses to the online survey (not all respondents answered every question).
 19. A significant majority (82% or 51 out of 62) agreed with the proposal to close Eccleston and St Helens fire stations and build a new station at Canal St, St Helens. 81% (48 out of 59) disagreed with the proposal to close Eccleston station outright.
 20. When asked whether they agreed with the proposal to change the crewing of one of the two whole time appliances to whole time retained (available on a 30 minute recall to duty), 66%, or 37 out of 56 respondents agreed. 82% supported including community facilities at the station and almost 92% supported the possibility of sharing the proposed new station with other blue light services.
 21. When asked to suggest alternatives to the proposals, the following responses (reported verbatim) were received. These will be addressed in the St Helens operational response report also on this agenda:
 - Close Newton and 2 wholetime pumps at Parr Stock Road Fire Station
 - Continued reduction in back office costs/ review of approach to none "active" firefighters and their allocation of different roles for the future
 - Look at other revenue growth by taking on additional work that compliments the skills of your firefighters.
-

- Consider renting / leasing the land where the current / old stations sit - would provide an income to MFRS. Reduce spend / don't prioritise "community facilities". Concentrate on your core competency of preventing and fighting fires
 - Make young people more an advertising priority in schools. Free fire alarms, therefore less emergencies, less money spent. Make half fire fighters "day time" only half full time
 - Ambulances using the site
 - Centralise all admin support services (i.e. finance, HR, purchasing, training) Outsource non-core activities
 - Reduce the amount of publicity and marketing. Remove cars and car allowances for senior officers. Flatten the command structure. Thumb your nose at the Chancellor.
22. Post code analysis shows that the vast majority of respondents (48 out of 62) live in the WA9 and WA10 post code areas. The majority of respondents live in the areas affected by the proposed changes.

Focus groups and forum

23. Full information about the focus groups and forums can be found at Appendix 5. The following paragraphs provide an overview:
24. As Members will recall, the four public 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 the Authority in the context of significant cuts to its budget over the course of the last Parliament. This was followed by a full 12 week consultation in St. Helens from August to October 2015.
25. The four meetings (three focus groups and one forum) 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 37 diverse participants.
26. 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.
27. There was a diverse range of participants from the local areas.

Location (station area)	Type of meeting and number attending
Eccleston Station Area	Focus Group - 7
Canal St area	Focus Group - 8
St Helens Station Area	Focus Group - 6
All St Helens	Forum - 16

28. 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 St Helens the opportunity to comment in detail on the Authority'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.
29. The meetings began with a short review of the background issues and the range of options considered by MFRA in order to reduce its expenditure. The introduction also showed how risk, measured in terms of the number of critical and other incidents, has reduced by more than half in nine years. Based on its population of about 1.4 million people, MFRA has more wholtime fire stations than any other area of the country, including London, and so each of its 25 stations (following the closure of Allerton station on 1st April 2015) covers a relatively small area.
30. The participants were also told that both options, when combined with the proposed crewing changes would save about £864,000 per annum by allowing up to 22 firefighter posts to be phased out, probably without the need for compulsory redundancies.
31. The meetings were informed explicitly about the potential impact on response times of closing two stations and covering their areas primarily with one full-time engine, either from the proposed Canal Street site or from St Helens (if Eccleston was closed without a merger).

All-St Helens Forum

- After lengthy discussions, the forum of 16 was almost unanimous that the merger of two fire stations on the new Canal Street site would be the best of the options.
- Only one person abstained when the balance of the meeting was taken.
- Almost three-quarters of the participants also thought the merger proposal was reasonable in all the circumstances, with only one person objecting and four recorded as 'don't knows.'
- Everyone agreed that Canal Street was an appropriate and suitable site for the proposed new station.

- Finally, the forum of 16 was also almost unanimous that it was reasonable to re-classify the second fire engine as a reserve or resilience vehicle. Only one person was recorded as a 'don't know' on this issue.

Three Focus Groups (Eccleston, St Helens and Canal Street)

- The three focus groups were overwhelmingly of the opinion that a merger of two fire stations on the new Canal Street site would be the best of the options.
- They also thought that the merger proposal is definitely reasonable in all the circumstances.
- A big majority thought that Canal Street is an appropriate and suitable site for the proposed new station.
- Finally, a large majority thought that, given the levels of risk, it was reasonable to re-classify the second fire engine as a reserve or resilience vehicle; but about a third of participants would prefer to keep the second vehicle deployed as normal.

Overall Conclusions

- Clearly, the proposals for a merger of the two fire stations at Canal Street and the designation of the second fire engine as a reserve vehicle were approved in the consultation.
- Members are encouraged to read the full report at Appendix 5 for further detail on the outcomes.

Stakeholder meeting and open public meetings

32. The format for the public and stakeholder meetings was a formal presentation by the Chief Fire Officer giving the reasons for the changes being proposed and details of the actual merger or closure process and its likely impact on the Authority's operational activities.
 33. This was followed by an invitation for people to ask questions of the Chief Fire Officer. Appendix 6 details the questions raised at the meetings and the responses given.
 34. The Authority's two St Helens Councillors attended all three public meetings to hear the views of the attendees.
 35. The stakeholders meeting was attended by three people and generated a number of questions (see Appendix 6 for details).
 36. The public meetings were not particularly well attended with fewer than 10 members of the public attending at the Eccleston and St Helens Town Hall (town centre) meetings and only one person attending the St Helens station area meeting.
-

37. In general, those attending the public meetings understood why the Authority was having to make changes and they were supportive of the proposal to close both stations and open a new station at Canal Street, but made it clear that they would prefer to maintain the current level of operational response in St Helens. Several of the attendees pointed out that Liverpool was much better provided for in terms of fire stations and asked why stations in Liverpool were not being closed before those in St Helens. Following discussions, they understood that the decision was based on the current availability of a grant to contribute to the building of a new station and that the Authority would have to return to Liverpool for further closures in the years to come.

Other meetings with staff and interested stakeholders, groups and individuals

38. The Chief Fire Officer and other officers held meetings with the local politicians 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.
39. The St Helens Station Manager met with stakeholders who currently use the station at St Helens. A discussion was held with a representative of partner organisations using the station and the intent of the consultation was explained. A copy of the consultation document was provided for each partner, and they provided some feedback/comments. It was explained that if the move to Canal St was made the Authority could make no firm guarantees that each partner would be able to transfer with the current provision that they had at St Helens.
40. Partners had differing views on whether they would want to continue the relationship with MFRA at a new location and all their views will be considered further should the Authority decide to proceed with the option to build at Canal Street. The full details of the consultation can be found at Appendix 2.

Correspondence and requests for information

41. The Service received far less requests for information and/or objections and complaints during this consultation compared to previous consultations elsewhere on Merseyside. These requests were each responded to personally and there were no related Freedom of Information (FoI) requests. The correspondence dealt with such matters as the impact on operational response and road conditions in the Canal Street area (the latter being a planning matter).
42. Rainford Parish Council responded to the consultation, supporting the option of merger at Canal St and Conor McGinn MP also responded to the consultation supportively, but declared some concerns:

“Whilst unhappy with the closure of any station, I welcome the proposal for a new build station in St Helens. However, I share concerns that the second fire engine will be crewed by whole-time retained firefighters and the potential impact this will have on response times, especially at periods of high demand. I am also concerned at the impact on community safety services and potential consequences in terms of heightening the risk of fire, I therefore welcome the targeting of

resources towards those at greatest risk.”

43. There was also some correspondence with councillors which can be found at Appendices 7 and 8.

Staff consultation

44. The St Helens Station Manager consulted with staff in the area during the consultation period. Staff engaged well with the process and were generally positive. They accepted that change was necessary but brought up some areas of concern that often mirrored those raised at public consultations and responded to by the Chief Fire Officer at those meetings. Details are contained in Appendix 2; the following are summary examples:
- What will happen to the personnel at Eccleston?
 - Why would both Eccleston and Whiston close immediately while Prescott and Canal St had not been built?
 - Some commented that the language in the documents felt disingenuous (it is not a merger but a closure)
 - The cuts appear to hit the St Helens and Knowsley areas more than elsewhere
 - There was concern by a few about the 2nd pump attendance times to any significant incident in the area.
 - There were questions about the size of the site, facilities on a new station and possible timescales
 - A few people thought that cuts to St Helens and station movement would likely impact upon the most deprived areas of St Helens.
 - Why had Rainford not been given specific consultation venues/dates, given they would likely be affected by the proposal. Note - the consultation meetings were based in the two existing station areas and the proposed area, Rainford is in the Eccleston station area.

Equality and Diversity Implications

45. The updated Equality Impact Assessment has been completed and is attached at Appendix 9.

In summary: attendees at consultation meetings were 46% Female and 54% Male attendees- this closely reflects the Gender breakdown for the St Helens as a whole. 22% were under 34's, 40% were 35-54 and 38% were over 55+ - this reflected the broad range of age groups across the area. 19% of attendees had a limiting long term illness /disability – this is slightly lower than the average for St Helens (22%). No attendees identified themselves as being from Non White backgrounds, the breakdown for St Helens for Non White residents is 3%, therefore had we been able to select ethnicity specifically for our forums to match the local population of St Helens it would have equated to 1 person attending from a Non White British back ground.

46. The figures above reflect the average profile of residents across St Helens 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.
47. 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. There were no issues raised by any of the 37 participants about any particular group being more or less disadvantaged by the proposals.
48. A total of 64 responses to the consultation questionnaire were received, the questionnaires 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 (61 completed) and shows:
- 61% were Male and 39% Female respondents which shows a slightly lower proportion of Female when compared to the gender breakdown of the Census 2011.
 - There were a wide range of ages responding to the survey, the largest group of respondents - 29%, were from the 50 to 59 age group , The age groups to submit the fewest questionnaires were the extremes of the age spectrum with 19 year or younger having 3 respondents and over 80 age group having 2 respondents
 - 16.9% (10) identified themselves as disabled ,which is a little lower than the average for St Helens 22.5%
 - 94.8 % identified their ethnicity as white, one respondent identified themselves as from a BME background, this equates to 1.6 %. When benchmarked against ethnicity data taken from the 2011 Census , 96.6% of St Helens population was recorded as white , therefore the % of valid responses to the survey are in line with the demographics of St Helens as a whole.
 - There were no obvious comments made in relation to Equality and Diversity in the free text comments made or to any particular protected group being affected positively or disproportionately with any of the proposals.
 - There were no comments referring to specific equality impacts or issues for the 9 protected groups, with the exception of feedback through the staff consultation. Staff raised concerns about the moving the station from Parr which is significantly deprived area of St Helens and the impact that may have on the local community.
49. Stakeholders were also consulted through individual meetings, specifically those who utilise St Helens station regularly for community group activity. The feedback did not identify any particular negative issues in relation to protected groups. It did highlight some positive feedback in relation to the possibility of a new station being
-

more inclusive and accessible for disabled users, a problem for St Helens currently due to the age and layout of the building.

Staff Implications

50. St Helens and Headquarters staff have been engaged throughout the process. They contributed to the planning and delivery of the consultation and were instrumental in engaging with the public, distributing information, attending public meetings and answering questions.

Legal Implications

51. 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.

Financial Implications & Value for Money

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

Room hire and refreshments - £882.40
British Sign Language interpreters - £305.00
Focus group and forum facilitation – £10,870.00
Total – £12,057.40

53. All costs were met from existing budgets and there was no additional (direct) cost arising from staff attendance at evening meetings.
54. As detailed in the report, it is considered that the deliberative forums offer value for money as it is considered that relying solely on open public meetings would not have provided Members with sufficient information about the views of the public to enable them to make an informed decision about how to proceed.

Risk Management, Health & Safety, and Environmental Implications

55. It is considered that MFRA has reduced corporate risk by carrying out extensive meaningful 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*

56. Entering into a period of twelve weeks meaningful consultation in St Helens 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

This page is intentionally left blank

Merseyside Fire and Rescue Authority

ST HELENS DISTRICT FIRE COVER CONSULTATION

August 2015

Introduction

Merseyside Fire and Rescue Authority has begun a 12-week consultation on proposed changes to emergency response cover in the St Helens district. The consultation runs from 3rd August 2015 to 25th October 2015.

The public consultation will consider two options:

The proposed merger of Eccleston and St Helens fire stations at a new station to be built on Canal Street, St Helens.

The re-designation of one of the two existing wholetime fire engines as "wholetime retained" (with a 30-minute recall) whilst;

Inviting suggestions for other suitable alternative options to deliver savings required as a result of further cuts to the Authority budget.

OR:

The outright closure of Eccleston fire station as the alternative to the merger.

The re-designation of one of the two existing wholetime appliances as "wholetime retained" (with a 30-minute recall) whilst;

Inviting suggestions for other suitable alternative options to deliver savings as a result of further cuts to the Authority budget.



St Helens fire station.

The outcome of the consultation will be reported back to Merseyside Fire and Rescue Authority following the conclusion of the consultation period.

The consultation process will involve public meetings at locations near Parr, St Helens town centre and Eccleston, a stakeholders' meeting in St Helens, three focus groups and a joint forum.

The public meetings will be held for this consultation on the following dates:

- **Tuesday, 29th September, starting at 6.30pm at Cowley International College, Hard Lane, St Helens, WA10 6PN.**
- **Thursday, 1st October, starting at 6.30pm at St Augustine of Canterbury Catholic High School, Boardmans Lane, Blackbrook, St Helens, WA11 9BB.**
- **Tuesday, 6th October, starting at 6.30pm at St Helens Town Hall, Corporation Street, St Helens, WA10 1HP.**

This consultation document is being distributed in public buildings, local stores and businesses across St Helens district. It is available on our website www.merseyfire.gov.uk along with an online questionnaire at <https://www.surveymonkey.com/s/sthelensmerger> . You can email us at consultation2@merseyfire.gov.uk , or write to us at St Helens Consultation, Merseyside Fire & Rescue Service, Headquarters, Bridle Road, Bootle, L30 4YD.

Why is Merseyside Fire and Rescue Authority having to change?

Merseyside Fire and Rescue Authority (MFRA) is responsible for providing fire and rescue services for Merseyside's 1.4 million residents at 25 fire stations across five districts (Allerton Fire Station closed on the 1st of April 2015). This currently includes three stations in St Helens: St Helens (Parr Stocks Road), Eccleston and Newton-le-Willows.

Over the last four years, the Authority has had to make savings of £20 million as a result of Government spending cuts. The Authority is required to make a further £6.3 million savings in 2015/16. It is also clear that the Authority will also face further significant cuts over the course of the next Parliament.

The Authority has already made significant reductions in its support services and staffing. The number of firefighters the Authority employs has been reduced from 1,400 to 764 over the period, with fire engines reduced from 42 to 28 across the county. All but two stations have one fire engine.

Prior to the start of this change process, what had not altered was the number of fire stations (26). This number has now reduced to 25 with the closure of Allerton fire station on 1st April 2015.

To save £6.3 million in 2015/16, the Authority has identified £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, therefore, has to come from our emergency response and this will require the equivalent of at least four station mergers or outright station 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 producing proposals to change fire cover across Merseyside, the Authority considered a number of 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.

(Full details of these options are provided from page 13)

The merger of stations was recognised by the public as the best option given the circumstances; having the 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 at Frankby Road, Greasby and then at Saughall Massie Road, Saughall Massie).
3. Close the stations at Eccleston and St Helens while providing a new station in 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 had also been considered, but given the age and relatively close proximity of stations in that area, it was proposed that outright closure of a station would be the most sensible option. Following a 12-week public consultation, the Authority closed Allerton Fire Station. The merger at Prescott has been approved and is progressing. The merger at Saughall Massie was approved at a meeting of Merseyside Fire and Rescue Authority on 30th June, 2015, following a 12-week public consultation.

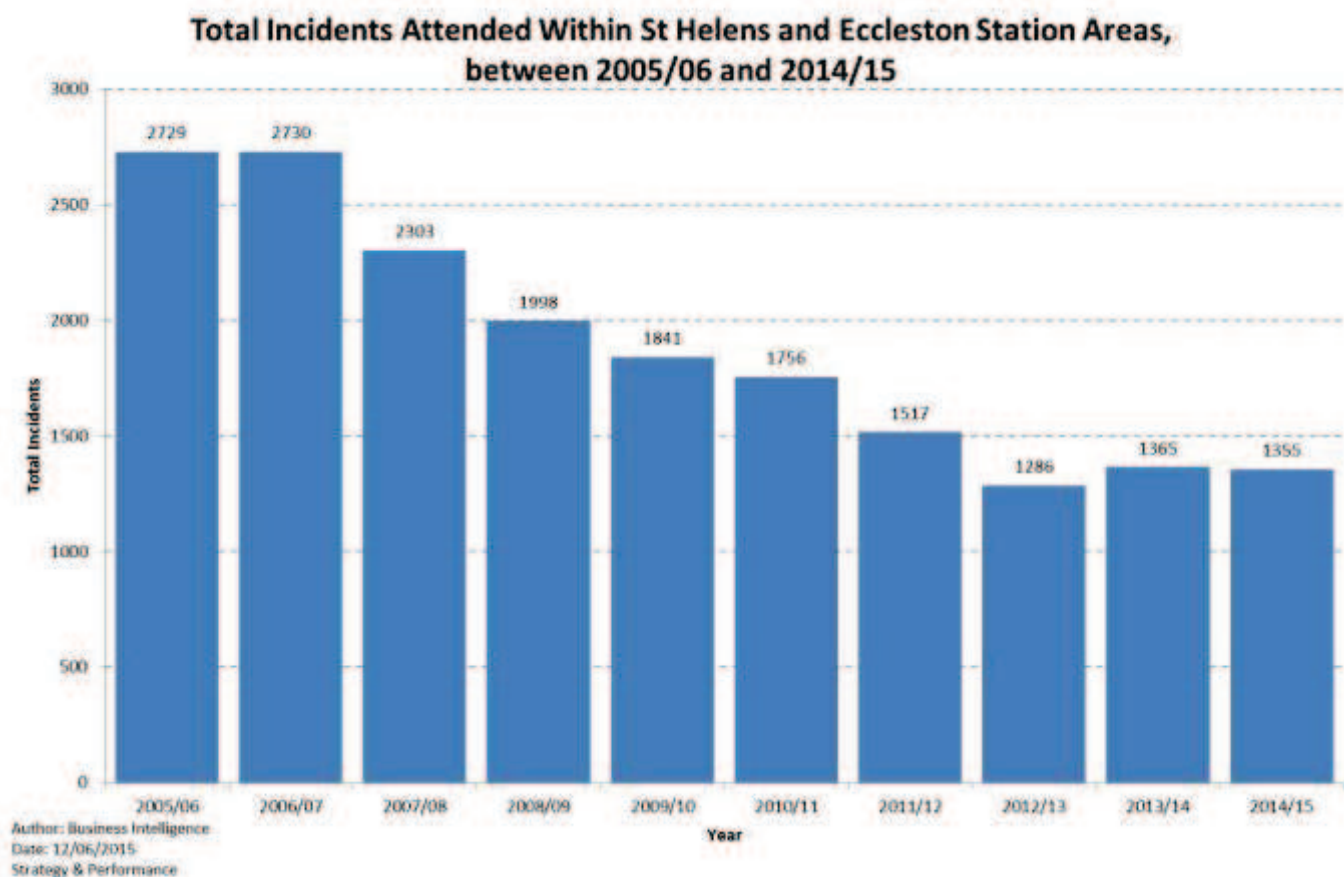
The Authority believes that each of these changes results in the least impact on operational performance and will deliver the savings required as a result of the cuts to its budget from Government.

Incident reductions

Over the last 10 years, incidents across Merseyside have reduced by 55%.

St Helens fire station area has seen a fall of 51.75% (1,888 incidents attended in 2005/6 compared to 911 in 2014/15). Eccleston fire station area has seen a reduction of 47.21% (841 incidents attended in 2005/6 compared to 444 incidents attending in 2014/15).

While the number of fatalities, in house fires caused by accident, experienced across St Helens district in that decade is relatively low (8), the level of risk is still high as the worst potential outcome from any fire or other emergency is death.



Response implications of the merger option or outright closure of Eccleston

Introduction

How quickly a fire engine is able to respond when a fire or other life risk incident occurs remains a priority for the Authority in order to minimise the impact on people

and property. However, we also recognise that cuts to budgets and the structural changes that result will always have an impact on emergency response.

Therefore, the Authority's proposal is designed to minimise the impact of the cuts and maintain as fast a response as possible to all parts of the St Helens district.

Current response times

The current mean average response time to a life risk incident in the St Helens station area is **5 minutes 51 seconds**. The current mean average response time to life risk incidents in the Eccleston station area is **5 minutes 40 seconds**.

This is significantly quicker than the Authority **10-minute response standard** and the national mean average response time for all fire and rescue services of **7 minutes 24 seconds**, which is only for dwelling fires and does not include road traffic collisions and other life risk incidents.

Predicted response times

Merger option

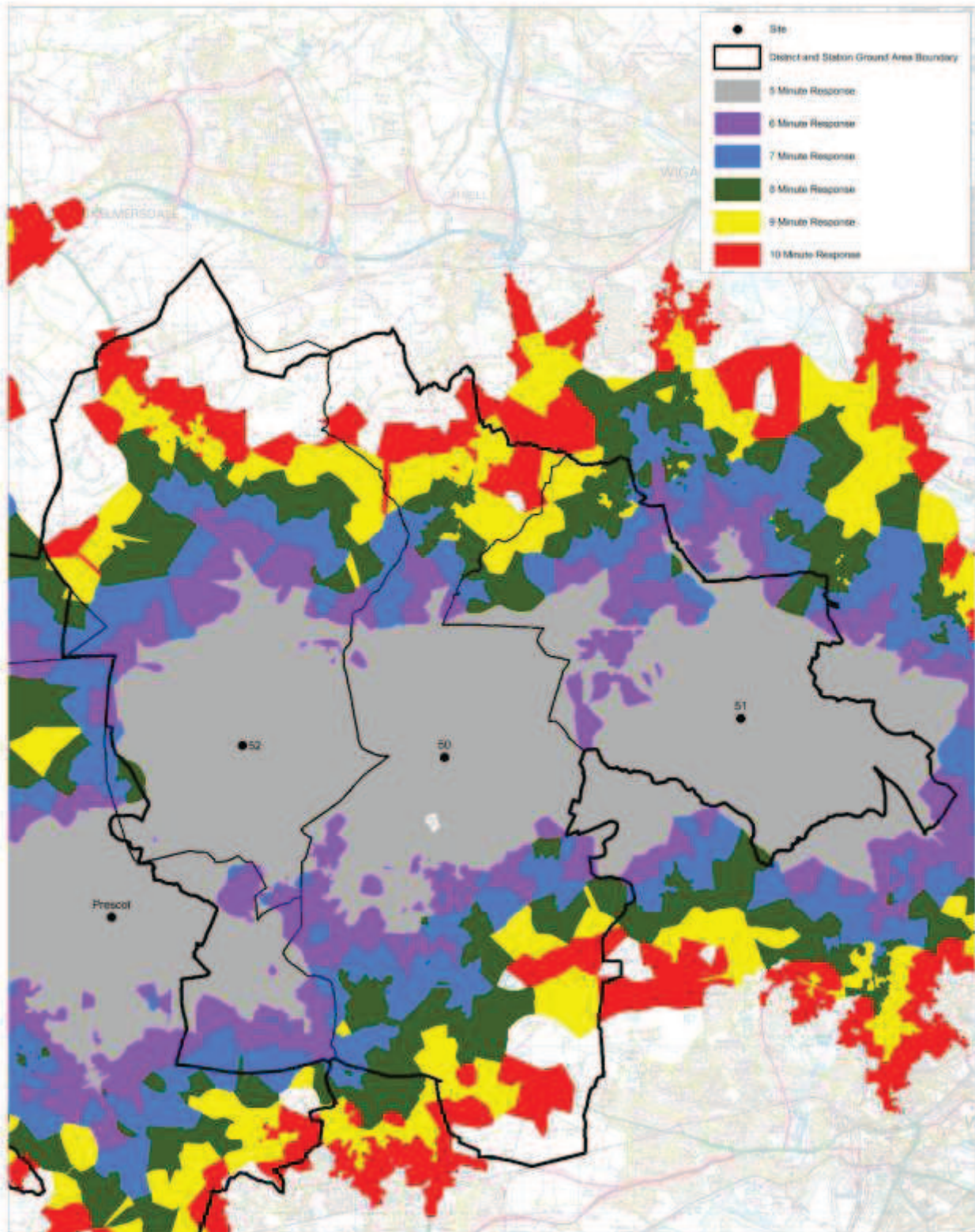
If, following consultation, the Authority decided to close St Helens and Eccleston fire stations and build a new station on Canal Street, the predicted mean average time taken to attend life risk incidents in the St Helens station area would be 5 minutes 26 seconds. The predicted mean average time taken to respond to incidents in the Eccleston station area from Canal Street would be 4 minutes 47 seconds, 1 minute 57 seconds quicker than the alternative outright closure of Eccleston Station and very close to the current average attendance time.


The predicted average time for attending incidents in the St Helens station area improves with this option because the proposed site in Canal Street is in a better location from which to reach the areas where the majority of incidents occur.

Eccleston outright closure

If, following consultation, the Authority decided to close Eccleston station and retain the current St Helens station in Parr Stocks Road, the predicted mean average response time to a life risk incident in the Eccleston station area from the current St Helens station, would increase to **6 minutes 44 seconds**. This option would not affect the response times of the St Helens' fire appliance attending incidents in the St Helens station area as the station location would not change.

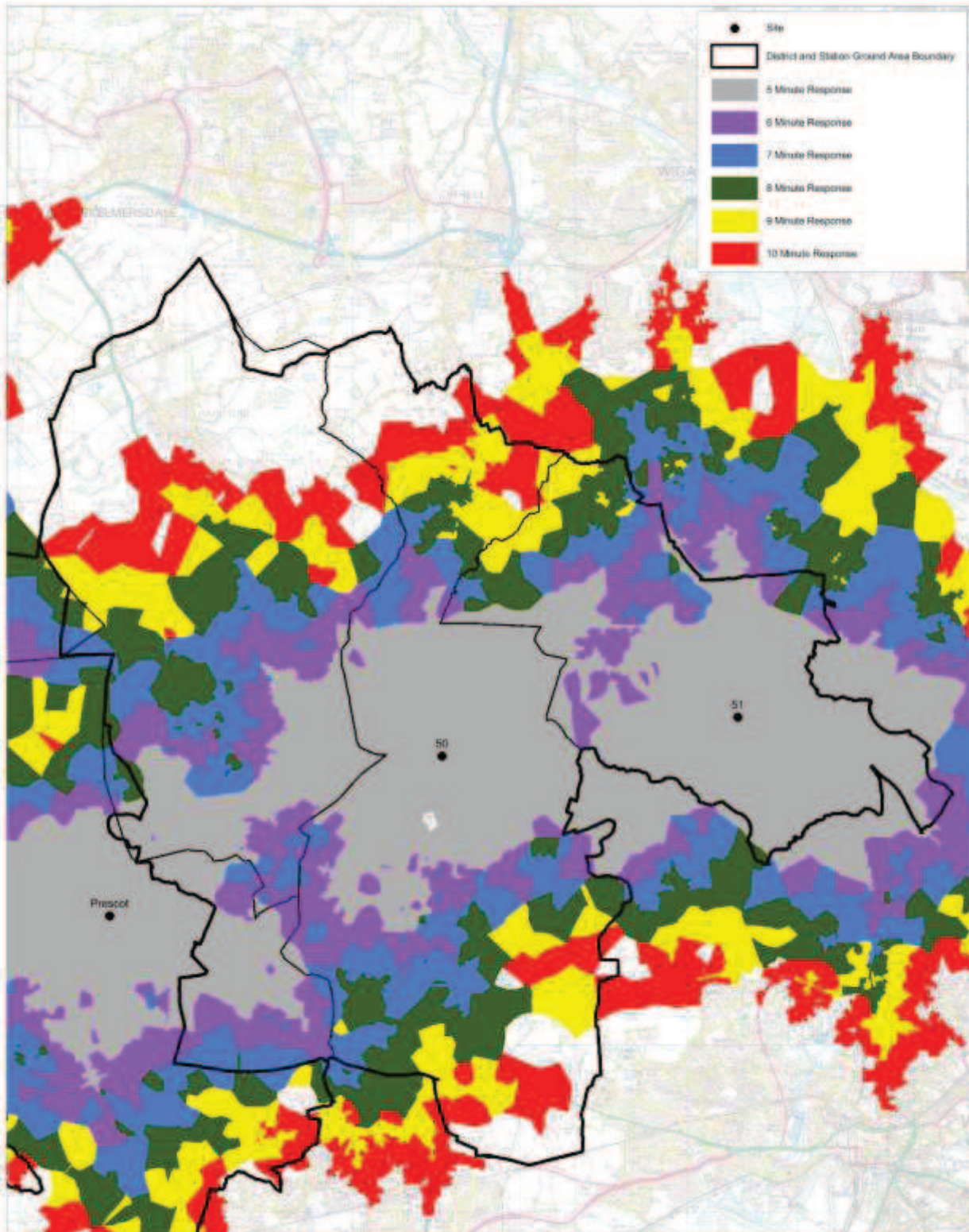
1. The map below shows how far fire engines can travel within 10 minutes (under emergency conditions) from current fire station locations and a new proposed fire station in Prescot.



 Author: Nicholas Cowley
Date: 20.5.2015
Produced Using Mapinfo
Strategy & Performance
Map Reference
KIM: Work Requests/Data and Systems/
St Helens Merger/NC/taochronist/
5_6_7_8_9_10_Mins_All_Except_Canal_Street.png

5, 6, 7, 8, 9, 10 Minute Response Coverage Time
from Prescot, Kirkby (42), St Helens (50),
Newton-le-Willows (51) and Eccleston (52)
Community Fire Stations
© Crown copyright and database rights 2015 Ordnance Survey 100026956

2. The map below shows how far fire engines could travel within 10 minutes (under emergency conditions) if Eccleston fire station only was closed.

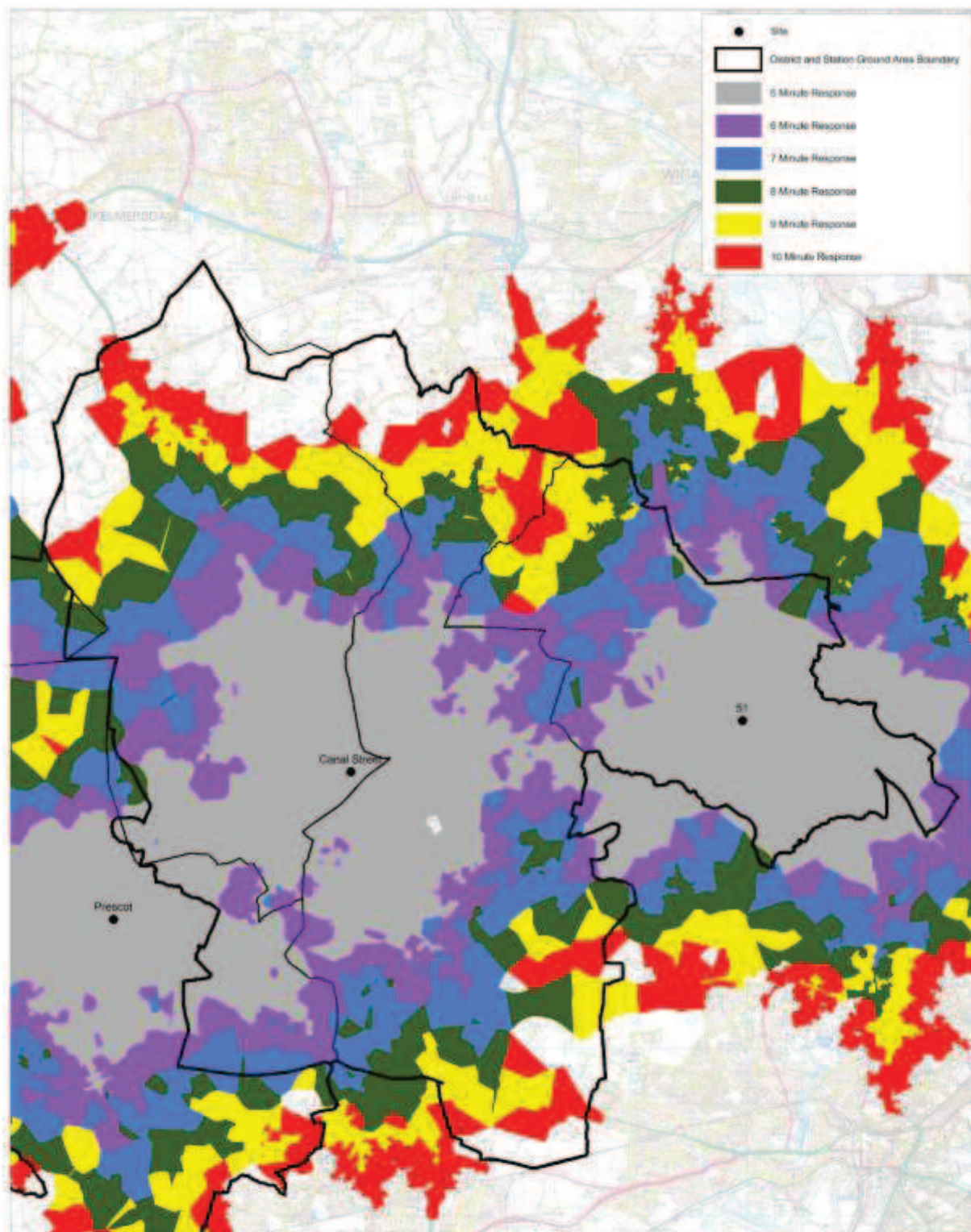



Author: Nicholas Cowley
 Date: 20.5.2015
 Produced Using MapInfo
 Strategy & Performance
 Map Reference:
 KIM (Work Requests/Data and Systems)
 St Helens Merger(NC)\sachronest
 5_6_7_8_9_10_Mins_All_Except_Canal_Street_52.png

5, 6, 7, 8, 9, 10 Minute Response Coverage Time from Prescott, Kirkby (42), St Helens (50) and Newton-le-Willows (51) Community Fire Stations.

© Crown copyright and database rights 2015 Ordnance Survey 100026956

3. The map below shows how far fire engines could travel within 10 minutes (under emergency conditions) if the Canal Street, St Helens, site replaced Parr Stocks Road and Eccleston fire stations.




 Author: Nicholas Cowley
 Date: 20.5.2015
 Produced Using MapInfo
 Strategy & Performance
 Map Reference:
 K:\M:\Work Requests\Data and Systems\
 StHelens Merger\NC\Isochrones\
 5_6_7_8_9_10_Mins_All_Except_50_52.png

5, 6, 7, 8, 9, 10 Minute Response Coverage Time
 from Proposed Canal Street Location, Prescott,
 Kirkby (42) and Newton-le-Willows (51)
 Community Fire Stations
 © Crown copyright and database rights 2015 Ordnance Survey 100026956

Option 1 - St Helens and Eccleston station closures and proposed new station at Canal Street, St Helens

The merger of two stations into one new station would not usually improve operational performance, but in St Helens it would because of the proximity to the St Helens Linkway. **If the new station was located in Canal Street, St Helens, it would result in faster average attendance times in the St Helens and Eccleston station areas because the location is closer to where most of the incidents occur.**

If the merger of the current St Helens and Eccleston fire stations was to go ahead, the vast majority of the area would still be covered from a new Canal Street station and surrounding stations within ten minutes.

However, as can be seen on the maps, there are sections of the station areas that cannot currently be reached within the Authority 10-minute attendance standard and this will remain the case if a new station is built at Canal Street to replace Eccleston and the current St Helens station. Additional preventative work already takes place in these areas to help reduce risk from fire and other emergencies and this work will continue to ensure residents and visitors receive the best possible service in an emergency.

The proposed new station would have one fire engine staffed on a wholetime basis (24 hours a day, 365 days a year) and a second staffed on a wholetime retained basis. This crewing system would involve wholetime firefighters providing cover for a retained fire engine during their days off. This fire engine would only be used in periods of exceptionally high demand (recalled to duty in 30 minutes), and would not form part of an immediate response to emergencies.

Converting a fire engine to wholetime retained would have an impact on the delivery of community safety services, as there would be fewer firefighters to carry out those activities. However, the Service's safety strategies are flexible enough to deal with such changes and would target premises and people that are at greatest risk.

Option 2 – Outright closure of Eccleston fire station, retaining St Helens fire station, Parr Stocks Road

If, after consultation, the Authority decides that a merger is not suitable, then the alternative option is outright closure of Eccleston fire station. The fire engine at Eccleston would be moved to the existing St Helens Parr Stocks Road station and be crewed wholetime retained as outlined above.

This would result in more areas on the edges of the Eccleston station area not receiving a 10-minute response and that is why the merger option is the one preferred by the Authority as the "least worst" in the circumstances.

If, however, this option was eventually chosen by the Authority, those areas not reached within ten minutes would be the subject of additional preventative measures.

The proposed Canal Street station

The proposed Canal Street site is currently part of the Pilkington Glass site. The new station would include modern firefighter facilities, training facilities and community rooms.

A number of local organisations currently have space in our Parr station and would be offered an opportunity to move to Canal Street. The Authority is also in discussions with other potential partners to share the proposed new building. The North West Ambulance Service (NWAS) may be interested in sharing the site and Merseyside Police may be interested in using any training facilities, but do not need space on the site. Discussions will continue with NWAS and Merseyside Police.

Moving to Canal Street and converting one wholetime fire engine to wholetime retained would save 22 wholetime firefighter posts, which equates to a £864,000 annual saving. The firefighter posts would be lost through natural turnover and reserves would be used to avoid compulsory redundancy.

The forecast cost of a new station is £4.8 million. The Authority has been successful in securing some grant from the government to contribute towards its programme of station mergers. In addition the sale of the old fire station sites would contribute towards the cost of the new station. The remaining balance would be met from reserves already ring-fenced for the merger process. As a result, the Authority would be able to avoid borrowing to build the proposed station. The cost of a building over its entire life including all the maintenance and upkeep is significant and this proposal would allow the overall number of buildings to be reduced thus making a further saving in the long-term.

The Authority has considerable recent experience of building new community fire stations, for example at Newton-le-Willows, (see photo further below), and its design would go through a further consultation process at the planning stage if, following consultation, the merger proposal is approved by the Authority.

The proposed Canal Street station site is shown on the map on the following page.



Proposed Community Fire Station Location on Canal Street

© Crown copyright and database rights 2015 Ordnance Survey 100026958



This photo shows Newton-le-Willows Community Fire Station – an example of a recent newly-built fire station.

Alternative options considered

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.

Of the 25 current 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).

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 engines the Authority can operate on a wholetime basis.

The removal of 90 firefighter posts required to deliver savings of £3.4m will result in the loss of four wholetime fire engines. It is the view of the Chief Fire Officer that the Authority should maintain two fire engines at Kirkdale and Southport, because of the location of Southport and the fact that Kirkdale is the Operational Resource Centre for Merseyside.

In maintaining two fire engines 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 25 stations through altering the crewing arrangements on specific stations or across the Service.

Low Level of Activity and Risk

The Low Level of Activity and Risk (LLAR) duty system is currently in operation at four of the Authority's 25 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.

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 fire 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 fire engines to LLAR in addition to the existing 4 LLAR fire engines.

This would result in 16 of the Authority's 28 fire engines 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 £300,000. Converting 12 fire engines to LLAR would therefore require a capital spend of around £3.6 million 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 fire 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 (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 fire engines. 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

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, two wholetime stations would need to convert to Day Crewing.

To make the £3.4m savings required from operational response, the Authority would need to convert 8 wholetime fire engines 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 fire engines reduces, the ability for Fire Control to not mobilise LLAR or Day Crewing fire engines during the retained period is also reduced.

This option would introduce a 5-minute delay in responding from 8 fire engines for 14 hours each day. Assuming the 5-minute delay in responding into the station and given the geography of Merseyside, it is likely that the nearest wholetime fire engines would be able to attend an incident in at least the same time as the Day Crewing fire engine 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 fire engines.

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. 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

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.

To make the £3.4m savings required from operational response, the Authority would need to convert 8 wholetime fire engines to day only crewing in addition to the existing 4 LLAR fire engines. This would result in 12 of the Authority's 28 fire engines 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.

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 fire 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.

It should be noted that these fire engines would, in all likelihood, be used as a pan-Merseyside resource to, for example, stand in at key stations to facilitate the key fire engine 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

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 four wholetime fire engines to retained in addition to the existing four LLAR fire engines. This would result in 8 of the Authority's 28 fire engines either on retained or LLAR crewing.

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.

Also, the Merseyside Recruit Firefighter course is currently 24 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.

Assuming the 5-minute delay in responding in to the station and given the geography of Merseyside, it is likely that the nearest wholetime fire engines 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.

Thank you for taking time to read this document and for taking part in our consultation.

This document is also available on our website www.merseyfire.gov.uk along with an online questionnaire at <https://www.surveymonkey.com/s/sthelensmerger> . You can email us at consultation2@merseyfire.gov.uk , or write to us at St Helens Consultation, Merseyside Fire and Rescue Service, Headquarters, Bridle Road, Bootle, L30 4YD.

Merseyside Fire & Rescue Service urges people to have working smoke alarms on each level of your home. For free fire safety advice, including questions about smoke alarms, or to request a Home Fire Safety Check, call 0800 731 5958 or go to www.merseyfire.gov.uk .

This page is intentionally left blank

Consultation Outcomes – Proposed merger and new build at Canal St

Operational Personnel at St Helens and Eccleston

The following table outlines the dates where Operational personnel at St Helens and Eccleston held a consultation discussion. Staff were given the proposals as outlined in the consultation document and invited to provide comment or raise a query.

Meeting	Date
50 Red	18/09/15
50 White	13/10/15
50 Blue	08/09/15
50 Green	09/10/15
52 Red	12/10/15
52 White	12/09/15
52 Blue	21/09/15
52 Green	13/10/15

The discussions were mostly quite positive and most personnel accepted that changes were necessary. The following is a precis of a few areas that personnel wished to talk about, albeit that not all of them were relevant to the consultation specifically. They have been ordered in highest priority first, based on number of times each was raised.

- A. Some real concern over what will happen to the personnel at Eccleston due to St Helens 24 unit being populated already. This was raised on a number of consultation meetings. This was also on the back of being informed that Newton was remaining LLAR (many saw this as a straightforward transplant into Newton at the time), but now there is real concern over where they will end up. With Whiston closing and Huyton being a 24 Unit, they all perceive they will be scattered quite some distance from St Helens where many of them live. There was a sincere request for some guidance on this.
- B. There was confusion over why both Eccleston and Whiston should close immediately while Prescott and Canal St had not been built. Many felt this presented a great deal of risk for property in the intervening area between the existing sites of St Helens and Huyton. The query is why Eccleston could not stay open as there should be enough people to run it.
- C. Some commented that the language in the documents felt disingenuous (it is not a merger but a closure), especially because it would bring the number of wholetime pumps in the area down to 1 after 2200 hrs (due to Newton being LLAR)
- D. Some were concerned that the cuts appeared to hit the St Helens and Knowsley areas in greater severity than elsewhere (an example was given as Liverpool).
- E. There was concern by a few about the 2nd pump attendance times to any significant incident in the area. They accepted that the 1st pump times were negligible (may actually slightly improve for some), but the 2nd pump would need to come some distance.
- F. What were the likely the likely completion times for these proposals – when would Prescott be built and when would Canal St likely be built if given the go ahead?

- G. There was some concern over size of the site and would the station be big enough for everything – the ask being that some plans be issued to them before anything is finalised for the Canal St proposal
- H. A few people believed that cuts to St Helens and station movement would likely impact upon the most deprived areas of St Helens.
- I. Would the size of the gym equal that of St Helens and would there be enough space to accommodate partners that relied on it (in reference to Healthy Living)?
- J. One query raised was why Rainford had been given no specific consultation venues/dates, given they would likely be affected by the proposal.

Consultation Outcomes – Proposed merger and new build at Canal St

Partners on station at St Helens

Meeting	Date
Youth Offending Service	26/08/15
MPH Training	18/09/15
Healthy Living	21/09/15
For Real Training	*
Parr Band	*

A discussion was held with a representative of the units listed and the intent of the consultation explained. A copy of the consultation document was provided for each unit, and each unit either provided some feedback/comments immediately or they asked to go away and consider before replying. My contact details were provided to each (SM D Watson). The summary below reflects a precis of the comments that each group made. It was explained that if the move to Canal St was made the Authority could make no firm guarantees that each partner would be able to transfer with the current provision that they had at St Helens.

Youth Offending Service	
	<ul style="list-style-type: none"> Explained that the team operated as part of restorative justice to help offenders reintegrate into the community. They are St Helens Council organised as part of the Chief Executives portfolio Would like to move with the station if it went to Canal St, as they believe that the interaction they have had with the personnel on station has had a positive effect on the work they do They would need little to operate at a location (probably a Portacabin or similar), but accepted it may not be possible to move to the new location Was invited to send through further queries via email – indicated they would probably do so (<i>at time of report, nothing has been received</i>)

MPH Training	
	<ul style="list-style-type: none"> Mentioned that she was concerned it was unlikely that they would be able to move to the new site with the station (primarily due to the footprint MPH use for provision of their services – garage unit, quite a number of rooms in permanent use etc.) Asked what would become of the Parr Stocks Rd site after MFRS had vacated, and asked if it would be possible that they could still use it when MFRS had left. Was invited to send through further queries via email – indicated she would probably do so (<i>at time of report, nothing has been received</i>)

Healthy Living	
	<ul style="list-style-type: none"> Keen that the contact with the station should continue as it was a good community resource. He thought that a good sized community gymnasium would encourage other people to come

<p>along, especially one that catered for disabled persons – good floor space for classes etc.</p> <ul style="list-style-type: none"> • Large community rooms for dual purpose use, such as cookery demonstrations and use of kitchen facilities etc. • Proposed location of new station would not negatively impact on their service if they were allowed to continue, as it has good bus routes • Some small multi use rooms for consultations would be good if it was possible to design them into the station • The class leader was asked to give some comments also: <i>The group provides strong group cohesion for the elderly in particular, and makes a huge difference to people’s lives, including people with diabetes, arthritis, COPD, heart problems, osteo issues, psychological problems, bereavement, stroke, and other carers of them. It being a fire station increased the appeal to many, as opposed going to other gyms where their culture and expectations didn’t seem to support the gradual goals of the group.</i> • The main ask from the group was to be able to use the gym and community rooms like they currently do • Was invited to send through further queries via email – indicated he would probably do so (at time of report, nothing has been received)

Parr Band	
<ul style="list-style-type: none"> • Was unable to make contact directly with the band due to availability – an email inviting comments and queries was sent to the organiser, with a link to the consultation material on the website • At time of report, nothing has been received, but it is clear from emails that the organiser would like to discuss this 	

For Real	
<ul style="list-style-type: none"> • Unable to make contact with the group – no contact details available at present • Attempts will be made to make contact with the group to explain the process and gather any feedback 	

Fire station cuts on the cards for St Helens



Chief Fire Officer Dan Stephens

Monday 22 June 2015 / News

FIRE stations in the St Helens borough could be cut from three to two under proposals submitted to Merseyside Fire and Rescue Authority.

The report on a proposal for a 12-week consultation over the plans affecting Parr Stocks and Millfields stations were released tonight, ahead of an authority meeting on June 30.

Two options have been drawn up which include:

1. The proposed merger of Eccleston and St Helens Fire Stations at a new station to be built on Canal Street, St Helens and the re-designation of one of the two existing wholetime fire engines as “wholetime retained” (with a 30-minute recall).

2. The closure of Eccleston Fire station at Millfields as the alternative to the merger.

Announcing the proposals tonight, Chief Fire Officer Dan Stephens said: “The 12-week consultation, if approved by Merseyside Fire and Rescue Authority on June 30, will include a newsletter document on www.merseyfire.gov.uk , as well as being distributed in the areas affected by the proposals, outlining why changes need to be made and details on the impact on fire cover across the St Helens district.

"The consultation will also involve public meetings at locations in Parr, St Helens town centre and Eccleston, a stakeholders' meeting in St Helens, three focus groups and a joint forum.

“The proposals are intended to minimise the impact of the cuts and maintain as fast a response as possible to all parts of St Helens district.

“Merseyside Fire and Rescue Authority (MFRA) is responsible for providing fire and rescue services for Merseyside’s 1.4 million people at 25 stations across five districts. This currently includes three St Helens stations: St Helens (Parr Stocks Road), Eccleston and Newton-le-Willows.

“Over the last four years, MFRA has had to make savings of £20 million as a result of Government spending cuts and now the Authority is required to make a further £6.3 million savings in 2015/16. The Authority will face very significant further financial challenges over the course of this Parliament which will become clear following the emergency budget in July.”

According to Merseyside Fire and Rescue Service, the current average response time to a life risk incident on the St Helens station area is 5 minutes 51 seconds.

The current mean average response time to life risk incidents on the Eccleston station area is 5 minutes 40 seconds.

A statement added: "This is significantly quicker than the MFRA 10-minute response standard and the maintain mean average response time of 7 minutes 24 seconds which is only for dwelling fires and does not include traffic collisions.

"If St Helens and Eccleston fire stations closed and a new fire station was built on Canal Street then the mean average run time to life risk incidents on the St Helens station area would be 5 minutes 26 seconds.

"The mean average run time to incidents in the Eccleston station area from Canal Street would be 4 minutes 47 seconds, 1 minute 57 seconds quicker than the alternative outright closure of Eccleston fire station.

"Over the last 10 years, incidents across Merseyside have been reduced by 55%.

"St Helens has seen a fall of 51.75% (1,888 incidents attended in 2005/6 to 911 in 2014/15). Eccleston has seen a reduction of 47.21% (841 incidents attended in 2005/6 to 444 incidents attending in 2014/15).

"While the number of fatalities across St Helens district in that decade is low (4), the level of risk is still high as the worst outcome from a fire or RTC is a death."

Further information will be provided about the consultation, if the proposal to hold one is approved on June 30 by the Authority.

COMMENTS TO ARTICLE

It's a shame that budget pressures have made this necessary but the risk profile has changed considerably over the years. House fires are much rarer now, building regs have improved and fires do not spread as quickly or produce as much toxic smoke as they did in the past. Five minutes is a very good response time really and means that they are likely to be in attendance at RTC's well in advance of when they are likely to have to cut anyone out of wreckage.

In a perfect world we'd have a fire station on every street and response times measured in seconds, but we don't live in a perfect world.

.....

One less fire station for militant, stuck in the dark age ,union sheep to stand outside manning picket lines.

.....

I agree with radman this is a time of budget constraints and this seems a sensible suggestion given its 2015 not 1955 I would also add the fire service have not done themselves any favours in recent years in terms of public sympathy.

.....

Eccleston fire station could close as fire chiefs look for cutbacks across St Helens

St Helens and Eccleston fire stations could be merged instead, under plans being considered by Merseyside Fire and Rescue Authority

Google Street View



Fire station in St Helens

Eccleston fire station in [St Helens](#) could close under plans being considered by the Merseyside Fire and Rescue Authority.

The move could increase response times to incidents by more than a minute.

Or St Helens and Eccleston fire stations could merge, with 22 firefighter jobs cut as fire chiefs try to find £6.3m of cutbacks by next year.

Either move would leave St Helens with only two fire stations, in St Helens and [Newton-Le-Willows](#).

A 12-week public consultation on the shakeup across St Helens is set to start on August 3.

The draft proposals were revealed in a report released last night, and the consultation will go ahead if agreed by fire authority chiefs at a meeting on June 30.

A new station could be built on Canal Street in St Helens if the option of a merger between the current St Helens station on Parr Stocks Road and the Eccleston station at Millfields went ahead.

Chief Fire Officer Dan Stephens said the authority faced “significant financial challenges” after government spending cuts.



Merseyside fire chief Dan Stephens

He said average response times for incidents where life is at risk would become quicker and not slower if the stations merged - 14 seconds faster in the Eccleston area, and 25 seconds faster for St Helens.

But if Eccleston fire station closed, the average response time would fall from 5 minutes 40 seconds to 6 minutes 43 seconds.

The report said a staff saving of 22 whole-time equivalent firefighter posts in merging Eccleston and St. Helens stations was anticipated.

Dan Stephens said: “The proposals are intended to minimise the impact of the cuts, and maintain as fast a response as possible to all parts of St Helens district.

“Over the last four years, the authority has had to make savings of £20m as a result of government spending cuts, and now is required to make a further £6.3m savings in 2015/16.

“The consultation document will be distributed in the areas affected, and also involve focus groups, a stakeholders’ meeting public meetings in Parr, St Helens town centre and Eccleston.”

He added that average response times to incidents where life is at risk in both St Helens and Eccleston both are and will remain quicker than the Merseyside average

ARTICLE ST HELENS REPORTER – 26TH JUNE

Station closures up for discussion



CONTROVERSIAL proposals to close a St Helens borough fire station will be discussed by service chiefs later this month.

As a result of budget cuts, Merseyside Fire and Rescue Authority (MFRA) is considering two options which would have implications for fire cover across the town.

One option is an outright closure of Eccleston station, the other is to merge it with St Helens and build a new site on Canal Street.

The proposals will be subject to a 12-week public consultation period following a MFRA meeting on June 30.

Chief Fire Officer Dan Stephens said: “The proposals are intended to minimise the impact of the cuts and maintain as fast a response as possible to all parts of St Helens district.

“Over the last four years, MFRA has had to make savings of £20m as a result of government spending cuts and now the Authority is required to make a further £6.3m savings in 2015/16.

“The Authority will face very significant further financial challenges over the course of this Parliament which will become clear following the emergency budget in July.”

The consultation will involve public meetings at locations in Parr, St Helens town centre and Eccleston, a stakeholders’ meeting in St Helens, three focus groups and a joint forum, the fire authority added.

An MFRA spokesman added that the proposals will not have a significant impact on response times.

Adding: “The current mean average response time to a life risk incident on the St Helens station area is five minutes 51 seconds.

“The current mean average response time to life risk incidents on the Eccleston station area is five minutes 40 seconds.

“This is significantly quicker than the MFRA 10-minute response standard and the maintain mean average response time of seven minutes 24 seconds which is only for dwelling fires and does not include traffic collisions.

“If St Helens and Eccleston fire stations closed and a new fire station was built on Canal Street then the mean average run time to life risk incidents on the St Helens station area would be five minutes 26 seconds.

“The mean average run time to incidents in the Eccleston station area from Canal Street would be four minutes 47 seconds - one minute 57 seconds quicker than the alternative outright closure of Eccleston fire station.”

Last year stations in Whiston and Huyton were closed with crews now based at a new site in Prescot in a similar move as has been suggested for Eccleston and St Helens.

The meeting of the fire authority next week will determine whether the consultation period will go ahead.

If approved, the 12-week period would then start on June 30.

The fire authority said: “Following the conclusion of any consultation, a further report would be submitted to the MFRA detailing the outcome and any operational implications.”

Adding: “St Helens has seen a fall of 51.75 per cent (1,888 incidents attended in 2005/6 to 911 in 2014/15).

“Eccleston has seen a reduction of 47.21 per cent (841 incidents attended in 2005/6 to 444 incidents attending in 2014/15).”

.....

Wish FM, which covers the St Helens area carried an interview with the Chief on the St Helens consultation on July 1. Story mentioned on the 11am news bulletin on July 1. The news line on the bulletin was the

Service was launching a 12-week consultation. It included a clip from the Chief explaining how much funding came from Council Tax and how much from Central Government.

.....
WISH FM NEWS SITE – 1ST JULY

Merseyside Fire and Rescue Authority has agreed that a 12-week consultation into proposed changes to fire cover across the St Helens district will be held later this year.

A report was submitted to Merseyside Fire and Rescue Authority for their consideration at their meeting on June 30, 2015.

The consultation will start on August 3, 2015.

Merseyside Fire and Rescue Authority considered the following two options at its meeting on June 30. Both draft proposals are now subject to the 12-week period of public consultation from August 3.

The proposals are:

1. The proposed merger of Eccleston and St Helens Fire Stations at a new station to be built on Canal Street, St Helens and the re-designation of one of the two existing wholetime fire engines as “wholetime retained” (with a 30-minute recall).
2. The outright closure of Eccleston Fire station as the alternative to the merger.

Following the conclusion of the consultation, a further report will be submitted to the Authority detailing the outcomes of the consultation and any operational implications.

Chief Fire Officer Dan Stephens said: “Merseyside Fire and Rescue Authority has now approved the recommendation to hold a 12-week consultation starting on August 3 this year.

“The consultation will include a newsletter on www.merseyfire.gov.uk, as well as being distributed in the areas affected by the proposals, outlining why changes need to be made and details on the impact on fire cover across the St Helens district. The consultation will also involve public meetings at locations in Parr, St Helens town centre and Eccleston, a stakeholders’ meeting in St Helens, three focus groups and a joint forum. Further information, including the newsletter and the precise meeting dates and locations, will be provided when the consultation launches on August 3.

“The proposals are intended to minimise the impact of the ongoing cuts to the Authority budget and maintain as fast a response as possible to all parts of St Helens district.

“Merseyside Fire and Rescue Authority (MFRA) is responsible for providing fire and rescue services for Merseyside’s 1.4 million people at 25 stations across five districts. This currently includes three St Helens stations: St Helens (Parr Stocks Road), Eccleston and Newton-le-Willows.

“Over the last four years, MFRA has had to make savings of £20 million as a result of Government spending cuts and now the Authority is required to make a further £6.3 million savings in 2015/16. The Authority will face significant further financial challenges over the course of this Parliament which will become clear following the emergency budget in July.”

The current mean average response time to a life risk incident on the St Helens station area is **5 minutes 51 seconds**. The current mean average response time to life risk incidents on the Eccleston station area is **5 minutes 40 seconds**.

This is significantly quicker than the MFRA **10-minute response** standard and the maintain mean average response time of **7 minutes 24 seconds** which is only for dwelling fires and does not include traffic collisions.

If St Helens and Eccleston fire stations closed and a new fire station was built on Canal Street then the predicted mean average run time to life risk incidents on the St Helens station area would be **5 minutes 26 seconds**. The predicted mean average run time to incidents in the Eccleston station area from Canal Street would be **4 minutes 47 seconds, 1 minute 57 seconds** quicker than it would be with the alternative outright closure of Eccleston fire station.

Over the last 10 years, incidents across Merseyside have been reduced by 55%.

St Helens has seen a fall of 51.75% (1,888 incidents attended in 2005/6 to 911 in 2014/15). Eccleston has seen a reduction of 47.21% (841 incidents attended in 2005/6 to 444 incidents attending in 2014/15).

While the number of fatalities across St Helens district in that decade is relatively low (8), the level of risk is still high as the worst outcome from a fire or RTC is a death.

Moving to the Canal Street site and converting one wholetime appliance to wholetime retained would save 22 wholetime firefighter posts, which equates to a £864,000 annual saving. The firefighter posts would be lost through natural turnover and reserves would be used to avoid compulsory redundancy.

.....
LIVERPOOL ECHO ARTICLE – 1ST JULY

Consultation to start over fire station closure in St Helens

- 11:41, 1 JUL 2015
- BY TOM BELGER

Merseyside's fire service want your views on plans to close Eccleston fire station - or merge it with the St Helens station

A consultation over plans to close or merge fire stations in St Helens will start next month.

Fire chiefs are considering closing Eccleston fire station, which could increase response times by more than a minute as they seek to find £6.3m budget cuts by next year.

But the Merseyside Fire and Rescue Authority is also considering merging the St Helens station on Parr Stocks Road and the Eccleston station at Millfields at a new site on Canal Street.

A 12-week consultation will begin on 3 August to seek the public's views on the plans, after the authority signed it off at a meeting yesterday.

Only two fire stations

Either proposal would leave the borough with only two fire stations, in St Helens and Newton-Le-Willows.

The fire service said the merger would see 22 firefighter jobs cut and save £864,000 a year, but natural turnover and reserves would be used to avoid compulsory redundancies.

And the new site could actually reduce response times in both St Helens and Eccleston because of its strategic location.

The fire service said average response times for incidents where life is at risk would become quicker and not slower if the stations merged - 14 seconds faster in the Eccleston area, and 25 seconds faster for St Helens.

But if Eccleston fire station closed, the average response time would fall from 5 minutes 40 seconds to 6 minutes 43 seconds.

He added that under either option, average response times to incidents where life is at risk in both St Helens and Eccleston would still remain quicker than the Merseyside average.

Send your views

The fire service will consult the public through a newsletter distributed in areas affected and online, public meetings in Parr, St Helens town centre and Eccleston, focus groups and other measures.

Chief Fire Officer Dan Stephens said: "Merseyside Fire and Rescue Authority has now approved the recommendation to hold a 12-week consultation starting on 3 August.

"The proposals are intended to minimise the impact of ongoing cuts and maintain as fast a response as possible to all parts of St Helens district.

"Over the last four years, the authority has had to make savings of £20m as a result of government spending cuts, and now is required to make a further £6.3m savings in 2015-16."

Eccleston Lib Dem councillor Michael Haw said: "Myself and my ward colleagues will ensure Eccleston residents are kept up to date. If any residents have questions, do not hesitate to get in touch with us."

.....

Consultation into fire station cuts will take place

Millfields Fire Station in Eccleston

Stephen Mather / Thursday 2 July 2015 / News

A 12-WEEK consultation will take place later this year into proposed changes to the fire service cover in St Helens which could see the amount of stations cut from three to two. A report outlining the plans was submitted to the Merseyside Fire and Rescue Authority at their recent meeting at the end of June.

Under the terms of the proposals two options are under consideration. The first is the merger of St Helens and Millfields fire stations with a new station built on Canal Street in the town centre. The second proposal involves the closure of Millfields in Eccleston while maintaining St Helens fire station on Parr Stocks Road.

Following the conclusion of the consultation, which starts on August 3, a further report will be submitted to the authority detailing the outcomes and any potential implications to how the service will operate.

The fire service say that the plans would save £900,000 a year and cost 22 jobs. They insist savings have to be made in light of further government cuts and claim operating costs of St Helens and Eccleston is £2.1m. The forecast cost of a merged station would be £1.2m, a saving of £0.9m.

Chief fire officer Dan Stephens said: "The consultation will include a newsletter on merseyfire.gov.uk as well as being distributed in the areas affected by the proposals outlining why changes need to be made and details on the impact on fire cover across the St Helens district.

"The consultation will also involve public meetings at locations in Parr, St Helens town centre and Eccleston, a stakeholders' meeting in St Helens, three focus groups and a joint forum. Further information, including the newsletter and the precise meeting dates and locations will be provided when the consultation launches on August 3.

"The proposals are intended to minimise the impact of the ongoing cuts to the authority budget and maintain as fast a response as possible to all parts of St Helens district

.....

BBC RADIO MERSEYSIDE COVERED THE LUNCH ON 3RD AUGUST

Public meetings will debate fire station proposals



Millfields fire station could close

DATES for a series of public meetings to discuss proposals to reduce the number of fire stations in St Helens have been announced after a 12 week consultation opened this week. Millfields fire station in Eccleston would be axed under the suggestions by Merseyside Fire and Rescue Authority (MFRA) that were unveiled in June.

St Helens fire station at Parr Stocks could also shut, with the two bases replaced by a new community fire station on Canal Street, St Helens.

Another option is to merge the two stations at Parr Stocks.

Chief Fire Officer Dan Stephens said the service in Merseyside has had to make £20 million in savings over the past four years and has to cut another £6.3 million.

The plans would save £900,000 a year and cost 22 jobs, according to a consultation document. Operating costs of St Helens and Eccleston is £2.1m. The forecast cost of a merged station would be £1.2m, a saving of £0.9m.

The borough's third fire station, in Newton-le-Willows will remain under the proposals.

If St Helens and Eccleston fire stations closed and a new fire station was built on Canal Street then the predicted mean average run time to life risk incidents on the St Helens station area would be 5 minutes 26 seconds.

The predicted mean average run time to incidents in the Eccleston station area from Canal Street would be 4 minutes 47 seconds, 1 minute 57 seconds quicker than it would be with the alternative outright closure of Eccleston fire station.

Public meetings will be held on: September 29, starting at 6.30pm at Cowley International College, Hard Lane, St Helens, October 1 starting at 6.30pm at St Augustine of Canterbury Catholic High School, Boardmans Lane, Blackbrook, St Helens, October 6, starting at 6.30pm at St Helens Town Hall, Corporation Street, St Helens.

A consultation document with information on the proposals

.....

ST HELENS COUNCIL WEBSITE – 14TH AUGUST

Consultation launched for proposed changes to fire cover across St Helens

A 12-week consultation into proposed changes to fire cover across the St Helens district launched on August 3.

Merseyside Fire and Rescue Authority (MFRA) is proposing to close Eccleston and St Helens fire stations and build a new community fire station on Canal Street, St Helens. The alternative to the merger of the stations is the outright closure of Eccleston fire station.

Both proposals include the re-designation of one of the two existing wholetime fire appliances as "wholetime retained" (with a 30-minute recall).

Public meetings will be held on:

- Tuesday, 29th September, starting at 6.30pm at Cowley International College, Hard Lane, St Helens, WA10 6PN.
- Thursday, 1st October, starting at 6.30pm at St Augustine of Canterbury Catholic High School, Boardmans Lane, Blackbrook, St Helens, WA11 9BB.
- Tuesday, 6th October, starting at 6.30pm at St Helens Town Hall, Corporation Street, St Helens, WA10 1HP.

A consultation document with information on the proposals can be found at http://www.merseyfire.gov.uk/asp/pages/opsResponse/pdf/St_Helens_Consultation_Document.pdf and an online questionnaire can be found at: <https://www.surveymonkey.com/s/sthelensmerger>. Focus group meetings, a stakeholders' meeting and a joint forum are also being arranged as part of the 12-week consultation, which runs until October 25.

Following the conclusion of the consultation, a further report will be submitted to the Authority detailing the outcomes of the consultation and any operational implications.

Chief Fire Officer Dan Stephens said: "Over the last four years, MFRA has had to make savings of £20 million as a result of Government spending cuts and now the Authority is required to make a further £6.3 million savings in 2015/16. It is also clear the Authority will face significant further financial challenges over the course of this Parliament.

"The proposals are intended to minimise the impact of the ongoing cuts to the Authority budget and maintain as fast a response as possible to all parts of St Helens district.

"The consultation includes a document on www.merseyfire.gov.uk , as well as the document being distributed in the areas affected by the proposals, outlining why changes need to be made and details on the impact on fire cover across the St Helens district. The consultation will also involve public meetings at locations near Parr, St Helens town centre and Eccleston, a stakeholders' meeting in St Helens, three focus groups and a joint forum.

"I urge people who may be affected by the proposals and who live and work in the St Helens district, to read the consultation document, fill in the consultation questionnaire and attend the public meetings."

The current mean average response time to a life risk incident on the St Helens station area is 5 minutes 51 seconds. The current mean average response time to life risk incidents on the Eccleston station area is 5 minutes 40 seconds.

This is significantly quicker than the MFRA 10-minute response standard and the maintain mean average response time of 7 minutes 24 seconds which is only for dwelling fires and does not include traffic collisions.

If St Helens and Eccleston fire stations closed and a new fire station was built on Canal Street then the predicted mean average run time to life risk incidents on the St Helens station area would be 5 minutes 26 seconds. The predicted mean average run time to incidents in the Eccleston station area from Canal Street would be 4 minutes 47 seconds, 1 minute 57 seconds quicker than it would be with the alternative outright closure of Eccleston fire station.

Moving to the Canal Street site and converting one wholetime fire appliance to wholetime retained would save 22 wholetime firefighter posts, which equates to a £864,000 annual saving. The firefighter posts would be lost through natural turnover and reserves would be used to avoid compulsory redundancy.

The forecast cost of a new station is £4.8 million. Merseyside Fire and Rescue Authority has been successful in securing some grant from the Government to contribute towards its programme of station mergers. In addition the sale of the old fire station sites would contribute towards the cost of the new station. The remaining balance would be met from reserves already ring-fenced for the merger process. As a result, the Authority would be able to avoid borrowing to build the proposed station.

Over the last 10 years, incidents across Merseyside have been reduced by 55%.

St Helens has seen a fall of 51.75% (1,888 incidents attended in 2005/6 to 911 in 2014/15). Eccleston has seen a reduction of 47.21% (841 incidents attended in 2005/6 to 444 incidents attending in 2014/15).

While the number of fatalities from fires caused by accident in homes across the St Helens district in that decade is relatively low (8), the level of risk is still high as the worst potential outcome from a fire or Road Traffic Collision (RTC) is a death.

Merseyside Fire and Rescue Authority (MFRA) is responsible for providing fire and rescue services for Merseyside's 1.4 million people at 25 stations across five districts. This currently includes three St Helens stations: St Helens (Parr Stocks Road), Eccleston and Newton-le-Willows.

.....
ST HELENS STAR – 9TH SEPTEMBER

Fire boss admits station merger would affect residents' safety



Millfields fire station faces the axe

Paula Morris / Wednesday 9 September 2015 / News

RESIDENTS will be less safe in their homes in five years' time if plans to close and merge stations in St Helens go through, Merseyside's chief fire officer admitted.

At a safer communities meeting at St Helens town hall, Dan Stephens spoke to councillors about the implications of potential plans to close Parr Stocks (St Helens) and Millfields (Eccleston) stations and build a large station at spare land on Pilks' Watson Street Works off Canal Street.

Given that the authority is obliged by central government to make budget cuts, Mr Stephens supports the plan to merge the two stations into a new-build rather than closing Millfields and operating from Parr Stocks.

He said response times from Canal Street would better serve the borough than from Parr Stocks. However, he added that response times to secondary incidents will suffer as there will be fewer engines and back-up will come from further away.

Emphasising that it was the "least worst" option, he said the new-build would not involve any borrowing as the authority will receive a government grant, which will be used alongside capital receipts from the sale of the two old stations and reserves.

Mr Stephens said: "Let me make it clear: I have never advocated the savings measures; I've argued in the strongest terms against the cuts. The fact is that there is a political view around austerity – there's nothing anyone can do to change that. We just have to manage outcomes."

Asked whether, after the changes, residents will be as safe in their homes as they were five years before, Mr Stephens said: "No."

He added: "The first response is not so impacted; it's the second response. We can't predict when incidents will happen concurrently."

He said the Millfields engine would be kept on "retained recall" and support would be given to and from services in Cheshire, Wigan and other surrounding areas.

He said: "We having to lose more and more engines. Over the last five years the budget has been cut by 35 per cent, savings of £20 million made. We expect very extreme, severe further cuts for 2016-17."

He said: "In no way am I trying to say this is an improvement; it's not. We will have one less engine. But Watson Street Works is the optimum location and it does give us quicker response times.

"Because of the arterial network we will get a quicker response. That has not been the case in Knowsley and Wirral, where similar plans have been approved."

Proposals for the stations remain open to consultation and a series of public meetings begin later this month and run through to October.

Share article

Public meetings will be held on:

- Tuesday, **29th September**, starting at 6.30pm at Cowley International College, Hard Lane, St Helens, WA10 6PN.
- Thursday, **1st October**, starting at 6.30pm at St Augustine of Canterbury Catholic High School, Boardmans Lane, Blackbrook, St Helens, WA11 9BB.
- Tuesday, **6th October**, starting at 6.30pm at St Helens Town Hall, Corporation Street, St Helens, WA10 1HP.

A consultation document with information on the proposals can be found at :

http://www.merseyfire.gov.uk/asp/opsResponse/pdf/St_Helens_Consultation_Document.pdf
and an online questionnaire can be found at: <https://www.surveymonkey.com/s/sthelensmerger> .

Focus group meetings, a stakeholders' meeting and a joint forum are also being arranged as part of the 12-week consultation, which runs until October 25.

Following the conclusion of the consultation, a further report will be submitted to the Authority detailing the outcomes of the consultation and any operational implications.

LIVERPOOL ECHO – 28TH SEPTEMBER

St Helens fire station closures: have your say at public meetings this week

Merseyside's fire service want your views on plans to close Eccleston fire station - or merge it with the St Helens station



Dan Stephens, Chief Fire Officer

The public can make their views heard on proposed fire station closures in St Helens at two consultation meetings this week.

Fire chiefs are considering closing Eccleston fire station, which could increase response times by more than a minute as they look for £6.3m spending cuts by next year.

But the Merseyside Fire and Rescue Authority's other proposal is a merger of the St Helens and Eccleston stations at a new site on Canal Street.

The first public meeting this week will take place at 6.30pm on Tuesday September 29 at Cowley International College on Hard Lane, St Helens.

A second meeting will be held at 6.30pm on Thursday October 1 at St Augustine of Canterbury Catholic High School, Blackbrook.

There will be a third and final public meeting at St Helens Town Hall next Tuesday October 6 at 6.30pm.

Only two fire stations

Google Street View



Fire station in St Helens

A 12-week consultation began at the start of August on the plans, which come after significant cuts to the fire service's budget from central government.

Either proposal would leave the borough with only two fire stations, in St Helens and in Newton-Le-Willows.

Both proposals would also see one of the two full-time fire engines staffed instead by off-duty firefighters on a 30-minute recall.

But the fire service said a new Canal Street site could actually reduce response times in both St Helens and Eccleston because of its strategic location.

A spokesman said average response times for incidents where life is at risk would be 14 seconds faster near Eccleston, and 25 seconds faster near St Helens.

But if Eccleston fire station was simply closed, the average response time would fall from 5 minutes 40 seconds to 6 minutes 43 seconds.

He added that under either option, average response times to incidents where life is at risk in both areas would still remain quicker than the Merseyside average.

22 fewer firefighters

The merger would also see 22 firefighter jobs cut and save £864,000 a year, but natural turnover and reserves would be used to avoid compulsory redundancies.

Chief Fire Officer Dan Stephens said: "Over the last four years, the authority has had to make savings of £20m as a result of government spending cuts, and now is required to make a further £6.3m savings in 2015-16."

The [consultation document](#) and [questionnaire](#) can also be accessed online.

.....
ST HELENS REPORTER – 30TH SEPTEMBER

Fire chiefs are holding a series of public consultation meeting over plans to merge two of the borough’s station.

Bosses want to shut Eccleston and St Helens fire station and build a new community hub in Canal Street.

They say the alternative to the merge is the outright closure of Eccleston fire station and that call-outs have dramatically reduced over the past decade.

Chief Fire Officer Dan Stephens said: “I would encourage people to join in and be a part of this consultation and submit their views on the consultation as well as attend the three public meetings.

“Over the last four years, MFRA has had to make savings of £20 million as a result of Government spending cuts and now the Authority is required to make a further £6.3 million savings in 2015/16. It is also clear the Authority will face significant further financial challenges over the course of this Parliament.”

Fire chiefs estimate moving to Canal Street would save the brigade £864,000 every year.

The forecast cost of a new station is £4.8m.

Merseyside Fire and Rescue Authority has been successful in securing a grant from the Government to contribute towards its programme of station mergers.

Over the last 10 years, incidents across St Helens have fallen by around 50 per cent.

The public meetings will be held on Thursday, October 1 starting at 6.30pm at St Augustine of Canterbury Catholic High School, Boardmans Lane, Blackbrook, and Tuesday, October 6 starting at 6.30pm at St Helens Town Hall in Corporation Street.

.....
ST HELENS STAR – 2ND OCTOBER

'I'm not trying to put lipstick on a pig,' says fire chief as he outlines St Helens fire station cuts proposals



Merseyside chief fire officer Dan Stephens

Simon Mulligan / Friday 2 October 2015 / News

MERSEYSIDE'S chief fire officer Dan Stephens has admitted he will not try "putting lipstick on the pig" when explaining proposals to close fire stations in St Helens.

But he has stated that the creation of a new super station at Pilkington's Watson Street Works would be his preferred option to respond to government cuts.

The first of three public meetings to discuss proposals over potential fire station closures took place at Cowley School on Tuesday.

In the face of central government cuts, Merseyside Fire and Rescue Authority needs to make savings of £6.3m, of which £3.4m will come from emergency response including station mergers or closures.

Two options were presented at the meeting, one which would see the existing Parr Stocks and Millfields stations close and the two bases replaced by a new community fire station on Canal Street.

The alternative would be to merge the stations at Parr Stocks. The plans would save £900,000 a year and cost 22 jobs. The operating costs of St Helens and Eccleston is £2.1m and the forecast cost of a merged station would be £1.2m.

Speaking at the meeting in Cowley International College, chief fire officer Dan Stephens said the Canal Street option was his most preferred due to transport links.

"That's an optimum location," he said.

"Ordinarily to close two stations and build one doesn't give faster response times but this actually does give faster times simply due to the proximity to the Linkway."

However, he admitted that there was nothing he could do to prevent response times to secondary incidents being affected, with back-up potentially coming from further away and fewer fire engines.

"I'm on record saying I'm not trying to put lipstick on the pig. What I'm not trying to suggest is this will improve the overall service.

"The second response won't be faster and it will take longer. It's the second fire that will take longer and there's nothing we can do to change that."

He added that whatever plans go ahead will take up to two years

The borough's third station in Newton-le-Willows will be unaffected by the proposals and a merged station on Manchester Road, Prescot has already been approved.

The final public consultation takes place at St Helens Town Hall on Tuesday (October 6) at 6.30pm.

COMMENTS TO ARTICLE

Ironic that Pilks Fire Station used to be in Canal St and they used to respond to fires with the Borough Brigade ,based in Parade St (under the Town Hall!) Now they are talking about building a new Station back in Canal St! This Station area will cover from Mill Lane(near Widnes) to Billinge on one direction and from Newton Road (Parr) to Rainford in the other! A massive area for 1 full time Appliance to cover! Residents of St Helens need to attend these Meetings and fight these cuts because they will not realise how bad this situation is until they need the Fire Service in the future and it will not be there for them! Maybe the can ask CFO Stephens how he can justify his £202,000 a year salary whilst running one of the smallest Met Brigades in the Country! Used to have 1500 Firefighters and 42 Fire Appliances ,now less than 600 and 24 Appliances,and fire deaths are again rising on Merseyside,10 last year! Many of them in St Helens!

.....

The final public consultation takes place at St Helens Town Hall on Tuesday (October 6) at 6.30pm. I urge residents of St Helens to attend this Meeting and fight these proposals because if they go ahead Public Safety will be put at risk and more lives will be lost!

.....

THE MEETINGS BELOW WERE ATTENDED BY THE CHIEF FIRE OFFICER

28th September:

12:15 hrs – BBC Radio Merseyside – Tony Snell

13:15 hrs – Wish FM – Michael Gaffney

6th October:

Cllr Barrie Grunewald – 14:30 hrs at St Helens Town Hall

The Chief and Chair met Cllr Davis (Leader of Wirral) at 10:00 hrs on 6th October regarding Wirral.

.....

SOCIAL MEDIA

St.Helens Council [@sthelenscouncil](#) [Aug 3](#) St.Helens Council retweeted Mersey Fire [@MerseyFire](#) have opened their consultation on proposed mergers and closure of some fire stations in St Helens.

On Twitter a person Tweeted on August 3 in response to the Tweet on the launch of the consultation:

A person Tweeted: [@MerseyFire](#) the Eccleston station is a lifesaver for the local community. Closing it down would endanger lives in the area. Please leave it

Another person replied: [@MerseyFire](#) don't think the public's views come into it Stuart. All about the money these days.

Original Tweeter replied: [@MerseyFire](#) - would be short-sighted, irresponsible and dangerous to close the Eccleston station Stephen

The person who replied to the Tweet then wrote: [@MerseyFire](#) i agree. Only round the corner from me. They'll shut Eccleston, plans collapse for Canal St leaving Parr only!

On Twitter a person Tweeted on August 6, in response to a Tweet on the St Helens consultation:

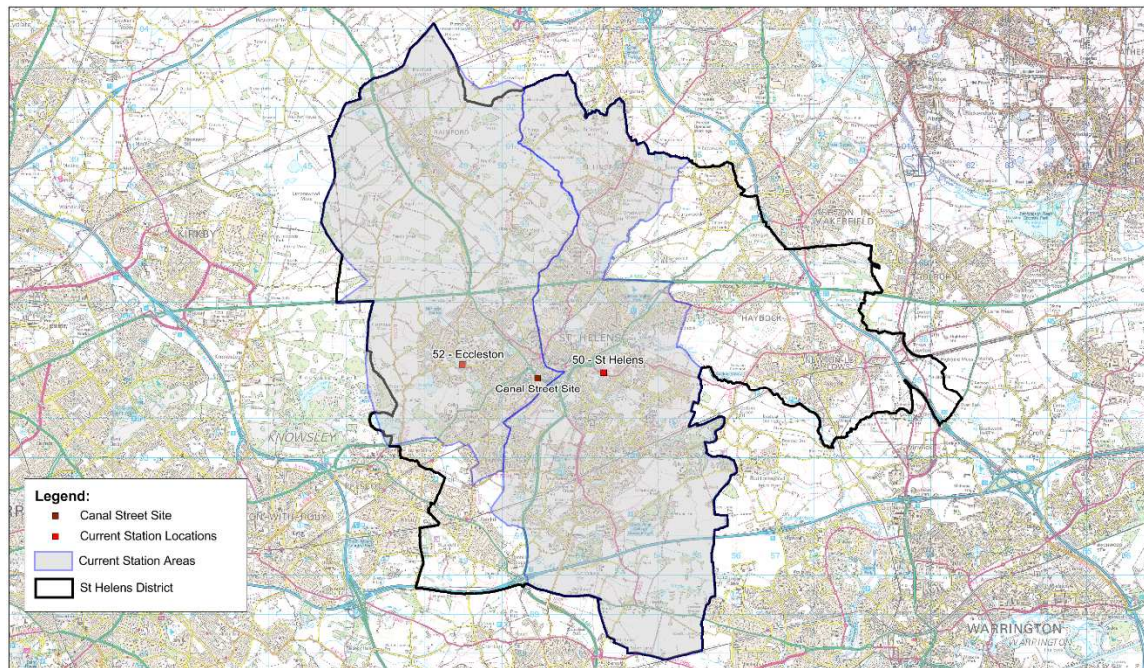
[@MerseyFire](#) right, if its going to save 22 firefighter posts by moving then yes

1. Introduction

On the 3rd August 2015; Merseyside Fire & Rescue Service began a twelve week consultation with residents and other stakeholders of St Helens, regarding the potential merger of the St Helens and Eccleston station areas at a site on Canal Street, St Helens.

The purpose of this report is to provide analysis of the feedback received concerning the proposed merger. A copy of the questions used in the consultation questionnaire are found within Appendix A of this report.

Map 1: Location of the proposed Canal Street site in relation to the existing St Helens and Eccleston Station areas



Author: J Fielding
Date: 27/10/2015
Produced using MapInfo
Strategy & Performance

Map Reference:

Map of St Helens and Eccleston Station Areas
with proposed Canal Street Site

© Crown copyright and database rights 2015 Ordnance Survey 100026956



In total there were 64¹ responses to the survey.

2. Methodology

For the purpose of producing the feedback survey, an online questionnaire was created using SurveyMonkey - which also collected responses from members of the public.

Though the Survey is now closed it was originally published at the following URL: <https://www.surveymonkey.com/s/sthelensmerger>

Feedback data was downloaded from SurveyMonkey and analysed using Microsoft Excel 2013.

The report only uses **valid** responses to each question - this is why counts can differ between questions.

¹ Though there were 64 responses not all questions have valid responses. The highest response to a single question is 62, meaning that 2 individuals failed to respond to that particular question.

MapInfo Professional 11.0 was used to map location based data. Comments published within this document are based on a selection received, the only adjustments to commentaries are corrections to misspelled words, otherwise comments are verbatim.

3. Findings

Q1) Having read the newsletter, do you agree that it is reasonable for the Fire and Rescue Authority to make the necessary savings by:

Table 1: A) Closing Ecclestone and St Helens fire stations; building a new station at Canal Street

Response	Total	%
Strongly Agree	34	54.8%
Tend to Agree	17	27.4%
Neither Agree nor Disagree	0	0.0%
Tend to Disagree	2	3.2%
Strongly Disagree	9	14.5%
Grand Total	62	

Table 1 identifies that the majority of respondents - agree to some extent, with the proposed merger at the Canal Street site. When analysed in greater detail; 54.8% (34) of respondents Strongly Agree with the merger, with 27.4% (17) who Tend to Agree – a combination of 82.2% of respondents agreeing with the proposal of the merger.

Table 2: B) Closing Ecclestone fire station outright, as the alternative to merger at Canal Street

Response	Total	%
Strongly Agree	3	5.1%
Tend to Agree	4	6.8%
Neither Agree nor Disagree	4	6.8%
Tend to Disagree	17	28.8%
Strongly Disagree	31	52.5%
Grand Total	59	

Table 2 identifies that the majority of respondents disagreed with the proposal of closing Ecclestone as an alternative to the proposed merger at Canal Street. When analysed in greater detail; 52.5% (31) of respondents Strongly Disagreed with the proposal along with 28.8% (17) who Tend to Disagree – a combination of 81.3% of respondents disagreed with the proposal of closing Ecclestone as an alternative to a merged Fire Station.

Table 3: C) For both A and B above, one of the two 24/7 (wholetime) fire appliances would still provide an immediate response to incidents, but we propose that the second appliance would be crewed by on-call wholetime firefighters to provide a response within 30 minutes in exceptional circumstances only (e.g. periods of high demand).

Response	Total	%
Strongly Agree	15	26.8%
Tend to Agree	22	39.3%
Neither Agree nor Disagree	0	0.0%
Tend to Disagree	5	8.9%
Strongly Disagree	14	25.0%
Grand Total	56	

Concerning whether the second appliance should become retained, regardless of whether a new fire station is built at Canal Street or not, the majority of respondents 66.1% (37) agreed with the proposal, and a combined 33.9% (19) disagreed with the proposal.

Table 4: Q2) Do you support including community facilities at the proposed station?

Response	Total	%
Strongly Agree	38	61.3%
Tend to Agree	13	21.0%
Neither agree nor Disagree	4	6.5%
Tend to Disagree	3	4.8%
Strongly Disagree	4	6.5%
Grand Total	62	

Table 4 identifies that the majority of respondents were in favour of the proposed merged station having community facilities. When analysed further 61.3% (38) of respondents Strongly Agree with the proposal, with a further 21.0% (13) of respondents Tend to Agree with the proposal. In combination this equates to 82.3% of respondents being in favour.

Table 5: Q3) Do you support the possibility of sharing the proposed station with other blue light services?

Response	Total	%
Strongly Agree	43	70.5%
Tend to Agree	13	21.3%
Tend to Disagree	2	3.3%
Strongly Disagree	2	3.3%
Neither agree nor Disagree	1	1.6%
Grand Total	61	

Table 5 identifies that 70.5% (43) of respondents strongly agree with the concept of sharing the proposed station with other blue light services. Overall in combination, 91.8% (56) agree to some extent with the concept of sharing the proposed fire station site with other blue light services.

Community Related Comments

Community facilities - please consult on how these may look and be used

The possibility of using facilities at Canal St site would be beneficial

Please don't forget about the local residents on the Shires or next door in Reflection House.

I would certainly be interested in any community facilities at the new station, whether it be group meetings or indeed the use of a gym that isn't full of young lycra clad Barbie dolls

Providing smoke alarms to everyone, not only 65 plus. Taking school groups to the new site, show them what smoke / fire can do

I felt the presentation was biased towards creating a new facility - the benefits of this are clear, however I feel we as St Helens residents are between a rock and a hard place. I would've liked more proposals to select from.

Response Related Comments

My concern is that egress from canal street is very congested at peak times. Indeed how will the appliances get quickly onto the roundabout at the end of the Linkway from the burton head road/canal street direction? This road is normally congested back to the mini roundabout to the retail park and the entrance to the main roundabout is via traffic island which creates a choke point

My worry with this proposal is that you have miscalculated the likely response times of reaching parts of the borough and as a result the overall quality of service you provide will reduce.

There is insufficient data given in the consultation document to be able to give informed opinion. In particular, the focus on arithmetic average response times does not tell us anything about real world responses which will be distributed over a range of times that a lot of the time may be very rapid, but on a few occasions extremely slow putting the public at greater risk of losing their life. We need to know the current range of response times over a year and a predicted range of response times. I would suggest that it requires a particular skill set not usual to a fireman to make such a statistical prediction. We also need more information on the number of occasions when second appliances are called out to the same incident and to other incidents at the same time. Again we need the range of response times as well as average and we need predictions of the effects of closure or LLAR or retained cover.

I live in Eccleston, no matter how you say it, the response times to an emergency would be greatly increased if the Eccleston Fire station was closed.

Whilst I do not agree to the closure of any fire station, If it is to happen, then there should be two full time appliances available.

Clear cut view on access problems. Discussions with relevant other services

The response time will be much better to cover both areas

There should always be two appliances available in the town centre not on a recall basis. Community education work should be continued. Sharing a space with perhaps the ambulance service and perhaps a public services arm of the college could be interesting

I've read the document several times and just can't fathom how the merger and closing Eccleston fire station don't give the same outcome for Eccleston. Under both proposals the station at Eccleston is going.

Canal Street is one of the most congested areas of the town during the day and probably late into the evening. Why anyone would suggest building a fire station there is beyond me. If you want to combine fire and ambulance services rebuild at Parr Stocks which is in a proven location

The proximity / response time of the Canal Street centre is an important factor in my views

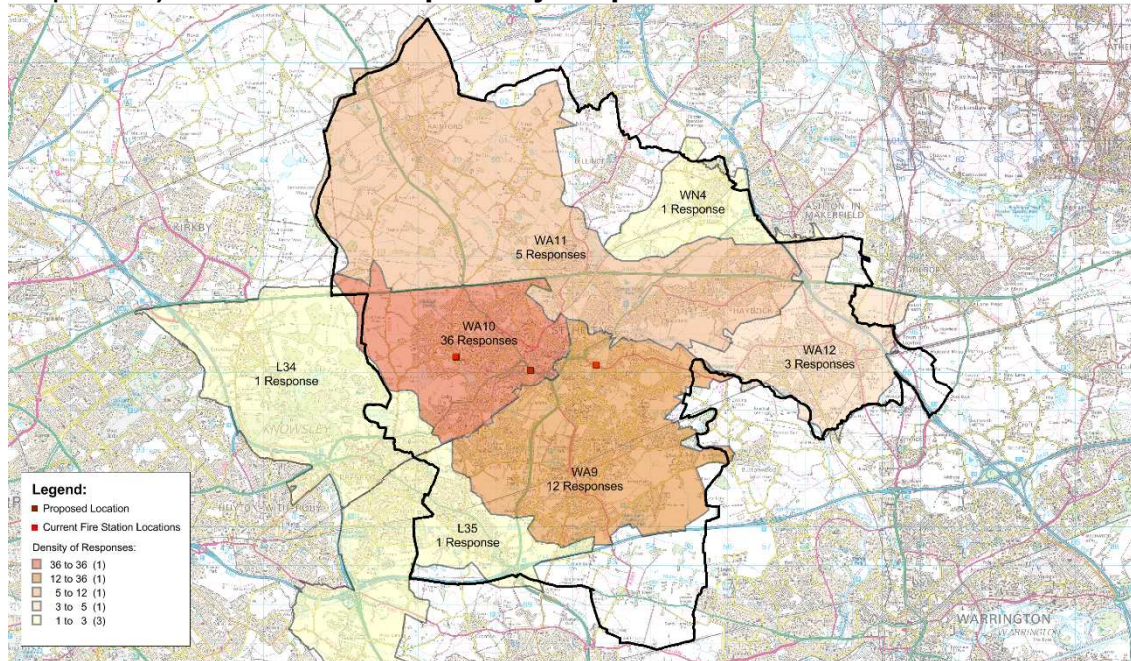
I would hope the fire engine leaving the station would not have any siren blaring, at least until it reaches the Chalon Way traffic lights. I live on The Shires, and am concerned about noise pollution, especially at night.

Other Comments

Too much money spent on PFI and repayments

IT IS TOTALLY UNACCEPTABLE TO CLOSE ANY OF THE STATIONS BOTH ARE NEEDED AND WE PAY FOR THEM ANYWAY WITH OUR INCREASING COUNCIL TAX BILLS GIVE US WHAT WE WANT DONT CLOSE ANY OF U DO CLOSE ST HELENS NOT ECCLESTON

Map 2: D2) What is the first part of your post code:



Author: J Fielding
 Date: 27/10/2015
 Produced using MapInfo
 Strategy & Performance
 Map Reference:

Thematic Map Identifying Density of Responses by Postcode in St Helens

© Crown copyright and database rights 2015 Ordnance Survey 100026956



Map 2 provides an overview of the density of respondents by postcode. The map clearly identifies that of the valid responses to the questionnaire the WA10 postcode had the greatest volume of response with 36. This was then followed by the WA9 postcode with 12 responses. The map clearly shows that the majority of individuals to have responded to the consultation questionnaire were from the local areas being affected by the proposed merger.

Chart 1: Comparison of Age and Gender (D3 and D4)

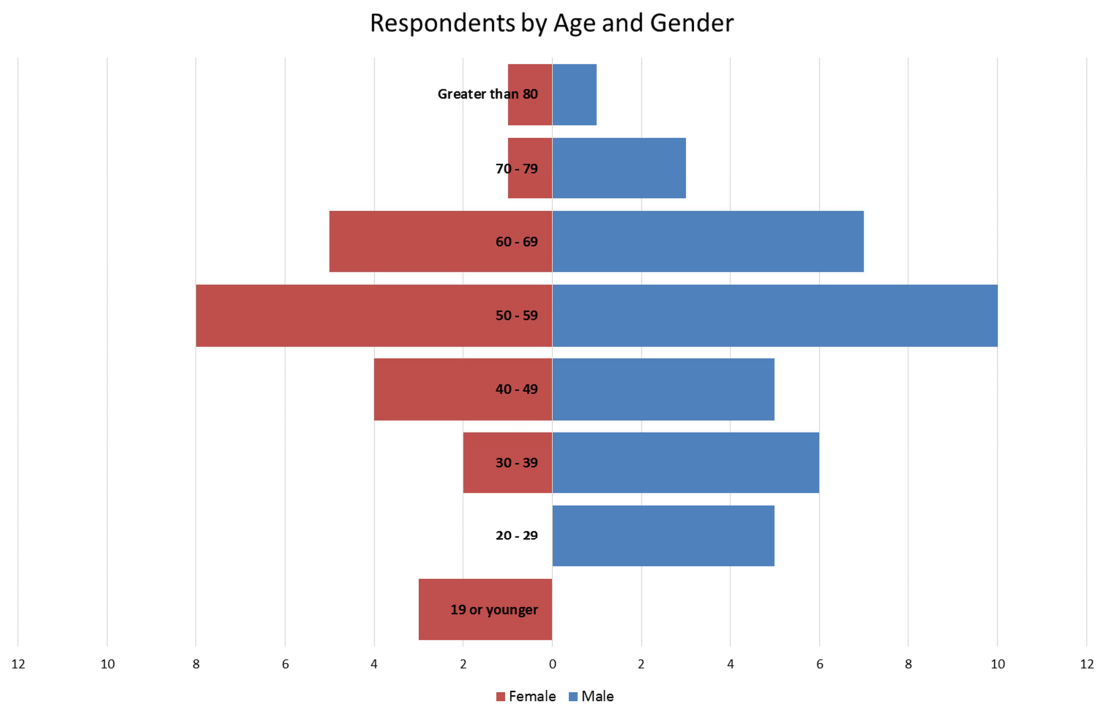


Chart 1 provides a population pyramid graphically representing the ages and genders of respondents. The age group with the greatest count of responses is the 50-59 group with 18 in total; this is then followed by the 60-69 group with 12 responses. The age groups to submit the fewest questionnaires are at the extremes of the age spectrum with the 19 or younger group having 3 respondents and the Greater than 80 group with 2 respondents. The overall count of female respondents was 24, and the overall count of males being 37, in both genders the 50-59 age group were most likely to respond to the survey.

Table 6: D5) Do you consider yourself to have disability?

Age	Yes	No	Total	% Disabled
19 or younger		3	3	0.0%
20 - 29		5	5	0.0%
30 - 39		8	8	0.0%
40 - 49	1	6	7	14.3%
50 - 59	6	12	18	33.3%
60 - 69	3	9	12	25.0%
70 - 79		4	4	0.0%
Greater than 80		2	2	0.0%
Grand Total	10	49	59	16.9%

Table 6 provides a breakdown of respondents by age and whether they considered themselves to have a disability. The majority of respondents, 49 or 83.1% did not consider themselves to be disabled with 16.9% considering themselves to have a disability.

When benchmarked against Census 2011 figures, 22.5% of the St Helens population have long term health problem or disability (where day-to-day activities are limited a lot 11.9% or a little 10.6%). In combination the 16.9%

of respondents to have reported themselves to have a disability is reasonably close to that of St Helens as a whole.

Table 7: D6) How would you describe your ethnic origin?

Response	Total	%
White: English	53	91.4%
White: Scottish	2	3.4%
Prefer Not to Say	2	3.4%
Mixed/Multiple Ethnic Background: White & Black Caribbean	1	1.7%
Grand Total	58	

Table 7 identifies that the majority of respondents 53 or 91.4% were reported as *White: English*. The next largest recorded ethnicities were the *Prefer not to say* and *White: Scottish* groups; with 2 responses each or 3.4% of respondents. A single respondent was *Mixed/Multiple Ethnic Background: White & Black Caribbean*.

When benchmarked against ethnicity data taken from the 2011 Census, 96.6% of St Helen's population was recorded as *White*; therefore the % of valid responses to the survey, are in line with the demographic of St Helens as a whole.

5. Corporate Communications

Table 8: C1) How did you find out about this consultation?

Response	Total	%
Phone	24	33.3%
Consultation Document from Merseyside Fire and Rescue Service/Authority	14	19.4%
Newspaper	13	18.1%
Merseyside Fire and Rescue Service website www.merseyfire.gov.uk	7	9.7%
Word of Mouth	5	6.9%
Facebook - Other Account	4	5.6%
@MerseyFire - Twitter	3	4.2%
Social Media	1	1.4%
Online news website - Echo	1	1.4%
Grand Total	72	

Table 8 identifies that respondents were primarily made aware of the consultation and associated events via direct telephone calls (as conducted by Opinion Research Services) accounting for 24 responses or 33.3%. This was followed by the Consultation Document; accounting for 14 responses or 19.4% then by Newspaper which accounted for 13 responses or 18.1%.

More people were made aware of the consultation events via the Internet and Social Media, than the Radio or Television - which no respondents selected. Concerning Social Media; 7 respondents were made aware of the consultation and associated events via ⁵Facebook and 3 individuals via the @MerseyFire Twitter account.

⁵ The data does suggest that no respondents found out about the consultation via the official MF&RS Facebook page

6. Appendices

Appendix A: Electronic version of the consultation questionnaire

Proposed St Helens and Eccleston Fire Station Merger Consultation Questionnaire

On 3rd August Merseyside Fire and Rescue Authority began a 12-week public consultation on proposals regarding changes to fire stations in St Helens.

A consultation document explains why the Authority is having to make changes to fire stations to deal with budget cuts, and outlines the options of either closing St Helens (Parr Stocks Road) and Eccleston fire stations and building a new fire station on Canal Street, St Helens; or closing Eccleston fire station outright. A link to the consultation document is here:

http://www.merseyfire.gov.uk/aspx/pages/opsResponse/pdf/St_Helens_Consultation_Document.pdf

We are holding public meetings and other events during the 12-week consultation in order to fully understand the views of the public and other interested parties. Information on when and where the meetings will be held is included in the consultation document.

Please read the consultation document and complete the questionnaire below. The Fire and Rescue Authority will consider all the comments it receives before it makes any final decisions.

This questionnaire should take approximately 5 minutes to complete. Thank you for taking the time to tell us your views.

Q1) Having read the newsletter, do you agree that it is reasonable for the Fire and Rescue Authority to make the necessary savings by:

	Strongly Agree	Tend to Agree	Neither Agree nor Disagree	Tend to Disagree	Strongly Disagree
A) Closing Eccleston and St Helens fire stations; building a new station at Canal Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B) Closing Eccleston fire station outright, as the alternative to merger at Canal Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C) For both A and B above, one of the two 24/7 (wholtime) fire appliances would still provide an immediate response to incidents, but we propose that the second appliance would be crewed by on-call wholtime firefighters to provide a response within 30 minutes in exceptional circumstances only (eg periods of high demand).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q2) Do you support including community facilities at the proposed station?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Q3) Do you support the possibility of sharing the proposed station with other blue light services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<input type="checkbox"/> White: Other White Background	<input type="checkbox"/> Black or Black British: Caribbean
<input type="checkbox"/> Mixed / Multiple Ethnic Background: White & Black Caribbean	<input type="checkbox"/> Black or Black British: African
<input type="checkbox"/> Mixed / Multiple Ethnic Background: White & Black African	<input type="checkbox"/> Black or Black British: Other Black Background
<input type="checkbox"/> Mixed / Multiple Ethnic Background: White & Asian	<input type="checkbox"/> Prefer not to say

Other ethnic group (please state): _____

C1) How did you find out about this consultation?

(Please select all that apply)

- Consultation Document from Merseyside Fire and Rescue Service/Authority
- Merseyside Fire & Rescue Service website www.merseyfire.gov.uk
- Newspaper
- Radio
- TV
- Word of Mouth
- Social Media
- Phone
- Online news website

If "Online news website" please specify: _____

C2) If you responded "Social Media" in the previous question, please indicate if this social media was:

- @MerseyFire Twitter
- Merseyside Fire & Rescue Service Facebook page
- Twitter – Other Account
- Facebook – Other Account
- Other

If "Other", please specify: _____

This page is intentionally left blank



Fire Station Options for St Helens

Report of Deliberative Consultation with Members of the Public

September-October 2015

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.

© Copyright October 2015

Contents

Contents	3
Acknowledgements	4
Executive Summary	6
Commission and Background	6
Deliberative Research	6
Summary of Deliberative Findings	7
Overall Conclusions	8
Important Note	8
Introduction	9
Commission and background	9
MFRA's preferred option	10
Deliberative Research	10
Conduct of the discussions	12
Report	19
Deliberative Findings	20
Reasoning about the Draft Options	20

Acknowledgements

Opinion Research Services (ORS) is pleased to have worked once more with Merseyside Fire and Rescue Authority (MFRA) on the public consultation programme reported here. In the deliberative consultation through focus groups and a forum in St Helens the participants engaged with the issues under consideration and discussed their ideas readily; so we trust that this report of findings 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 and budget 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 meetings to share their views 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.

The ORS Project Team

Project Design and Management

Dale Hall

Kelly Lock

Fieldwork Management

Leanne Hurlow

Forum Facilitator

Dale Hall

Report Author

Dale Hall

Executive Summary

Commission and Background

1. ORS was commissioned by Merseyside Fire and Rescue Authority (MFRA) to conduct deliberative consultation with residents' about draft options for two of the three St Helens fire stations. The main consultation issues were:

MFRA's Draft Fire Station Options

Whether to close the Eccleston and St Helens (Parrstocks Road) fire stations while building a new one in Canal Street **or** whether to centralise the emergency cover for both station areas at St Helens. The former option may be called a 'merger' while the latter option would simply be a closure of the Eccleston fire station.

MFRA's Draft Fire Engine Proposal

To reduce the wholetime fire engines by making one of the current two pumps a 'reserve' or 'resilience back-up' vehicle for periods of exceptional demand.

2. Because locating emergency cover at St Helens fire station only would lengthen average response times to Eccleston significantly (compared with providing a new station at Canal Street), MFRA prefers the 'merger' option.

Deliberative Research

3. The four consultation meetings reported here all lasted for at least two-and-a-half hours and in total there were 37 diverse participants. The participants were recruited by random-digit telephone dialling from the ORS Social Research Call Centre. 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.
4. 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 local residents the opportunity to comment in detail on MFRA's draft options. Because the participants were diverse, the outcomes of the meeting (as reported below) are broadly indicative of how informed St Helens opinion would incline on the basis of similar discussions.
5. The meetings began with a short review of the background issues and the range of options considered by MFRA in order to reduce its expenditure. The introduction also showed how

risk, measured in terms of the number of critical and other incidents, has reduced by more than half in nine years. Based on its population of about 1.4 million people, MFRA has more wholtime fire stations than any other area of the country, including London, and so each of its 25 stations (following the closure of Allerton station on April 1st 2015) covers a relatively small area.

6. The participants were also told that both draft options, when combined with the proposed crewing changes would save about £864,000 per annum by allowing up to 22 fire-fighter posts to be phased out, probably without the need for compulsory redundancies.
7. The meetings were informed explicitly about the impact on response times of closing two stations and covering their areas primarily with one full-time engine, either from the proposed Canal Street site or from St Helens (if the Eccleston station were closed without a merger).

Summary of Deliberative Findings

All-St Helens Forum

8. After lengthy discussions, the forum of 16 was almost unanimous that the merger of two fire stations on the new Canal Street site would be the best of the options. Only one person abstained when the balance of the meeting was taken.
9. Almost three-quarters of the participants also thought the merger proposal was reasonable in all the circumstances, with only one person objecting and four recorded as 'don't knows.'
10. Everyone agreed that Canal Street was an appropriate and suitable site for the proposed new station.
11. Finally, the forum of 16 was also almost unanimous that it was reasonable to re-classify the second fire engine as a reserve or resilience vehicle. Only one person was recorded as a 'don't know' on this issue.

Three Focus Groups (Eccleston, St Helens and Canal Street)

12. The three focus groups were overwhelmingly of the opinion that a merger of two fire stations on the new Canal Street site would be the best of the options.
13. They also thought that the merger proposal is definitely reasonable in all the circumstances.
14. A big majority thought that Canal Street is an appropriate and suitable site for the proposed new station.

15. Finally, a large majority thought that, given the levels of risk, it was reasonable to re-classify the second fire engine as a reserve or resilience vehicle; but about a third of participants would prefer to keep the second vehicle deployed as normal.

Overall Conclusions

16. Clearly, the proposals for a merger of the two fire stations at Canal Street and the designation of the second fire engine as a reserve vehicle were approved in the consultation.

Important Note

17. This executive summary cannot do justice to the arguments and reasons of the 37 participants in the deliberative forum and focus groups, so readers are encouraged to refer to the full report (in the following chapters) for further information about people's opinions.

Introduction

Commission and background

18. ORS was commissioned by Merseyside Fire and Rescue Authority (MFRA) to conduct deliberative consultation about draft options for two of the three St Helens fire stations. ORS's role was to recruit and facilitate the deliberative meetings and to report the findings to MFRA. The main consultation issues were:

MFRA's Draft Fire Station Options

Option 1

Whether to close the current Eccleston and St Helens fire stations while building a new one at Canal Street in St Helens

Or

Option 2

Whether to centralise the emergency cover for the two current stations at the current St Helens station while closing the Eccleston station.

19. Option 1 may be called a 'merger' while the latter option would simply be a closure of the Eccleston fire station.

MFRA's Draft Fire Engine Proposal

Regardless of which of the two options is adopted, MFRA also proposes to reduce its wholtime fire engines by making one of the two current pumps (one at each of the two stations) a 'reserve' or 'resilience back-up' vehicle for periods of exceptional demand. The reserve fire engine would be based alongside the fully operational vehicle, at either the new Canal Street station or at the existing St Helens station.

20. MFRA has conducted extensive engagement and consultation 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. Hence, the consultation programme reported here followed an earlier all-Merseyside 'listening and engagement' process that considered hypothetically a wide range of policies and options for MFRA in the context of its reduced budget due to public expenditure reductions.

MFRA's preferred option

21. Because option 2 (not developing a new station at Canal Street but centralising emergency cover at St Helens station) would lengthen average response times to Eccleston significantly, MFRA prefers option 1. In other words, the Fire Authority's preferred option is to 'merge' the two fire stations rather than just close the Eccleston station.

Deliberative Research

22. The four consultation meetings reported here all 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 draft options in detail. The meetings lasted for at least two-and-a-half hours and in total there were 37 diverse participants. The dates of the meetings and attendance levels by members of the public at each forum are as shown in the table immediately below.

Area of St Helens	Time and Date (2015)	Type of meeting and number of attendees
Eccleston station area	18.00 – 20.45 Tuesday 22 nd September	Focus Group 7
Canal Street area	18:00 – 20.45 Wednesday 23 rd September	Focus Group 8
St Helens station area	18.00 – 20.45 Thursday 24 th September	Focus Group 6
All-St Helens	18.00 – 20.45 Tuesday 13 th October	Forum 16

23. The attendance target for each of the focus group meeting was between 7 and 9 people, and for the forums it was 15 – so the total of 37 participants was within the planned range.
24. 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.

25. 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).
26. Consequently, 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	Eccleston FG	Canal Street FG	St Helens FG	All-St Helens Forum	Overall
Gender	Male: 3 Female: 4	Male: 4 Female: 2	Male: 4 Female: 4	Male: 9 Female: 7	Male: 20 Female: 17
Age	16-34: 2 35-54: 2 55+: 3	16-34: 1 35-54: 4 55+: 1	16-34: 3 35-54: 3 55+: 2	16-34: 2 35-54: 6 55+: 8	16-34: 8 35-54: 15 55+: 14
Social Grade	AB: 3 C1: 1 C2: 1 DE: 2	AB: 1 C1: 1 C2: 1 DE: 3	AB: 1 C1: 2 C2: 1 DE: 4	AB: 3 C1: 5 C2: 2 DE: 6	AB: 8 C1: 9 C2: 5 DE: 15
Limiting Long-term Illness	1	1	1	4	7

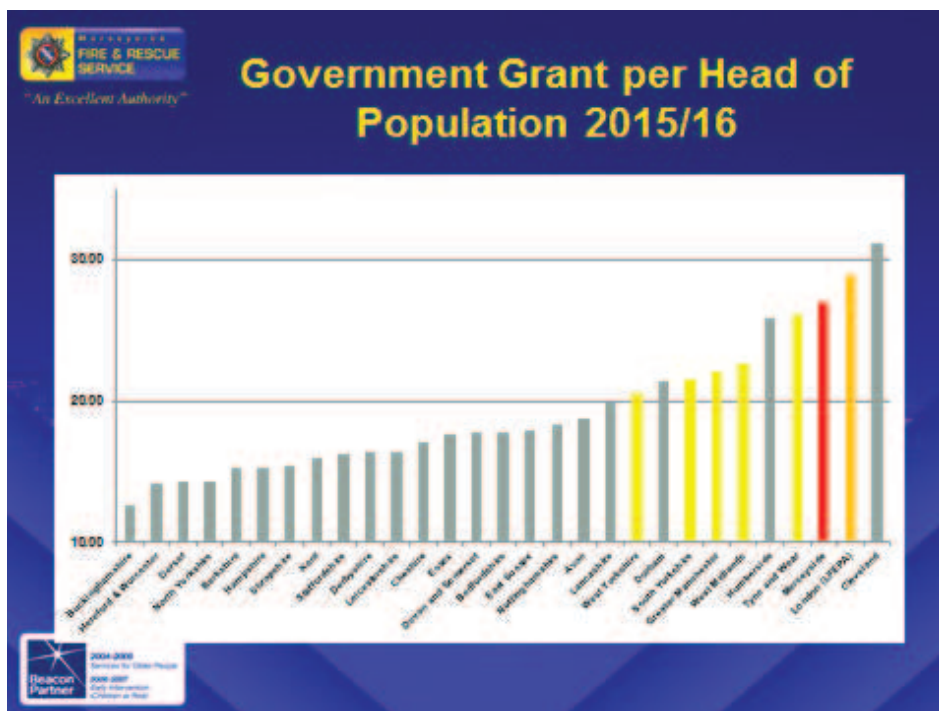
27. To conduct the deliberative meetings based on the fullest possible information for participants, ORS worked with MFRA to prepare informative stimulus material for the meetings before facilitating the discussions and preparing this independent report of findings.
28. Although, like all other forms of qualitative consultation, deliberative forums cannot be certified as statistically representative samples of public opinion, the four meetings reported here gave diverse groups of St Helens residents the opportunity to comment in detail on MFRA's draft options. 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.

Conduct of the discussions

Background information

29. 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 trends showing a reduction in risk when measured in terms of the number of critical and other incidents per year
 - Sources of funding for 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.
30. The four meetings were also informed of the wide range of options considered by MFRA in order to reduce its expenditure, including:
- More low-level-activity-and-risk (LLAR) fire stations
 - Some day-crewed fire stations
 - Some community retained (RDS) fire stations
 - Closing some fire stations
 - Merging some fire stations.
31. In passing, it is worth noting that wide-ranging 'listening and engagement' meetings in January 2014 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.
32. Following the short review of the wider general 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 current expenditure levels and known financial information, but not taking account of current proposals

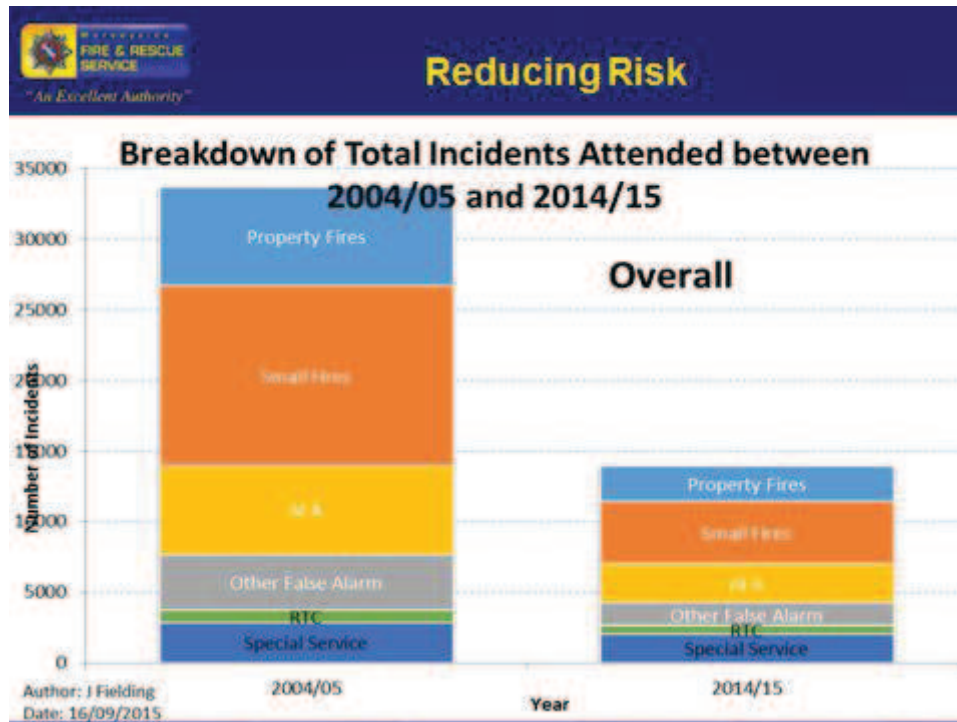
33. These financial challenges were explained neutrally as constraints requiring reductions in spending to be made on a progressive basis. In order to encourage free discussion, the financial position was not used as a repeated justification of the draft proposed options: participants were invited to assess the options on their general merits, albeit within a generally constrained position.
34. 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 funding and much reduced risk levels 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 or county council fire and rescue services.
35. For example, the chart below shows that, relative to most other fire authorities, Merseyside still receives high funding relative to its population size.



36. Therefore, even in recent years, MFRA has been able to maintain a relatively high level of expenditure per head of population – as the chart on the next page shows.

Reducing risk

39. 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 ten years, as the chart below shows.



Consultation issues

40. The final and longest part of each meeting was devoted to detailed discussion of the draft options for two of the three St Helens fire stations, which were explained as follows:

Option 1

Building a new community fire station at Canal Street

Closing the one-pump stations at Eccleston and St Helens town

Canal Street fire station then to have a single 24/7 pump, with another as a reserve or back-up resilience vehicle and not normally crewed – but 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

The change in status of the second fire engine (to become a reserve vehicle) would be immediate.

Option 2

Closing the one-pump station at Eccleston

Providing emergency cover for the Eccleston and St Helens town areas from the St Helens fire station

St Helens town fire station to have a single 24/7 pump, with another to be a reserve or back-up resilience vehicle – not normally crewed, but with a crew subject to recall within 30 minutes for exceptional incidents or spate conditions

As with Option 1, 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

The change in status of the second fire engine (to become a reserve vehicle) would be immediate.

41. In other words, there were two options and a further proposal regarding the number of fire engines to be deployed full-time in St Helens. Option 1 may be called a 'merger' while the latter option would simply be a closure of the Eccleston fire station. The further proposal was to reduce the wholetime fire engines by making one of the two engines a reserve or resilience back-up vehicle for periods of exceptional demand.
42. In each meeting great care was taken to ensure that participants understood the two fire station options as well as how the second (reserve) fire engine would be crewed and used.
43. The participants were also told that the merger and proposed crewing arrangements would save about £864,000 per annum by allowing up to 22 fire-fighter posts to be phased out, probably without the need for compulsory redundancies.

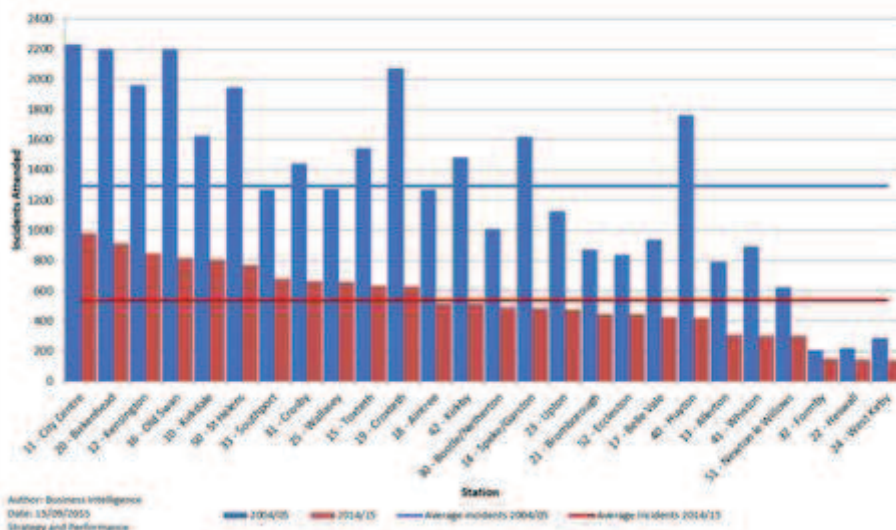
Local risk

44. As well as the financial context, the four meetings considered the relevant evidence about reducing local 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 across all fire stations in the last ten years, and in St Helens in particular – as shown in the next two charts on the following page.

Reducing Risks – Incident Numbers



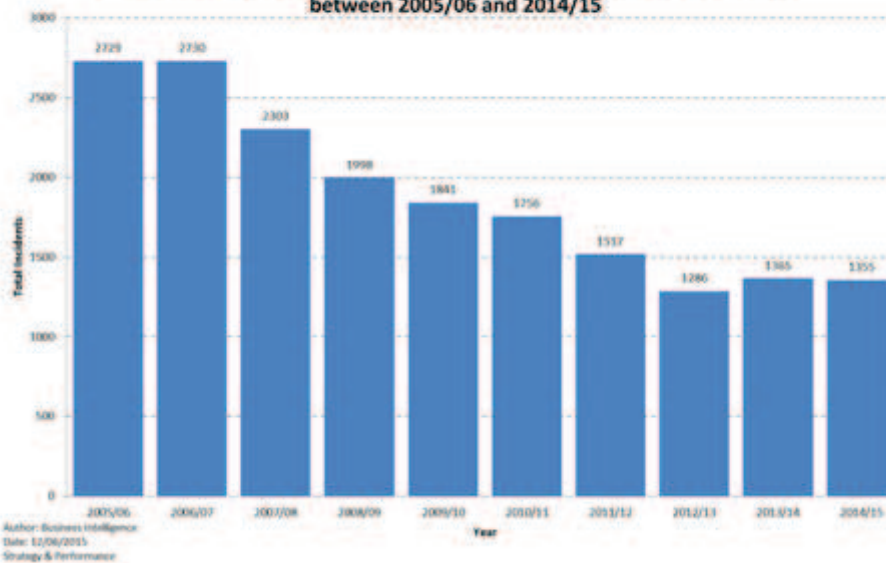
Comparison of Incidents attended by Station Ground. Between 2004/05 and 2014/15



Incidents in St Helens (incl. Eccleston)



Total Incidents Attended Within St Helens and Eccleston Station Areas, between 2005/06 and 2014/15



Response times

- In addition, the meetings were informed of MFRA’s response time target (to attend life risk 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 all-Merseyside average time for life-risk incidents (5 minutes 24 seconds).

46. Finally, the meetings were informed about the impact on response times of (a) closing two stations and covering their areas primarily with one full-time engine from Canal Street *and also of* (b) closing Eccleston and providing the same cover from St Helens.
- (a) From the two current stations, the average response times, based on actual incidents in the Eccleston and St Helens town areas, are 5 minutes 40 seconds and 5 minutes 51 seconds respectively. From the proposed Canal Street base, the predicted average response times to the same incidents would decrease to 4 minutes 47 seconds and 5 minutes 2 seconds respectively. The average over the whole area would be 5 minutes 41 seconds.
- (b) If services were located at the current St Helens station (rather than Canal Street), then the predicted average response time to Eccleston would *increase* from 5 minutes 40 seconds to 6 minutes 44 seconds.
47. Overall, the facilitator encouraged participants to consider the options *in principle* – on their merits, in terms of suitability, sustainability, resilience and acceptability for St Helens and Merseyside – rather than to just accept one or other as inevitable. In other words, financial issues were not the primary focus of the discussion: the options 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. Of course, the improvements to response times achieved by centralising emergency services at Canal Street was influential in the discussions.

Protected characteristics

48. Finally, while considering the draft options, participants in all the meetings were encouraged to consider whether they 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 options.

Report

49. The next chapter concisely reviews the sentiments and judgements of participants about MFRA’s options for the two fire stations and the proposal for changes to one of the fire engines. 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.

Deliberative Findings

Reasoning about the Draft Options

Introduction

50. 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 options. Therefore, this section concisely reviews the opinions, reasons, considerations and attitudes of the participants.
51. Because they were so similar in outcome, the three focus group meetings are combined in the following review, while the forum is treated separately.

Questions and Issues

52. The discussions showed that many people were unaware of how the fire and rescue service is run, and so in all the meetings there were many interesting questions about matters of fact and strategic planning issues – for example:

How effective is MFRS's prevention work?

Will prevention work be maintained in the context of reduced funding?

Has a possible increase in the number of deaths as a result of less prevention and resources been taken into account?

How is MFRS working to reduce the false alarms from automatic fire detection systems?

How are fire engines crewed?

How do Low Level Activity and Risk (LLAR) stations work compared with other wholetime fire stations?

How do community retained fire stations operate and how are retained fire fighters paid and trained?

How critical are response times in relation to fatality rates?

How is dynamic emergency cover managed when there are big or multiple incidents?

Have there been times when there were too few fire engines to cope with the level of demand?

Will reduced resources will mean increase community risk?

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?

How will MFRA manage potential redundancies?

What will happen with the service if there are more reductions to be made by 2020? Will the service still be viable?

Is it possible that the worst-case scenario for MFRS would be to have 10 fire engines in operation? That impression has come from inside MFRS!

Influential factors

53. There is no doubt that a very influential consideration in all the discussions was that average response times are predicted to improve from the proposed Canal Street fire station. From the two current stations, the average response times to actual incidents in the Eccleston and St Helens town areas are 5 minutes 40 seconds and 5 minutes 51 seconds respectively; but from Canal Street the predicted average response times to the same incidents would decrease to 4 minutes 47 seconds and 5 minutes 2 seconds respectively; and the average over the whole area would be 5 minutes 41 seconds. Participants understood these issues and took them into account in relation to both the merger and second fire engine proposals.

All-St Helens Forum

Discussions

54. Apart from the issues outlined above, some of the key comments and questions in the all-St Helens forum were:

The new station would be dealing with more incidents (about 1,200 per year) than any other station in Merseyside – the others would be significantly quieter than Canal Street!

The merged station area looks like it's the largest station area compared with all others

What's your worst response time in St Helens?

Do fire stations across the country vary in their resources and organisation?

Does a fire engine have the ability to fight fires in say a second floor flat – does its ladder reach that far?

Have the fire fatalities happened in separate incidents or have several died together in some?

Does the reduction in fire engines mean that your resilience vehicles will be sent all across Merseyside?

How do you decide where the resilience vehicles will be based – does it depend on response times?

Why is the projected increase in the MFRS budget apparently so big, given that the number of firefighters is reducing – are the figures realistic?

Do all the changes mentioned balance the budget this year?

How would the new fire station be financed?

What's the condition of the two current fire stations?

What are the station boundaries in St Helens – how do we know which station serves us?

Will Eccleston close while you are building the new Canal Street station? What would be the response time across Eccleston while the station was closed and until you had the new station?

Do you anticipate any objections to the Canal Street site?

Have the plans for Canal Street been already approved by St Helens Council?

How long will it take to create the new station at Canal Street?

55. Overall, after considering the responses to their questions, participants were sympathetic to MFRS's challenges, but they also wanted guarantees of good faith in respect of the Canal Street station:

You are between a rock and a hard place!

Can you get it in writing [from the Fire Authority] that the new station will not be abandoned in the light of further reductions?

56. More generally, participants stressed the importance of continuing prevention and education work in the community and of working with other blue light agencies – for example:

The work you do in the community is important, but will you be reducing that due to the financial reductions? I've been a community volunteer and seen how valuable the work you do can be with potential young fire setters?

I know that work in schools is important – are you continuing that?

Is there any prospect of co-responding to medical emergencies with the ambulance service, like in Greater Manchester? If this is a potential additional role, then that could mean that we should retain as many sites as possible – as response bases from which fire engines could be deployed.

Balance of Opinion

57. After lengthy discussions, the forum of 16 was almost unanimous that the **merger** of two fire stations on the new Canal Street site would be the **best of the options**. Only one person abstained when the balance of the meeting was taken.
58. Almost three-quarters of the participants also thought the merger proposal was **reasonable** in all the circumstances – with only one person objecting and four recorded as ‘don’t knows.’
59. Everyone agreed that Canal Street was an appropriate and **suitable site** for the proposed new station.
60. Finally, the forum of 16 was also almost unanimous that it was reasonable to re-classify the **second fire engine as a reserve or resilience vehicle**. Only one person was recorded as a ‘don’t know’ on this issue.

Three Focus Groups

Discussions

61. The issues raised in the discussions were not dissimilar to those outlined above in relation to the all-St Helens forum. For example, there were positive comments about the value of prevention work:

It would be a good idea to give people free fire alarms for their houses – that’s a good safety measure that should be advertised widely

My fire alarms were installed by MFRS who just knocked on the door and offered them to us.

62. In terms of the specific proposals and options, attention focused on more local issues and some typical questions and comments were:

How can there be “no crisis” when the resources have reduced so much already? You have reduced fire engines a lot and now there will be even fewer fire stations!

What would happen if there were multiple incidents in the area – could the fire engine(s) cope?

Does your strategic planning take account of new housing developments?

What’s the impact of the reduction of non-uniformed staff on the amount of prevention and education work that you do?

Will the reductions in staff involve compulsory redundancies? Would further cuts lead to compulsory redundancies?

How would you accommodate the 22 firefighters from the reserve vehicle

How many firefighters work on each station now and how many would there be on the new merged station?

*In what way are the two older stations poor? How run down are they?
How can you afford to build a new fire station while you're making savings?
Would Newton station be down-graded now?
When would the new fire station open?*

63. There were some positive comments about the potential impact of a community fire station in Canal Street – for example:

I've heard how good the fire stations are at community relations and out-reach activities

My fire house is on the proposed Canal Street fire station map (near the site)! A fire station merger on Canal Street would be very desirable and sound – I could even imagine a wind turbine on the site if it would help the green agenda

You could use the new station as a hub for the Fire Service and the Ambulance Service

It would be good if the ambulance service could also work from the same site – to share costs and improve cooperation

A fire station exercise and health advice unit near to my house would attract me to use it!

64. Insofar as there were reservations about the proposals they mainly concerned the immediate designation of the second fire engine as a reserve or resilience vehicle subject to 30 minutes recall in exceptional circumstances. Overall, about a third of the participants had reservations about this proposal. Some people said, for example:

I have big reservations about this – it would be better to have more LLAR stations and keep two fire engines here.

You could consider other areas [of Merseyside] to make savings, where there are more fire stations per head of population than in St Helens.

65. However, there were also a few critical comments about the Canal Street site:

I'm concerned about the location of the proposed station – because the traffic congestion around there is very bad – there are lights and a roundabout in a very small area

I live on Fleet Lane very close to the fire station – so the proposal would take away our very close station, which will slow the station down for us

The St Helens station is in an ideal spot for St Helens.

66. There were also some more general critics who felt that St Helens was less appropriate for changes than other parts of Merseyside – for example:

You've made a good case for a merger, but I still feel we are between a rock and a hard place in St Helens – I want to know, "Why St Helens?"

67. Others did not think the proposals for St Helens were unreasonable:

There is more free space for a new fire station in St Helens.

68. Overall, following the detailed discussions in the three focus groups, there were some fatalistic comments, but also some much more positive views about the proposals and consultation – for instance:

Your hands are pretty much tied!

It's forced on us but it has to go ahead

Something needs to be done to meet the budget constraints – so it is best to do it quickly and make the savings effectively – it is the best we can do in the circumstances

The MFRS does brilliant work – and it's good to have such senior officers here – and you must worry a lot about reducing the firefighter posts so much!

The proposals seem sensible and risk-based in the circumstances.

Balance of Opinion

69. Like the all-St Helens forum, the three focus groups were overwhelmingly of the opinion that a **merger** of two fire stations on the new Canal Street site would be the **best of the options**.
70. They also thought that the merger proposal is definitely **reasonable** in all the circumstances.
71. A big majority thought that Canal Street is an appropriate and **suitable site** for the proposed new station.
72. Finally, a large majority thought that, given the levels of risk, it was reasonable to re-classify the **second fire engine as a reserve or resilience vehicle**; but about a third of participants would prefer to keep the second vehicle deployed as normal.

This page is intentionally left blank

Q and A from St Helens Consultation October 1, 2015

Questions answered by the Chief Fire Officer following a presentation

Q:

One of my concerns is there are only two entrances into the station.

A:

We will get access in from the Linkway. We will come out on to Canal Street. It will give us a green wave, which gives us the green light so that lets us out.

Q:

So you can affect those lights?

A:

Yes.

Q:

You said there could be closures. Does that mean we could be left with no new build and we could be left with two stations closed?

A:

No if Eccleston was closed without a new build at Canal St the station at Parr Stocks Rd would have to be substantially redeveloped or rebuilt.

Q:

You're building the brand new station, is that cost effective when you've already got one or the other there?

A:

We can't afford both of the stations. We can only afford one fire appliance's worth of people. The buildings can also get very costly.

If we were left with Parr Stocks it's expensive to repair. It is well beyond the assumed life of one of our fire stations. It would cost around £4.5m to £5m to build a new station.

Q:

Do you have the funding to build that?

A:

Yes because we have the grant.

Q:

Won't response be different because there will be fewer fire appliances? The resident said there were issues with waste disposal sites in the area.

A:

Chief said we have a protocol around waste disposal sites.

Q:

The user groups at Parr Street would they have more?

A:

We would factor that into the new design.

Q:

So the groups at Parr Street will be offered that if they went?

A:

Yes they would.

Q and A from St Helens Consultation October 6, 2015

Questions answered by the Chief Fire Officer following a presentation

Q:

How many fatalities have there been in St Helens this year?

Chief:

There have been two.

Q:

Surely it would make more sense to close Newton-le-Willows and bring their appliance to Parr, as the Authority pays £2m a year on the PFI. Why does Newton need to keep its pump?

A:

Newton is a PFI building and the PFI deal was initiated over ten years ago. At that point in time the MFRA could never have predicted what would happen in 2010 and beyond in terms of austerity.

Q:

MF&RS have built the stations and they are more like social services. In places like Whitefield in Manchester they still have old fire stations.

A:

Newton is a PFI so nothing can be done about that and nothing can be done about the other PFI buildings because the costs are fixed. MFRA could never have foreseen the extent of the cuts over this last Parliament. The crewing system in Newton is still the most efficient way of delivering 24 hour response. The Authority is not going to use Low Level of Activity and Risk (LLAR) crewing more broadly however, which the Fire Brigades Union supports. The mergers are the options that deliver the least impactful outcome.

Q:

MF&RS has given up with the lobbying, they should try to contact the Government and try to get out of the PFIs.

A:

Lobbying has not stopped and it will continue. This a majority Government and whether we like it or not they have a mandate for austerity.

PFI stations are different to hospitals as the usage is much less as are the overheads. A number of the PFI stations are in key locations. There is nothing the FRA can do about the PFI situation but will continue to drive efficiency out of the PFI

contract. Any new station will not result in borrowing. The payments on the PFI stations are not excessive. It is a very good deal.

Q:

Why is Merseyside the most expensive Authority in the country by grant and fifth most expensive by population.

A:

It's a legacy. In the 1930s Liverpool's population was 850,000, when it had significant operational docks etc that were "A Risk" (industrial). Since then and most acutely in the late 1970s and early 80's there was then what has been referred to by Lord Howe as the 'managed decline of Liverpool'. The population of Liverpool fell by 100,000 and the St Helens population fell by 20,000. The infrastructure in Liverpool supports a population of one million people but the actual population is half of that.

Q:

We therefore get a better service at the moment than the rest of the country?

A:

Yes we do. The run times in Cheshire (for example) are slower because of the distances between stations and the size of the station areas. Merseyside is still very fast.

Q:

There is no doubt Canal Street will provide a better service than the alternative, but will Skelmersdale still serve as a back-up to Rainford?

A:

Skelmersdale will make the second attendance to Rainford junction as they do now.

Q:

I had a big fire and appliances couldn't get there because they were too big and Skelmersdale used small appliances.

A:

Merseyside appliances are rescue pumps with the highest level of equipment provision. All standard pumping appliances are of a similar size.

Q:

What debt has the Authority got? Also is there anything in place for new road layouts?

A:

The debt is about £44m and that was inherited from measures taken in the past to avoid firefighter redundancies, not for PFI. The Authority has £24m in reserves so

you could argue the debt is £20m. Some of that amount is earmarked to pay for new stations, which would be match funded by DCLG.

With regards to the Canal Street site we will seek a green wave system where all of the lights will turn green on receipt of a mobilisation. The area around Linkway is no busier than anywhere else in Merseyside.

Q:

There is only one set of lights on Canal Street.

A:

The green wave will get us on to the Linkway. At this point in time I can't comment on planning issues. It may be that the Local Authority put lights in at other points in the vicinity of the station, but that's a planning issue.

Cllr Linda Maloney (Vice Chair of the Fire and Rescue Authority and a St Helens councillor) said she wants to assure people that the Authority has not stopped lobbying and will never stop lobbying. MFRA is one of the most expensive fire and rescue service because we have wholtime, fully trained firefighters, we don't have retained firefighters.

She said she wasn't on the Authority when the PFI stations were brought in but that they are brilliant. They have gyms. They bring the community together.

A member of the public said yes but they should just be fire stations.

The Chief said they are there for the community and that firefighters need the gyms to maintain fitness, so the community should also get the benefit.

Q:

When you say incidents have reduced are you talking about the same like-for-like figures as ten years ago?

A:

Yes. We carried out a lot of Home Fire Safety Checks and fitted smoke alarms which has had a significant impact on reducing incidents. However it doesn't matter how many incidents there, we still need to get there quickly. The Government might use that argument but I don't because there is still life risk.

Q:

I live in Eccleston and it has been built up and built up. The fire station is opposite. Am I at more risk if Eccleston closes?

A:

The risk is also about you as an individual. The risk to you personally is not higher.

If you live in Millfields an appliance will take longer to get there in the future. If you live nearer Canal St and the merger proposal is pursued by the Authority, it won't.

Q:

Eccleston is being put at risk.

A:

Overall Eccleston's station area has quicker predicted run times with the merger proposal.

Q:

What happens if you live in a big farm?

A:

Appliances will respond from the nearest stations.

Q:

How many appliances are there at the moment?

A:

We have three appliances in St Helens.

Q:

How many will you have?

A:

We will have two wholetime and one wholetime retained appliances which is a resilience appliance (on a 30 minute recall).

Q:

But with the overall time of response we're still going to be one of the best responders in the country?

A:

Yes we will.

Cllr Robbie Ayres (or the Fire and Rescue Authority and St Helens council) said that firefighters don't attend as many automatic fire alarms anymore. The Authority has lost a third of the service. The cuts are there, if the Authority doesn't make the changes, someone from London will come up and do it for them. Someone who doesn't care.

Q:

If you've got one fire appliance and the other comes half an hour later how are you going to guarantee the safety of your teams? That first pump will be on its own for half an hour.

A:

The pumps won't be on their own for half an hour. The second retained appliance won't be used for immediate mobilisation.

The attendance of the second fire engine is going to take longer, but it will continue to come from surrounding stations (where cuts are also having to be made). There is nothing you can do about that. The alternative is we close stations in Liverpool now and we come back to St Helens but then we would have to consider outright closures because we won't have the Government capital to build the new station.

Q:

The logical thing is to shut Newton.

A:

It isn't and we can't do that, because the Authority will have to continue paying for it, regardless of whether it is open or closed.

Q:

You're putting your crews at risk.

A:

The cuts are inevitable. Our base prediction is we might end up with 14 stations. I'm the one who ultimately held to account for service delivery. The Firefighters responding to incidents are my colleagues. This is the least worst thing to do.

Q:

What if the death toll goes up in Rainford?

A:

Across Merseyside deaths are going up. Our fire deaths across Merseyside this year will be in to double figures. However the excess winter deaths in Liverpool alone will be around 300. The figures for accidental fire deaths are very small in comparison.

The Secretary of State for Communities will compare those figures. I have been down to Westminster and given evidence to the Commons Select Committee. Our argument is not strong compared to other areas of the public sector.

Q:

At the end of the day, you're responsible for people like me.

A:

But there won't be another government change until 2020. What I can say is that it stops here in St Helens. The base case in St Helens will be two stations.

Q:

Would you do day crewing?

A:

It would extend response times. We already do a faster response version of day crewing at Newton. With true day crewing I don't have an appliance there during the night.

I want five people crewing in order to achieve safe systems of work for Firefighters but that means fewer fire engines.

Q:

The smoke alarms [installed in early Home Fire Safety Checks], it must be getting close to the ten year battery life.

A:

We moved to a risk based approach which means not everyone gets free smoke alarms. Anyone over 65 gets them and anyone other than that we provide alarms on a cost recovery basis.

Q:

Physically you were having two crews to put them up. There are not enough crews to do the work now. The smoke alarms have done more harm than good.

A:

We use Fire Support Network who provide the service using volunteers.

We only target the high or medium risk because we know we have the resources to visit them.

Q:

When are you going to have Canal Street up and running?

A:

The consultation process will conclude, then a report is taken to MFRA with the views that people have expressed and I will make a professional case that takes that into account. Assuming the Authority approve my recommendations, there will be a pre-planning application that would go to St Helens Council. Assuming it was granted we would engage with NWS and the police as to whether they want to come in. I think it would be about 18 months.

Any valuation we have had has not gone into the public domain as it might compromise the ability of the Authority to get the best price for disposal of the existing stations.

A member of the public said isn't it time that the individual looks after themselves? Why does it have to be the Authority that has to do it?

Q:

Is Parr Stocks road going to be demolished?

A:

We will work with St Helens Council over disposal of the existing stations.

Q:

I do think the Fire Authority should lobby Government to make it compulsory that all new properties have smoke alarms.

A:

They do. New properties should have hard wired smoke alarms.

Q:

This consultation from what I gather, it's cut and dry but will anything you've heard shed any light on how you view St Helens?

A:

I don't disagree with anything you've said but this is the most pragmatic approach because I know what's coming in terms of further cuts. The proposal delivers the least worst outcome for St Helens for the remainder of this parliament.

Comment:

We just get fed up of hearing about these cuts. I'm sick of hearing about it. It's as though it's becoming the norm for not doing anything

Q:

Over the 24 hour period is there a profile for fire incidents?

A:

We used to have peaks for small fires. The life risk profile now is broadly the same across the day. That is why it is important to maintain fast response times at all times.

Around 12 people attended the public meeting on September 29, 2015, at Cowley International College. This included a St Helens Star journalist.

Questions answered by the Chief Fire Officer following a presentation

Q:

I do not understand the “retained bit” during the Chief’s presentation. Is it like in America where they lifeboat services are called to come out and help?

A:

“Retained” in this context refers to retained contracts held by full-time firefighters based in St Helens, who are paid additional money (a retaining fee) to be on call on the middle two days of their (four day) off duty period to operate the retained fire engine on a 30 minute recall (i.e. the appliance would not provide an immediate response to an incident).

Q:

Have you still got the two fire engines [under this arrangement]?

A:

There would be two fire engines (the second being crewed as detailed above).

Q:

Can you explain more about the second fire engine response time? [after the Chief mentioned the second fire appliance at a life risk incident would take longer under the proposals].

A:

The second fire appliance could take longer to get to an incident, compared to now, due to the reduction in the number of stations throughout Merseyside. A second fire appliance that would currently come from Eccleston, could come from Newton-le-Willows, the new Prescott station, Kirkby or further afield.

Q:

Would the response by a fire engine would be quicker into the Eccleston Park area with the proposed new station on Canal Street and due to the new station being built in Prescott?

A:

The first and second fire engines would respond quicker into Eccleston Park due to the new station in Prescot, once that station has been built. The response, due to the location of the new Prescot station, would be quicker into Eccleston Park and there would be a quicker response to anything on the west side of Eccleston due to the location of the new Prescot station.

Q:

According to information on the Merseyside Fire & Rescue Service website, there appears to be 9 stations in Liverpool for a population of 470,000; so a station per 52,000 people – but the changes for the St Helens area would mean one station for 88,000 people. Where's the equity in that?

A:

The facts are correct. The number of current Liverpool stations is historic; due to the area having a population of 850,000 in the 1930s. Liverpool stations could be closed before St Helens and Eccleston, but to take advantage of the Transformation and Efficiency funding available from the Government it made financial sense to merge St Helens and Eccleston at Canal St whilst the funding was available as it may not be available in the future. Additional stations will need to close in Liverpool in the future to deal with the further cuts expected.

Q:

The transformation funding money looks like a “bribe”. Why haven't the public spoken up more about the cuts and reductions in funding. Why are we letting it happen?

A:

I have given evidence to a House of Commons Select Committee on the dangers that would result from funding reductions; making people less safe. There was a campaign run by the Liverpool Echo in the 2013/2014 financial year, along with a petition, but the petition only attracted around 2,000 signatures.

Comment: Fire and Rescue Authority Vice Chair and St Helens Councillor Linda Maloney told the meeting that the Chief Fire Officer had invited ministers to Merseyside to see what the Service does and to explain how funding reductions could affect the Service. The Councillor said Authority members were working hard to protect the Service, but the proposals were the least worst options and that no-one wanted to make the savings but there was no choice.

Q:

Could Eccleston be kept and St Helens (Parr Stocks Road) could be closed. Rainford could have emergency response cover from Skelmersdale and Billinge could have emergency response cover from Wigan.

A:

You are right in some ways as fire and rescue services do assist one another near their county borders. But you would not close St Helens and just stay at Eccleston because, due to the central location of the current St Helens Fire Station in the county, St Helens is in a better geographical location in terms of a fire engine getting to locations quicker (and within the MF&RS response standard).

Q:

Why was Eccleston Fire Station built? The building of Eccleston was a lever for closing the fire station at Rainford.

A:

Rainford fire station was a “community retained” station, which meant that the appliance was always delayed in responding by at least 5 minutes to give enough time for retained firefighters to get to the station from their homes or places of work. A fire engine staffed by full-time firefighters could get to an incident quicker than the retained crew which was probably one of the reasons it was shut. The other reason was that it would have proven difficult to recruit sufficient retained firefighters from the local population to provide a good service. As to why Eccleston was built, that happened before I joined the fire and rescue service, but I think it was might have been due to the National Standards of Fire Cover that existed at that time. They dictated how quickly a certain number of fire engines had to get to industrial sites, some of which were in the St Helens area.

Q:

Parr Stocks fire station covers the majority of the Pilkington’s site but Eccleston only covered a small industrial area on a road.

A:

Three appliances were sent to incidents in ‘A’ risk areas when the old national standards of fire cover were in operation and the station at Eccleston was probably required to ensure they attended within the times allowed in the standard.

Q:

Is there likely to be a change of Government soon and how long is this funding reduction situation going to carry on?

A:

It is unlikely that there will be a General Election before 2020. The Government has set out in their manifesto what they intended to do in regards to public finance, reducing the deficit and funding for public services and I believe that the Government will follow what they have set out.

Q:

Is the Council committed to the Canal Street plan and has that commitment been provided in writing as I do not want to see the land for the new station withdrawn at the last moment after stations had been closed?

A:

Pilkington's is the owner and is working very constructively with Merseyside Fire & Rescue Service. I am not aware of any planning reason that would prevent the building of a new fire station on the land on Canal Street.

A:

Councillor Maloney explained that she is a St Helens councillor but also a member of the Authority and there was commitment [in the Council] for the plans to help the Authority address the financial challenges it faced.

Q:

There was a "works" fire station in the past.

A:

I believe that there was.

Comment: Another Councillor in the audience said that for clarification they needed to make it clear the Canal Street land would be a "private sale" between Pilkington's and Merseyside Fire & Rescue Service.

Q:

The Watson Street site is a "ghost town" and it is a fantastic location to get to the M62, on the link way, but nowhere else. It is good if someone lives in Sutton to get to the town centre. How would fire engines would get onto the road system from the suggested Canal Street location?

A:

The Chief clarified, using the indicative design of how a station could look at the Canal Street site, that the fire appliances would leave their engine bays and travel along Canal Street and would have access to get on the Linkway and from there go in either direction.

Q:

Considering St Helens has less stations per population than Liverpool could the station closures not take place elsewhere?

A:

If there were going to be no further cuts in funding then that may have been a possibility (to close stations elsewhere in Merseyside), but I am certain there will be more cuts in funding and so more stations will need to close. Liverpool stations could be closed before St Helens and Eccleston, but to take advantage of the transformation and efficiency funding from government building the new station at Canal St made the most economic sense at this time. Had the Government funding not been obtained now then the situation could be that when it comes to considering closing St Helens and Eccleston in the near future, due to expected further cuts to funding, then there would not be enough money to pay for a new station.

Q:

Would the proposals mean it would take 10 minutes to get to call-outs in Rainford?

A:

There are already areas of Rainford that it would take fire engines from Merseyside 10 minutes to get to.

Q:

Would a new station would have community facilities similar to the Toxteth Fire Fit Hub.

A:

There would be community facilities at the new station. The extent of any community facilities would form part of the planning process.

Q:

How much money would the sale of "Millfields" (Eccleston Fire Station) raise as the cost for the new station project was £4.8 million?

A:

Colin Schofield from Merseyside Fire & Rescue Service said a precise figure could not be given for the two sites (St Helens and Eccleston) but the St Helens station site was unlikely to raise "a lot" of money but the Eccleston station site could be more attractive to buyers.

A:

The Chief said people needed to bear in mind that this was not London and that there was a fire station that had closed in Westminster, London, two years ago and the site had yet to be sold.

Q:

Both St Helens and Eccleston station sites are Brownfield sites.

A:

From a planning perspective I think they are Brownfield sites.

Q:

The Eccleston station site is a prime location with it overlooking a lake. Who owns it?

A:

Eccleston fire station site is owned by Merseyside Fire and Rescue Authority so would be sold if the proposal for the new station in Canal Street was to go ahead.

Q:

Why is the Eccleston station area “split into two” on one of the maps provided as part of the consultation?

A:

The boundaries shown are those of the St Helens and Knowsley local authority areas.

Five people attended the Business Stakeholder's Breakfast Meeting on October 9, 2015, at the Chalon Court Hotel in St Helens.

Q: A member of the audience asked, when the Chief Fire Officer presented the PowerPoint slide which stated Allerton Fire Station had been closed, what the impact on response times had been as a result of the Allerton closure.

A: The Chief Fire Officer said this was a good point to raise and that he would come to explain the situation regarding response times in Merseyside during the presentation. The Chief later explained about the average attendance times for fire engines reaching incidents across Merseyside and the actual response times for the St Helens area and how just closing Eccleston would affect that and what the impact would also be with a new station at Canal Street (if Eccleston and St Helens were merged).

Q: A member of the audience asked if they could ask about the "prevention" work. The member of the audience said a lot of things were preventable, including fire deaths and injuries. The audience member asked what the impact on prevention work was, given that the capacity of the organisation had reduced so much due to funding cuts and with future expected funding cuts.

A: The Chief explained that there had been a move away from a district-based delivery model to a functional model, in terms of operational response. He said the district-based Prevention Manager role in St Helens would be maintained but the management of the prevention work was being co-ordinated centrally from MF&RS headquarters. He said that our staff who make proactive interventions, to help to make people safer from fire in communities, saved far more lives than just responding to incidents.

Q: A member of the audience asked what the public response has been so far to the proposals in St Helens.

A: The Chief said that, so far, the public response had been "generally supportive" of the least worst option; the merger proposal. He also said there had been "real pragmatism" in St Helens on the proposals. He said a new station would cost around £4.5m - 5.5 million and, like with other recent station build projects, it was an infrastructure project that would see, where possible, local companies involved in the build and that any new fire station build would have a "positive impact".

ST HELENS MERGERS CONSULTATION

CORRESPONDENCE FROM THE PUBLIC

Letter from FF to Chair

May I firstly thank you for giving me the time to voice my concerns and concerns of many others regarding the imminent closure of Eccleston Fire Station.

I have attached a couple of documents which you may or may not have seen which I will refer to during the course of my email.

I am a resident of Rainhill and I have been a Firefighter for Merseyside Fire and Rescue Service for nearly 20 years so you can appreciate the impact the changes concerned will have on me, both as a resident and an employee.

As you may be aware MFRS are anticipating further cuts to its forthcoming budget and these cuts are outlined in the attached documents.

One of the tough decisions MFRS has had to make is the closure of fire stations. Already to date, the fire stations at Allerton and Whiston have been closed and the station I am concerned about, Eccleston, has been earmarked for closure after a public consultation, which began on 3rd August 2015 and will end 25th October 2015.

The two issues up for consultation in the attached document are

1. Outright closure of Eccleston Fire Station
2. The closure of Eccleston Fire Station and the *merger* with St Helens Fire Station to build a new station at a new site on Canal St near to the town centre

I have put the word merger in italics to emphasise that this could be misleading. A merger in some peoples eyes could suggest that the two stations will merge at one location and each keeping its own fire engine, but what is actually happening is that Eccleston Fire Station is closing and the fire engine from Eccleston will not be based at the new fire station but will disappear. Currently the Fire station in St Helens at Parr has one wholetime appliance and also one whole time retained appliance which can be used, apparently within 30 minutes of recall, when the service is stretched. So, as you can see, the word merger is in some ways misleading.

The consultation is due to end on 25th October, after that it is expected that MFRA will take the decision to close Eccleston Fire Station. This will then leave the whole of St Helens, Rainford, Eccleston, Billinge and surrounding area's fire cover provided by one whole time appliance at Parr. The next nearest fire engine would be Newton Le Willows which operates on the LLAR system (after 10pm available by pager only). The next nearest fire engine after that would be supplied by Whiston, which although has been closed is still staffed periodically.

As a Chair of the Fire Authority you may appreciate the vast area that this one fire engine would have to cover when/if Eccleston station closes.

In the consultation document it is stated that response times to a 'life risk' incident will be lower when the new station at Canal St is built. This may be true but as yet the 'new' station build has not even commenced.

It seems grossly unfair that when Eccleston Fire Station closes, this vast area will be left vulnerable and as a resident I object to this level of service which could potentially put my loved ones at risk.

As an employee of MFRS at Eccleston Fire Station I understand that cuts have to be made but it seems premature to close this station as other districts in Merseyside with much smaller areas have adequate fire cover.

Also in the Memorandum of Understanding document which has been agreed between the FBU and MFRS it states on page 6 that " as a consequence of the in-year cuts, Eccleston , West Kirby and Whiston fire stations will no longer be routinely crewed under these arrangements. Where sufficient staff are available without recourse to Voluntary Additional Hours then these appliances will be crewed"

This essentially means that after the proposed closure of Eccleston Fire Station then MFRS may, if staffing numbers permit, crew the fire engines at Whiston and Eccleston. It makes no sense to close a station only to then detach firefighters out at a cost to the Authority of detached duty allowance in order to crew the fire engine there. It would be more sensible to keep the station open as long as possible leaving the existing experienced crews there and if staffing falls then detach crews out from that station to cover shortfalls elsewhere.

I hope you can see and understand the issues that I have raised and I look forward to your reply on this matter.

REPLY FROM CHAIR

I am aware of both documents having discussed them extensively with the CFO. Unfortunately the MOU with the FBU and the consultation document have to reflect the reality of the Authority staffing model for 2015/16 which, as a result of the in years cuts to the Authority budget, can only sustain 24 WT appliances at 22 stations and assumes the mergers already having been delivered. These in year cuts, as you know, are on top of the significant cuts to the Authority budget over the last Parliament and the further cuts faced by the Authority over the next 4 years from a Tory Government that is intent on decimating the FRS (or whatever words you think suitable).

The CFO recognises the operational challenges these cuts present to St Helens and Knowsley which is why the Eccleston and Whiston pumps are never off the run on the same shift. The reality is however that as more Firefighters retire and cannot be replaced in order to meet the required savings and to avoid the need for compulsory redundancies, this position becomes much harder to sustain. If Eccleston were to remain routinely crewed it would be at the expense of another station elsewhere on Merseyside not subject to a merger proposal (which I or the CFO have never suggested is anything other than a closure of two stations and the loss of one WT appliance).

As the CFO has delegated responsibility for all operational matters you may wish to raise your concerns directly with him as he has the unenviable task of trying to reconcile what is becoming an ever more impossible situation. As I stated previously he is well aware of your concerns and is working with the FBU and FOA to ensure the impact on our communities is minimised as much as possible by maintaining as many WT appliances as the budget will allow without increasing the very real prospect of compulsory redundancies.

LETTER FROM MEMBER OF THE PUBLIC

Sir,

With reference to your information sheet for the proposed plans for a Fire Station to be built in Canal Street, St Helens.

I use Canal Street on a daily basis, for both work and leisure purposes, and due the shift pattern, I travel at various times both day and night.

The Linkway runs past Ravenhead Retail Park via Burtonhead Road, then into Canal Street, which ends at a very busy junction, a dual carriageway, with double sets of traffic lights.

I understand the necessity for a Fire Station in St Helens, and the value of an empty piece of land in this area, however the sheer volume of traffic at this road junction, could cause a serious accident, with traffic coming to a halt in all four directions.

I will certainly attend any meeting you may hold in this area, as the outcome of your decision, will certainly have an effect on traffic in my area.

Response

Thank you for your recent letter regarding the proposed plans to build a fire station at Canal Street. Your comments have been included in a summary report, following the closure of the consultation period, which is to go before the Fire Authority in December.

.....
Response to verbal questions from a partner who uses St Helens community facilities (28th October)

Dear Sir,

Station Manager has contacted me with your questions you raised with regards to the St Helens Parr Station consultation. As I understand it you have raised two questions of concern as follows:

- 1) would we have the same facilities as now?
- 2) If this is not possible what would the time scale be for us to find a new place to practise?

I will include your concerns as part of our full consultation report which details the responses we have had and the concerns raised by the public, residents, stakeholders (includes Parr Band) and Fire Station Staff. Once the report has been written it will go to the Fire Authority Committee for consideration as to whether the station should close and merge with Eccleston at Canal Street and if so what facilities will be available. This report will go to Authority on 17th December so we will hopefully have some more information in the New Year and a likely indication of the timescales for planning consent and build and closure of the station

Please let me know if this information is helpful and please do feel free to contact the Station Manager or me again to receive an update following the Authority meeting.

Many thanks for your participation in the consultation

This page is intentionally left blank

CORRESPONDENCE FROM COUNCILLORS

CFO TO CLLR – 27TH JULY

As discussed at our meeting earlier today please find a summary of the St Helens merger proposal which forms the basis of our press release. An update on Prescott will follow under separate cover.

A 12-week consultation into proposed changes to fire cover across the St Helens district is launched on 3rd August.

Merseyside Fire and Rescue Authority is proposing to close Eccleston and St Helens fire stations and build a new community fire station on Canal Street, St Helens. The alternative to the merger of the stations is the outright closure of Eccleston fire station.

Both proposals include the re-designation of one of the two existing wholetime fire appliances as “wholetime retained” (with a 30-minute recall).

Public meetings will be held on:

- *Tuesday, 29th September, starting at 6.30pm at Cowley International College, Hard Lane, St Helens, WA10 6PN.*
- *Thursday, 1st October, starting at 6.30pm at St Augustine of Canterbury Catholic High School, Boardmans Lane, Blackbrook, St Helens, WA11 9BB.*
- *Tuesday, 6th October, starting at 6.30pm St Helens Town Hall, Corporation Street, St Helens, WA10 1HP.*

A consultation document with information on the proposals can be found at www.merseyfire.gov.uk and an online questionnaire can be found at: <https://www.surveymonkey.com/s/sthelensmerger>. Focus group meetings, a stakeholders’ meeting and a joint forum are also being arranged as part of the 12-week consultation, which runs until 25th October.

Following the conclusion of the consultation process, a further report will be submitted to the Authority detailing the outcomes of the consultation and any operational implications.

Chief Fire Officer Dan Stephens said: “Over the last four years, MFRA has had to make savings of £20 million as a result of Government spending cuts and now the Authority is required to make a further £6.3 million savings in 2015/16. It is also clear the Authority will face significant further financial challenges over the course of this Parliament.

“The proposals are intended to minimise the impact of the ongoing cuts to the Authority budget and maintain as fast a response as possible to all parts of St Helens district.

"The consultation includes a document on www.merseyfire.gov.uk, as well as the document being distributed in the areas affected by the proposals, outlining why changes need to be made and details on the impact on fire cover across the St Helens district. The consultation will also involve public meetings at locations near Parr, St Helens town centre and Eccleston, a stakeholders' meeting in St Helens, three focus groups and a joint forum.

"I urge people who may be affected by the proposals and who live and work in the St Helens district, to read the consultation document, fill in the consultation questionnaire and attend the public meetings."

The current mean average response time to a life risk incident on the St Helens station area is 5 minutes 51 seconds. The current mean average response time to life risk incidents on the Eccleston station area is 5 minutes 40 seconds.

This is significantly quicker than the MFRA 10-minute response standard and the maintain mean average response time of 7 minutes 24 seconds which is only for dwelling fires and does not include traffic collisions.

If St Helens and Eccleston fire stations closed and a new fire station was built on Canal Street then the predicted mean average run time to life risk incidents on the St Helens station area would be 5 minutes 26 seconds. The predicted mean average run time to incidents in the Eccleston station area from Canal Street would be 4 minutes 47 seconds, 1 minute 57 seconds quicker than it would be with the alternative outright closure of Eccleston fire station.

Moving to the Canal Street site and converting one wholetime appliance to wholetime retained would save 22 wholetime firefighter posts, which equates to a £864,000 annual saving. The firefighter posts would be lost through natural turnover and reserves would be used to avoid compulsory redundancy.

The forecast cost of a new station is £4.8 million. Merseyside Fire and Rescue Authority has been successful in securing some grant from the government to contribute towards its programme of station mergers. In addition the sale of the old fire station sites would contribute towards the cost of the new station. The remaining balance would be met from reserves already ring-fenced for the merger process. As a result, the Authority would be able to avoid borrowing to build the proposed station.

Over the last 10 years, incidents across Merseyside have been reduced by 55%.

St Helens has seen a fall of 51.75% (1,888 incidents attended in 2005/6 to 911 in 2014/15). Eccleston has seen a reduction of 47.21% (841 incidents attended in 2005/6 to 444 incidents attending in 2014/15).

While the number of deaths in accidental fires in the home across the St Helens district in that decade is relatively low (8), every death is a tragedy, and despite falling incident numbers, the level of risk is still high as the worst potential outcome from a fire or Road Traffic Collision (RTC) is a death.

Merseyside Fire and Rescue Authority (MFRA) is responsible for providing fire and rescue services for Merseyside's 1.4 million people at 25 stations across five districts. This currently includes three St Helens stations: St Helens (Parr Stocks Road), Eccleston and Newton-le-Willows.

.....
EMAIL SENT TO ALL COUNCILLORS IN ST HELENS AND OTHER AREAS IN WARDS AFFECTED – 3RD AUGUST

Message from Chief Fire Officer

The Chief Fire Officer has asked me to advise all Councillors in the St Helens District that Merseyside Fire and Rescue Authority is starting a 12 week consultation today on proposals to change fire cover arrangements in St Helens in order to deal with cuts to its budget. Below is the press release on the consultation, which also includes details of public meetings that will be held in September and October and links to a consultation document and on line questionnaire. Although the proposals only directly affect wards that are contained within our Eccleston and St Helens station areas, the Chief Fire Officer thought that all St Helens councillors may have an interest in this consultation.

St Helens Fire Cover Consultation Launched

A 12-week consultation into proposed changes to fire cover across the St Helens district launched on August 3.

Merseyside Fire and Rescue Authority (MFRA) is proposing to close Eccleston and St Helens fire stations and build a new community fire station on Canal Street, St Helens. The alternative to the merger of the stations is the outright closure of Eccleston fire station.

Both proposals include the re-designation of one of the two existing wholetime fire appliances as “wholetime retained” (with a 30-minute recall).

Public meetings will be held on:

- **Tuesday, 29th September, starting at 6.30pm at Cowley International College, Hard Lane, St Helens, WA10 6PN.**
- **Thursday, 1st October, starting at 6.30pm at St Augustine of Canterbury Catholic High School, Boardmans Lane, Blackbrook, St Helens, WA11 9BB.**
- **Tuesday, 6th October, starting at 6.30pm at St Helens Town Hall, Corporation Street, St Helens, WA10 1HP.**

A consultation document with information on the proposals can be found at http://www.merseyfire.gov.uk.aspx/pages/opsResponse/pdf/St_Helens_Consultation_Document.pdf and an online questionnaire can be found at: <https://www.surveymonkey.com/s/sthelensmerger>. Focus group meetings, a stakeholders’ meeting and a joint forum are also being arranged as part of the 12-week consultation, which runs until October 25.

Following the conclusion of the consultation, a further report will be submitted to the Authority detailing the outcomes of the consultation and any operational implications.

Chief Fire Officer Dan Stephens said: “Over the last four years, MFRA has had to make savings of £20 million as a result of Government spending cuts and now the Authority is required to make a further £6.3 million savings in 2015/16. It is also clear the Authority will face significant further financial challenges over the course of this Parliament.

"The proposals are intended to minimise the impact of the ongoing cuts to the Authority budget and maintain as fast a response as possible to all parts of St Helens district.

"The consultation includes a document on www.merseyfire.gov.uk , as well as the document being distributed in the areas affected by the proposals, outlining why changes need to be made and details on the impact on fire cover across the St Helens district. The consultation will also involve public meetings at locations near Parr, St Helens town centre and Eccleston, a stakeholders' meeting in St Helens, three focus groups and a joint forum.

"I urge people who may be affected by the proposals and who live and work in the St Helens district, to read the consultation document, fill in the consultation questionnaire and attend the public meetings."

The current mean average response time to a life risk incident on the St Helens station area is **5 minutes 51 seconds**. The current mean average response time to life risk incidents on the Eccleston station area is **5 minutes 40 seconds**.

This is significantly quicker than the MFRA **10-minute response** standard and the maintain mean average response time of **7 minutes 24 seconds** which is only for dwelling fires and does not include traffic collisions.

If St Helens and Eccleston fire stations closed and a new fire station was built on Canal Street then the predicted mean average run time to life risk incidents on the St Helens station area would be **5 minutes 26 seconds**. The predicted mean average run time to incidents in the Eccleston station area from Canal Street would be **4 minutes 47 seconds, 1 minute 57 seconds** quicker than it would be with the alternative outright closure of Eccleston fire station.

Moving to the Canal Street site and converting one wholetime fire appliance to wholetime retained would save 22 wholetime firefighter posts, which equates to a £864,000 annual saving. The firefighter posts would be lost through natural turnover and reserves would be used to avoid compulsory redundancy.

The forecast cost of a new station is £4.8 million. Merseyside Fire and Rescue Authority has been successful in securing some grant from the Government to contribute towards its programme of station mergers. In addition

the sale of the old fire station sites would contribute towards the cost of the new station. The remaining balance would be met from reserves already ring-fenced for the merger process. As a result, the Authority would be able to avoid borrowing to build the proposed station.

Over the last 10 years, incidents across Merseyside have been reduced by 55%.

St Helens has seen a fall of 51.75% (1,888 incidents attended in 2005/6 to 911 in 2014/15). Eccleston has seen a reduction of 47.21% (841 incidents attended in 2005/6 to 444 incidents attending in 2014/15).

While the number of fatalities from fires caused by accident in homes across the St Helens district in that decade is relatively low (8), the level of risk is still high as the worst potential outcome from a fire or Road Traffic Collision (RTC) is a death.

Merseyside Fire and Rescue Authority (MFRA) is responsible for providing fire and rescue services for Merseyside's 1.4 million people at 25 stations across five districts. This currently includes three St Helens stations: St Helens (Parr Stocks Road), Eccleston and Newton-le-Willows.

If you require the consultation documents in a hard copy, please do not hesitate to contact me or email consultation2@merseyfire.gov.uk

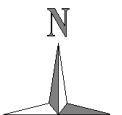
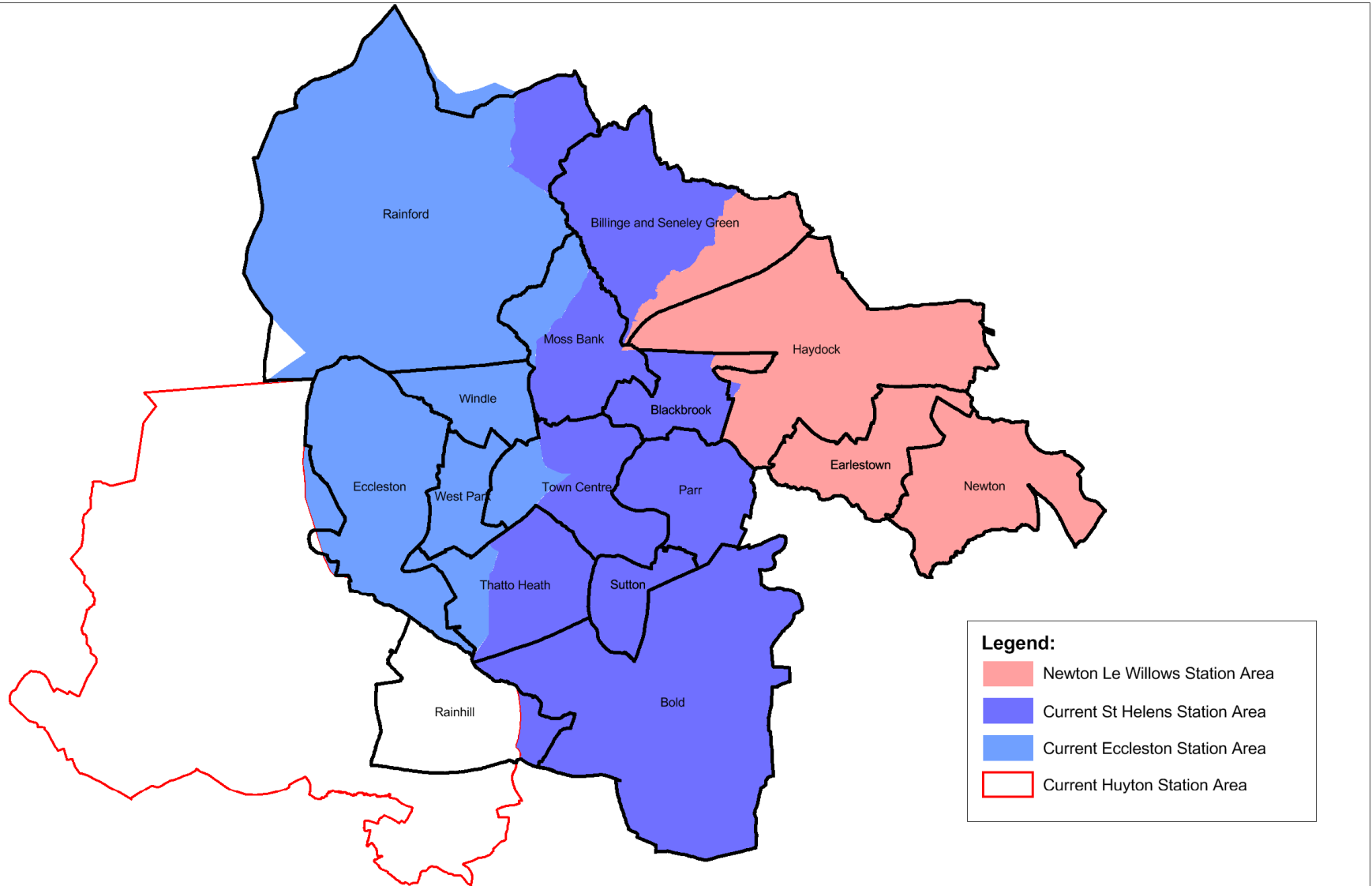
The document will also be distributed in the areas affected by the proposals.

If you require any more information, or would like to discuss these proposals with a senior officer of the Service please let me know.

.....

Fire Engines against Population in St Helens

Map 1: Wards and Station Areas in St Helens



Billinge and Seneley Green	10913
Blackbrook	10497
Bold	9701
Earlestown	11005
Eccleston	11577
Haydock	11439
Moss Bank	10766
Newton	11477
Parr	12545
Rainford	7730
Rainhill	10891
Sutton	11947
Thatto Heath	12465
Town Centre	11189
West Park	11326
Windle	10753

Table 1 provides the populations of each ward within St Helens, colour coding which ward is (approximately) covered by which station.

In Summary the station areas in St Helens currently cover the following approximate populations:

Station	Population	Fire Engines	Ratio
Newton Le Willows	33921	1	33921:1
Eccleston	52299	1	52299:1
St Helens	79110	1	79110:1
Huyton	10891	1	N/A
<i>Proposed Merged Station</i>	131409	1	131409:1

Not applicable as Rainhill is only a small part of the station area

nb under the merger proposals, the merged station area would have one wholetime fire engines and one "wholetime retained". The wholetime retained appliance would be available on a 30-minute recall for major incidents and spate conditions only, so isn't included in the ratio.

.....
29 September 2015

Dear Sir/Madam

At a meeting of Rainford Parish Council on 28 September 2015, the consultation document for the options for altering the Fire Cover for St Helens was discussed.

Rainford Parish Council voted unanimously in support of Option 1 – St Helens and Eccleston station closures and proposed new station at Canal Street. It was the opinion of the meeting that this option would be the best outcome for the residents of Rainford from the proposed changes.

Yours faithfully

Clerk to Rainford Parish Council

23rd October 2015 - Consultation Response – Conor McGinn MP for St Helens North

I welcome the opportunity to comment on proposals for fire cover in the St Helens district.

The fire service in St Helens provide an excellent quality service and it is important that this not adversely effected by either proposal. I regret the situation forced upon Merseyside Fire and Rescue Service (MFRS) due to the cuts imposed by central government. This is in particular worrying amongst the back drop of a large reduction in firefighters and fire engines in recent years.

I recognise that the authority has already made significant savings of £20 million over the last 4 years, and that cuts imposed mean that £3.4 million of savings need to be made from emergency response. I also acknowledge the proposals are reluctantly put forward and are considered the best options available given the circumstances.

Whilst unhappy with the closure of any station, I welcome the proposal for a new build station in St Helens. However, I share concerns that the second fire engine will be crewed by whole-time retained firefighters and the potential impact this will have on response times, especially at periods of high demand. I am also concerned at the impact on community safety services and potential consequences in terms of heightening the risk of fire, I therefore welcome the targeting of resources towards those at greatest risk.

I acknowledge the excellent work MFRS undertake currently, and the exceptional response time of both stations is well below the national mean average; it is vital each that average response times will not be increased by either proposal. The figures for the proposal to merge and build a new station show that predicted response times would remain at a similar level to current ones. For this reason I think the option to merge stations represents the least worst option for my constituents in St Helens North and the borough as a whole, provided predicted response times can be delivered.

In terms of community activity currently taking place at the Parr station I welcome the fact that the opportunity will be given to move these activities to the new station, but I hope some of the activities currently delivered to the Parr community from Parr station are retained within the ward.

To conclude I would like to reiterate my disappointment that central government cuts have forced this situation upon MFRS. I do not wish to see any reduction in services or any fire station closed. Those options are not available in this **consultation** and therefore, having

listened to the views of my constituents, the Fire Brigades Union and management within the MFRS, I do believe that the least worst option is to merge the existing stations in to a new-build station.

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 – From 2.3.15 to 24.5.15 - <u>Wirral Consultation Phase 2</u> (Two options to be considered - merger at Saughall Massie or closure of West Kirby).</p> <p>EIA Stage 3 D – From 3.8.15 to 25.10.15 – <u>St Helens Consultation</u></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</p>	

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 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 Saughall Massie). New option agreed by the Authority on 29th January following withdrawal of Greasby site by WBC.
 - Consultation on a possible site at Saughall Massie
 - Close West Kirby station
- *Two stations on Wirral (West Kirby to merge with Upton at Greasby). The location was withdrawn by Wirral BC*
- 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>

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

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

4.2 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

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 important factor when considering the options and proposals for station mergers and closures and the building of new stations.

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

their needs.

4.3 A review of current Partnership agreements for stations affected by proposals to help understand the impact of station closures /mergers on those service users

4.4 **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.

4.5 The report “**Proposals for Eccleston and St. Helens Fire stations 30th June 2015**” of which this EIA is Appendix M , contains a number of further appendices (C, D, E ,F,G,H and J) showing 5,6,7,8,9 and 10 minute isochrones showing the impact of a potential merger of St. Helens and Eccleston and the option to close Eccleston . These show the impact of the response times and also show the Risk map of Merseyside to highlight the risk areas outside the 10 minute response times.

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

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.

The documents highlight the impact of adopting either of the proposals based on information contained in Appendix C, the merger at Canal St, St Helens has the least number of areas outside the 10 minute response time, and the majority are low and medium risk and are similar to the current arrangements. If the option was not taken to merge and close Eccleston and keep the current St Helens station the maps show that there is larger area of Rainford which remains outside of the 10 minute response time. The profile of this area shows a slightly higher proportion of older residents and our risk map of Merseyside shows the additional areas as Low risk, however further additional preventative measures will be recommended in those areas to ensure any increased risk is mitigated.

Further consultation should be targeted around those areas during the forthcoming 12 week consultation process to establish any

further equality impacts for any of the 9 protected groups at most risk of fire or in need of rescue.

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 D – St Helens

Public Consultation took place over 12 weeks between 3.8.15 and 25.10.15 .This followed the same process as used for all other consultations including :

- Online questionnaire for staff and public to provide their views
- Three externally facilitated deliberative focus groups (one in each station area and one in the proposed new station area)
- One Public Forum
- Three Open public meetings
- One stakeholder breakfast meeting
- Several staff consultation meetings
- Stakeholder meetings with groups who use St Helens station

As in the previous consultation processes, there was an opportunity to randomly

select and 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 :

- 46% Female and 54% Male attendees- this closely reflects the Gender breakdown for the St Helens as a whole
- 22% Under 34's , 40% 35-54 and 38% over 55+ - this reflected the broad range of age groups across the area
- 19% of attendees had a limiting long term illness /disability – this is slightly lower than the average for St Helens being 22%
- No attendees identified themselves as being from Non White backgrounds , the breakdown for St Helens for Non White residents is 3% , therefore had we been able to select ethnicity specifically for our forums to match the local population of St Helens it would have equated to 1 person attending from a Non White British background.

The figures above reflect the average profile of residents across St Helens 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 . There were no issues raised by any of the 37 participants about any particular group being more or less disadvantaged by the proposals.

During the consultation, A5 leaflets and A3 posters were made available in public places across St Helens by the 30th August 2015. These communications encouraged the public to read the consultation booklets, attend a meeting and/or complete a questionnaire to have their views heard about the mergers. A follow up visit a few weeks later confirmed the information was still accessible to the public.

A total of 64 responses to the survey questionnaire were received, the questionnaires 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 (61 completed) and shows:

- 61% were Male and 39% Female respondents which shows a slightly lower proportion of Female when compared to the gender breakdown of the Census 2011.
- There were a wide range of ages responding to the survey, the largest group of respondents - 29%, were from the 50 to 59 age group , The age groups to submit the fewest questionnaires were the extremes of the age spectrum with 19 year or younger having 3 respondents and over 80 age group having 2 respondents

- 16.9% (10) identified themselves as disabled ,which is a little lower than the average for St Helens 22.5%
- 94.8 % identified their ethnicity as white, one respondent identified themselves as from a BME background, this equates to 1.6 %. When benchmarked against ethnicity data taken from the 2011 Census , 96.6% of St Helens population was recorded as white , therefore the % of valid responses to the survey are in line with the demographics of St Helens as a whole.
- Views were in favour of the closure of Eccleston and St Helens and building a new station at Canal Street, 82% of respondents agreed to some extent with these proposals as their preference. There were no obvious comments made in relation to Equality and Diversity in the free text comments made or to any particular protected group being affected positively or disproportionately with any of the proposals.
- The returned sample for each fire station area were compared with census data and then weighted by age, gender, ethnicity and whether people were suffering long term illness/disability.
- There were no comments referring to specific equality impacts or issues for the 9 protected groups, with the exception of feedback through the staff consultation. Staff raised concerns about the moving the station from Parr which is significantly deprived area of St Helens and the impact that may have on the local community.

Stakeholders were also consulted through individual meetings, specifically those who utilise St Helens station regularly for community group activity. The feedback did not identify any particular negative issues in relation to protected groups. It did highlight some positive feedback in relation to the possibility of a new station being more inclusive and accessible for disabled users, a problem for St Helens currently due to the age and layout of the building.

Stage 3C – Second Wirral Consultation

A 12 week consultation process took place from 2nd March to 24th May 2015. 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
- Three Open public meetings
- One stakeholder breakfast meeting
- Postal Survey of 10,000 households in station areas affected
- Several staff consultation meetings
- Several further local Council and stakeholder consultation meetings

As in the previous consultation processes, there was an opportunity to randomly select and 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 :

49% Female and 51% Male attendees- this closely reflects the Gender breakdown for the Wirral as a whole

18.4% Under 34's , 36.7% 35-54 and 44.9% over 55+ - this reflected the broad range of age groups across the area

20% of attendees had a limiting long term illness /disability – this is slightly lower than the average for Wirral being 22.6%

4.1% of Attendees at the event were from Non White backgrounds which 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

Comments of concern around equality groups were raised from the 49 people who attended the focus groups and forum :

- Saughall Massie Road is not a suitable site for a fire station as it is very near to housing for elderly and disabled people.
- There are many old person's homes in West Kirby so it is undesirable to lengthen response times there*
- There are a lot of elderly people in West Kirby and they are higher risk residents**
- The aged and disabled people will have some impact from these changes

**It should be noted that data shows that Upton has more properties that cater for elderly than Hoylake and Meols (5.5%) and West Kirby and Thurstaston (3.3%)*

*** It should be noted that West Kirby & Thurstaston and Hoylake & Meols show a slightly increased number of residents over the age of 65 with a variance of +/-0. 6% when compared to the Wirral proportion. In Upton, there are proportionally fewer people over 65 when compared to the Wirral proportion for that age range*

The **questionnaires** received (129) 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 (123 completed) and shows:

- 48.8% were Male and 51.2% 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 - 21%, were from the 60 to 69 age group 18.1% identified

themselves as disabled ,which is lower than the average for Wirral at 22.6%

- 99.2% identified their ethnicity as white, 5.5% preferred not to say and 0.8 % were from a BME background. This is a similar to the average Ethnicity breakdowns for those areas.

Views were polarised with 59.1% of respondents opposed to the merged station at Saughall Massie, 40.2% were broadly in favour of the new station. There were no obvious comments made in relation to Equality and Diversity in the free text comments made.

For the first time a **postal survey** was undertaken with 5000 homes in the Upton station area and 5000 in West Kirby being randomly selected to take part. 1351 completed questionnaires were returned. 577 from Upton and 774 West Kirby station areas. Overall response rate 12% Upton and 16% of West Kirby residents. 11% of initial contacts were in Saughall Massie but accounted for 17% of returns.

- Responses received were from 51% female and 49% male residents
- Responses were from all ages 20 to over 80 but the majority were in the 40-49 (19%), 60-69 (18%) and 50-59 (18%).
- 26% of respondents identified themselves as disabled either limited a little (12%) or a lot (14%).
- 98% were identified as of white background.

The returned sample for each fire station area were compared with census data and then weighted by age, gender, ethnicity and whether people were suffering long term illness/disability.

There were no comments referring to specific equality impacts or issues for protected groups.

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 A and B – First 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.

9.11.15- EIA stage 3 d St Helens Consultation

On reviewing the data, research and consultation identified during stage 3 of this EIA, no significant disproportionate impacts have been identified on any of the protected groups, and the design of a new station would enhance the accessibilities. As response times will be maintained within the 10 minute response standard, it will improve in some areas, no particular group will receive a significantly changed service to Fire and Rescue. There could be some low level impact on stakeholder/partner arrangements (Age and Disability related partnerships) but this will need to be reviewed as part of the station build planning process should the proposals be agreed.

24.5.15 – EIA Stage 3C Wirral Consultation

The recent Wirral consultation did highlight some feedback and concerns which were specifically mentioned around older people and the proximity of sheltered accommodation to the proposed fire station (this is a planning issue and therefore not covered by this EIA) A review of current demographics shows no significant equality issues in relation to negative impacts on proposed station mergers and closures 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.

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 (Knowsley)

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 particular negative impacts that need to be considered in any of the 5 Options. The Merger and Closure option appears to be the most positive for a number of minority equality groups in terms of accessibility to community spaces.

EIA Stage 1 – Decisions

On reviewing the research and data available for stage 1 of this EIA, there are no significant equality Impacts established so far with the exception of Disability, where current stations earmarked for mergers are currently not fully accessible for disabled community groups.

It is important to note that the impact of the Mergers and Station Closure Options and subsequent Proposals will not impact on any members of the public disproportionately in relation to the current level of service received by these groups e.g. response times and fire safety , prevention and protection services

8. Equality Improvement Plan

List any changes to our policies or procedures that need to be included in the Equality Action Plan/Service Plan.

9. Equality & Diversity Sign Off

The completed EIA form must be signed off by the Diversity Manager before it is submitted to Strategic Management Group or Authority.

Signed off

Wendy Kenyon

Date:

19.11.13- EIA Stage 1
 31.1.14 – EIA stage 2
 20.8.14 – EIA stage 3
 19.9.14 – EIA stage 3a and 3b
 15.1.15 EIA stage 3 a
 updated and introduction of
 3c
 2.6.15 EIA stage 3c
 Completed for Wirral and
 Stage 3D started for St
 Helens
 9.11.15 – EIA stage 3 d
 completed for St Helens

Action Planned	Responsibility of	Completed by
<p>Actions Identified during EIA stage 1 9.1 Consultation with Staff , Stakeholders and Communities , in relation to the EIA and its assessment of the Mergers and Closures Options and subsequent Proposals ; specifically those Protected groups and the potential impact (both negative and positive) 9.2 Analysis of Community Profiles for</p>	<p>Diversity and Consultation Manager (DCM) with Support from IRMP Officer</p> <p>Business Intelligence</p>	<p>Jan-April14</p> <p>Completed</p>

station areas affected to understand the types of communities affected by the Mergers and Closures Options and subsequent Proposals (completed)	Manager and DCM	
9.3 Equality analysis of those staff affected by the Options and subsequent Proposals to see if any particular protected group are affected disproportionately.	DCM with support from POD	Completed
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)	WK	Completed
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 and St Helens – See Appendix Band C)	District Managers	Completed for Knowsley

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

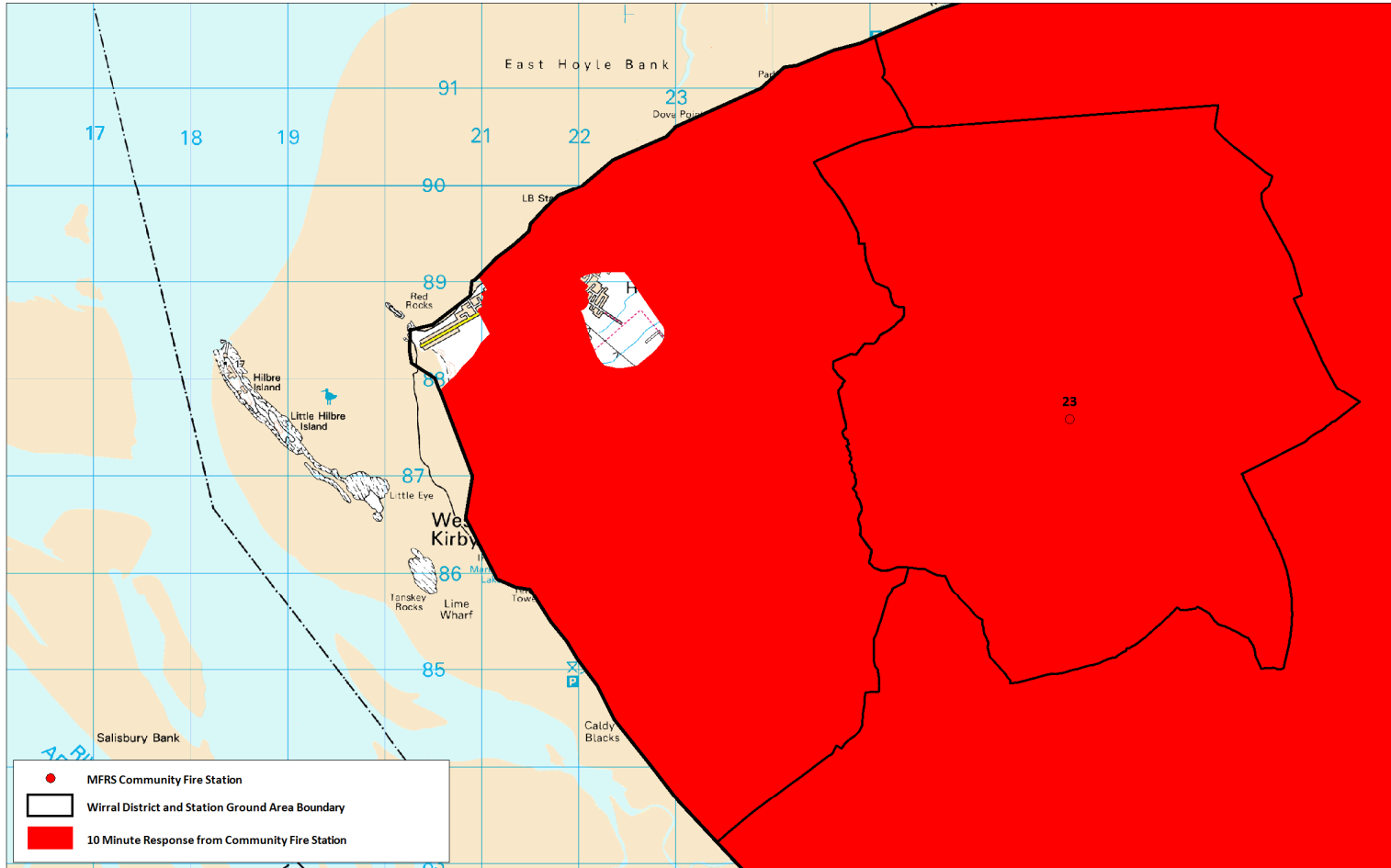
District	Station Affected	2011 Ward	Population	Day-to-Day Activities Limited a Lot	Day-to-Day Activities Limited a Lot %	Day-to-Day Activities Limited a Little	Day-to-Day Activities Limited a Little %	Day-to-Day Activities Not Limited	Day-to-Day Activities Not Limited %
Knowsley	Huyton	Longview	8726	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

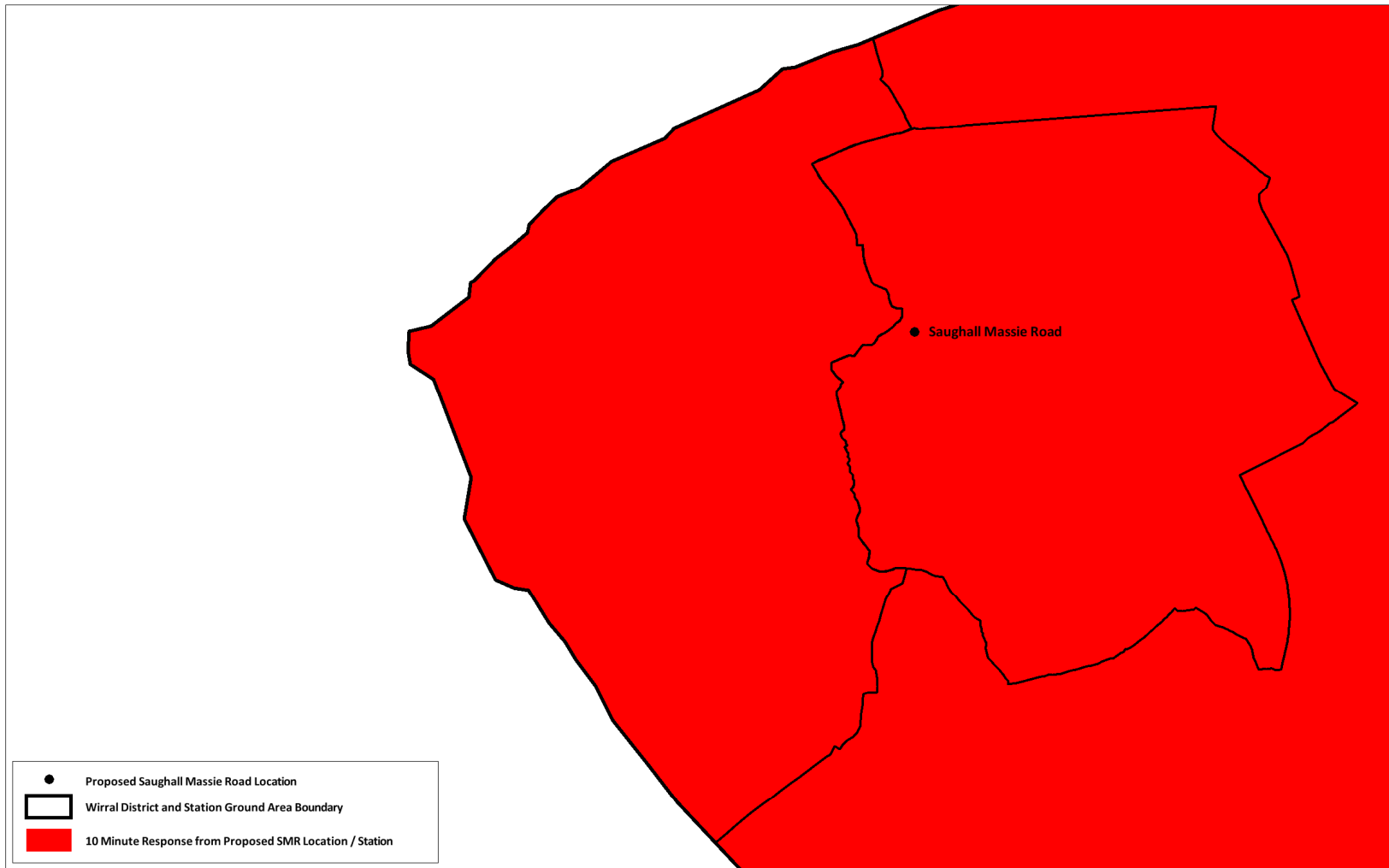
© Crown copyright and database rights 2015 Ordnance Survey 100026956.

Author: Gary Crosbie
 Produced Using: MapInfo Professional v11.0
 Date: 15.01.2015
 Strategy and Performance

Map Reference:
 KIM:\Work Requests\Data and Systems\Wirral Merger\
 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 Wallasey)



10 Minute Response Coverage Time from Proposed Saughall Massie Road Location and Community Fire Stations 20, 21 and 22

© Crown copyright and database rights 2015 Ordnance Survey 100026956.

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/
20_21_22_SM_10 Minutes_23_24_SGA_Zoom.png



Appendix C: St Helens isochrones and Risk Maps

SEE ST HELENS PROPOSALS FOR ECCELSTON AND ST HELENS FIRE STATION REPORT APPENDIX C, D, E,F,G,and H

MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	17TH DECEMBER 2015	REPORT NO:	CFO/094/15
PRESENTING OFFICER	CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	CHIEF FIRE OFFICER	REPORT AUTHOR:	CHIEF FIRE OFFICER
OFFICERS CONSULTED:	STRATEGIC MANAGEMENT GROUP		
TITLE OF REPORT:	PROPOSED STATION MERGER OF ECCLESTON AND ST.HELENS FIRE STATIONS AT A NEW STATION ON CANAL STREET		

APPENDICES:	APPENDIX A	REVENUE COSTS
	APPENDIX B	CAPITAL COSTS (EXEMPT)

Purpose of Report

1. To request that Members, having considered the outcomes of the public consultation as detailed in report number CFO/092/15, approve the merger of Eccleston and St Helens fire stations at a new station on Canal Street, subject to the purchase of the land from Pilkington's and the granting of planning permission.

Recommendation

2. That Members;
 - a) approve the merger of Eccleston and St Helens fire stations at a new station on Canal Street, subject to the purchase of the land from Pilkington's and the granting of planning permission;
 - b) approve the change in crewing of the Eccleston fire appliance from wholetime to wholetime retained, noting that the Chief Fire Officer (CFO) will endeavour to maintain wholetime crewing of the appliance for as long as is practically possible prior to the completion of the new station in Prescot which would provide some additional coverage into the St Helens district
 - c) amend the capital programme to incorporate the Canal Street fire station scheme; and
 - d) give delegated authority to the CFO to continue discussions with partners, including Merseyside Police and North West Ambulance Service, with a view to sharing the new building.

Introduction and Background

3. At its meeting on 30th June 2015 the Authority considered report CFO/060/15 which proposed the merger of Eccleston and St Helens fire stations at a new station on Canal Street. The Authority resolved that:

- a) *A 12 week period of public consultation (to commence with effect from 3rd August 2015) over the proposal to merge Eccleston and St. Helens fire stations at a new station on Canal Street, St. Helens and re-designate one of the two wholetime fire engines at these stations as “wholetime retained”, be approved.*
- b) *Following conclusion of the consultation, a further report be submitted to the Authority detailing the outcomes of the consultation and any operational implications.*

4. The proposals that formed the basis of the consultation process were as follows;

The re-designation of one of the two existing wholetime fire engines as “wholetime retained” (with a 30-minute recall) whilst;

Inviting suggestions for other suitable alternative options to deliver savings required as a result of further cuts to the Authority budget.

OR:

*The outright closure of Eccleston fire station as the alternative to the merger.
The re-designation of one of the two existing wholetime appliances as “wholetime retained” (with a 30-minute recall) whilst;*

Inviting suggestions for other suitable alternative options to deliver savings as a result of further cuts to the Authority budget.

5. Report CFO/092/15, elsewhere on today’s agenda, provides detailed feedback on the comprehensive 12 week public consultation process undertaken between 3rd August and 25th October. An overall majority of those participating in the consultation process thought that the proposal to close Eccleston and St Helens fire stations and build a new fire station on Canal Street was reasonable given the circumstances.

Observations raised by staff during the consultation process

6. During staff consultation a number points were raised specific to operational matters. These related to how fire cover would be maintained in the St Helens area with specific focus on the attendance time for second appliances and what would happen to the staff currently serving at Eccleston.
7. Members have already approved the merger of Huyton and Whiston fire stations at a new station on Manchester Road, Prescot. The station at Prescot will be designated as a key station and the wholetime appliance located there will provide coverage in to the existing Eccleston station area prior to and after

the construction of a new station at Canal Street as the nearest or next nearest appliance to the incident. This will ensure that the response times for the first and additional responding appliances are as fast as can be achieved in the circumstances.

8. It is however the intention of the CFO to maintain the availability of the appliance at Eccleston for as long as possible to ensure the best levels of response across the St Helens area prior to the construction of the new fire stations at Prescot (which will provide coverage on to the existing Eccleston station area as explained at paragraph 7) and Canal Street (subject to Members approving the recommendations of this report). It may however not be possible to maintain the availability of the Eccleston appliance up until the point at which Prescot becomes operational. This is covered in further detail at paragraphs 15 – 19 below.
9. Members will note from the previous report that it was made abundantly clear during the consultation process that whilst the Canal Street location delivered a quicker mean average response across the two existing station areas the response times for second and subsequent appliances would increase whatever option was pursued.
10. The personnel currently based at Eccleston will transfer to surrounding stations at the point at which Eccleston closes.

Other options proposed during the public consultation process

11. A number of suggestions were made during the consultation process as responses to the questionnaire. None of the alternative options proposed by respondents to the questionnaire are operationally viable or would make the necessary levels of savings.
12. The one solely operationally focused suggestion was to close Newton in order to provide 2 fire appliances at the existing St Helens fire station on Parr Stocks Road.
13. As Members are aware Newton is a PFI station therefore would be very difficult to close for a number of practical reasons. The Newton fire appliance is crewed on the Low Level of Activity and Risk (LLAR) duty system and has an allocation of 16 (Wholetime Equivalent) WTE Firefighter posts against the 24 WTE at St Helens and Eccleston. Even if the Authority were to close Newton and move the fire appliance from Newton to Parr Stocks Road however this would not deliver any revenue savings at all. It was made clear during the public meetings that the revenue savings are delivered through reductions in Firefighter posts. It was also made clear that by reducing Firefighter posts this also reduces the number of appliances that the Authority can maintain.

Partners

14. As indicated in the last report, the CFO has sought to identify potential partners to share the new building and therefore costs. At this point in time neither Merseyside Police nor North West Ambulance Service have committed to having a presence in the station although discussions are continuing in this regard and Merseyside Police have expressed an interest in utilising any training facility built at the proposed site. In the event the Authority approve the recommendations of this report this dialogue will continue until such time as it is necessary to submit a planning application.

Interim crewing arrangements prior to the build completion

15. If Members were to approve the merger proposal a new station at Canal Street would not be operational until mid-2017 at the earliest. This is contingent on the purchase of the land and planning permission being granted.
16. The Authority has approved using natural turnover rates from Firefighter retirements to deliver the reduction in Firefighter numbers required to deliver a balanced budget. The Authority has committed to use reserves to avoid compulsory Firefighter redundancies as the rate of retirements is not as fast as is required to balance the financial plan in year 2015/16. The rate of retirements does however exceed the time frame anticipated to deliver all of the proposed mergers through to operational conclusion.
17. The impact on appliance availability has previously been highlighted to Members at the Community Safety and Protection Committee on 27th March 2014 within report CFO/038/14. In simple terms as more Firefighters retire and are not replaced in order to meet the savings target for 2015/16 and the structural changes in terms of the conversion of wholetime appliances to wholetime retained are not made it is no longer possible to continue to crew 28 wholetime appliances.
18. The fire appliance at St Helens is always maintained on wholetime availability as it is a key station. Eccleston is not a key station however the CFO has directed the Time and Resource Management Team to maintain the wholetime availability of the appliance whenever possible until such time as the new fire station at Prescott is operational (estimated to be early 2017). It may not be possible however to maintain the wholetime availability of the Eccleston appliance on all shifts. This situation will become more acute over time to the point where the appliance may never be crewed on a wholetime basis.
19. The CFO has previously detailed for Members the measures he is taking under delegated authority to maintain appliance availability (CFO/013/15) through the utilisation of wholetime retained crewing of non-key appliances at stations involved in the merger proposals. A second appliance located at St Helens fire station will therefore be crewed on a wholetime retained basis irrespective of whether the Eccleston appliance is crewed should members approve the merger proposal.

Option 2 – the outright closure of Eccleston

20. As Members are aware the consultation process also considered the option of the outright closure of Eccleston and the relocation of the Eccleston appliance to St Helens be crewed on a wholetime retained basis.
21. It remains the view of the CFO that the merger proposal will deliver the least overall impact on operational response when compared to the outright closure option, any of the other options contained within the Authority Consultation document or any other suggestion made during the consultation process.
22. It is the strong recommendation of the CFO therefore that Members approve the proposal to merge the existing Eccleston and St Helens fire stations at a new station on Canal Street and crew the Eccleston fire appliance on a wholetime retained basis subject to the interim provisions outlined at Paragraphs 8, 18 and 19.

Equality and Diversity Implications

23. The Equality and Diversity implications of the public consultation exercise are addressed in report CFO/092/15 and the Equality Impact Assessment (EIA) has been updated to reflect the consultation outcomes. One action within the EIA for all the merger proposals is to “target Home Fire Safety Checks for those vulnerable older people most affected by the future station mergers and closures. This has been completed for Knowsley and activity is underway to ensure that the same action is completed for vulnerable people living in St Helens and Wirral.
24. Equality and Diversity considerations will be taken into account in the design of the layout of the new community fire station should that option be approved by Members.

Staff Implications

25. A net saving of 22 WTE firefighter posts is anticipated from the merger of Eccleston and St Helens and the conversion of the Eccleston appliance from wholetime crewing to wholetime retained. This equates to some £864,000 inclusive of employer’s National Insurance and pension contributions. This saving is required to deliver one quarter of the operational savings target of £3.4m assumed in the current financial plan. Firefighter posts are being lost by using natural turnover rates – reserves are being used to avoid compulsory Firefighter redundancy. Staff will have the opportunity to earn extra money by taking wholetime retained contracts.
26. Formal consultation with Representative Bodies has continued throughout the process. If the proposal is approved, staff representatives would be appointed to work on the project team to ensure that any new station is suitable for a modern Fire & Rescue Service. This mirrors the process undertaken on the recent PFI Project with the aim of achieving a similar standard to that provided on the new PFI stations.

Legal Implications

27. Participation in the scheme by Merseyside Police or North West Ambulance Service will require negotiation and agreement of an appropriate lease arrangement along with a Development Agreement if any partners wish to be involved.

Financial Implications & Value for Money

28. The estimated combined operating costs of the current Eccleston and St Helens fire stations total £2.079m. The forecast running costs of a new station at Canal Street are £1.193m, a saving of £0.886m. As previously stated this is based on a reduction in WTE firefighter posts from 48 to 26, and similar premise operating costs of the new PFI stations. This savings has been assumed in the 2014/15 operational staffing saving target. Details are included in Appendix A.
29. The predicted build costs of the new fire station at Canal Street, including land, are some £5.250m based on current estimated market rates. However, until any decision on planning permission is taken and detailed prices are calculated by the Authority's chosen building company Wates to reflect not only the Authority's (and any partner's) requirements but also to fulfil any planning conditions, including any works required on the land, this can only be an estimate. Details of the potential capital costs and income are detailed in Appendix B to this report. This income includes capital receipts from the sale of land at the current Eccleston and St Helens sites, together with grant already approved by DCLG in the sum of £1.490m.
30. Overall the forecast capital cost net of capital receipts and the Government grant is £3.060m. Members have set aside funds in the capital investment reserve to meet any funding shortfall in the capital build cost of the station mergers initiative. Therefore this cost will be met from capital investment reserve and not by any additional borrowing.

Risk Management, Health & Safety, and Environmental Implications

31. A Risk Register has been created for the Station Mergers project and is regularly monitored by the Strategic Management Group. The most significant risk for the project as a whole is that delays to the project, particularly building the new stations, will lead to there being insufficient firefighting resources to staff the available appliances. This issue is covered in more detail elsewhere in this report.
32. All Health & Safety implications of the new station build will be fully risk assessed and mitigated by the responsible contractors.
33. Any new building will be designed and built to achieve a BREEAM 'Very Good' rating as the absolute minimum.

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

-
34. The proposed station merger will, uniquely, improve response times across the existing Eccleston and St Helens station areas. It does however result in the conversion of one wholetime crewed appliance to wholetime retained. This will have an impact on the response times for any second and subsequent appliance attendance. It is however the least worst option to adopt in the circumstances and is considered reasonable given the financial challenge faced by the Authority.
 35. A new fire station will however provide an improved working environment for firefighters. It will also provide much improved community facilities compared to those available at the current Eccleston and St Helens stations, which in turn will lead to greater interaction between firefighters and community groups and hence assist in creating safer communities.
 36. All the community groups currently using St Helens Fire Station will be accommodated within the new station if requested.

BACKGROUND PAPERS

GLOSSARY OF TERMS

BREEAM	Building Research Establishment Environmental Assessment Methodology
MBC	Metropolitan Borough Council
WTE	Wholetime Equivalent

This page is intentionally left blank

ANNUAL REVENUE COSTS OF ST HELENS (CURRENT), ECCLESTON & ST HELENS (NEW) (ESTIMATED)

	CURRENT COSTS		ESTIMATED COSTS	VARIATION	NOTES
	ST HELENS (CURRENT) £000	ECCLESTON £000	ST HELENS (NEW) £000	£000	
Employees	957	923	1016	-864	
Other employee costs	3	3	2	-4	
Premises*					
Maintenance	9	7	50 *	34	
Utilities	38	15	30	-23	
Rates	35	16	60	9	
Other	1	1	inc above	-2	
Cleaning	17	9	inc above	-26	
Transport -					
Fuel	29	9	30	-8	
Supplies & Services	3	6	6	-3	
Income					
General	-1	-1	-1	1	
NWAS			???	???	
Police			???	???	
Total	1091	988	1193	-886	
		2079	1193	-886	

* From 1 July 2015, all premises maintenance & cleaning will be undertaken by the new outsourced FM contractor

This page is intentionally left blank

This report is Restricted

This page is intentionally left blank

MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	17 DECEMBER 2015	REPORT NO:	CFO/090/15
PRESENTING OFFICER	DEPUTY CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	AREA MANAGER JAMES BERRY TEL: 4711	REPORT AUTHOR:	AREA MANAGER JAMES BERRY
OFFICERS CONSULTED:	GROUP MANAGER GARY OAKFORD, DEB APPLETON, KEVIN JOHNSON		
TITLE OF REPORT:	HOME SAFETY STRATEGY 2015-2018		
APPENDICES:	APPENDIX A:	HOME SAFETY STRATEGY 2015-2018	
	APPENDIX B:	EIA	

Purpose of Report

1. To request that Members approve the proposed refresh of the Home Safety Strategy for 2015 – 2018 with particular regard to the targeted approach and referral pathway.

Recommendation

2. That Members;
 - a) Consider the information contained within this report concerning the proposed revised approach to home safety.
 - b) Approve the Home Safety Strategy 2015-2018 for implementation, as recommended by the Performance & Scrutiny Committee.

Introduction and Background

3. Since 1999, Merseyside Fire and Rescue Authority has proactively promoted Community Fire Safety by conducting Home Fire Safety Checks (HFSC's). These visits offered the free provision and installation of smoke detectors and included valuable fire safety education for all people living across Merseyside.
4. The HFSC remains the flagship engagement tool for Community Risk Management. The Functional Plan for Community Fire Prevention 2015-16 includes a review of prevention related activities for home safety and the provision of a revised Home Safety Strategy.
5. This Home Safety Strategy for 2015-18 and beyond takes into consideration the reduction in the number of fire appliances and operational staff available,

the reduction in the number of advocates as a result of the support services review and the mitigation of those reductions included in the new work routines for operational personnel introduced in 2014 and any future new ways of working that may emerge (operational shift patterns).

6. It also sets out our commitment and a number of enabling principles to continuously seek to reduce the number of people who are killed or seriously injured due to accidental dwelling fires on Merseyside.
7. In the last 10 years there have been 79 fire fatalities across Merseyside, 10 of which have occurred in the last reporting period (1st April 2014 – 31st March 2015). There have also been 8 fatal fires to date in this reporting year. It is acknowledged that in 2014/15 and 2015/16 there has been a sharp rise in those aged over 65 years and living alone.
8. Officers also recognise that Merseyside has a number of challenges in regards to deprivation and other socio-economic factors as result of which there is an increased risk of an accidental dwelling fire within affected areas.
9. The revised strategy will include national and regional focus and develop the current HFSC into a Safe and Well visit. This is consistent with language which is currently being adopted within the fire and rescue sector along with health partners.
10. Officers will also develop a Vulnerable Persons Team from the existing advocate cohort that will give focus to key determinants (ageing, dementia, social isolation) and aspects of behavioural change such as smoking, alcohol and hoarding which in many cases have been contributory factors to a number of recent fatal fires.
11. Officers will continue to utilise NHS over 65 data for operational crews to target those most vulnerable in the community on a daily basis (in addition to those who have never received a HFSC).
12. Our advocate teams will continue to generate and support direct referrals from crews and partners for those who are deemed high risk.
13. Officers continue to develop a number of strategic alliances to support the strategy, an example of which is the work which has commenced in Liverpool that will see every domiciliary carer undertake Home Fire Safety Training and raised awareness.
14. This approach will enable the Service to ensure that operational crews, prevention teams, volunteers and partners are targeting the most at risk people in our communities and offering a quality HFSC that identifies hazards within the home and respond by implementing the appropriate interventions available.

15. The Service will also have focus in the area of Selective Licensing and the introduction of legislative changes for the Private Rented Sector., An example is the work Officers undertake with Wirral Metropolitan Borough Council in the targeting of ward areas and sub-standard housing.
16. A revised Performance Management Framework will give regard to the qualitative and quantitative impact of the HFSCs that are undertaken.
17. The premise of the renewed focus will be to ensure that every contact the Service makes counts.
18. The Authority's Performance & Scrutiny Committee, considered and scrutinised the proposed revised strategy at its meeting on 5th November 2015; and recommended that the strategy be referred to the full Authority for approval.

Equality and Diversity Implications

19. A full Equality Impact Assessment (EIA) is being completed and will be available at this meeting.

Staff Implications

20. MFRA will establish a Vulnerable Persons Team from the existing advocate team and encourage new ways of working and a renewed focus on third party referral. A further outcomes report will be submitted once the team is up and running, including how Officers engage and consult staff in the change process.

Legal Implications

21. The Fire and Rescue Services Act 2004 (FRSA) identifies the core functions of Fire and Rescue Authorities. Whilst the provision of free smoke detectors is not a statutory duty section 6 FRSA identifies fire safety as a statutory duty. This includes the requirement for the Authority to provide free fire safety advice and promote fire safety in its area.
22. The Service has acknowledged the wider implications of the introduction of the Care Act 2014 and the impact for Adult Social Care and those most vulnerable living in the community.

Financial Implications & Value for Money

23. There are no additional costs to the Home Safety Strategy as it will be delivered within the existing budget for Community Risk Management.

Risk Management, Health & Safety, and Environmental Implications

24. All Operational Crews and Community Fire Prevention personnel responsible for delivering Home Safety initiatives will receive crew based training, reminding them of their personal responsibilities in respect of personal values,

including HFSC visits, Data Protection, Equality and Diversity, Safeguarding and Risk Management.

25. Service Instruction 0604 will be reviewed and amended to reflect the Home Safety Strategy.
26. VPI status reports are formatted in a geographical area which makes HFSC service delivery more efficient and effective in targeting risk.

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

27. The Home Safety Strategy will contribute to the mission by ensuring that risks and hazards are identified during routine prevention activities and reported appropriately, ensuring safer communities and a safer environment for firefighters.

BACKGROUND PAPERS

NONE PERTINENT TO THIS REPORT

GLOSSARY OF TERMS

MFRA	Merseyside Fire and Rescue Authority
HFSC	Home Fire Safety Check
ADF	Accidental Dwelling Fire
VPI	Vulnerable Persons Index
FSN	Fire Support Network
FSD	Fire Service Direct
CFOA	Chief Fire Officers Association
SSRI	Site Specific Risk Information



Merseyside Fire and Rescue Service

Home Safety Strategy

2015 – 2018

Introduction

Since 1999, Merseyside Fire and Rescue Authority has proactively promoted Community Fire Safety by conducting Home Fire Safety Checks. These visits offered the free provision and installation of smoke detectors and included valuable fire safety education for all people living within the Merseyside area.

The Fire and Rescue Services Act 2004 created a statutory duty on Fire and Rescue Authorities to continue to promote fire safety, placing the prevention of fires at the heart of their activity. The Fire and Rescue National Framework 2012 which provided strategic direction to Fire and Rescue Authorities, stated that “Fire and Rescue Authorities must work with communities to identify and protect them from risk and to prevent incidents from occurring”.

The financial challenges currently faced by Fire and Rescue Sector across the United Kingdom have required us to refocus our preventative services to adopt a more targeted approach, working with our partner agencies to implement data sharing protocols that allow us to deploy our resources more effectively by identifying vulnerable people within our communities.

Whilst every fatality and serious fire has its own tragic circumstances, through closer working with our partner agencies and other key stakeholders to identify those most at risk, and through sharing of this information, appropriate interventions can be offered to vulnerable people at the earliest opportunity with the aim of preventing future fatal fires.

Our Home Safety Strategy for 2015-18 and beyond takes into consideration the reduction in the number of fire appliances and operational staff available, the reduction in the number of advocates as a result of the support services review and the mitigation of those reductions included in the new work routines for operational personnel introduced in 2014. It also sets out our commitment to continuously strive to reduce the number of people who are killed or seriously injured due to accidental dwelling fires in Merseyside and ensure that each and every visit to a home counts.

Overview

In the last 10 years there have been 79 fire fatalities across Merseyside, 10 of these in the last reporting period (1st April 2014 – 31st March 2015). The data that is collected from these incidents allows us to identify common factors and use this information to influence the direction of our strategy and the manner in which we deliver our frontline preventative services. Further detailed analysis can be found in the following link.

http://www.merseyfire.gov.uk/aspix/pages/reports/MFRS-DYING_FOR_DATA/MFRS-DYING_FOR_DATA.html

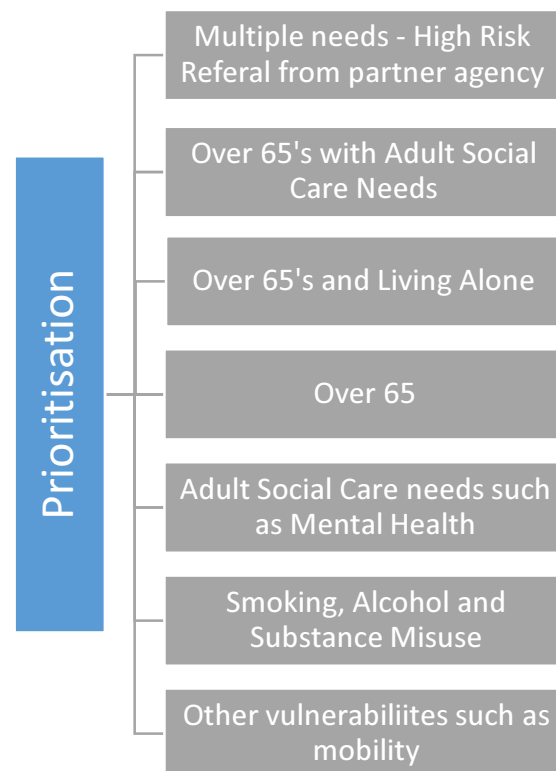
This data, combined with the research work that has been undertaken with Liverpool John Moore's University and the numerous data sharing protocols that have been agreed and implemented with partner agencies - the most significant of which is the introduction of NHS over 65's Data – has allowed us to create a Vulnerable Persons Index that targets people who possess some, or all of the following contributory factors that may make them more at risk of having a fire in the home:

- Over 65 Years Old
- Adult Social Care Needs
- Lone Occupant of the Property
- Mental Health Issues
- Smoking
- Drug/Alcohol Misuse

We also recognise that Merseyside has a number of challenges in regards to deprivation and other socio-economic factors, as result of which there is an increased risk of an accidental dwelling fire within affected areas.

This process will enable us to ensure that our operational crews, prevention teams, volunteers and partners are targeting the most at risk people in our communities and offering a quality Home Fire Safety Check that identifies hazards within the home and responding by implementing the appropriate interventions available.

The diagram signifies the future risk management hierarchy for Prevention Activity

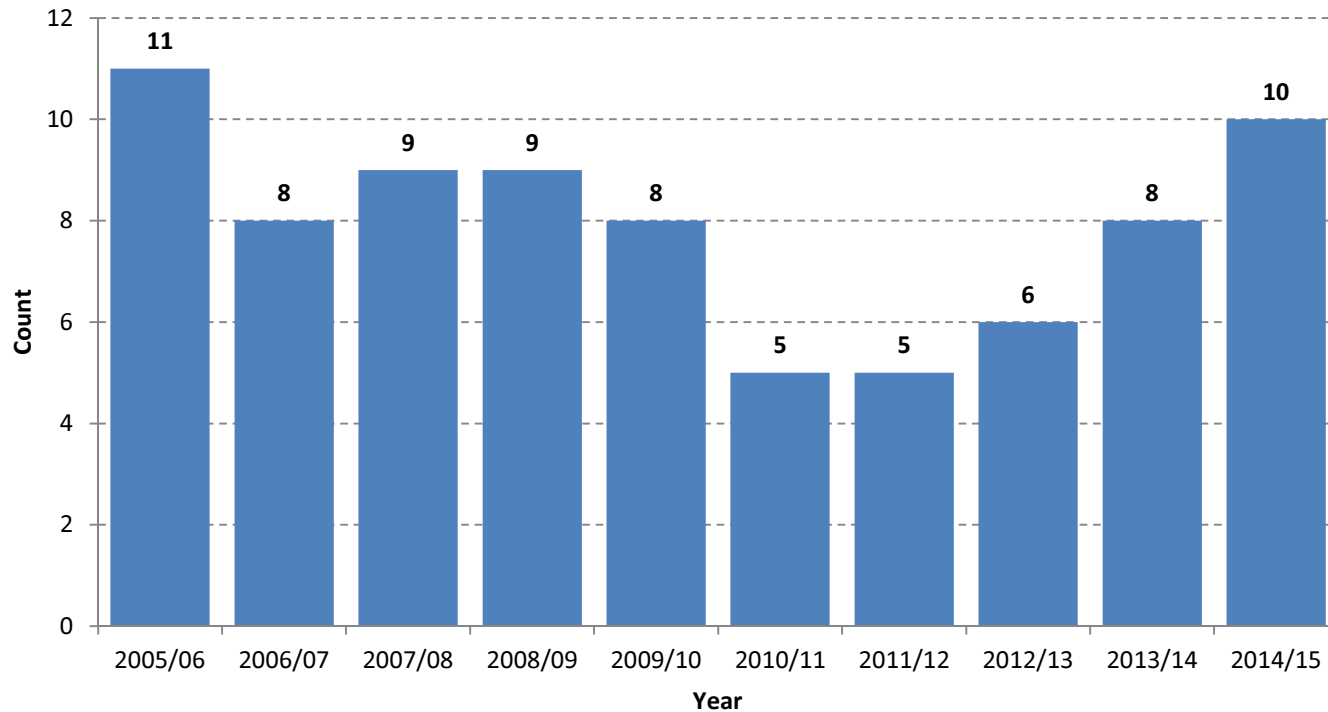


The Status Reports we use at present to provide lists of home to visit adequately reflect these priorities in Liverpool & Wirral within those key groups. We are revisiting all data sets particularly the Districts of Knowsley, Sefton & St Helens to ensure they are fit for purpose as part of this intelligence led approach. Goldmine is the Customer Relationship Management Software in which Status Reports are produced for targeting purposes.

PRIORITY ONE: TARGETED APPROACH TO VULNERABLE PEOPLE

During 2007-2011, Merseyside Fire and Rescue Service delivered in excess of 100,000 Home Fire Safety Check visits per year, which peaked in volume during 2010 and saw over 47,000 hours of community prevention activity, supported by over 5,000 high risk interventions conducted by Community Prevention Advocates. Despite the initial high volume of home safety interventions made, the subsequent reductions since then illustrates a slight increase in the number of fatalities since 2010-2011. This last year 2014-15 has seen 10 fatalities, the first time we have returned to double figures in a decade.

Chart 1: Fatalities in Accidental Dwelling Fires over the past 10 Years (2005/6-2014/15)



Statistics inform us that over two-thirds of fire related deaths occurred in accidental dwelling fires and more than half of the victims were aged 65 years old or over¹. It is predicted over the next 20 years the number of people in England aged 65 - 84 will increase by more than a third, and the number aged over 85 will more than double (Kings Fund / LGA report 2014).

As such, this Home Safety Strategy identifies ways to work more efficiently through the use of intelligence led targeting – we have also examined emerging challenges posed by the implementation of the Care Act 2014 and changes to Adult Social Care that may place even more vulnerable people into the community. In terms of managing risk to any emerging threats, we will closely monitor progress against the strategy and continue to test, learn and evaluate this new approach.

How are we doing it?

In November 2010, Merseyside Fire and Rescue Service, in partnership with John Moore's University, developed and evolved our customer insight project to enable us to identify and target vulnerable people, rather than areas, which subsequently allowed us to deploy our resources in a more efficient and intelligence led manner. Merseyside Fire and Rescue Service has created a Vulnerable Person's Index through the implementation of data sharing protocols with external partner agencies leading us to identify people who may be at a higher risk of injury or death as a result of accidental dwelling fires in Merseyside.

During 2015-2018, Operational Crews will be delivering home fire safety checks in their respective areas to people by:

- Utilising data to identify people who are **over 65 years old** and have never been visited previously;
- Introducing a sustainable revisit strategy for people who are aged **over 65 years old, with Adult Social Care Needs and Living Alone**;
- Examining the feasibility of introducing a weighting system based on age and vulnerability;
- Utilising data sharing protocols to identify people who are known to other agencies and have never been previously visited by Merseyside Fire and Rescue Service.
- Encouraging those over 65's to request an HFSC through targeted promotion.
- Ensure that engagement with older people is an integral element of the process of evaluating the impact of the strategy.

¹ Fire Statistics Great Britain: April 2013 – March 2014, Department for Communities and Local Government.

What are our desired outcomes?

By developing our Home Safety Strategy to ensure that risk is targeted and supporting our staff to engage with the most vulnerable in our communities, we aim to achieve:

- A reduction in fatalities and serious injury from accidental fires in the home;
- A reduction in accidental dwelling fires in Merseyside through Home Fire Safety visits and fire safety education; and
- Ensuring that properties visited by Merseyside Fire and Rescue Authority have working smoke alarms installed.

PRIORITY TWO: ENGAGING STAKEHOLDERS TO INFLUENCE DATA SHARING

Merseyside Fire and Rescue Service receives partner agency referrals for potentially vulnerable people who are identified during the routine delivery of their specific services. Through analysis of our most recent fires we also understand that those living alone, aged over 65 and with adult social care needs are most at risk and will require priority interventions. We believe that by sharing data we are helping to protect vulnerable people, therefore reducing the risk of accidental dwelling fires, related injuries and fatalities.

How are we doing it?

Strategic engagement with Local Authority Safeguarding leads and Government Agencies (such as Department of Work and Pensions and Health providers) will enable Merseyside Fire and Rescue Service to access the key primary data sets that will influence our person centric approach to identification of the most vulnerable people in Merseyside. During this year (2015), Merseyside Fire and Rescue Service will engage with partner agencies to:

- Develop our Vulnerable Persons Teams in areas such as dementia, ageing safely and mental health – in order to focus on key specialist areas.
- Embed a Fire and Rescue Staff member into each Local Authority Area Multi Agency Safeguarding Hub to support information sharing and referral pathway for those at risk or harm.
- Improving incoming data sharing agreements on smoking, alcohol and other behaviour related issues via the Directors of Public Health within the Local Authority.

What are our desired outcomes?

By developing our Home Safety Strategy to ensure strategic engagement with our key partners, we aim to:

- Ensure the most vulnerable people are identified and receive the relevant interventions through robust data sharing protocols and direct referrals from our partner agencies;
- Through targeted interventions, ensure that Merseyside Fire and Rescue Authority deploys its resources in the most effective and economical manner; and

- Ensure that data is shared safely and appropriately to support our strategy.

PRIORITY THREE: ENGAGING STAKEHOLDERS TO INFLUENCE DIRECT REFERRAL PATHWAYS

Data sharing protocols provide us with an overarching view of the high risk and vulnerable people living across Merseyside, however even with the use of strict criteria around targeting, the resources available to us can often dictate when these people will receive a visit. We know the most effective way for us to identify high risk people and in turn be able to provide an appropriate intervention at the earliest opportunity, is through our partner agencies and other professionals who are working in the heart of our communities using a direct referral pathway to our Vulnerable Adults Teams in each of the Districts.

How are we doing it?

Engagement with our partners at a strategic level will allow us to raise awareness and where appropriate deliver effective training to the relevant partner agency staff which will:

- Assist our partner agencies to identify risks in respect of fire safety and understand the referral pathway process;
- Empower our partners to be able to deliver relevant preventative interventions on our behalf; and
- Promote collaborative working to undertake joint visits to ensure all relevant key agencies gain access to high risk and vulnerable people.
- Support Directors of Public Health to ensure smoking and alcohol referral pathways are reciprocal and MFRS can support relevant behavioural change programmes.
- Work with those responsible for commissioning of carers are made aware of “fire risk” and staff are appropriately trained.
- Develop strategic alliances with partners such as British Red Cross, Age Concern and others to ensure referrals are received directly into the Fire Service Direct contact centre for processing and prioritisation.

What are our desired outcomes?

- Ensure the most high risk and vulnerable in our communities are identified and receive effective interventions to reduce any risks at the earliest opportunity;
- Ensure that our strategic alliances with partner agencies remain relevant and fit for purpose; and
- Recognise the potential impacts of the Care Act 2014 and other emerging legislation associated with an ageing population and people living independently in the community.

PRIORITY FOUR: HOME SAFETY DELIVERY

In July 2012, Merseyside Fire and Rescue Authority, with reducing resources, recognised that its revisit strategy was not sustainable in the medium to long term and as such the universal provision of free smoke alarms across Merseyside would no longer be achievable and the future installation of free smoke alarms would only be considered for people identified as high risk/vulnerable or properties that are recorded as never having received a Home Fire Safety Check visit.

The development of our data sharing protocols and Vulnerable Persons Index has enabled us to refine our targeted approach and ensure the most effective use of our resources to deliver prevention activities across Merseyside.

Also of particular importance is the robustness of our safeguarding arrangements; safeguarding is the golden thread that runs through all our work with the community and our partners. We are currently reviewing our safeguarding policy and working with key partners such as Merseyside Police and Local Authorities that will see us embedded into each Multi-Agency Safeguarding Hub (MASH).

How are we doing it?

To this end, our approach during 2015-18 will focus on operational crews targeting over 35,000 homes per annum delivering preventative services to properties that are included on the Vulnerable Persons Index and are specific to that station area. These properties will have never previously been visited by Merseyside Fire and Rescue Service and will be overlaid with shared partner agency data, including over 65's and people with known vulnerabilities.

Referrals that are not considered as high risk initially and have not been sent direct to the relevant Vulnerable Adults Team, will receive a telephone risk assessment from an advisor in Fire Service Direct. Dependent upon the outcome of this assessment, an appointment will either be made for one of the Fire Support Network Welfare Officers to conduct a Home Fire Safety Check or if

there are significant concerns, redirected to our Vulnerable Adults Team (and/or) the relevant District Advocate to conduct a 'high risk' intervention.

For over a decade, Merseyside Fire and Rescue Authority has a long established relationship with our charitable service delivery partner Fire Support Network, this has enabled us to maximise additional resources through the use of their staff and volunteers. Our new working arrangements are to ensure that over 8000 homes will be reached this way.

We will also continue to engage with key stakeholders to further develop the 'home fire safety check' into a 'safe and well' visit. This concept is still embryonic, however our view is clear, the Fire and Rescue Service remains an active and engaged partner and can assist commissioners in improving health outcomes in areas such as slips, trips and falls, winter warmth, carbon monoxide, crime prevention and supporting those who are socially isolated.

People who are considered to be at a 'low risk' of fire in the home will be presented with the option of a non-profit cost recovery service that offers the provision and installation of smoke detectors in their home.

What are our desired outcomes?

By developing our Home Safety Strategy to deliver quality prevention interventions to the communities in Merseyside, we aim to:

- Ensure a targeted approach is implemented for the most efficient delivery of the Vulnerable Persons Index by Operational Crews, this will include the re-introduction of local level weekend prevention campaigns;
- Ensure processes are in place for the robust management of partner agency referrals.
- Have a dedicated Vulnerable Adults Team that understands the key challenges in ageing, dementia and mental health and can provide support and advice to local teams when required to do so.
- Ensure that smoke alarm ownership and fire safety advice education remains high in the communities of Merseyside.
- Ensure that focus will be given that recognises and responds to changes in operational response.
- Ensure that a quality service for the provision and installation of smoke alarms is available by providing staff training in line with their continued professional development; and
- Support the collaborative work with the Department of Communities and Local Government through Fire Kills and with the Chief Fire Officers Association to ensure all appropriate campaigns are built into the service delivery of prevention activities in Merseyside.

PRIORITY FIVE: INFLUENCE THE USE OF ASSISTIVE TECHNOLOGY TO SUPPORT VULNERABLE INDIVIDUALS

Merseyside Fire and Rescue Service will continue to work with private and public partner agencies to explore the use of assistive, adaptive and rehabilitative devices for people who have mobility or cognitive issues to ensure that vulnerable people in Merseyside are able to live independently and safe from the risk of fire in the home through the use of assistive technology.

How are we doing it?

Recognising the Chief Fire Officers Association strategy², Merseyside Fire and Rescue Authority will, through research and development, identify assistive technology solutions that will reduce the risk of fire in high risk and vulnerable people's homes such as the case study overleaf:

Case Study

Merseyside Fire and Rescue Authority identified a vulnerable person with alcohol issues who had a history of starting accidental fires in the home and not responding to the actuation of smoke detectors. Through a partnership approach with FireAngel (Sprue Aegis) and Sefton Metropolitan Borough Council, a solution was identified whereby a Wi-Safe Low Frequency Sounder was installed in the property. The Low Frequency Sounder has been specifically designed to provide additional protection to a standard smoke alarm in the event of a fire. It is more likely to wake up high risk individuals such as children, those with mild to moderate hearing loss, older people and people under the influence of alcohol than a regular smoke alarm according to research undertaken³.

² Chief Fire Officers Association, Home Safety Strategy 2013-2016

³ Bruck, D. & Thomas, I. (2007) Waking effectiveness of alarms (audio, visual and tactile)

Additionally, due to the potential risk of fire spreading to the neighbours properties (terraced housing with common roof void), neighbours either side of the property agreed to have wi-safe alarms fitted that were linked to the vulnerable persons – therefore receiving an early warning should a fire start in the property. This case study demonstrates how the combination of a partnership and community approach and the use of assistive technology can contribute to reducing the risk and increasing the safety of vulnerable people in their own homes.

With the emergence of Wi-Safe technology, we intend to work with our partner agencies – in particular Registered Providers - to identify interventions that will provide advanced linked warnings of fire and potentially Carbon Monoxide. Statistics from 2013 - 2014⁴ indicate that nationally 52% of accidental dwelling fires were started in the kitchen and therefore in addition to the provision and installation of smoke detectors, the Home Safety Strategy for 2015-2016 will consider solutions such as interlinked heat detectors for people considered to be at risk from such incidents (i.e. such as Dementia and Alzheimer's sufferers).

What are our desired outcomes?

- To continue to innovate to allow high risk and vulnerable people to live safely and independently in their homes through the development and installation of assisted technology;
- To work with partners in respect of research and development to identify home safety interventions to reduce the risk of fire in high risk and vulnerable people's homes;
- To educate Merseyside Fire and Rescue Service Authority personnel on the interventions available for home safety.

⁴ Fire Statistics Great Britain: April 2013 – March 2014, Department for Communities and Local Government.

PRIORITY SIX: ENGAGING WITH THE PRIVATE RENTED SECTOR

Merseyside Fire and Rescue Authority has recognised and will respond to the Government's introduction of legislation (from October 2015) that will require additional engagement with the private rented sector to ensure compliance in respect of smoke and carbon monoxide ownership.

How are we doing it?

To support landlords in the private rented sector to make the transition to compliance, we will engage with the strategic leads within each Local Authority to identify and target high risk and vulnerable tenants in order to deliver the one-off funding grant provided by Government to Merseyside Fire and Rescue Authority to provide, where applicable, free smoke and carbon monoxide alarms.

What are our desired outcomes?

- To raise compliance standards with regards to smoke and carbon monoxide alarms ownership;
- Engage with landlords to assist in the identification of vulnerable tenants and work with them to deliver appropriate interventions; and
- Improve safety standards within private rented properties and ensure tenants understand and are able to react to the associated risks of fire in the home.

NEXT STEPS:

Merseyside Fire and Rescue Authority is committed to continuing to deliver a quality preventative service to vulnerable people and the wider communities within Merseyside. As an organisation we have responded and adapted to change over the last ten years.

However to remain effective and relevant, we will proactively look how we can shape our delivery model for the future years. In order for this to be successful, we need to ensure that we approach any transformation at pace and overcome any barriers faced.

Community Fire Prevention will develop the following approach to ensure that the best outcomes for the communities within Merseyside are met:

- **Understanding our communities** through the development of Customer Insight and targeting people appropriately using a partnership approach in its truest form; the revised Home Safety Strategy will feature in the next IRMP consultation forums.
- **Defining clear outcomes** for Community Prevention Teams to ensure that appropriate interventions are delivered to those people identified as vulnerable to fire in the home;
- **Evaluating and Quality Assuring** our service delivery to ensure that it continues to meet the needs of a continually changing landscape of the communities within Merseyside;
- **Transforming and Implementing** successful practices rapidly whilst adhering to internal policies and procedures;
- **Innovating Delivery** by sharing strategies with local partners, councillors and other key stakeholder to identify gaps and common outcomes.

In conclusion, we remain committed to our Mission of Safer, Stronger Communities; Safe Effective Firefighters and that the communities within Merseyside receive the highest quality service and advice from Merseyside Fire and Rescue Authority.

Strategic Objectives

The strategic objectives identify a number of enabling principles and methodologies in the delivery of the Home Safety Strategy 2015 – 17 in addition to those targets set within the Integrated Risk Management Plan and Service Delivery Plan.

- Provide leadership, support and guidance for all Operational and District Prevention staff seeking maximum engagement and the delivery of qualitative services.
- Plan, develop, monitor and review a wide range of prevention strategies to reduce the levels of risk from fire.
- Engage with a wide range of fire service and non-fire service partners to actively promote the concept of enhanced safety from fire, and to encourage cooperation and partnership working on shared ambitions across Merseyside.

<u>Objective</u>	<u>Objective Owner</u>	<u>Description</u>	<u>Review Period</u>
Targeted approach to vulnerable people	GM Prevention	<ul style="list-style-type: none"> • Home Safety Strategy 2015/17 communicated to internal / external stakeholders that ensures purpose and approach fully understood. 	On-going
Engaging Stakeholders to influence Data Sharing	Director of Strategy & Performance	<ul style="list-style-type: none"> • Create an enabling platform for all relevant data to be shared to ensure our understanding of who and where those identified as most vulnerable are residing. 	On-going
Engaging Stakeholders to influence direct referral pathways	GM Prevention	<ul style="list-style-type: none"> • We will ensure partners are fully engaged and supportive of MFRS approach to delivering the best outcomes for citizens. 	On-going
Home Safety Delivery	GM Prevention	<ul style="list-style-type: none"> • Ensure that all activity from operational crews, advocates and partners aligns to the Home Safety Strategy and any emerging challenges. 	On-going

Influence the use of Assistive Technology to support Vulnerable Individuals	GM Prevention	<ul style="list-style-type: none"> We will examine what technology both current and emerging that provides us with options to ensure we can support partners in making people safer in the home. 	On-going
Engaging with the Private Rented Sector	GM Prevention	<ul style="list-style-type: none"> Understanding the change in legislation allows us to access those who are most vulnerable and the societal changes in this growing area. 	On-going

This page is intentionally left blank

Merseyside Fire and Rescue Service

Equality Impact Assessment Form

Title of policy/report/project:	Home Safety Strategy 2015 – 2018
Department:	Community Risk Management – Prevention
Date:	14th December 2015.
Prepared by :	GM Oakford
1: What is the aim or purpose of the policy/report/project	
<i>This should identify “the legitimate aim” of the policy/report/project (there may be more than one)</i>	
<p>The objective of the report to the Performance and Scrutiny Committee is to advise In respect of the proposed changes to the Home Safety Strategy and subsequently the service delivery of Home Fire Safety Check (HFSC) visits to community members in Merseyside.</p> <p>Our Home Safety Strategy for 2015-18 and beyond takes into consideration the reduction in the number of fire appliances and operational staff available to MFRS the reduction in the number of advocates as a result of the support services review and the mitigation of those reductions included in the new work routines for operational personnel introduced in 2014.</p> <p>It also sets out our commitment to continuously strive to reduce the number of people who are killed or seriously injured due to accidental dwelling fires in Merseyside and ensure that each and every visit to a home counts.</p> <p>The future risk management hierarchy for prevention activity and prioritisation multiple needs - High Risk</p> <ul style="list-style-type: none">➤ Referral from partner agency➤ Over 65's with Adult Social Care Needs➤ Over 65's and Living Alone➤ Over 65➤ Adult Social Care needs such as Mental Health➤ Smoking, Alcohol and Substance Misuse➤ Other vulnerabilities such as mobility	

There are a number of Objectives designed to deliver the Home Safety Strategy :

1. Engaging with partners to identify Vulnerable People
2. Engaging with Stakeholders to influence the sharing of data
3. Engaging with stakeholders to encourage direct referrals where required
4. HFSC Delivery to High Risk (Low risk to be carried out on a cost recovery basis)
5. Encourage the use of Assistive technology for vulnerable groups
6. Engage with private rented landlords

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)

Those effected by this strategy include the wider public population of Merseyside, MFRS staff (both operational and community prevention), key partners from 5 local authority areas, registered social landlords, key stakeholders such as such as Age UK, Faith Groups and Older Persons Parliament.

It is anticipated that the strategy will impact those who need support most with home Fire Safety

3. Monitoring

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

What monitoring data have you considered?

Dying For Data – MFRA Report on the fire fatalities in Merseyside over the last decade

What did it show?

In the last 10 years there have been 79 fire fatalities across Merseyside, 10 of these in the last reporting period (1st April 2014 – 31st March 2015). The data that is collected from these incidents allows us to identify common factors and use this information to influence the direction of our strategy and the manner in which we deliver our frontline preventative services. Further detailed analysis can be found in the following link.

http://www.merseyfire.gov.uk/asp/asp/pages/reports/MFRS-DYING_FOR_DATA/MFRS-DYING_FOR_DATA.html

This data, combined with the research work that has been undertaken with Liverpool John Moore's University and the numerous data sharing protocols that have been agreed and implemented with partner agencies - the most significant of which is the introduction of NHS over 65's Data – has allowed us to create a Vulnerable Persons Index that targets people

<p>Later Life in the United Kingdom May 2015 (AGE UK)</p>	<p>who possess some, or all of the following contributory factors that may make them more at risk of having a fire in the home:</p> <ul style="list-style-type: none"> • Over 65 Years Old • Adult Social Care Needs • Lone Occupant of the Property • Mental Health Issues • Smoking • Drug/Alcohol Misuse <p>The AGE UK publication provided significant insight to ageing in the UK. This helps to provide a greater understanding on the impact of age and risk to fire http://www.ageuk.org.uk/Documents/EN-GB/Factsheets/Later_Life_UK_factsheet.pdf?dtrk=true</p>
<p>English Indices of Deprivation (2015)</p>	<p>Liverpool is now ranked 4th and Knowsley 2nd in terms of deprivation in the UK. There are concentrations of deprivation, high levels of social housing (registered and private landlord) and significant numbers on incapacity benefits.</p>

<p>4: Research</p> <p><i>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</i></p>	
<p>What research have you considered? CFOA - Protecting an Ageing Population from the Risk of Fire in the Home</p>	<p>What did it show?</p> <p>It has been produced by the Chief Fire Officer's Association (CFOA). CFOA provides independent advice to the Government on fire prevention, protection, intervention and a wide range of community safety and rescue matters.</p> <p>The Fire and Rescue Services Act 2004 created a statutory duty on Fire and Rescue Authorities to promote fire safety, placing the prevention of fires at the heart of their activity.</p> <p>Fire and Rescue Authorities must now carefully consider fire safety for older people and how to fulfil this duty when preparing strategic plans and deciding the balance and prioritisation of funding</p>
<p>Welfare reform</p>	

<p>The introduction of the Care Act 2014.</p>	<p>and resources.</p> <p>Deaths and injuries from fire will rise in proportion to the increases in numbers of older people. Almost twice as many people over the age of 50 now die in dwelling fires in the UK each year compared to those under 50.</p> <p>Some major changes have been made to the benefits system, and others are being introduced. These particularly affect people of working age, but some of the changes will affect older people too, it is too early to fully scope impact but this may be linked to winter warmth payments, costs of housing and for those living on a single wage.</p> <p>The significance of the Care Act should not be underestimated as it replaces much of the legislation that has governed Adult Social Care since 1948. In total it replaces 13 pieces of Primary legislation, 13 pieces of secondary legislation and 3 pieces of statutory guidance. (Although focused on local authority and adult social care) what is clear is a driver for persons to live longer independently in their home setting as opposed to a formal care setting.</p>
<p>5. Consultation</p> <p><i>Summarise the opinions of any consultation. Who was consulted and how? (This should include reference to people and organisations identified in section 2 above)</i></p> <p><i>Outline any plans to inform consultees of the results of the consultation</i></p>	
<p>What Consultation have you undertaken?</p> <p>There has been consultation at a national, regional and local level regarding the Home Fire Safety Check, intelligence led targeting and the evolution of HFSC into a “Safe and Well Visit”</p> <p>CFOA - Sustained Action for Evidencing Risk (Safer)</p>	<p>What did it say?</p> <p>Age UK and the Fire Rescue Service (FRS) in England are encouraging their Partners to work together at a local level to offer an innovative approach to reducing preventable hospital admissions and avoidable winter deaths through using data to target preventative services at the most vulnerable, older people.</p>

<p>Local Government Association</p> <p>Consultation with the MFRA Community Forum in Summer 2015 –Presentation by K Johnson</p>	<p>This collaboration builds on the best practice already taking place on the ground in parts of the UK. It utilises the very best that the Fire and Rescue Services have to offer in intelligence led prevention and intervention, coupled with the extensive experience and capacity of Age UK to develop smart practices in engaging and supporting those most at risk.</p> <p>Nationally we have engaged with key stakeholders from NHS England to secure data (over 65's) to improve interventions, we have also engaged with local health partners to examine areas of collaboration such as slips, trips and falls and social isolation – although are primary focus is fire, these added value interventions contribute to our agenda in engagement and ensuring the living environment is safe, we have seen examples whereby those living alone</p> <p>There are several strategic reports on ageing and the impact of future adult social care contained within the LGA website. http://www.local.gov.uk/health/-/journal_content/56/10180/7079910?_INSTANCE_0000_templateId=ARTICLE</p> <p>A number of key stakeholders including, RNIB, Age UK, Wirral Change and Knowsley CVS were present at a Consultation meeting to provide feedback on the proposed Home Fire Safety Strategy. The feedback was positive in relation to the approach the FRS is taking to manage Risk profiles and target resources.</p>
<p>6. Conclusions</p> <p><i>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)</i></p>	
<p>(a) Age</p> <p>Positive impact :</p>	

Chief Fire Officers Association (CFOA) and Department for Communities and Local Government (DCLG) statistics demonstrate that the majority of fire related deaths in the United Kingdom involve individuals aged 65 years old and over. As such, MFRA will offer the FREE provision and installation of smoke detectors to any individual aged over 65 years old. This will be quality assured through the provision of Exeter Data through an information sharing protocol with the National Health Service (NHS). In addition , data tells us that :

- Rural and coastal areas have the highest percentage of older adults
- Isolation is a particular risk factor for minority ethnic groups, those in rural areas and for people older than 75 who may be widowed or live alone
- Life expectancy is increasing (82 W/ 78 M), there are variations in healthy life expectancy*, lowest in Tower Hamlets (M. 52 years) and Manchester (W 55 years). (PHE ENGLAND). There is diversity in the health, social, and economic circumstances of older people.

Focusing on Age as a Risk factor to Fire is a legitimate Objective

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

Positive impact :

We have engaged with “Dementia Friends”, we believe this in addition to mobility is a significant contributory factor for the Home Safety Strategy and supported the rationale to create a Vulnerable Persons Team that will consider what supportive steps MFRS can take in reaching out to the community and care practitioners. In addition we will look at Hospital Discharges as a method of engagement for those at greatest need. All these actions will be supportive towards people with Disabilities

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

Neutral impact – The race of a member of the community has no impact on the outcome of the HFSC, should a relevant MFRA personnel identify a specific risk related to culture, nationality or Ethnicity (specifically around cooking and heating arrangements) they would revert to safety and offer the free provision and installation of smoke detectors and arrange for further advice and guidance where required from a third party agency.

(d) Religion or Belief

Neutral Impact :

We need to consider more on how we engage with the faith sector, our HFSC programme historically has relied on direct referral pathways into the organisation as the preferred method of referral, however we understand that churches and other faith locations are places that bring people together and perhaps could allow for us to engage.

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

Neutral Impact :

The Dying for Data information provides an insight into the number of Fire Fatalities by Gender, it showed that there was an almost equal split between genders over the last 10 years> The Individuals gender would not impact on their risk for a HFSC .

(f) Sexual Orientation

Positive Impact :

The primary risk factors for social isolation affect LGBT older adults in unique and disproportionate ways. LGBT elders are more likely to live alone and with thinner support networks. Additionally, research shows that LGBT elders face higher disability rates, struggle with economic insecurity and higher poverty rates, and many deal with mental health concerns that come from having survived a lifetime of discrimination. The Home fire Safety Strategy will aim to engage with key LGBT stakeholders to enable them to refer directly or provide additional advice about specific support that can be delivered through the High Risk HFSC delivery methods.

(g) Socio-economic disadvantage

Older people are particularly vulnerable to social isolation and loneliness owing to loss of friends and family, mobility or income. Social isolation and loneliness have a detrimental effect on health and wellbeing. We understand that in Merseyside we have approx. 255,000 aged over 60's in approx. 170,000 households.

The Home Safety Strategy (Objective 1) takes into account the issues faced by individuals who are disadvantaged socially or economically. Additional consideration would be given to individuals who were considered to be at a disadvantage due to their Social - economic lifestyle , should there be an risk identified a Free provision of and installation of Smoke Detectors would be delivered and further support identified through 3rd Party Agencies.

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.

Statistics inform us that over two-thirds of fire related deaths occurred in accidental dwelling fires and more than half of the victims were aged 65 years old or over. It is predicted over the next 20 years the number of people in England aged 65 - 84 will increase by more than a third, and the number aged over 85 will more than double (Kings Fund / LGA report 2014).

As such, this Home Safety Strategy identifies ways to work more efficiently through the use of intelligence led targeting – we have also examined emerging challenges posed by the implementation of the Care Act 2014 and changes to Adult Social Care that may place even more vulnerable people into the community.

In terms of managing risk to any emerging threats, we will closely monitor progress against the strategy and continue to test, learn and evaluate this new approach. The new strategy will offer any individuals who have never previously received a HFSC

from Merseyside Fire and Rescue Authority (MFRA), the provision and installation of free smoke detectors. This offer will also now be extended to any community member in Merseyside over 65 years of age and is seen as positive

8. Equality Improvement Plan

List any changes to our policies or procedures that need to be included in the Equality Action Plan/Service Plan.

See Action in Section 9 below

9. Equality & Diversity Sign Off

The completed EIA form must be signed off by the Diversity Manager before it is submitted to Strategic Management Group or Authority.

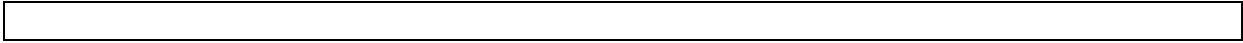
Signed off by: W S Kenyon

Date:

Action Planned	Responsibility of	Completed by
<p>9.1 The EIA is approved subject to 6 monthly HFSC using Capita to establish any impact on HFSC delivery in relation to the 9 Protected groups. The review will establish number of HFSC completed in comparison to population for each Protected Group and to review specific data around Ethnicity and Sexual Orientation which we currently have little robust data on to help with planning our strategy.</p> <p>The Data should be reviewed at least annually by the Diversity Action Group and Reported to the Strategic Equality Group</p>	<p>GM Oakford and Diversity and Consultation Manager (DCM) WK</p>	<p>First 6 month review will by July 2016</p>
<p>9.2 To ensure that Home Safety Strategy objectives 2, 3 and 5 are focused on the engaging with agencies around the Protected groups who fall into the High Risk categories.</p>	<p>GM Oakford and DCM W Kenyon</p>	<p>Review as a priority for Q1 and Q2</p>

For any advice, support or guidance about completing this form please contact the DiversityTeam@merseyfire.gov.uk or on 0151 296 4237

The completed form along with the related policy/report/project document should be emailed to the Diversity Team at: DiversityTeam@merseyfire.gov.uk



This page is intentionally left blank

Agenda Item 7

MERSEYSIDE FIRE & RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	17 DECEMBER 2015		
PRESENTING OFFICER:	PHIL GARRIGAN		
RESPONSIBLE OFFICER:		REPORT AUTHOR:	FRANNY HILL
OFFICERS CONSULTED:	IAN MULLEN WM JOANNE HENDERSON DPM		
TITLE OF REPORT:	SAFE PROGRAMME		

APPENDICES:	APPENDIX A:	(TITLE)
	APPENDIX B:	(TITLE...ETC)

Purpose of Report

1. To request that SMG approve the new SAFE (Safety Advice Fire Education) juvenile fire setting intervention programme.

Recommendation

2. That SMG note and approve the new juvenile fire setting programme.

Introduction and Background

3. The Fire and Rescue Services Act 2004 requires that Fire and Rescue Authorities must make provision for the purpose of promoting fire safety. The MF&RA Community Safety Plan outlines how the Service intends to provide services to the local community and a priority is to make people safer by working to prevent emergencies.
4. In order to discharge this provision particularly to at risk young people Merseyside Fire and Rescue Service (MF&RS) has delivered a juvenile fire setting programme called FACE (Fire Awareness Child Education) as part of our early intervention / risk reduction programmes.
5. This product had become dated over time and is considered no longer fit for purpose.
6. As a result the scheme was subjected to review as referenced within this year's Functional Delivery Plan for Prevention and a task and finish group was established to align MF&RA's approach to the national approach recommended by the Chief Fire Officers Association.

7. As a result of this work a new intervention programme has been developed to replace FACE scheme, this product will be branded as SAFE (Safety Advice Fire Education).
8. Whether they happen, at home, in school or in the community intentionally or unintentionally, fires set by children are always a cause for concern as they risk serious injury to themselves and to others.
9. For older children where fire setting is motivated by underlying issues a multi-agency approach is required. An assessment for these children will be completed via a referral to the Local Authority EHAT team (Early Health Assessment Team).
10. Prevention staff will arrange to visit the family home to complete a SAFE visit which will include a HFSC. The session involves relevant members of the household including the fire setting child and parent/carer.
11. The aims and objectives for this session are:-
 - To be able to say why it is unsafe to play or experiment with fire.
 - In more serious cases explain the consequences of deliberate fire setting.
 - Provide education to the young person and parent around the implications of fire setting.
 - To be able to recognise / identify potential fire risks around the home and state the actions required to reduce the risks.
 - To educate and inform the parent/carers on safety advice in order to reduce the risk of fire.
 - To be able to explain the importance of a bedtime routine and to be able to create a fire escape plan.
 - To be able to describe what to do in the event of a fire.
 - At the end of the session a feedback form will be completed by the attending member of Prevention staff to record the finding of the session, which will support the possible EHAT referral.
12. For high risk referrals, apart from the child fire setting risk in the household there may be other additional fire risks or other health issues identified by the attending Prevention staff.

Equality and Diversity Implications

13. An EIA has been completed and is attached at Appendix **A**

14. All E&D implications have been considered and consultation has been undertaken with the E&D Manager.

Staff Implications

15. All Prevention staff who will deliver the product will be given 3 days training which will consist of 2 days with an external consultant who specialises in adolescent fire setter and 1 day internal training around MF&RS processes.

Legal Implications

16. The Fire and Rescue Services Act 2005 section 6(1)(a) provides that a fire and rescue authority must make provision for the purpose of promoting fire safety in its area and, in making such provision must in particular, to the extent that it considers it reasonable to do so, make arrangements for the provision of information, publicity and encouragement in respect of the steps to be taken to prevent fires and death or injury by fire;
17. Product name and branding have been registered by Corporate Communications, with MFRA holding the domain rights to the name.
18. Appropriate staff of MFRA have been provided with safeguarding training.
19. The lone working policy has been updated to support this programme.

Financial Implications & Value for Money

20. The cost of producing the revised product SAFE, inclusive of training, merchandise and on-going costs is £7,000
21. All costs will be absorbed from internal budget lines.
22. The economic outcomes expected from the programme are reduction in ASB fires and long term economical cost reduction associated with families with complex needs.

Risk Management, Health & Safety, and Environmental Implications

23. To manage risk, structured training has been delivered with the implement the appropriate tools and measures required.
24. Health & Safety implications have been considered through the review of the lone worker policy and HFSC risk assessments.
25. Environmental factors are a reduction in ASB fires in the community and the home which in turn will have a positive impact on the environment and community.

26. The SAFE programme will benefit our Communities and the Authority by reducing ASB/deliberate fires across as per the community safety plan and have a direct contribution to our mission.

BACKGROUND PAPERS

NIL





GLOSSARY OF TERMS

EHAT	Early Help Assessment Team
FACE	Fire Awareness Child Education
HFSC	Home Fire Safety Check
MF&RS	Merseyside Fire & Rescue Service
SAFE	Safety Advice Fire Education

Equality Impact Assessment (EIA) Reporting Form

For any advice, support or guidance about completing this form please contact the DiversityTeam@merseyfire.gov.uk or on 0151 296 4236

Section 1: EIA Details

1.1) Author	<input type="text" value="Hill, Francis"/>
1.2) Responsible Officer	<input type="text" value="Berry, James"/>  
1.3) Function	<input type="text" value="Prevention and Protection"/> 
1.4) Department	<input type="text" value="Select a Department..."/> 
1.5) What is the status of this EIA? If "Revision" is selected, please ensure "1.7) Date of EIA" is revised and "1.5.1) Which sections have been revised?" is completed.	<input type="text" value="New"/> 
1.6) Title of EIA	<input type="text" value="SAFE (Safety Advice Fire Education)"/>
1.7) Date of EIA	<input type="text" value="17/08/2015"/> 
1.8) What does the EIA relate to?	<input type="text" value="Project"/> 
1.9) Title reference of SI/policy/report/event/project	<input type="text" value="SAFE (Safety Advice Fire Education)"/>
1.10) SI Policy Number of SI/policy/report/event/project	<input type="text" value="SAFE (Safety Advice Fire Education)"/>

Section 2: Initial Assessment

2.1) What are the legitimate aims or purposes of the SI/policy/report/event/project?

MF&RS for a number of years has delivered a fire setter programme called FACE. This product has become dated and was in need of modernisation. A new product has been developed to replace FACE, this product will be branded as SAFE (Safety Advice Fire Education) and is designed to engage with youths who have been identified as having the potential to set fires.

2.2) Who will be affected?

Members of the Public

2.3) Which of the protected groups below does this impact on for an initial assessment?

Protected Characteristics	Positive Impact	Negative Impact	Neutral
Age	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sex	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Race	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Disability	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Religion & Belief	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Gender Reassignment	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Marriage & Civil Partnership	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Pregnancy and Maternity	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Sexual Orientation	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Socio-Economic Disadvantage	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

2.4) Has there been any positive or negative impact identified as part of the Initial Assessment for this SI/Policy/report/event/project? Yes No

2.5) Please supply supporting comments as to why you feel there is no positive/negative impact caused as part of the Initial Assessment for this SI/Policy/report/event/project?

Section 3: Monitoring

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

3.1) What monitoring data have you considered?

Capita requires the recording of data from SAFE visits which enables us to extrapolate relevant E&D data.


3.2) What did it show in relation to Equality Impacts?

Learning Disability was identified as a 'gap' in services as previous FACE visits have often included those with a diagnosed a Learning Disability.

3.3) What future monitoring of effects/outcomes will be recorded?

All prevention staff delivering SAFE will complete a feedback form which will enable the Prevention Management Team to monitor and record outcomes.

3.4) Supporting Document

 [Click here to attach a file](#)

Section 4: Research

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

4.1) What research have you considered?

Visits were undertaken to several fire services across the country including the CFOA Fire Setting Lead based in Tyne & Wear. The team have attended a national fire setters conference plus several fire setter specific CFOA working parties.

Consulted with the 6 Prevention districts who are practitioners of the current FACE.

Met with the Chief Executive of Mencap Liverpool.

Met with EHAT (Early Help Assessment Team) in Liverpool City Council to discuss the referral mechanism.


4.2) What did it show in relation to Equality Impact?

We highlighted Learning Disability was not effectively addressed, this has now been factored into the new programme.

4.3) What did the exercise tell in relation to Equality Impact?

We need to consult with specialists in order to provide a package suitable to the needs of the learning disabilities community.

4.4) Supporting Document

 [Click here to attach a file](#)

Section 5: Consultation

Summarise the opinions of any consultation. Who was consulted and how? (This should include reference to people and organisations identified in 3.2). Outline any plans to inform consultees of the results of the consultation.

5.1) What Consultation have you undertaken to help identify any further equality issues?

Consulted with the 6 Prevention districts who are practitioners of the current FACE.

Met with the Chief Executive of Mencap Liverpool.

Met with EHAT (Early Help Assessment Team) in Liverpool City Council to discuss the referral mechanism.


5.2) What did it say?

We present our package to Mencap who provided us with ideas on how to adapt our package to best suit the needs of the disability community.

5.3) Which Groups/persons?

Preventions staff
Learning disability community
EHAT staff L.A.

5.4) Supporting Document

 [Click here to attach a file](#)

Section 6: Conclusions

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

(a) Age

Research shows that a young person will experiment with fire at an early age as they don't understand the causal effect/consequences. The SAFE programme has been devised as a tool to engage with adolescents.

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

It was identified that FACE did not consider the needs of the learning disabilities community. Therefore we consulted with Mencap in order to ensure we have maximised the potential to engage with those young people with learning and cognitive disabilities .

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

N/A

(d) Religion or Belief

N/A

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

N/A

(f) Sexual Orientation

N/A

(g) Socio-economic disadvantage

Previous history has shown us that the majority of fire setters come from areas of deprivation within Merseyside. This package will predominantly be utilised in areas such as this.

Section 7: Decisions

If the SI/policy/report/event/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 SI/policy/report/event/project needs to be objectively justified as being an appropriate and necessary means of achieving the legitimate aim set out in 3.1

N/A

Section 8: Actions (Admin Use Only)

8.1) Actioned Required Yes No

8.2) Details of Action Required

8.3) DAG Consultation Required Yes No

8.4) Approved Yes No

8.5) Responsibility Of

Hill, Francis

8.6) Completed By

25/08/2015



8.7) Review Date

16/08/2016



Section 9: Equality & Diversity Sign Off (Admin Use Only)

9.1) Signed off by Wendy Kenyon

25/08/2015



MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	17 DECEMBER 2015	REPORT NO:	CFO/089/15
PRESENTING OFFICER	CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	AM DAVE MOTTRAM	REPORT AUTHOR:	GM PAUL MURPHY
OFFICERS CONSULTED:	MR PAUL BLANCHARD- FLETT – OCCUPATIONAL HEALTH DEPARTMENT		
TITLE OF REPORT:	HEALTH AND SAFETY ANNUAL REPORT 2014-15		

APPENDICES:	APPENDIX A: HEALTH, SAFETY & WELFARE (HS&W) ANNUAL REPORT
	APPENDIX B: INJURY STATISTICS 2014/15
	APPENDIX C: HEALTH, SAFETY & WELFARE REPORTING

Purpose of Report

1. To request that Members review the content of the Annual Health, Safety & Welfare Report and consider the performance of the Authority with regard to Health Safety and Welfare outcomes for 2014/15.

Recommendation

2. That Members;
 - a. Note the content of the Annual Health Safety & Welfare Report for the period April 2014 to march 2015.
 - b. Consider performance in relation to Health Safety & Welfare across the Authority for the period April 2014 to March 2015.

Introduction and Background

3. The Annual Health, Safety & Welfare (HS&W) Report updates Members on Health, Safety & Welfare performance across the Authority for 2014/15.
4. This report ensures that the Authority is informed of its HS&W performance in order that it can verify that it continues to comply with its corporate policy, legal and performance requirements.
5. The report identifies reactive and proactive measures that must be monitored and reviewed, to ensure that effective health and safety management is maintained across the Authority.

6. As in previous reports, it has been prepared using data from the HS&W Management Systems.
7. The report also sets out the Authority's strategic HS&W objectives for the next year.

Equality and Diversity Implications

8. This report informs on the Authority's performance under its Health, Safety & Welfare Policy and supporting procedures, all of which are subject to current Equality Impact Assessments.

Staff Implications

9. Health, Safety & Welfare is integral to the management of all members for staff.

Legal Implications

10. The Authority has a duty to comply with all the relevant legislation and regulations relating to health, safety and welfare of its employees and any other relevant persons affected.
11. The Health, Safety & Welfare Report provides evidence of compliance with the Health and Safety at Work Act 1974 and Regulations made pursuant to that Act.

Financial Implications & Value for Money

12. None identified within this report.

Risk Management, Health & Safety, and Environmental Implications

13. Implicit throughout the report.

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

14. This report details improved Health, Safety and Welfare performance which is at the core of the Authority's mission.

BACKGROUND PAPERS

GLOSSARY OF TERMS

HS&W Health Safety & Welfare

This page is intentionally left blank



Health

Safety &

Welfare

Report

2014/15

Merseyside Fire & Rescue Service – Health Safety & Welfare Report 2013/14

Table of Contents

	Deputy Chief Fire Officer's Foreword.....	5
1	Introduction	7
2	Health Safety & Welfare Performance	9
4	Planning for next year	13
5	Conclusion	15

Merseyside Fire & Rescue Service – Health Safety & Welfare Report 2014/15

Deputy Chief Fire Officer's Foreword

Welcome to Merseyside Fire & Rescue Service's annual Health and Safety performance report for 2014-2015

This report outlines the Health, Safety & Welfare performance of the Authority over the last twelve months.

Despite the financial challenges faced by the Authority we remain committed to providing the very best available systems, processes and procedures to ensure the safety of our staff.

The report also sees the identification of both proactive and reactive monitoring systems

Proactive systems provide information on performance and the adequacy of operational management arrangements, risk control systems and workplace precautions and concentrate on leading indicators of performance.

Reactive systems are triggered after a safety critical event to monitor health, safety and welfare performance, reactive systems look for lagging indicators of performance.

The report identifies areas for development over the next twelve months to further ensure the continued safety of our staff.

1 Introduction

- 1.1 The Health and Safety at Work etc Act 1974 applies to all the activities undertaken by Merseyside Fire and Rescue Authority staff. The Act requires that we ensure the health, safety and welfare at work of our employees and that their activities do not adversely affect their health and safety or that of other people.
- 1.2 These health and safety duties are not absolute and each is qualified by the test of what is reasonably practicable. During the past year a review of the arrangements for complying with these duties has taken place and a range of measures have been introduced which demonstrates a commitment to continually develop its existing policies.
- 1.3 Following the publication of the Lofsted review in 2011 the government and HSE along with relevant stakeholders continue the process of putting in place many of its recommendations, The H&S team are monitoring this activity closely and continue to review internal arrangements as legislative change is announced which impacts on service delivery, compliance with legislative requirement and perceived best practice. This work continues to inform our guiding principles for Health and Safety management.
- 1.4 The financial constraints placed on the Authority as a result of reduced grant funding, continue to bring about change and innovation in the way services are delivered. However the commitment to ensuring the highest possible Health Safety & Welfare provision remains unaltered and the Health & Safety & Occupational Health teams have introduced a range of measures to achieve this including the introduction of a fatigue risk management system and an enhanced firefighter fitness program.
- 1.5 Over the last 12 months the HS&W team have implemented a programme of initiatives designed to reduce the number of incidents where Service vehicles are involved in collisions. Application of accident triangle principles will demonstrate that if the number of damage incidents are reduced then the likelihood of accident and injury from such an occurrence is similarly reduced. It is pleasing to report that a reduction on vehicle damage incidents from 86 (2013/14) to 56 last year was recorded. This represents a reduction of 35% on the previous year.

2 Health Safety & Welfare Performance

2.1 A total of 67 injuries were recorded in 2014/15; an increase of 6 on the previous year. Of the 67 reported injuries:

- The largest single injury type was “Injured while handling, lifting or carrying” of which there were 23 reported injuries. This represents an increase of 4 on the previous year. Of these 10 were attributable to Manual Handling activities, compared to 6 the previous year but 24 the year prior to that. This would indicate that there is still an overall downward trend in injuries of this type.
- The second most frequent accident type was “Slips trips & falls of which there were 15 recorded events, the same number as the previous year.
- The number of injuries to Wholetime firefighting staff increased by 1 on the previous year from 44 to 45.
- The number of injuries to APTC (non uniformed) staff decreased by 3 on the previous year from 12 to 9.
- This year’s figures include 5 injuries to young persons on youth engagement programs, no reports of this nature were made the previous year.

Fig 1. Below provides an overview of accident and injury performance against activity and it can be seen that increases were recorded in five areas and a decrease in three. A detailed breakdown of all the injury statistics can be found at Appendix 1.

FIG 1. Injury statistics by activity type

Activity type	2012/13	2013/14	2014/15	Variance
Operational Incident	13	14	17	+3
Responding	3	2	3	+1
Routine Activity	25	29	32	+3
Special Services	3	1	3	+2
Training (Operational)	8	7	6	-1
Training (Physical)	1	3	0	-3
Training (Other)	0	1	0	-1
Other	8	4	6	+2
Grand Total	61	61	67	+6

2.2 In this reporting period the HS&W Committee has continued monitoring of accident and injury by age group the intention being to identify whether changes to working arrangements and Firefighters normal pension age being increased to sixty has an impact on the prevalence and type on injury being recorded.

Age Group (Firefighting staff only)	Actual (Mar 2015)	% staff (Mar 2015)	Incidents 13/14	Incidents 14/15	% incidents	Variance
20 - 24	0	0.0	0	0	0	0
25 - 29	20	2.7	1	3	6.6	+2
30 - 34	33	4.5	0	2	4.4	+2
35 - 39	73	9.9	6	1	13.7	-5
40 - 44	123	16.7	15	8	34.1	-7
45 - 49	308	41.7	17	23	38.5	+6
50 - 54	165	22.4	5	8	11.4	+3
55 - 60	16	2.2	0	0	0	0
Grand Total	738	100	44	45	100	+1

Analysis of the above indicates that:

- The number of accident / injury reports for firefighting staff over the age of 50 increased by 3 however the number of incidents in this category accounted for 11.4% of all incidents recorded whilst the percentage of individuals who fall into this category is 22.4% of all staff.
- The number of accident / injury reports for firefighting staff between 45 and 49 increased by 6 however the number of incidents in this category accounted for 38.5% of all incidents recorded whilst the percentage of individuals who fall into this category is 41.7% of all staff.
- The above would indicate that there is no direct correlation with the older sections of the workforce and likelihood of injury based on current data however it should be noted that the number of individuals in the 55 – 60 age group is relatively low and the number in this group will increase year on year for the foreseeable future therefore the potential for muscular skeletal type injury will increase unless the risk is managed.

3 Performance against last year's objectives

The 2013/14 H&S report detailed a set of performance objectives which it was anticipated would be achieved during the forthcoming year. The following section reports on the actual achievement.

<u>Work stream</u>	<u>Objective</u>	<u>Current Situation</u>	
--------------------	------------------	--------------------------	--

3.1

Carried over from 2013/14			
Near Miss Reporting	To increase the number of near miss reports by 20%	The number of near miss reports in 2013/14 decreased by 7 compared to the previous year (36 as opposed to 43).	Not Met
Formulating health and safety policy for the operational environment	All current SOP's and relevant SI's are linked to appropriate Risk Assessment	The operational procedure review project has now embedded the concept of an operational risk assessment as the foundation for all operational guidance documents (SOP's & SI's)	Fully met
Organising for the safe delivery of operational activities	To increase all employees' awareness of the processes by which safety information flows through the organisation.	An awareness campaign incorporating safety bulletins, notice board announcements and toolbox talks has been delivered and through an audit theme delivered by the operational assurance team awareness of information streams has been shown to be significantly increased.	Fully met
	Ensuring the competence of operational personnel in the areas of role specific specialisms, <ul style="list-style-type: none"> • Driving • CPL Cage Operator • Hook Lift Operator • Bulk Foam • Hazmats 	Performance criteria for all the listed areas has been devised and a methodology for workplace assessment is in place. Assessment is currently carried out however recording is via either paper based systems or standalone spreadsheet. Awaiting the completion of further development of the Safe Person Assessment (SPA) recording system to achieve fully integrated assessment records the same as those currently in place for core	Partially met

<u>Work stream</u>	<u>Objective</u>	<u>Current Situation</u>	
		SPA	

<u>Work stream</u>	<u>Objective</u>	<u>Current Situation</u>	
Organising for the safe delivery of operational activities (Cotd)	To assure Command competence through workplace assessment	The “point of entry” assessment process for commanders at all levels has been fully reviewed and the updated process is in use. Officer assessments are facilitated via; COMAH exercises, Offsite exercises and joint training events with Police & NWAS.	Fully met
Planning and implementing operational policy	To incorporate The “four Pillars approach into the Operational Policy review as the template for the way in which operational policy (SOP’s) are produced using Generic Hazard & Risk statements and national produced documentation.	Strategic and dynamic risk assessment and control assessments are in place – currently being reviewed as part of the Opps Response project. Senior Officer awareness sessions on all aspects of Risk Assessment delivered and input disseminated	Fully met
	Develop a Risk Information gathering protocol for premises identified as posing a risk but not having a full SSRI attached	Operational assurance has identified that premises which do not necessarily have a full SSRI can still present a serious risk to FF safety therefore a process of identifying such premises and capturing the appropriate risk information to be developed. This to be done via <ul style="list-style-type: none"> Operational Intelligence Data sharing with partner agencies Environmental Impact assessment 	Partially met
	Decision making to be an area for assurance through active monitoring.	Decision making is analysed via the operational assurance process. The results of this analysis are reviewed by the operational assurance group and appropriate actions are put in place as and when training/ learning needs are identified.	Fully met
	To carry out a review of the current analytical risk assessment process to ensure that it fully meets the requirements of the Framework document and that it can	The methodology for an analytical risk assessment process which meets fulfils this objective has been developed base on the outcome of formal operational	Fully met

<u>Work stream</u>	<u>Objective</u>	<u>Current Situation</u>	
	be fully cross mapped to the outcomes of the Ops Procedure review.	risk assessments and the ensuing control measures.	
The safe person principles	Develop command training internally and for Level 2, 3 & 4 commanders and externally to include the personal competencies required for adherence to safe person principles	The Operational and Tactical officer skills profile has been reviewed and all officers are now trained to level appropriate to their role in line with national criteria and the principles of the “Joint Emergency Services Interoperability Programme (JESIP)	Fully met
Welfare at Incidents	Develop and implement a comprehensive Fatigue Risk Management System (FRMS)	Fatigue Risk Management System has been devised and a full consultation process has taken place. The system is complimented by a comprehensive Training and Instruction package.	Fully met
	Develop and implement a policy for managing the welfare of staff at operational incidents.	As the number of resources available for front line firefighting decrease the possibility for firefighters to remain for longer periods on the incident ground increases. It is therefore essential that appropriate policies, procedures and resources are in place to manage the welfare of staff engaged in firefighting operations for prolonged periods of time. The Operational Response Directorate will seek feedback from Rep Bodies, FF’s, WM’s, and the female FF’s forum	Partially Met

4 Planning for next year

As discussed in section 3 the requirement for front line operational staff to work longer allied with number reductions due to financial constraint inevitably is the major influence on prioritizing Health & Safety Objectives for the coming year.

Work Stream	Objective	Rationale
Planning and implementing operational policy	Investigate the procurement of an IT solution to ensure the dissemination and understanding of Risk Critical policy and information.	The Authority must ensure information about hazards and risks to safety and the preventative measures and safe systems of work are provided in an appropriate and timely manner to relevant personnel
Near Miss Reporting	Investigate the development or procurement of a “user friendly” Near Miss reporting tool.	<p>A simple, and potentially anonymous, system for reporting near-miss incidents is a very important way of identifying problem areas. This will help highlight some of the less obvious hazards in a workplace, or identify areas where a problem is developing.</p> <p>Some models suggest that for every accident there are approximately ninety near-misses.</p> <p>If there is a good reporting system in place, the hazard could be dealt with before someone is injured.</p>
Formulating health and safety policy for the operational environment	Review arrangements for identifying, interpreting and reviewing (new and existing) guidance/information	<p>Fire and Rescue Authorities should ensure adequate systems and processes are in line with National Operational Guidance.</p> <p>FRA’s need to identify the implications of national operational guidance in conjunction with health, safety and welfare legislation.</p>

		Individuals with the relevant competence should review existing guidance (procedures, safe systems of work etc).
Welfare at Incidents	To implement a fully integrated welfare at incidents policy	As appliance numbers decrease the possibility of relieving crews at incidents at intervals of time throughout a shift reduces therefore crews will remain in attendance longer requiring enhanced welfare provision.
The safe person principles	Develop training to include the personal competencies required for adherence to safe person principles for drivers and Combined Platform Ladder (Cage Operators)	This is part of a program of initiatives designed to reduce the number of incidents where service vehicles are involved in collisions.
Organising for the safe delivery of operational activities	To ensure that all training needs emanating from the policy are met.	All new or amended policies require a Training Need Analysis to be carried out and the significant findings implemented.
	To carry out an evaluation of the effectiveness of the policy through workplace monitoring.	This is good H&S Management practice and forms one of the key requirements of HSG 65.

5 Conclusion

- 5.1 The Annual Health and Safety Report 2014-2015? details health and safety performance and identifies areas which will bring about continued improvement. The revisions in reporting methodology will facilitate the monitoring of performance in the key areas of Health and Safety and will also embed Welfare considerations into the management process.
- 5.2 The report describes a successful year in terms of reduction in certain targeted injury types such as Slip Trip & Fall type injuries. However it is disappointing to note that certain objectives notably the desire to increase the number of near miss reports were not achieved and planning is already underway to address this in the forthcoming year.
- 5.3 The Service recognises the challenges which are ahead as the Authority implements plans to meet the financial constraints, however the continued commitment of all personnel and the continued development of a positive safety culture will ensure that the standards in health, safety and welfare will continue to improve.

This page is intentionally left blank

Merseyside Fire and Rescue Service On Duty Injuries - April 2014 to March 2015

Role/ Position	Total
Admin, Professional, Technical & Clerical	8
CM	3
Contractor	1
Crew	1
FF	40
FF Control	2
Visitor	1
Volunteer	1
WM	5
Youth	5
Grand Total	67

Work Pattern	Total
Contractor	1
Control	5
Non uniformed	9
Visitor	1
Volunteer	1
Wholetime	45
Youth	5
Grand Total	67

Service Premises	Total
Off	35
In	32
Grand Total	67

Activity Type	Total
Operational Incident	17
Other	6
Responding	3
Routine Activity	32
Special Services	3
Training (Operational)	6
Grand Total	67

Station/Location	Total
Allerton	3
Belle Vale	2
Bootle & Netherton	3
Bromborough	2
City Centre	1
Crosby	1
Eccleston	2
Fire Control	5
Formby	1
Heswall	4
Kensington	3
Kirkby	7
Kirkdale	2
Marine Fire Team	2
Newton Le Willows	2
Prevention & Protection Knowsley	2
Prevention & Protection Liverpool North	1
Prevention & Protection Liverpool South	1
Prevention & Protection Sefton	1
Princes Trust - Bootle/Netherton	1
Princes Trust - Croxteth	1
Princes Trust - Huyton	3
SHQ	1
Southport	3
SRT	1
St Helens	2
TDA	2
Toxteth	1
Upton	1
Vesty	1
West Kirby	4
Whiston	1
Grand Total	67

Cause	Total
Contact with electricity or an electrical discharge	1
Effects of heat or cold	4
Exposure to fire	1
Exposure to noise	1
Fall from height	1
Harmful substance (ex asbestos) - exposure to or contact with	1
Injured by animal	2
Injured while handling, lifting or carrying	23
Slip trip or fall on same level	15
Struck against something fixed or stationary	4
Struck by moving, flying or falling object	11
Trapped in, under or between objects	3
Grand Total	67

Type of Injury	Total
Abrasion/Graze	4
Break/ Fracture	2
Bruising	7
Concussion	1
Cut/Laceration	6
Electric Shock	1
Eye irritation	2
Hot burn / scald	4
Multiple Injuries	1
Other injury	1
Pain Only	9
Puncture/penetration injury	2
Shock /Trauma	1
Sprain or strain injury	26
Grand Total	67

Age	Total
25-29	3
30-34	5
35-39	4
40-44	10
45-49	25
50-54	10
55-59	2
N/A	8
Grand Total	67

Body Part	Total
Abdomen	1
Ankle	8
Arm	4
Back	10
Ear	1
Eye	4
Face/Eye	1
Finger	7
Foot	3
Groin	1
Hand	6
Head	2
Knee	4
Leg	2
Multiple Injuries	4
Neck	1
Shoulder	5
Thumb	2
Wrist	1
Grand Total	67

Watch	Total
Blue	8
Green	9
LLAR	9
N/A	17
Red	15
Self Rostering	3
White	6
Grand Total	67

Activity	Total
Community Safety Activities	1
Contractor working on Fire Service Premises	1
Day Staff - Normal work related activity	2
Fire - Gaining Entry	1
Fire - Other	8
Fire - Working with Hose	3
Fire - Working with Ladders	4
Fire -Searching/Rescuing	1
Home Fire Risk Assessment	1
Mounting/Dismounting Appliance - Non Emer	2
Non uniformed staff - Normal work related ac	7
Normal work related activity OFF Station	5
Normal work related activity ON Station	14
Other	2
Responding to Emergency call on Station	3
Special Services - Other	1
Training OFF Station - Using other Equipment	1
Training ON Station - Using Hose	1
Training ON Station - Using Ladders	3
Training ON Station - Using other Equipment	1
Visitor to Brigade Premises	4
Working on Boat	1
Grand Total	67

Musculoskeletal Injuries caused by Manual Handling	Total
	10

Days Lost as a result of Accident / Injury 2014/2015	Total
Total Illness days	200
Duty Days	119

Days Lost as a result of Accident / Injury 2013/2014	Total
Total Illness days	370
Duty Days	241

Days Lost for 2014/2015	Total
Total Illness days	200
Duty Days	119

Days Lost for 2013/ 2014	Total
Total Illness days	370
Duty Days	241

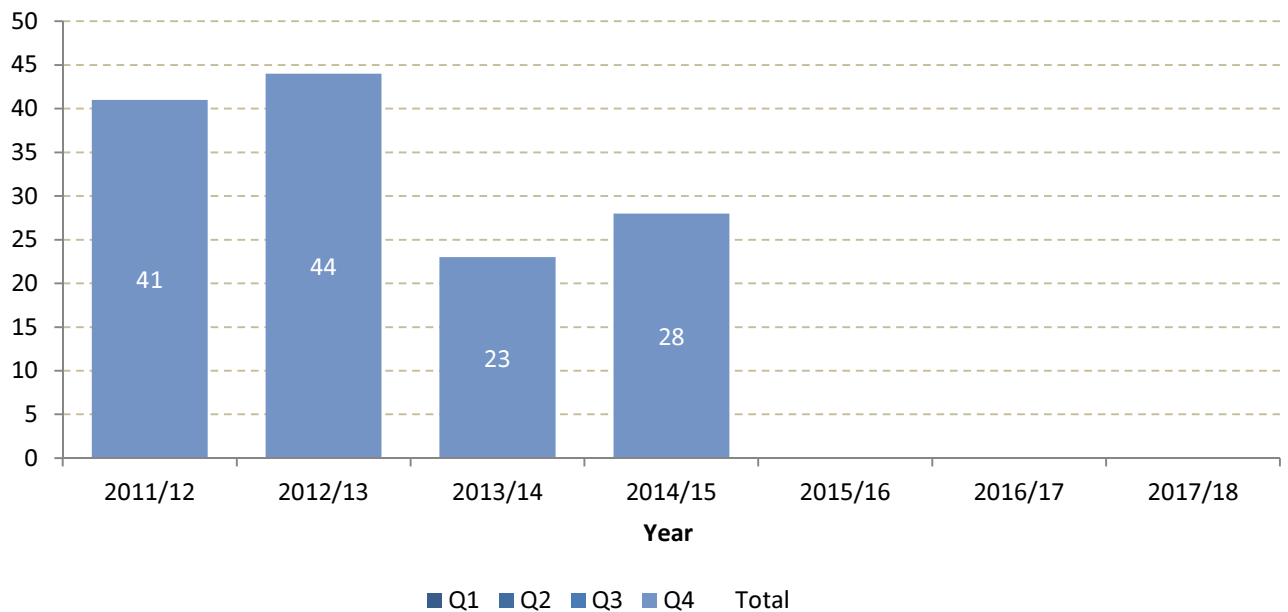
Health Safety and Welfare Reporting

Introduction Fire The Authority has in place appropriate arrangements for monitoring and measuring health, safety and welfare performance against predetermined plans and standards, including learning from incidents and using the information to improve operational performance.

Measurement is essential to maintain and improve health, safety and welfare performance, both leading and lagging indicators are used.

KPI 98a		
Number of Operational staff injuries at incidents / risk critical training	monitoring and trend analysis of statistical data such as accident and incident reports, provides the opportunity to identify training needs and target resources. This lagging indicator gives an over view of the numbers of incidents which are directly attributable to operational activity either in the incident or training environment.	<p><u>Lagging indicator</u></p> <p>A lagging indicator is a reactive measure of weakness, such as information from monitoring or accident data. A lagging indicator shows when an important safety outcome has failed, or not been achieved.</p>
Previous Year Performance	2014/15 Service Plan Target	Q4 2013/14
Not recorded in this format	Quality Assurance	

Number of Operational staff injuries at incidents / risk critical training



Commentary

As for the previous year numbers of operational staff injuries in 2014/15 were below the LPI set however this year also saw an increase in reported injuries from 23 to 28. The revised reporting methodology introduced this year has introduced the separation between injuries / accidents occurring at incidents and training and those occurring as a result of routine workplace activity. It is envisaged that this will enable more detailed root cause analysis of the causal factors for adverse events.

The reporting period has seen the reduction the number of front line Fire Appliances to 28 this has resulted in a reduction of staff but a potential increase in the number of operational incidents attended by individual Firefighters.

KPI 98b

Number of operational staff injuries conducting other routine duties

monitoring and trend analysis of statistical data such as accident and incident reports, provides the opportunity to identify training needs and target resources. This lagging indicator gives an over view of the numbers of incident which are occur as a result of routine activity in the workplace.

Lagging indicator

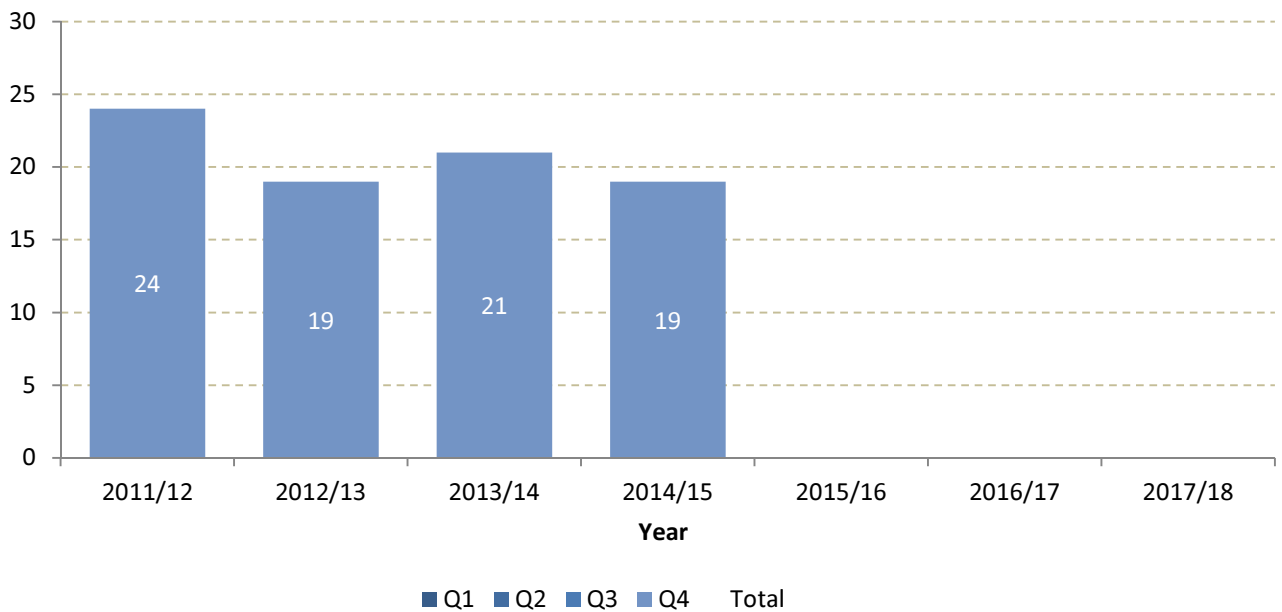
A lagging indicator is a reactive measure of weakness, such as information from monitoring or accident data. A lagging indicator shows when an important safety outcome has failed, or not been achieved.

Previous Year Performance

2014/15 Service Plan Target

Q4 2013/14

Number of operational staff injuries conducting other routine duties



Commentary

As for the previous year numbers of operational staff injuries in 2014/15 were below the LPI set

The reporting period has seen the implementation of the IRMP action to reduce the number of front line Fire Appliances to 28 however, the alteration in the work routine has seen an increase in both role based and physical training activity and the amount of time spent carrying out routine activities such as community safety and preparedness tasks. Keeping people at work and helping them get back to work as soon as possible can help maintain an employee’s health and wellbeing and improve organisational effectiveness.

KPI 112

The number of working days/shifts lost to sickness absence per head, all personnel.

Organisationally the financial Impact and the benefit of keeping absenteeism low is a primary consideration however this indicator should also be seen as welfare issue - For most employees work generally good for health and prolonged sickness absence can produce its own set of problems: isolation, de-skilling, loss of confidence, mental health issues and social exclusion. means a lot more than just their wage. Studies show that work is Keeping people at work and helping them get back to work as soon as possible can help maintain an employee's health and wellbeing and improve organisational effectiveness.

Lagging indicator

A lagging indicator is a reactive measure of weakness, such as information from monitoring or accident data. A lagging indicator shows when an important safety outcome has failed, or not been achieved.

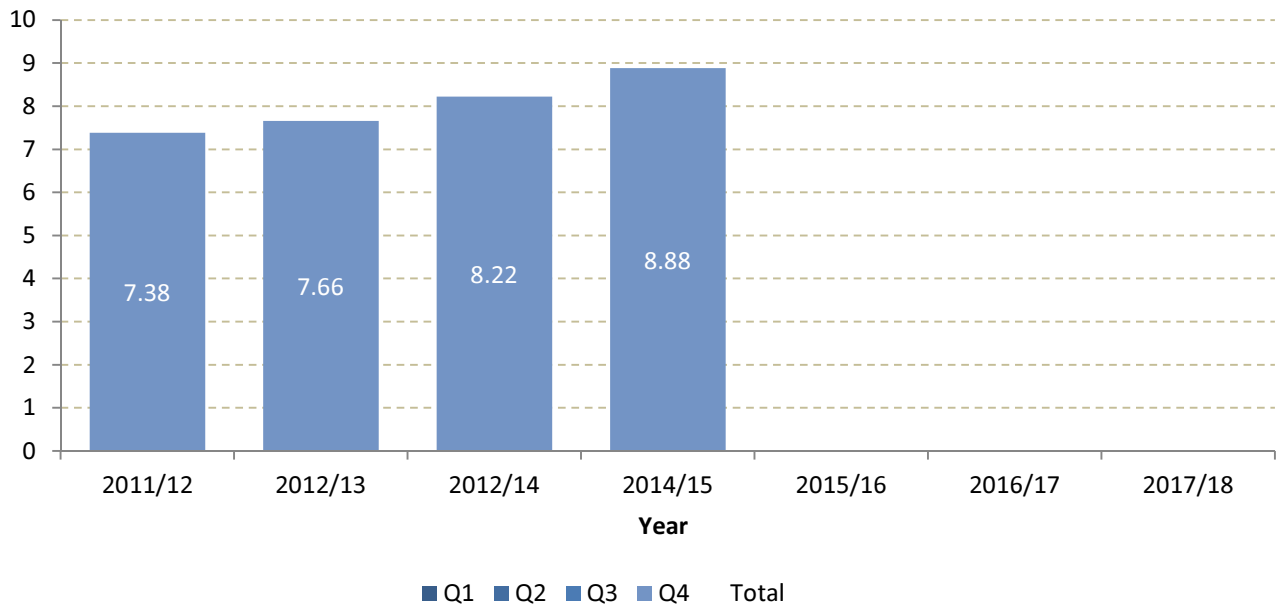
Previous Year Performance

2014/15 Service Plan Target

Q4 2013/14

7.54

The number of working days/shifts lost to sickness absence per head, all personnel.



Commentary

This indicator is now included as part of the amalgamation of the delivery of Health & Safety with staff welfare and is seen as an important reactive indicator in this area. An overall rise in absence of 0.56% has been recorded on the previous year however it should be noted that this figure is a percentage of the workforce which has reduced in numbers on the previous year.

LPI 106

Number of non operational staff injuries – on duty

monitoring and trend analysis of statistical data such as accident and incident reports, provides the opportunity to identify training needs and target resources. This lagging indicator gives an over view of the numbers of incident which are occur as a result of activity in the workplace.

Lagging indicator

A lagging indicator is a reactive measure of weakness, such as information from monitoring or accident data. A lagging indicator shows when an important safety outcome has failed, or not been achieved.

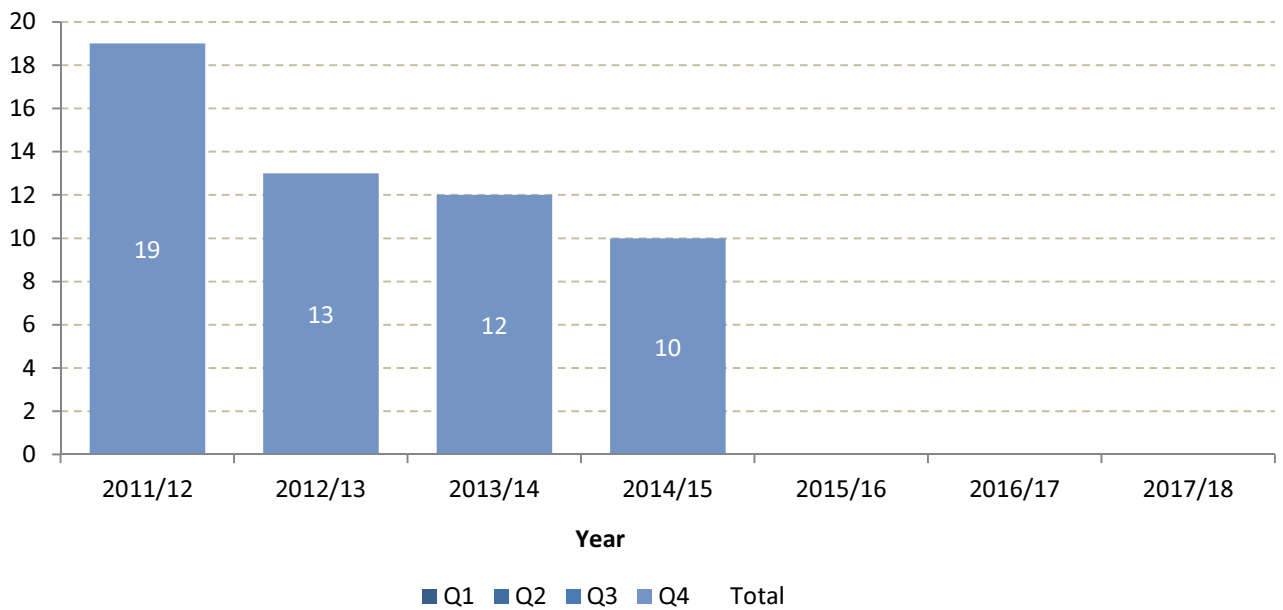
Previous Year Performance

2014/15 Service Plan Target

Q4 2013/14

Quality Assurance

Number of non operational staff injuries – on duty



Commentary

A continued reduction in injuries to non-uniformed staff was recorded during the reporting period. Two injuries were as a result of slips trips and falls, compared to five the previous year. The most prevalent injury type was struck by moving, falling or flying object with four reports – two at workshops one at the TDA and one a member of the prevention team. Of the 19 injuries reported in 2011/12, 61% were manual Handling injuries this was highlighted as being an area of concern and a strategy for reduction was implemented. This reporting period has seen no manual handling injuries reported.

LPI 111A

Number of working days/shifts lost to sickness per Whole-time Equivalent GREY book (operational) personnel.

This indicator builds on the outcomes required by KPI 112 and allow analysis of the data particularly relating to individuals employed in a firefighting role.

Lagging indicator

A lagging indicator is a reactive measure of weakness, such as information from monitoring or accident data. A lagging indicator shows when an important safety outcome has failed, or not been achieved.

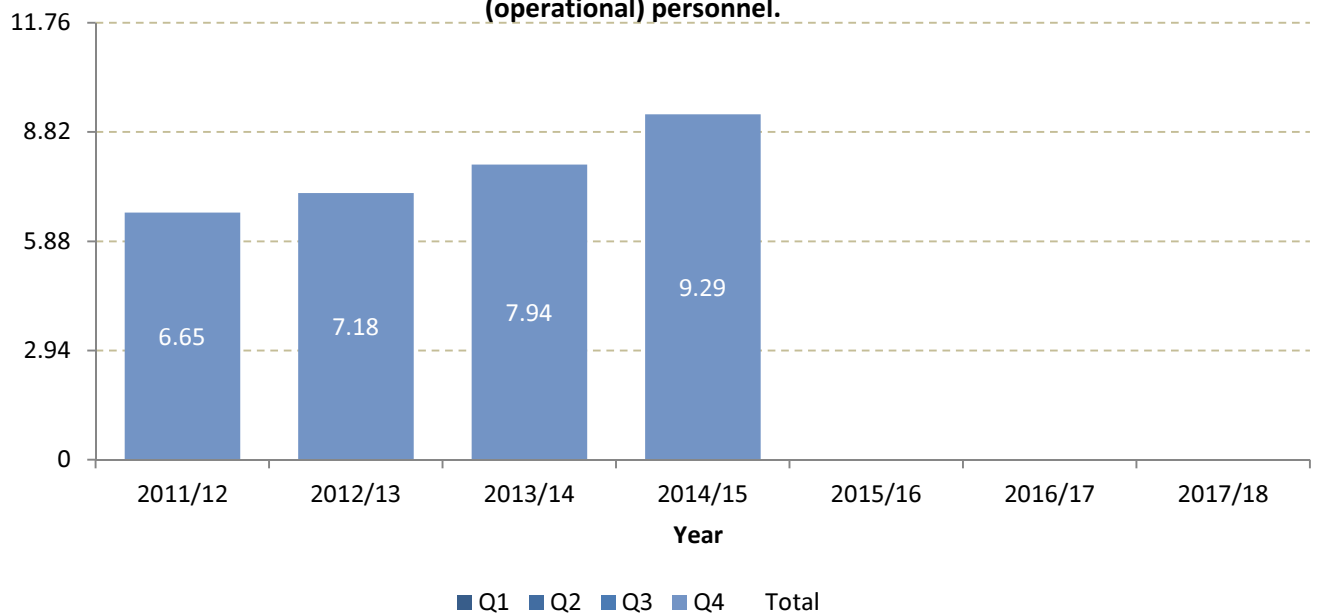
Previous Year Performance

2014/15 Service Plan Target

Q4 2013/14

7.54

Number of working days/shifts lost to sickness per Whole-time Equivalent GREY book (operational) personnel.



Commentary

An increase of 0.76 percent on the previous year.

LPI 111B

Number of working days/shifts lost to sickness per Whole-time Equivalent GREEN & RED book (non uniformed) personnel.

This indicator builds on the outcomes required by KPI 112 and allow analysis of the data particularly relating to individuals employed in support roles.

Lagging indicator

A lagging indicator is a reactive measure of weakness, such as information from monitoring or accident data. A lagging indicator shows when an important safety outcome has failed, or not been achieved.

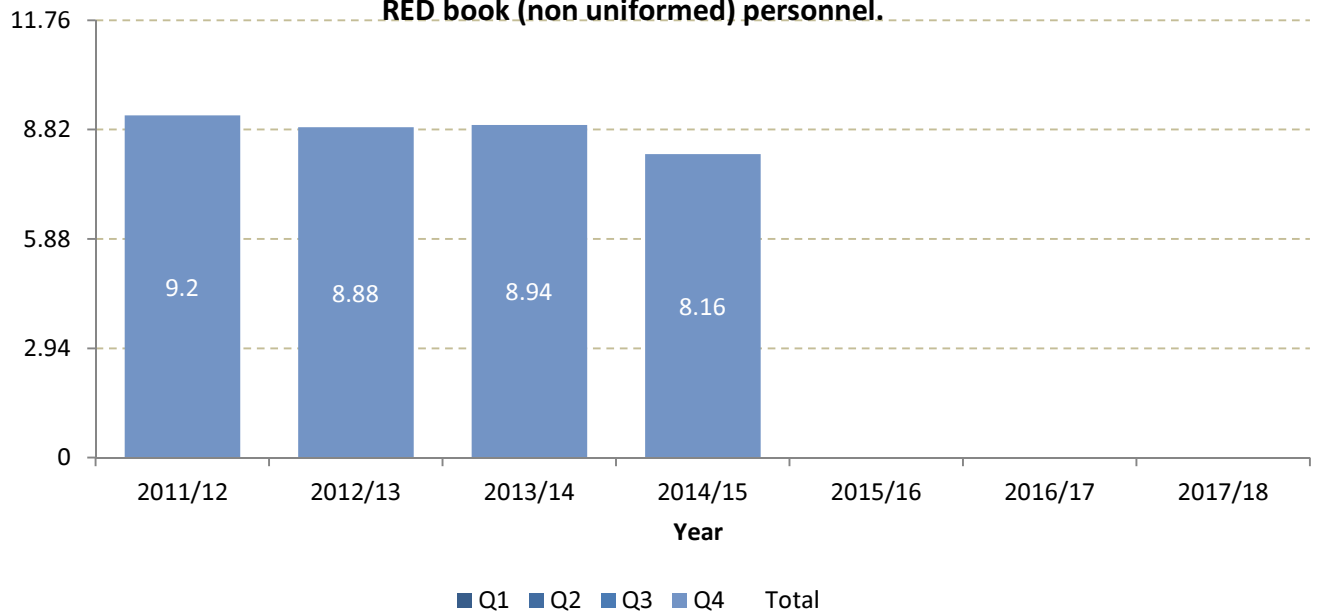
Previous Year Performance

2014/15 Service Plan Target

Q4 2013/14

7.54

Number of working days/shifts lost to sickness per Whole-time Equivalent GREEN & RED book (non uniformed) personnel.



Commentary

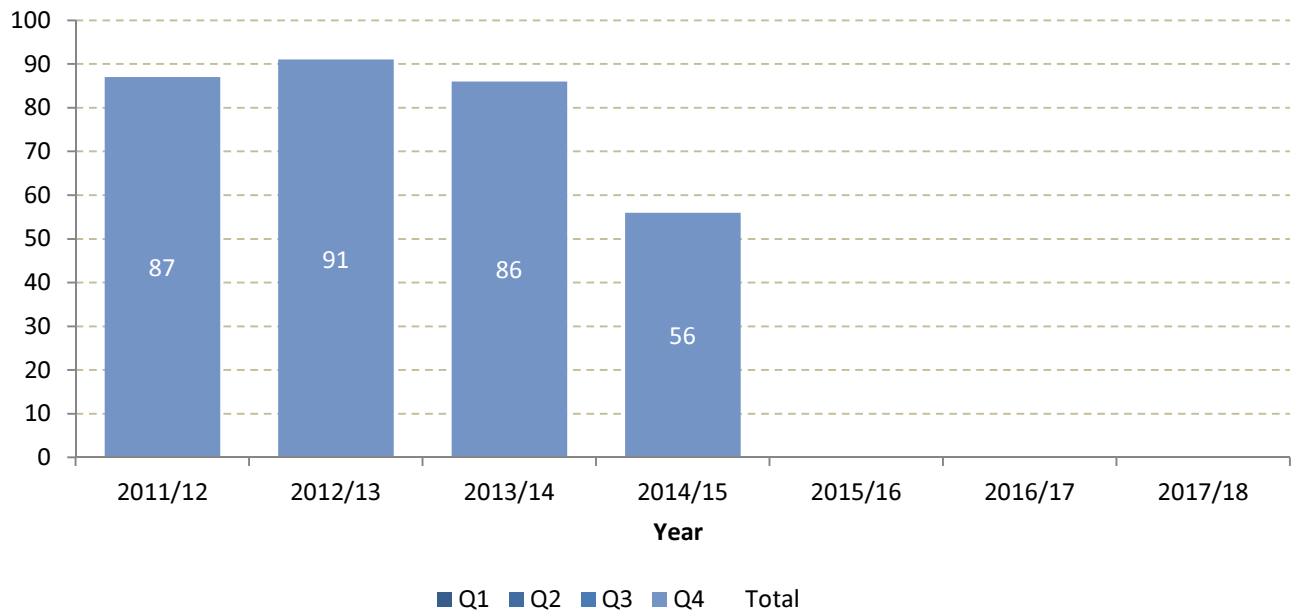
An increase of 0.06 percent on the previous year.

LPI 120

<p>RTC's involving fire service vehicles</p>	<p>Damage is acknowledged to be an indicator of the likelihood of accident and injury occurrence. Damage involving Fire Service vehicles is the most widely reported form of damage within the Service. This indicator forms one of the core elements of the Authority's Road Risk Reduction activity.</p>	<p><u>Lagging indicator</u></p> <p>A lagging indicator is a reactive measure of weakness, such as information from monitoring or accident data. A lagging indicator shows when an important safety outcome has failed, or not been achieved.</p>
--	--	---

<p>Previous Year Performance</p>	<p>2014/15 Service Plan Target</p>	<p>Q4 2013/14</p>
<p>Quality Assurance</p>		

RTC's involving fire service vehicles



Commentary

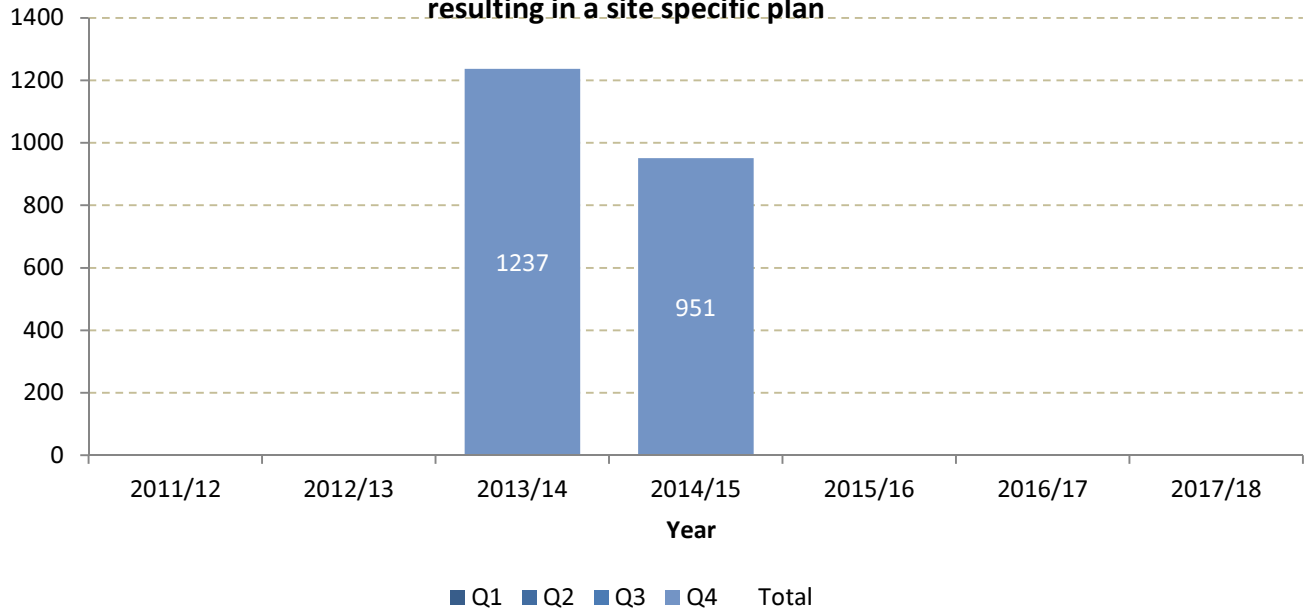
This Indicator has seen a small reduction in the number of Vehicle damage incidents on the previous year however, the figure is still considered to be unacceptable and further reduction strategies are already planned for the coming year.

LPI 121

<p>Site Specific Risk Information (SSRI) - Firefighter Safety - number of successfully completed Survey and Primary forms following SSRI inspections</p>	<p>Accurate, easy to interpret and accessible operational risk information is one of the key components of a strategic Risk Assessment The Authority has a duty to obtain information for extinguishing fires and protecting life and property in the event of a fire occurring and for dealing with road accidents and other emergencies. The provision of risk-critical information on the fire ground is an essential part of the planning process for ensuring safe operations</p>	<p><u>Leading indicator</u></p> <p>A leading indicator requires a routine systematic check that specific actions or activities are undertaken as intended, the expected outcome being that safety performance will be enhanced as a result.</p>
--	--	--

Previous Year Performance	2014/15 Service Plan Target	Q4 2013/14
Quality Assurance		

Site Specific Risk Information (SSRI) - Firefighter Safety - number of sites visited resulting in a site specific plan



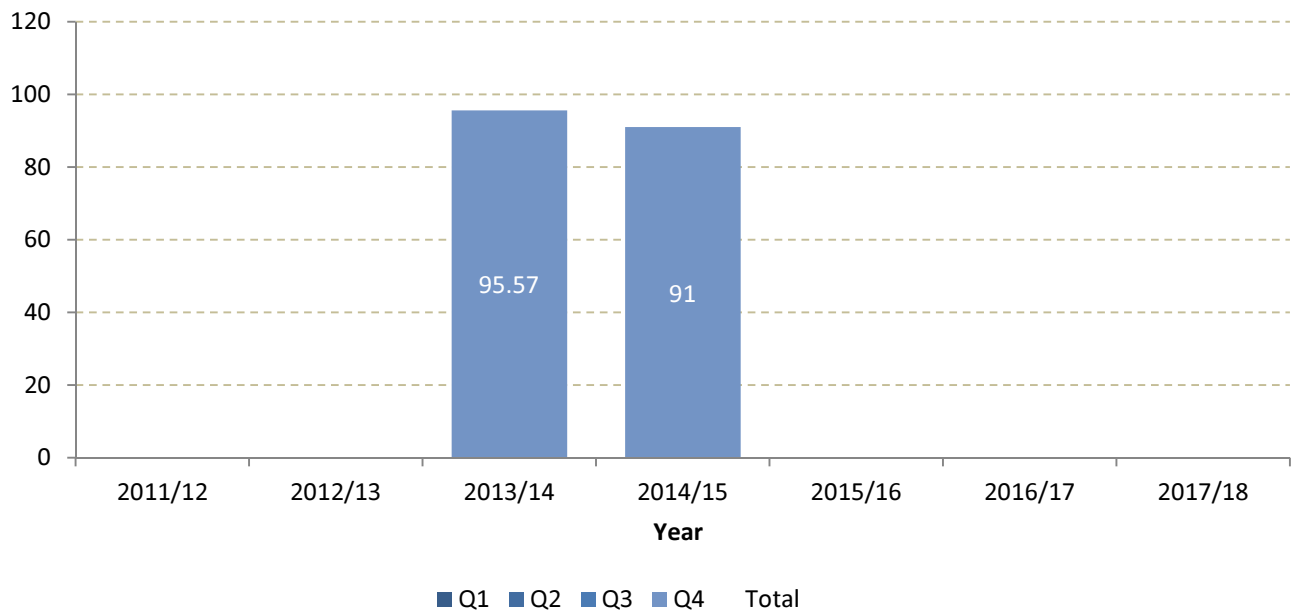
Commentary

This indicator is a new addition to the Health Safety & Welfare performance management system therefore previous years data has not been captured.

LPI 130

<p>% of operational personnel who have completed on-line assessments</p>	<p>Provision of high quality training to ensure all personnel are competent to perform their roles and to make appropriate operational decisions is one of the guiding principles of the authority's health Safety and welfare policy and a key component of the "safe person principles", These assessments ensure that the knowledge and understanding which underpins many areas of competence is current and as required.</p>	<p><u>Leading indicator</u></p> <p>A leading indicator requires a routine systematic check that specific actions or activities are undertaken as intended, the expected outcome being that safety performance will be enhanced as a result.</p>
<p>Previous Year Performance</p>	<p>2014/15 Service Plan Target</p>	<p>Q4 2013/14</p>
	<p>100%</p>	

% of operational personnel who have completed on-line assessments



Commentary

This indicator is a new addition to the Health Safety & Welfare performance management system therefore previous years data has not been captured.

LPI 131

% of operational personnel who have attended all risk critical training courses.

Provision of high quality training to ensure all personnel are competent to perform their roles and to make appropriate operational decisions is one of the guiding principles of the authority's health Safety and welfare policy and a key component of the "safe person principles", risk critical training courses ensure through assessment that the skills and understanding required to demonstrate competence are demonstrated by all attendees.

Leading indicator

A leading indicator requires a routine systematic check that specific actions or activities are undertaken as intended, the expected outcome being that safety performance will be enhanced as a result.

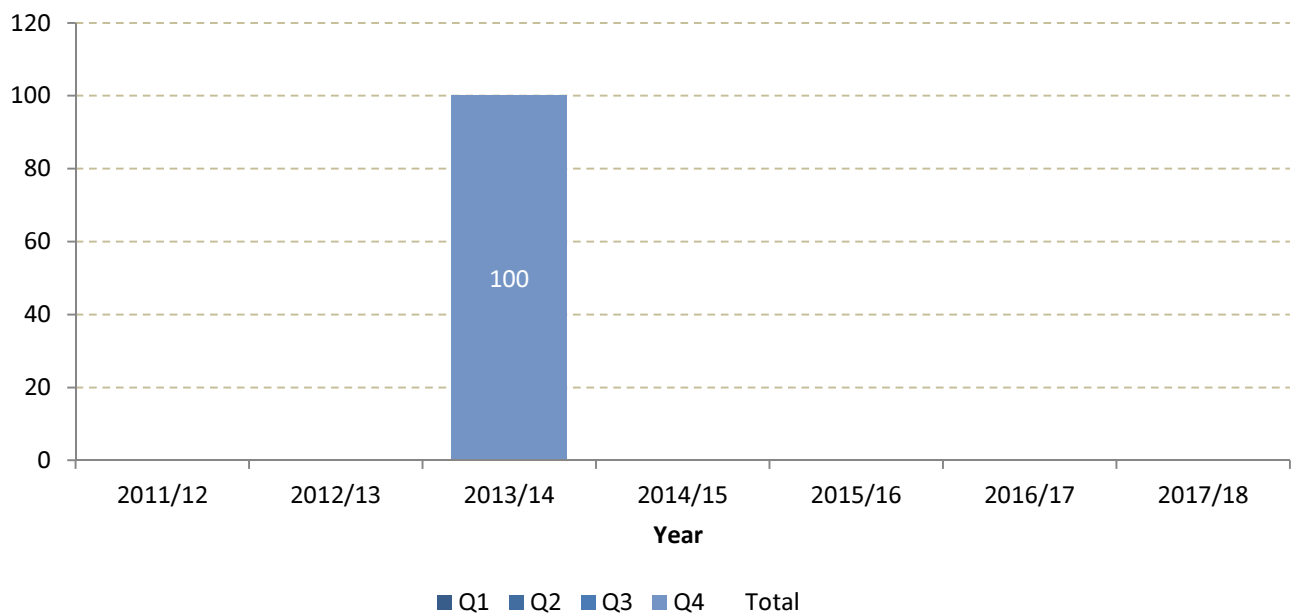
Previous Year Performance

2014/15 Service Plan Target

Q4 2013/14

100%

% of operational personnel who have attended all risk critical training courses



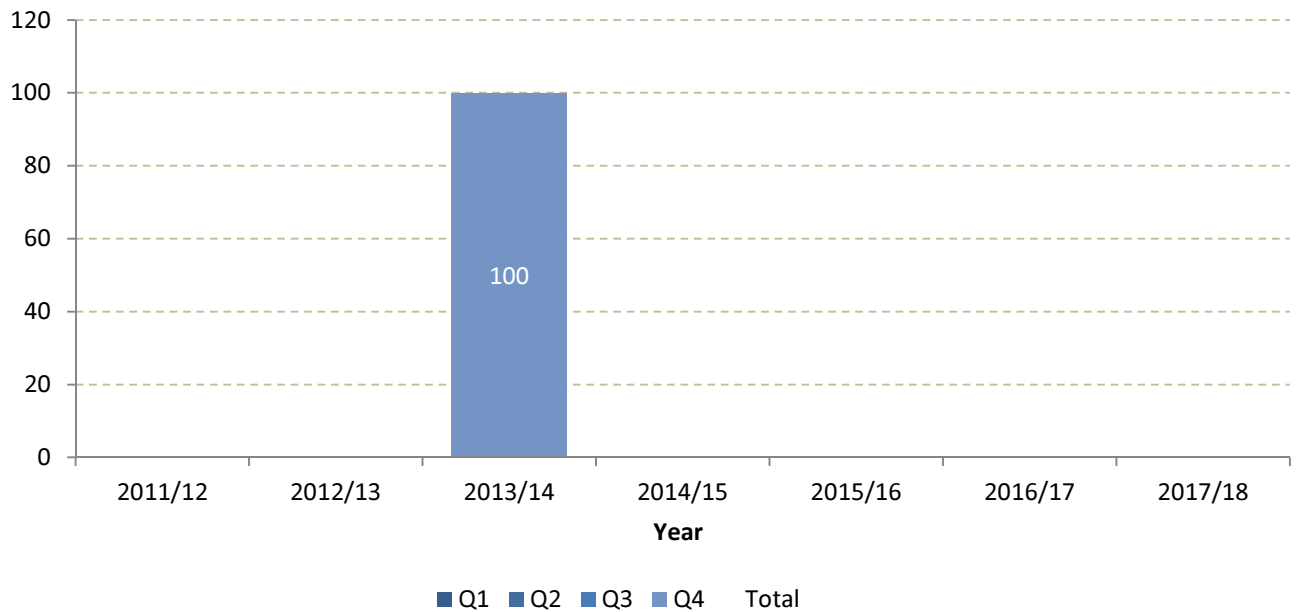
Commentary

This indicator is a new addition to the Health Safety & Welfare performance management system therefore previous years data has not been captured.

LPI 132

<p>% of Senior Officers who have completed an assessment of operational competence</p>	<p>Ensuring Well-established management and incident command arrangements are in place for controlling the operational risks to firefighters is one of the guiding principles of the authority's health Safety and welfare policy and a key component of the "safe person principles" This indicator will enable the monitoring of workplace assessment in this area for all personnel with a command role.</p>	<p>Leading indicator</p> <p>A leading indicator requires a routine systematic check that specific actions or activities are undertaken as intended, the expected outcome being that safety performance will be enhanced as a result.</p>
<p>Previous Year Performance</p>	<p>2014/15 Service Plan Target</p>	<p>Q4 2013/14</p>
	<p>100%</p>	

% of Senior Officers who have completed an assessment of operational competence



Commentary

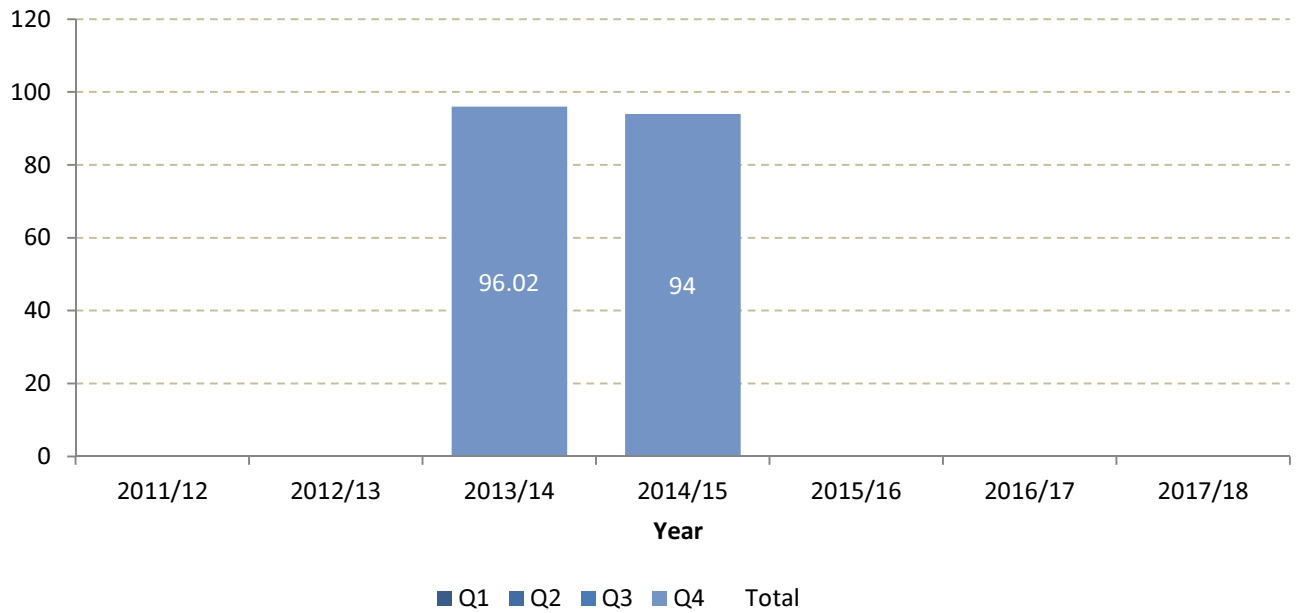
This indicator is a new addition to the Health Safety & Welfare performance management system therefore previous years data has not been captured.

LPI 133

<p>% of operational personnel who have successfully completed Safe Person Assessments (SPA)</p>	<p>All operational firefighters must have the basic equipment handling skills to underpin competent performance in the role. This indicator will demonstrate that the assessment of these core skills is being carried out.</p>	<p>Leading indicator</p> <p>A leading indicator requires a routine systematic check that specific actions or activities are undertaken as intended, the expected outcome being that safety performance will be enhanced as a result.</p>
---	---	---

<p>Previous Year Performance</p>	<p>2014/15 Service Plan Target</p>	<p>Q4 2013/14</p>
	<p>100%</p>	

% of operational personnel who have completed Safe Person Assessments (SPA)



Commentary

This indicator is a new addition to the Health Safety & Welfare performance management system therefore previous years data has not been captured.

LPI 139

Reporting of the levels of Near Miss reports recorded by the service

It is widely accepted that Near misses are an accurate indicator of the likelihood of accident & injury occurring, therefore the more near misses that are identified and resultant remedial measures implemented the reduction in the likelihood of accidents.

Leading indicator

A leading indicator requires a routine systematic check that specific actions or activities are undertaken as intended, the expected outcome being that safety performance will be enhanced as a result.

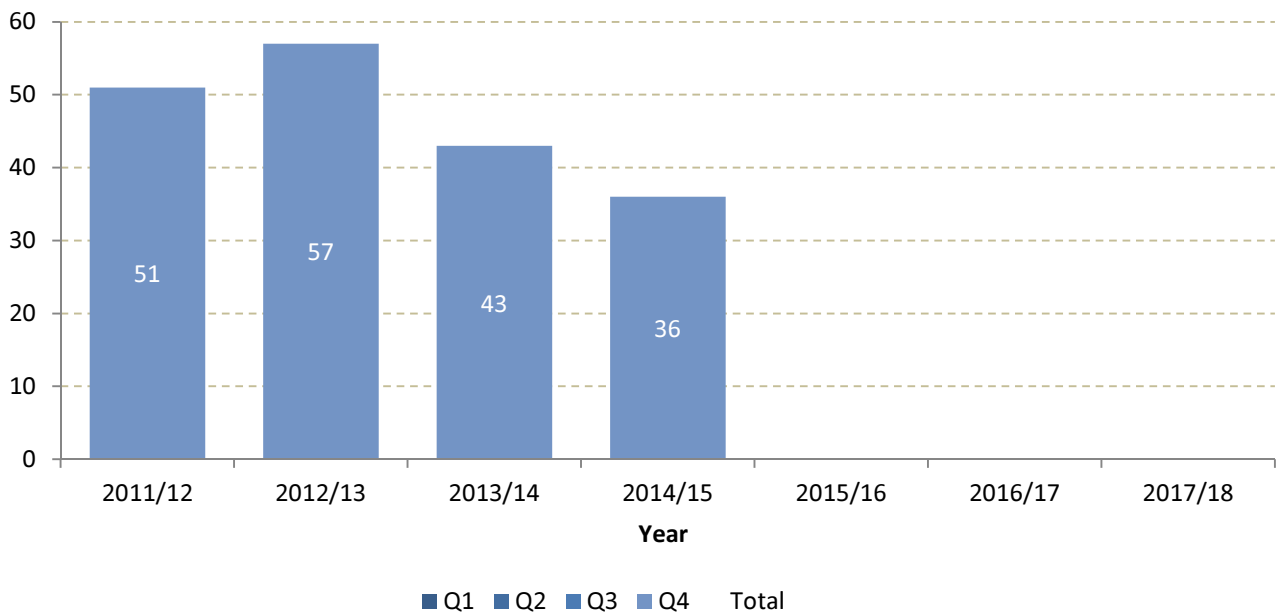
Previous Year Performance

2014/15 Service Plan Target

Q4 2013/14

Quality Assurance

Reporting of the levels of Near Miss reports recorded by the service



Commentary

The H&S team set an objective at the start of the reporting period of increasing near miss reports by 20% this objective has not been met. This will be treated as a priority in the forthcoming year.

This page is intentionally left blank

MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	17 DECEMBER 2015	REPORT NO:	CFO/096/15
PRESENTING OFFICER	CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	NICK MERNOCK	REPORT AUTHOR:	MIKE CUMMINS
OFFICERS CONSULTED:			
TITLE OF REPORT:	INDUSTRIAL RELATIONS UPDATE		

APPENDICES:	APPENDIX A:	COLLECTIVE AGREEMENT 24HR/WTR DUTY SYSTEM
	APPENDIX B:	WORKING GROUP TERMS OF REFERENCE
	APPENDIX C:	WORKING PARTY RECOMMENDATIONS
	APPENDIX D:	INTERIM COLLECTIVE AGREEMENT VOLUNARY ADDITIONAL HOURS

Purpose of Report

1. To inform Members of the matters of negotiation and consultation that are currently or have recently subject to dialogue between Officers of the Authority and Representative Bodies since the final meeting of the Consultation and Negotiation Committee (CNC) of 23rd March 2015.

Recommendation

2. That Members note the work undertaken and the progress being made:
 - a. To maintain effective and constructive industrial relations with Representative Bodies and;
 - b. To deliver the Authority's IRMP.

Introduction and Background

3. The Authority agreed at its last AGM that the Industrial Relations update should in future be received at full Authority meetings and that the Consultation and Negotiation Committee (CNC) should be disbanded. This report provides an Industrial Relations update to that presented at the final CNC meeting of 23rd March 2015.
4. This report deals with matters of consultation and negotiation including:
 - Service Instructions
 - 24HR/WTR Duty System
 - Memorandum of Understanding (Operational Response)
 - Implementation - Memorandum of Understanding (Operational Response)
 - Co-Responding Trial

Service Instructions

5. Following the final meeting of the CNC on 23rd March 2015 the Local Joint Secretaries have successfully completed consultation on 141 new or amended Service Instructions. At the time of writing this report a total of 9 draft Service Instructions remain in the formal consultation process.

24HR/WTR Duty System

6. This section of the report provides an update on the work completed in relation to negotiations with representative bodies over the introduction of 24-hour working following the update provided at the final meeting of the Consultation and Negotiation Committee (CNC) of 24th March 2015.
7. Members will recall that formal dialogue over options for the broader adoption of 24-hour working at locations providing operational response commenced in September 2014 at the request of the FBU. The matter was raised by FBU Officials as part of the conciliation process facilitated by the National Joint Secretaries on 10th and 11th September 2014 following an unrelated dispute registered by the FBU over a range of Employment Policies approved by the Authority on 26th June 2014. Whilst formal agreement over the detail and introduction of the Employment Policies was secured, it did not prove possible at that time to reach agreement over the introduction of 24-hour working at locations additional to Croxteth fire station (where 24-hour shifts have already been adopted).
8. Following further dialogue under the local Joint Secretaries arrangements the Service was able to propose an operational response model that included the introduction of 24-hour working at up to 8 additional station locations. The model was subject to staff at the 8 stations locations selected accepting wholetime retained (WTR) contracts at 5% of salary to provide 24-hours of retained availability in an 8-day reference period to meet the staffing needs of an additional 4 x WTR pumps on a continually available basis. This new duty system model which linked 24-hour working and the holding of a retained contract was given the acronym of 24HR/WTR.
9. The 24HR/WTR duty system is contractually predicated upon the stations conditioned to 24-hour shifts being reverted to the de-fault shift duration of 12-hours should there be a reduction at any future point in the number of WTR contract holders required to meet the staffing needs of the associated WTR pumps. This contractual arrangement maintains the sustainability of the retained element of the duty system. Prior to the adoption of 24HR/WTR duty system a collective agreement (Appendix A) was reached with the FBU and the FOA to secure the position of the Authority in this respect.
10. The 24HR/WTR duty system meets the condition set by the Authority that the further adoption of 24-hour working should be based upon a clear operational rationale given the potential for increased risk and fatigue that occurs under 24-hour working arrangements. The Authority's operational response model for 2015/16 provides for 24 appliances staffed on a wholetime basis and 4 appliances staffed on a wholetime retained basis. The provision of 4 x WTR pumps under this model was deemed by the Chief Fire Officer to constitute such a rationale based on the contribution to the resilience of operational response provision that is provided.
11. The position detailed above was reported to Members at the CNC meeting of 24th March 2015. Members were informed that 8 stations had been identified by the Chief Officer as suitable for the adoption of the 24HR/WTR duty system. These were to be

organised as paired Units which each Unit providing sufficient WTR contract holders to meet the staffing needs of 1 x WTR appliance. The proposed Units were:

- Kirkby & Bootle/Netherton
 - Huyton & St Helens
 - Old Swan & Speke Garston
 - Upton & Bromborough
12. Expressions of interest for the 24HR/WTR duty system were sought from staff at these locations. Sufficient interest was received to allow the new duty system to be adopted at the Upton & Bromborough and Huyton & St Helens stations (Units). The new duty system was adopted at these locations on 15th June 2015 providing 2 x WTR appliances staffed by firefighters based at the Unit locations. There was insufficient interest from staff located at the Kirkby & Bootle/Netherton and the Old Swan & Speke Garston Units to proceed with the adoption of the 24HR/WTR duty system at these locations.
13. The adoption of the 24HR/WTR duty system at only 2 out of the proposed 4 Unit locations resulted in a shortfall of 2 x WTR appliances in meeting the target of 4 x WTR appliances budgeted for in the Authority's operational response model for 2015/16. Also, the unwillingness of the FBU to enter into a new agreement for Voluntary Additional Hours (VAH) at the point when the 24HR/WTR duty system was introduced placed at risk the viability of the new duty system (including the availability of the 2 x WTR pumps) as the 24HR/WTR duty system is contingent upon staff providing VAH to meet short term staffing fluctuations. Additionally VAH also provides the Authority with a flexible and efficient mechanism for maintaining appliance availability and appliance rider numbers at 5, within the de-default 12/12 duty system.
14. The deficiencies detailed in paragraph 13, were highlighted by the CFO in his presentation to Members at the Strategy Day on 14th July 2015 regarding operational response options up to 2019/20 in the context of the potential level of Government cuts to grant funding during that period. Members agreed to the proposal from the CFO that a Working Party be established with Representative Bodies to explore potential efficiencies to allow the Authority to provide the best possible operational response provision within a range of reduced resource levels including the scope for further retained provision and re-introduction of a VAH agreement.

Memorandum of Understanding (Operational Response)

15. This section of the report deals with Memorandum of Understanding in relation to operational response provision the was produced by the Working Party established under the direction of Members at their Strategy Day of 14th July 2015.
16. The Working Party conducted its first meeting on 4th August 2015 at which Terms of Reference were formally agreed (Appendix B). Membership of the Working Party consisted of Officers of the Authority and representatives from the Fire Officers Association (FOA) and the Fire Brigades Union (FBU). It was determined that the focus of the group would in the short term be directed at identifying the efficiencies that could be achieved in relation to operational response arrangements to ensure that the Authority provides the most effective, efficient and proficient operational response provision possible.

17. Notwithstanding the serious financial challenges faced, all the parties represented on the Working Party:
- a. Acknowledged the benefits that motivated and committed staff bring to the Service in terms of service delivery, productivity and willingness to change.
 - b. Confirmed their commitment to the adoption of more efficient duty systems that are attractive to staff, provide rewards for staff offering flexibility but remain affordable to the Authority.
18. The Working Party agreed a number of jointly held principles to guide its work and inform its considerations and recommendations. These are detailed below:
- 24-hour wholetime fire cover provides the most immediate and effective way to deploy firefighters into their communities to deal with any emergency incidents.
 - 5 riders on a fire appliance is the most operationally effective option for crewing levels and provides clear benefits for Merseyside Fire and Rescue Authority, firefighters, the public and accords with the Service mission statement of: Safer Stronger Communities - Safe Effective Firefighters.
 - Proposals requiring a move away from the National Conditions of Service to local agreements will only be considered when all other options have been explored.
 - Compulsory redundancies are not something either party would willingly want or seek to explore.
 - MFRA staff constitutes its most valuable asset and establishing the workplace as an attractive place to work encourages staff to embrace change, and provide the extra flexibility that MF&RS requires.
 - The Retained Duty System (excluding Wholetime Retained) is a duty system that will not be considered for adoption by the Authority until all other viable options have been explored.
19. The principles agreed by the Working Party were supported by a number of design parameters to be applied to any proposals generated to determine their acceptability to the Authority. These are detailed below:
- **Flexibility** – the ability to staff appliances to meet specific demand in an operational and functional (prevention/protection/training/preparedness) sense.
 - **Resilience** – to bring additional resources into service in a cost effective manner through contractual arrangements as and when required.

- **Affordability** – that the overall cost remains neutral to the Authority and does not impact unduly on its reserves.
 - **Sustainability** – that any solution identified allows for a longer term approach to be adopted rather than having to revisit approaches based on competing demands.
 - **Safety** – that the safety of staff is considered in full with particular reference to risk and fatigue.
20. The considerations and conclusions reached by the Working Party were guided by the existing organisation of operational response provision and the structural changes being implemented as a consequence of station mergers, station closures and the current organisational budget. The key points of consideration being:
- The Authority budget for 2015/16 provides for 24 x WT (Wholetime) and 4 x WTR (Wholetime Retained Pumps).
 - Following agreement with the FBU the 24HR/WTR duty system has been adopted at Huyton, St Helens, Upton and Bromborough providing the Authority with 2 x WTR appliances currently located at St Helens and Upton.
 - Allerton fire station has been closed and station mergers for (West Kirby & Upton), (Huyton & Whiston) and (St Helens & Eccleston) are being progressed with new build stations to be located at Saughall Massie, St Helens and Prescott.
 - The new merged stations will be serviced by 1 x WT and 1 x WTR appliances with the 2 x WTR appliances currently located at St Helens and Upton being transferred to one of the new merged station locations following completion of construction.
 - As a consequence of the in-year cuts the Authority staffing budget can no longer sustain the rescue pumps at Whiston, West Kirby
 - A decision on the designation of Eccleston's fire appliance will be considered by the Authority at today's meeting following extensive public consultation on changes to the response arrangements for the St Helens District.
21. Following a period of intensive work the Working Party produced a Memorandum of Understanding that was signed by the FBU on 28th August 2015 and the FOA on 1st September 2015 setting out its conclusions and recommendations.
22. The Working Party conclusions are listed below:
- Based on Merseyside Fire and Rescue Service's empirical evidence the 24HR/WTR duty system requires a limited uptake of voluntary additional

hours above the contractual hours currently provided by staff conditioned to this duty system to maintain 5 riders on all shifts.

- The working of additional hours at flat rate above an individual's contractual commitment constitutes the most efficient mechanism currently available to the Authority for maximising appliance availability and appliance rider levels given that there is no budget for this additional expenditure which therefore must be met from reserves.
- That staff flexibility in providing additional hours beyond their contractual commitment and through the voluntary adoption of more efficient and flexible duty systems should, subject to affordability considerations be rewarded.
- Rewards for staff flexibility will serve to maintain high levels of staff motivation and engagement which will in turn support higher levels of service delivery and productivity.
- There is an appetite amongst the workforce for more 24HR/WTR stations. However, the current linkage between 24-hour working and the demands of providing retained cover renders the duty system less popular than it might otherwise be.
- The late finish at the de-fault 12/12 stations is unpopular with some staff for work/life balance reasons and may constitute a barrier to the take up of additional hours at these locations should this be agreed as an option.
- A proportion of staff prefer to remain working under the existing 2/2/4 arrangements, valuing the personal benefits that accrue from this system and have no desire to adopt alternative duty system arrangements or to work additional hours beyond their existing contractual commitment.

23. Working Party made a detailed set of recommendations which are set out in full in Appendix C to this report. The key recommendations included:

- Proposals to adopt the 24HR/WTR duty system at up to 13 station locations.
- A 24-hour working model to be adopted at Southport fire station under the principles of self-management and self-sufficiency.
- The arrangements at the 4 x LLAR stations remaining unaltered.
- The remaining 4 stations continuing operate the de-fault 12-hour shift model.
- The immediate implementation of a Voluntary Additional Hours (VAH) to provide staffing sustainability for existing and planned 24HR/WTR stations.
- A commitment to minimise the impact of station transfers as a consequence of implementing the changes detailed in the Memorandum.

Implementation Memorandum of Understanding

24. This section of the report deals with the progress that has been made in implementing the recommendations detailed in the Memorandum of Understanding.
25. As detailed in the Memorandum a new interim agreement for Voluntary Additional Hours (VAH) for a 3-month period ending 30th November 2015 was put in place with the FBU pending the resolution of the safety concerns raised by the FBU over staff transporting their own fire kit. The Memorandum provided for the resolution of these concerns being a trigger for a successor VAH agreement of greater duration being put in place in accordance with the terms set out in the Memorandum. To allow work to resolve these matters to progress the FBU and the FOA have agreed to a proposal from the Authority that the interim collective agreement to be extended for a period of 4-months up to 31st March 2016 as all parties recognise the benefits that the interim VAH agreement provides.
26. Further action to implement the recommendations detailed in the Memorandum of Understanding will be subject to a full analysis of the impact of funding reductions for the 4-years commencing 2016/17. This work cannot be completed until December 2015 when DCLG will provide sufficient detail of the funding position for individual Fire and Rescue Authorities to allow this analysis to proceed. In the interim the Joint Secretaries continue to work on the detailed plans for implementation pending the clarification of the funding position moving into 2016/17 and beyond.

Co-Responding Trial (Emergency Medical Response)

27. This section of the report provides an update on the proposed undertaking of a co-responding trial between MFRA and NWAS. For the purposes of the trial co-responding involves the simultaneous mobilisation of NWAS and MFRA resources to Red 1 incidents where a patient is subject to life threatening risk as a consequence of cardiac or respiratory arrest.
28. Historically attempts at the national and local level to introduce co-responding and first-responding were opposed by the FBU and a Court of Appeal ruling in 2007 determined that co-responding was not part of a firefighter's role map and therefore not contractual. Subsequently, limited national progress has been made in the development of local partnerships between ambulance services and FRS's involving the fire service responding to incidences of cardiac and respiratory arrest.
29. As part of the national pay settlement of 2014 the NJC agreed to set up five work streams with a view to expanding the future role of firefighters. One of the work streams specifically addressed co-responding. Progress was made and the FBU agreed at its 2015 annual conference to lift its long standing opposition to co-responding and to participate in range of local trials overseen nationally by the NJC to assess how co-responding might work in practice.
30. The NJC Circular (13/15) issued in August 2015 invited FRSs to submit applications to participate in the trials. It is the intention that the trials should be completed by June

2016 at which point the impact and benefits would be assessed by the NJC. An application to participate in the trial was submitted by Officers of the Authority on 7th August 2015 and this was accepted. The Merseyside trial is planned to run for a period of 5-months on a pan-Merseyside basis; initially phasing its introduction at 4 station locations prior to broadening its scope. The selected locations are Southport, Speke, Wallasey and Croxteth fire stations. At Croxteth the response will be provided by the Day Crewed (Development) pump.. Locations being considered for Phase 2 adoption include Aintree, Birkenhead, Crosby, Toxteth and Old Swan prior to full implementation across the Service

31. The local trial will afford MFRS with the opportunity to test the practical implications of co-responding and evaluate the benefits, particularly in terms of the outcomes for patients. The trial will also allow for the testing of communication and mobilisation processes and provide an opportunity to assess the impact of co-responding on staff particularly in terms of welfare. Participation in the trial is all the more important as this would allow MFRA to influence the design and development of a model of co-responding that may be subsequently adopted nationally following consideration of the outcomes of the local trials by the NJC, at which point firefighter role maps may be varied to include co-responding
32. A Memorandum of Understanding (MoU) between NWAS and MFRA has been agreed detailing how the two organisations will collaborate during the trial period in providing high quality pre-hospital care to victims of life threatening cardiac and respiratory arrest. Under the MoU firefighters trained and equipped to a standard determined by NWAS will be mobilised along with NWAS resources to Red 1 incidents. NWAS will remain responsible for transporting patients to hospital. Fire appliances will only ever be mobilised in conjunction with NWAS resources and never instead of them and NWAS staff will always retain the clinical lead responsibility in dealing with patients. The trial will commence in January 2016.
33. Staff mobilised under co-responding arrangements who suffered an injury would be protected under the firefighter pension schemes and compensation regulations. Extant risk assessments with respect to operational response provision and safe systems of work that are already in place will apply in instances of co-responding, although OIC's in attendance at co-responding incidents will undertake a Dynamic Risk Assessment, following which a tactical mode will be declared. MFRA will provide insurances to cover its obligations under the co-responding trial including employer and public liability.
34. Analysis of data supplied by NWAS indicates that should co-responding for Red 1 calls be adopted at all station locations across Merseyside then the aggregate decrease in performance against the 10-minute response time would be 1.4%. The data also indicates that appliances would on average be mobilised 2 to 3 times per week.
35. NJC Circular 13/15 states that FRSs need to discuss the trial with local trade union representatives. Locally FBU Officials have been fully supportive of the trial as have the NWAS Representative Bodies. The Merseyside MoU has been identified regionally by the FBU and the NWAS Representative Bodies as the most suitable model to take forward nationally beyond the trial.

36. Firefighters have been consulted locally with meetings conducted at the Huyton, Wallasey and Southport during November. These meetings provided staff with an opportunity to raise questions and concerns. These meetings have been attended by officers of the Authority, local FBU officials, NWAS managers and regional officials from the NWAS representative bodies with all external partners strongly supporting the trial highlighting its benefits for patients and organisationally. A set of FAQ's agreed between MFRS, NWAS and the FBU has been prepared. These FAQ's address the concerns expressed by staff in relation to logistical and training issues relating to the conduct of the trial.
37. For the period of the trial MFRA will not seek any financial remuneration from NWAS although the Memorandum of Understanding does provide for the replacement by NWAS of consumables utilised by firefighters at a co-responding incident.
38. The trial will be monitored for effectiveness by the Merseyside Blue Light Collaboration Programme Board.

Equality and Diversity Implications

39. There are no Equality and Diversity implications arising from this report.

Staff Implications

40. Staff and representative bodies have been fully consulted and engaged in the preparation of the Memorandum of Understanding for operational response and Emergency Medical Response.

Legal Implications

41. There Memorandum of Understanding for co-responding has been prepared under the supervision of Director of Legal and Democratic Services.

Financial Implications & Value for Money

42. There are no financial implications arising out of this report.

Risk Management, Health & Safety, and Environmental Implications

43. There are no risk management, health and safety or environmental implications arising from this report.

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

44. Good industrial relations support the Authority in its mission to ensure *Safer, Stronger Communities and Safe Effective Firefighters*.

BACKGROUND PAPERS

CFO/023/15 This report follows on from CFO/023/15

GLOSSARY OF TERMS

MFRA	Merseyside Fire and Rescue Authority is the physical and legal entity. When writing reports MFRA is the “object”.
MFRS	Merseyside Fire and Rescue Service is the service provided by MFRA. When writing reports MFRS is the “action”
CNC	Consultation & Negotiation Committee
WT	Wholetime
WTR	Wholetime Retained
24HR/WTR	24-Hour Wholetime Retained Duty System
FBU	Fire Brigades Union
FOA	Fire Officers Association
NWAS	North West Ambulance Service
EMR	Emergency Medical Response
NJC	National Joint Council
MOU	Memorandum of Understanding

**COLLECTIVE AGREEMENT
24 HOUR WORKING & WHOLETIME RETAINED**

Dated – 9th April 2015

1. Parties

- 1.1 Merseyside Fire & Rescue Authority of Fire and Rescue Service HQ, Bridle Road, Bootle, Merseyside, L30 4YD.
- 1.2 The Fire Brigades Union of FBU Office, 46 Derby Road, Bootle, Liverpool, L20 8EH.

2. Definitions

In this agreement:

- 2.1 “The Authority” means Merseyside Fire & Rescue Authority.
- 2.2 “The FBU” means the Fire Brigades Union.
- 2.3 “Wholetime retained working” means work undertaken by retained contract holders who also provide a wholetime contract.
- 2.4 “PPE” means personal protective equipment.
- 2.5 “OIC” means officer in charge.

3. Background

- 3.1 The FBU has requested that the Authority provide the option of 24-hour working for staff undertaking operational response at fire stations.
- 3.2 The Authority has determined that the adoption of 24-hour working will only be considered when a clear operational rationale exists.
- 3.3 The Authority operational response model from 1st April 2015 provides for 24 appliances staffed on a wholetime basis and 4 appliances staffed on a wholetime retained basis.
- 3.4 The Authority will agree to the operation of 24-hour working at a limited number of fire stations subject to the staff at these locations :
 - 3.4.1 Taking up sufficient numbers of wholetime retained contracts to meet

the staffing needs of up to 4 x wholetime retained appliances, and

3.4.2 Managing their availability on a self-sufficient and self-managed basis including through the application watch based self-rostering principles to meet appliance availability requirements without recourse to staff being detached in. Paragraph 5.2 provides further clarity

4. **24-hour stations operating as paired units**

4.1 The Authority accepts the FBU preference for wholetime retained contracts to be offered at a level of 5% of the salary of a wholetime contract for 24-hours retained availability over an 8-day period but averaged over an 8-week reference period to support staffing flexibility.

4.2 To match the FBU model of retained contracts at 5%, a total of 48 positions providing retained contracts will be required to meet the staffing needs of 1 x wholetime retained appliance. Stations working 24-hours will therefore be paired as units so that each unit will jointly provide the staffing resources for 2 x wholetime and 1 x wholetime retained appliances.

4.3 Subject to the provision of initial assistance and the development of a model administrative system from TRM, the unit will be responsible for ensuring that both wholetime appliances and the wholetime retained appliance are crewed with 5 riders including an OIC and driver. TRM will maintain an auditing function.

4.4 Given the take up of sufficient numbers of WTR contracts a total of up to 8 x key stations operating as paired units will be adopted to provide up to 4 x wholetime retained appliances. Initially the paired stations selected as units will be:

- Huyton & St Helens
- Upton & Bromborough

4.5 Prior to the completion of the current station merger programme the 3 x retained appliances will initially be located at:

- Upton (Wirral)
- St Helens (St Helens)

4.6 The selection of fire stations and the composition of units for 24-hour working will

be determined solely by the Authority reflecting the future merger programme and operational response considerations.

5. The 24-hour/wholetime retained duty system

- 5.1 48 positions will be allocated to each unit consisting of 10 Watch Mangers and 38 Firefighters. Each unit member will be required to undertake a 5% wholetime retained contract with a contractual commitment to provide 1 x 24hr period of wholetime retained cover every 8 days, averaged over an 8 week reference period.
- 5.2 The distribution of supervisory manager and firefighter roles within the unit is such that it will not be possible to operate equally balanced watches. It will be problematic therefore to establish a base pattern akin to a Watch on the 2, 2, 4 system. In acknowledging this reality each unit will operate in accordance with the principles contained within Service Instruction 0812 'Management of Watch Based Self Rostering' with responsibility for managing individual availability to ensure that the 2 wholetime appliances and the 1 wholetime retained appliance allocated to each unit, are staffed with 5 riders (including an OIC and driver) at all time.
- 5.3 In the event of a continuous period of sick leave or notification of such, exceeding 28-days the Authority may transfer an individual out of a station operating the 24-hour duty system. In these circumstances the individual will revert to their previous role, or if that is not applicable, to general role within the Authority at the level specified in their primary contract, until fit to return to their role at the 24-hour station at which they are based. In such circumstances the Service may temporarily transfer staff into the 24-hour station
- 5.4 Leave under the wholetime and wholetime retained contracts will be managed locally by the team. TRM will provide initial assistance and a model administrative system to assist them in this regard.
- 5.5 Service Instruction 0812 'Management of Watch Based Self Rostering' provides the flexibility for the unit to manage shift allocations between unit members to meet appliance availability requirements.
- 5.6 Each unit will operate as a virtual 3 pump station providing 2 wholetime appliances and 1 wholetime retained appliance. To ensure appliance availability is

maintained unit members can be required to work across both unit locations. Detached duty payments are not applicable.

- 5.7 The rest periods to be applied pre and post any periods of 24-hour working are detailed in the extant collective agreement for 24-hour working.
- 5.8 When mobilized under their retained contracts staff will be required to transport their own PPE directly to the location housing the retained appliance. A pool car will be allocated at each location (2 per unit) to enable movement of personnel and PPE/Kit between locations.
- 5.9 There is no requirement on any individual to work any additional shifts above that which is contractually obliged. That is 2 x 24-hour wholetime shifts and 1 x 24-hour wholetime retained shift in every 8-days, averaged over an 8 week reference period.

6. **Welfare**

- 6.1 The Authority will undertake a review of existing staff welfare facilities at the locations identified for 24-hour working to determine if they can be improved to better support working 24-hour shifts.

7. **Selection process**

- 7.1 A selection process will be carried out if applicant numbers exceed available positions. The process will be subject to consultation with the FBU.

8. **Reversion of stations from 24-hour to the De-fault Duty System**

- 8.1 The continued operation of 24-hour working at any unit is subject to:
 - 8.1.1 All staff based at stations offering 24-hour working, holding a wholetime retained contract which provides for 24-hours of availability over an 8-day reference period.
 - 8.1.2 Each unit ensuring that it is self-managed and self-sufficient (including through the application watch based self-rostering principles) for staffing purposes and able to maintain 2 wholetime appliances and 1 wholetime retained appliance at all times, staffed with 5 riders, including an OIC and driver, without the requirement for staff to be detached in from other

locations.

8.1.3 Sickness levels at 24-hour working stations remaining at or below the global level of sickness for operational staff at all locations providing operational response.

8.1.4 The station performance of 24-hour stations remaining at or above the performance of stations operating the de-fault duty system.

8.2 In the event that the conditions set out in paragraphs 8.1.1 to 8.1.4 are not met, and this cannot be resolved through dialogue with the FBU, then the Authority will revert the stations to the de-fault duty system (currently 12:12), subject to a period of formal notice of 28-days.

9. **Status of agreement**

9.1 Both parties to this collective agreement intend that it is a legally enforceable contract.

10. **Termination Or Amendment**

10.1 This agreement may be terminated or amended at any time by written agreement between the parties.

AS WITNESS the hands the Parties



SIGNED BY.....

For and behalf of the Fire Brigades Union



SIGNED BY.....

For and behalf of the Authority

This page is intentionally left blank

**EFFICIENCIES WORKING PARTY
OPERATIONAL RESPONSE SUB GROUP
TERMS OF REFERENCE**

The Government is currently conducting a Spending Review (the outcome of which will be published in late 2015) with the objective of eliminating the deficit by 2019/20. Unprotected Government departments have been instructed to provide models that provide for reductions of 25% and 40% in spending in real terms by 2019/20.

The Authority is now planning how best to deal the range of likely Government grant cuts it faces moving forward from 2016/17 and as part of this response has agreed to the establishment of a working group involving all Representative Bodies to identify efficiencies that will allow the Authority to provide the most effective, efficient and proficient service possible within the likely level of available resources.

A substantial part of the focus of the working group will be directed at the efficiencies that can be made in relation to operational response arrangements. The Authority will work with a group consisting of representatives from the Fire Brigades Union and the Fire Officers Association to seek to identify potential efficiencies that will ensure that the Authority provides the most effective, efficient and proficient operational response provision possible. The scope of this work will include (although not exclusively) duty systems, station mergers, work routines and anything else that any constituent parties of the working group reasonably wishes to propose or discuss.

All documentation, data and evidence requested by any of the constituent parties will be provided in accordance with the Joint Protocol for Good Industrial Relations in the Fire and Rescue Service.

The group will provide a provisional report by a date agreed by both sides detailing:

1. Areas of agreement
2. Areas where the parties remain divided

3. Recommendations to assist on narrowing or eliminating areas of disagreement.

APPENDIX C

Working Party Recommendations:

24HR/WTR Stations

- That the number of stations operating the 24HR/WTR duty system should be increased to 12 as detailed below:
 1. Bootle/Netherton
 2. Kirkby
 3. St Helens
 4. Huyton (Prescot)
 5. Speke/Garston
 6. Old Swan
 7. Bromborough
 8. Upton (Saughall Massie)
 9. Liverpool City or Kensington
 10. Birkenhead
 11. Wallasey
 12. Toxteth

- 24HR/WTR stations will operate as stand-alone, self-sufficient stations with staff being responsible for meeting staffing shortfalls at their own station in accordance with the requirements set out in the current collective agreement.

- Staffing at 24HR/WTR stations will consist of 5 x Watch Managers and 19 x Firefighters with staffing operating under self-managed team arrangements as set out in the current collective agreement.

- It will remain a condition that staff holding a position in a 24HR/WTR station must also hold a retained contract at 2.5% of salary to provide 24-hours retained cover in a 16-day reference period.

- Stations currently operating the 24HR/WTR duty system currently operate as pairs which each pair being known as a Unit, with staff at these locations holding a retained contract at 5% of salary to provide 24-hours retained cover in an 8-day period. Under the new arrangements the Units would be dissolved and the component stations would operate as stand-alone self-sufficient stations under the conditions detailed above.

- Staff based at 24HR/WTR stations may utilise the option of a mix of 12 and 24 hour shifts through self rostering arrangements. Such arrangements are conditional upon the wholetime and the retained appliance availability remaining unaffected and that there are 5 riders available on all occasions. All those working in 24HR/WTR stations must hold a retained contract.

- The new arrangements will provide 3 x WTR appliances which will be based at merger stations following construction. In the interim the locations of the 3 x WTR appliances will be determined, in part, by an analysis of the home locations of those providing the WTR contracts. The location will be a matter to be determined by the Chief Fire Officer following consultation with Representative Bodies.
- The current collective agreement which underpins the operation of the 24HR/WTR stations will be amended to reflect the new arrangements detailed above.
- Individual contractual arrangements for those already conditioned to the 24HR/WTR duty system will be varied to reflect the new arrangements detailed above.
- The 3 WTR appliances will be staffed on a self-rostering basis by WTR contract holders.
- Subject to agreement with the FBU staff mobilized under their WTR contracts will be responsible for carrying their own kit to the station at which the WTR appliance is located.
- In recognition each retained mobilisation will attract a minimum payment of 2 hours pay once agreement on kit movement is reached.

Croxteth Fire Station

- The 24HR/WTR model currently in place at Croxteth including local arrangements to support this location's national USAR role will remain unaltered.

Southport Fire Station

- Southport fire station will operate 2 x WT appliances on a stand-alone, self-managed and self-sufficient basis with staff being responsible for meeting staffing shortfalls at their own station. The staff at these locations may elect to move to the adoption of the self-contained self rostering 24-hour shift duty system proposed for the 12 stations identified above should this be their preference.
- Staffing at Southport fire station will consist of 44 WTE posts.

LLAR Stations

- The arrangements at the 4 x LLAR stations (detailed below) will remain unaltered.
 1. Formby
 2. Belle Vale
 3. Newton
 4. Heswall

12- Hour Shift Stations

- The remaining stations listed below (subject to determination) will continue to operate the 12-hour Shift stations on the existing watch based model;
 1. Aintree
 2. Crosby
 3. Kirkdale
 4. Liverpool City or Kensington
- As a consequence of the in-year cuts Eccleston, West Kirby and Whiston fire stations will no longer be routinely crewed under these arrangements. Where sufficient staff are available without recourse to VAH then these appliances will be crewed.
- All other 12 hour shift stations as detailed at 1 – 4 above will be staffed to ensure the availability of 24 wholetime appliances. A 5 rider crew will be achieved by staff providing additional non-contractual hours.
- There is no requirement for staff at 12-hour stations to provide voluntary additional hours at their home station locations although they may elect to do so. They may also provide voluntary additional hours at other 12-hour Shift stations should they elect to do so.
- Appliance availability and a ridership of 5 at 12-hour Shift stations will be maintained by drawing upon staff from 24HR/WTR stations, LLAR stations and 12-hour Shift stations to provide voluntary additional hours.
- Subject to a compelling business case the Authority will consider a variation to the start/finish times at 12-hour Shift stations to address the family friendly needs of staff at these locations. This will include a consideration of differing start/finish times at different locations. Current provisions for full or part exchange of shifts remain extant. The Service will however, monitor such arrangements and consider corrective action should the application of the revised arrangement impact negatively on the provision of efficient and effective operational response.

VAH Usage

- The arrangements detailed in this Memorandum of Understanding are predicated upon staff undertaking a limited number of additional non-contractual hours under a Voluntary Additional Hours (VAH) agreement.
- The demand for voluntary additional hours at self-sufficient 24HR/WTR stations is anticipated to be at a very modest level. There will be a greater requirement for voluntary additional hours at 12-hour Shift stations to ensure that appliances remain continually available with 5 riders.
- The pool from which providers of voluntary additional hours will be drawn is Service wide to ensure this demand can be met without placing unreasonable demands on the flexibility demonstrated by staff.

- Staff undertaking voluntary additional hours at their home station location to achieve self-sufficiency will be paid at flat rate for these hours.
- Staff undertaking voluntary additional hours or detached duties at locations other than their home stations will be paid an additional flexibility allowance of 2-hours at flat rate.
- The flexibility allowance of 2-hours at flat rate will replace the existing arrangements for the Chief's hour and all associated recompense for travel and subsistence allowances under the current detached duty arrangements.
- Subject to agreement with the FBU staff undertaking voluntary additional hours or detached duties at locations other than their home stations will be responsible for carrying their own kit to the station at which the voluntary additional hours or detached duty are being undertaken.
- The budget for VAH will be drawn from the detached duty budget and identified underspends in the approved organisational budget, which would otherwise be allocated to reserves. All budgets will be kept under constant review to maximise the available resources for VAH.

Implementation and 2 Stage VAH Collective Agreement

- Upon this Memorandum of Understanding being signed by both parties the Service will move immediately to implement the arrangements set out in Memorandum subject to a timetable agreed by the Joint Secretaries and approved by the Chief Fire Officer
- The Memorandum of Understanding is be underpinned by an interim VAH agreement for a period of 3-months effective from 1st September 2015 (Appendix C) that ensures the 24HR/WTR stations can staff up to 5-riders on all occasions and that appliance availability and 5 rider crewing levels can be maintained at 12 hour shift stations.
- A without prejudice transitional payment of 1 extra hour at flat rate will be paid during this 3 month period for VAH shifts undertaken at stations other than an individual's home station to encourage uptake.
- VAH undertaken by staff based in 24HR/WTR Units and VAH undertaken at an individual's home station (12-Hour and LLAR stations) will be paid at flat rate.
- The current arrangements for detached duty payments will remain in place during the 3-month period of the collective agreement and staff subject to detached duty during this 3-month period will not be entitled to the additional 1-hour payment at flat rate.
- Subject to completion of the work currently being undertaken by the Bureau Veritas that addresses the concerns raised by the FBU the parties commit to entering into a

further VAH agreement (replacing the VAH agreement effective from 1st September) but of greater duration. This will include specific provision for an additional payment of 2-hours at flat rate subject to staff carrying their own kit/PPE for shifts undertaken at locations other than their home station. This payment replaces the existing arrangements for the Chief's hour and all associated recompense for travel and subsistence allowances under the current detached duty arrangements albeit that this payment will not be applicable to staff located at 24HR/WTR stations who undertake Voluntary Additional Hours at other 24HR/WTR stations.

- Upon completion of the work currently being undertaken by the Bureau Veritas (that addresses the concerns raised by the FBU) staff being mobilised under their retained contracts will be responsible for carrying their own kit/PPE to the fire station at which the retained appliance is located.

Transfers To Other Stations

- The revised arrangements recommended by the Working Group will inevitably result in transfers of staff from their current station locations. TRM will work with the Joint Secretaries to minimise, as much as is practicable, any impact of such moves on staff.
- Where possible staff subject to transfer will be located as near as is practically possible to their home addresses.

Prior to this second collective agreement being in place the existing arrangements for VAH, detached duties and kit/PPE movements will remain in place in that Service couriers can be utilised to transport kit/PPE.

This page is intentionally left blank

COLLECTIVE AGREEMENT VOLUNTARY ADDITIONAL HOURS

Dated – 1st September 2015

1. Parties

- 1.1 Merseyside Fire & Rescue Authority of Fire and Rescue Service HQ, Bridle Road, Bootle, Merseyside, L30 4YD.
- 1.2 The Fire Brigades Union of Fire and Rescue Service HQ, Bridle Road, Bootle, Merseyside, L30 4YD.

2. Definitions

In this agreement:

- 2.1 “The Authority” means Merseyside Fire & Rescue Authority.
- 2.2 “The FBU” means the Fire Brigades Union.
- 2.3 “Voluntary Additional Hours” (VAH) means hours worked over and above an individual’s contractual commitment under his/her primary contract.

3. Background

- 3.1 This collective agreement sets out the arrangements in place for an employee providing Voluntary Additional Hours to the Authority to meet its staffing requirements.
- 3.2 Existing overtime arrangements relating to casual (change of shift) overtime, public holiday payments and recall to duty are unaffected and arrangements in place for those circumstances remain extant.
- 3.3 Voluntary Additional Hours will (from a date determined by the Authority) be managed through the StARS system and guidance in this regard will be issued by Time & Resource Management
- 3.4 Pending the introduction of StARS, interim arrangements for the management of Voluntary Additional Hours will be put in place by Time & Resource Management.
- 3.5 Employees who volunteer to work Voluntary Additional Hours at short notice will be registered with the Service and may be contacted from time to time at such

short notice.

- 3.6 Both parties enter into this temporary collective agreement without prejudice to previous Voluntary Additional Hours agreements on the basis that this agreement is not intended to set any precedents relating to previous and future agreements regarding Voluntary Additional Hours.

4. Utilisation of VAH

- 4.1 Subject to budgetary constraints Voluntary Additional Hours will primarily be utilized by the Authority to ensure that:
- 4.1.1 24HR/WTR stations can staff up to 5-riders on all occasions.
 - 4.1.2 Appliance availability and 5-rider crewing levels can be maintained at 12-Hour shift stations.
 - 4.1.3 Ecclestone, West Kirby and Whiston will not be staffed by recourse to Voluntary Additional Hours but may be staffed where sufficient personnel are available.

5. Status of Agreement

- 5.1 There is no obligation to offer work and no obligation for the employee to accept work as a consequence of this agreement.
- 5.2 Nothing in this agreement constitutes a Contract of Employment.
- 5.3 Employees' undertaking Voluntary Additional Hours under the terms of this agreement will be accountable to the Line Manager they are working under.

6. Pay

- 6.1 Employees undertaking work under the Voluntary Additional Hours agreement will receive the rate of pay commensurate with the role being carried out at that time the Voluntary Additional Hours are worked.
- 6.2 Staff undertaking Voluntary Additional Hours at their home station will be paid at flat rate for these hours.
- 6.3 For the purposes of this agreement a 24HR/WTR Unit is considered as home station for all staff located at the two stations making up the Unit. As such any Voluntary Additional Hours paid to staff based at 24HR/WTR Units undertaking Voluntary Additional Hours at either station will always be at flat rate.

- 6.4 Staff undertaking Voluntary Additional Hours at stations other than their home stations will be paid an additional flexibility allowance of 1-hours at flat rate.
- 6.5 For the duration of this collective agreement the current arrangements for detached duty payments will remain in place. Staff subject to detached duties will not be entitled to the additional 1-hour payment at flat rate.

7. Hours of Work

- 7.1 There are no regular or fixed hours of work or shifts for employees undertaking Voluntary Additional Hours. The employee will provide Voluntary Additional Hours on an “as and when” basis, as required to meet the needs of the Authority from time to time and as agreed by the employee.
- 7.2 Time and Resource Management (TRM) will monitor the allocation of Voluntary Additional Hours to employees to identify if individuals work excessive hours.

8. Withdrawal of Availability

- 8.1 Voluntary Additional Hours including arrangements for withdrawing availability will (from a date determined by the Authority) be managed through the StARS system and guidance in this regard will be issued by TRM.
- 8.2 Pending the introduction of StARS interim arrangements for the management of Voluntary Additional Hours, including arrangements for withdrawing availability, will be put in place by Time & Resource Management.

9. Access to Voluntary Additional Hours

- 9.1 Both parties are committed to ensuring equality of access to Voluntary Additional Hours under this agreement.

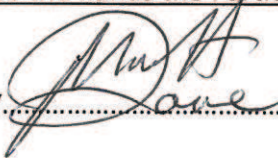
10. Fire Kit & Personal PPE

- 10.1 Prior to the completion of the work currently being undertaken by Bureau Veritas to address concerns raised by the FBU, the Service’s courier arrangements will be utilised to move a Firefighters’ kit from and to his/her home station when voluntary additional hours are undertaken if this is requested by the individual employee and subject to operational demands on the courier service.

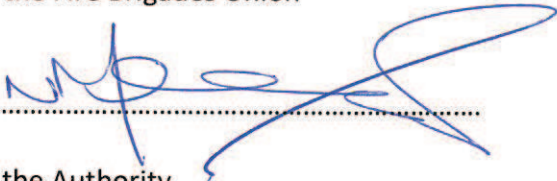
11. Termination Or Amendment

11.1 This collective agreement with remain extant for a period of 3 months unless extended by mutual consent.

AS WITNESS the hands the Parties

SIGNED BY 

For and behalf of the Fire Brigades Union

SIGNED BY 

For and behalf of the Authority

MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	MERSEYSIDE FIRE AND RESCUE AUTHORITY		
DATE:	17 DECEMBER 2015	REPORT NO:	CFO/095/15
PRESENTING OFFICER:	CHIEF FIRE OFFICER		
RESPONSIBLE OFFICER:	DEB APPLETON	REPORT AUTHOR:	JACKIE SUTTON
OFFICERS CONSULTED:	STRATEGIC MANAGEMENT GROUP		
TITLE OF REPORT:	STATEMENT OF ASSURANCE 2015		

APPENDICES:	APPENDIX A: STATEMENT OF ASSURANCE 2015
-------------	---

Purpose of Report

1. To request that Members consider and approve the Authority's Statement of Assurance 2015 for publication on the Authority website.

Recommendation

2. That Members consider the information contained within this report and approve the Authority's draft Statement of Assurance 2015.

Introduction and Background

3. The Fire and Rescue Service National Framework published in 2012 sets out a requirement for fire and rescue authorities to publish an annual Statement of Assurance. It says:

'Fire and rescue authorities must provide annual assurance on financial, governance and operational matters and show how they have had due regard to the expectations set out in their integrated risk management plan and the requirements included in the Framework. To provide assurance, fire and rescue authorities must publish an annual statement of assurance'.

4. The National Framework goes on to say that one of the principal aims of the statement of assurance is to provide an accessible way in which communities, Government, local authorities and other partners may make a valid assessment of their local fire and rescue authority's performance. The statement of assurance will also be used as a source of information on which to base the Secretary of State's biennial report under section 25 of the *Fire and Rescue Services Act 2004*.

5. Where fire and rescue authorities have already set out relevant information that is clear, accessible and user-friendly within existing documents, they may wish to include extract, or links to these documents within their statement of assurance.
6. With this in mind, the Authority's Statement of Assurance (which reflects back on the 2014/15 performance year) has been prepared in a way that does not substantially duplicate existing plans, reports and other documents, but instead includes links to existing documents held on the MFRA website, or in some cases to documents held in other organisations or the Government.

Equality and Diversity Implications

7. Accessibility has been considered and although the Statement is designed to be read as an electronic document with links to other documents and information, material copies of documents will be provided on request.

Staff Implications

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

Legal Implications

9. The publication of a Statement of Assurance is a requirement of the Fire and Rescue Service National Framework, which is itself a requirement of the Fire and Rescue Services Act 2004 section 21.

Financial Implications & Value for Money

10. There are no financial implications arising from this report. The Statement gives details on financial performance and future challenges.

Risk Management, Health & Safety, and Environmental Implications

11. There are no risk management, health and safety or environmental implications arising from this report.

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

12. Producing the Statement will ensure that the Authority complies with legal requirements but will also provide accessible information to any stakeholders who wish to learn more about MFRA.

BACKGROUND PAPERS

CFO/125/14 Statement of Assurance 2014.

GLOSSARY OF TERMS

MFRA **Merseyside Fire and Rescue Authority**

MFRS **Merseyside Fire and Rescue Service**

This page is intentionally left blank



Statement of Assurance

2014/15



**SAFER, STRONGER COMMUNITIES; SAFE
EFFECTIVE FIREFIGHTERS**

www.merseyfire.gov.uk

Merseyside Fire & Rescue Authority

ANNUAL STATEMENT OF ASSURANCE 2014/15

CONTENTS

1. Foreword	Page 2
2. Introduction	3
3. Governance Arrangements	4
4. Overview of MFRS	6
5. The risks we face in Merseyside	9
6. Risks beyond our borders	10
7. Our Services to the Community	11
8. Our Performance	12
9. Financial Performance	14
10. Our Future Plans	15
11. Glossary of Terms	17

MERSEYSIDE FIRE & RESCUE AUTHORITY

ANNUAL STATEMENT OF ASSURANCE 2014/15

1. Foreword

Fire and Rescue Authorities are accountable for their performance and as such, information regarding effectiveness and value for money should be accessible, transparent and accurately reported to the communities they serve. Along with legislation which governs how FRA's provide their services, the [Fire and Rescue National Framework for England 2012](#) requires Merseyside Fire and Rescue Authority (MFRA) to produce this Annual Statement of Assurance. The Statement of Assurance focuses on Authority governance, performance and activity that took place between 1st April 2014 and 31st March 2015.

The aim of this Statement of Assurance is **'to provide an accessible way in which communities, Government, local authorities and other partners may make a valid assessment of their local fire and rescue authority's performance.'**

DCLG Guidance on Statements of Assurance for FRA's in England'

Merseyside FRA has faced budget cuts on an unprecedented scale over the period. These cuts have had a significant impact on organisational capacity and have resulted in a 33% reduction in the number of immediately available fire engines (from 42 to 28). This has had an impact on the speed and weight of attack when responding to incidents and in the ability of the Service to maintain the levels of community safety intervention delivered over the last decade. During 2014/15, following consultation, we closed Allerton fire station on 1st April 2015 and concluded consultation on the merger* of fire stations in Knowsley and Wirral. We continue to consult on proposals to merge a further two stations into a new location in St Helens town centre. It is expected cuts will continue to 2020. Whilst you should be reassured that the Service will continue to deliver a fast response to an emergency it is an unfortunate reality that the weight of this response (speed of the second and third responding fire engine) will not be at the levels delivered prior to the cuts.

We hope that you find this Statement of Assurance useful and that it explains the context and scale of the challenges faced by the Authority now and in the future. It is intended to direct readers to other published reports, rather than repeating existing material and as a result it contains several hyperlinks. If you require copies of any documents or have any comments or questions please contact Jackie Sutton – Integrated Risk Management Planning Officer on 0151 296 4563 or by email on jackiesutton@merseyfire.gov.uk

*Merger = closure of two fire stations, replacing them with one new fire station in an optimal location.

2. [Introduction](#)

Merseyside is a Metropolitan County in the north west of England, which straddles the Mersey Estuary and includes the metropolitan districts of Knowsley, Liverpool, Sefton, St Helens and Wirral.

Merseyside spans 249 square miles (645 Km²) of land containing a mix of high density urban areas, suburbs, semi-rural and rural locations, but overwhelmingly the land use is urban. Its largest business district is in Liverpool City Centre, but Merseyside is also a polycentric county with five metropolitan districts, each of which has at least one major town centre and outlying suburbs.

Mid 2013 estimated figures showed that Merseyside has a population total of 1,391,113 which is a 0.72% increase on the 2011 Census figures. The population is split 48.6% male and 51.4% female. Merseyside has a lower proportion of children (16.5%) and higher proportions of working age residents (66.3%) and older people (17.2%) than the North West averages (*Census 2011*). Our [Profile of Merseyside Demography, Equality and Diversity](#) report outlines the communities we serve.

As a consequence of Government grant cuts between 2011/12 – 2015/16 Merseyside Fire and Rescue Authority have delivered £20.4 million of savings by March 2015 with further approved savings of £5.2 million to be actioned in 2015/16 -2016/17. This presents the Authority with significant challenges as it seeks to minimise the impact on the levels of service provided to the public. A summary of the budget challenges and plans for 2014/15 is available in both the [Service Delivery Plan 2015/16](#), [IRMP 2013/16](#) and [IRMP Supplement 2015/17](#).

The organisation is, however, meeting these challenges from a position of strength following a period in which we have significantly reduced fires, fire deaths and injuries and made Merseyside a safer place.

However we must remain vigilant, as our performance has begun to plateau, and we are mindful of the cuts being applied to other public services and the indirect impact that this can have on the performance of the Authority. As such we will continue to work with our partners to best respond to the changing public sector environment.

We have worked hard over the last year to anticipate the impact of the cuts and reduce the effect they will have on our communities. By planning using natural retirement patterns and the use of reserves it has not been necessary to make any staff compulsorily redundant. However when the results of the Comprehensive Spending Review for 2016/17 are announced in late 2015 this may not be an option available to the Authority for the future.

Our prevention work has been widely acknowledged and has been duly replicated around the world; however we have had to get even smarter, sharing risk data and intelligence with partners to ensure we identify and target our efforts towards the most vulnerable and at risk within our communities.

We still give universal help and advice, but we will now target high risk homes and residents over 65 years of age.

We will continue to fit smoke alarms FREE of charge to those over 65 and those referred by other agencies who understand fire risk or our staff as part of specific campaigns following fatal fires or otherwise i.e. Private landlords accreditation scheme.

Other Merseyside residents can access free fire safety advice on request, this can include the installation of smoke alarms if necessary and the person requesting the service is able to cover the unit cost of the alarm (this service is provided by volunteers on a cost recovery only basis).

Merseyside Fire & Rescue Authority actively supports the reduction of Hate Crime across Merseyside and has introduced Safe Havens across all fire stations. We use target hardening techniques to prevent incidents and/or reduce the effects on victims.

To date we have managed to maintain a very fast response to incidents (despite a reduction in appliance numbers) and by targeting our prevention activity and working smarter, we are still having a real impact on the safety of the people of Merseyside.

MFRA published the [Service Delivery Plan 2015/16](#) in June 2015 and the [IRMP Supplement 2015/17](#) in June 2015 to respond to the changing risks and needs within our communities. This is a 2 year supplement to the existing [IRMP 2013/16](#) published to take account of the Government grant being released for 2 years (2015/17). The Service Delivery Plan establishes the standards of performance expected and reported on the 2014/15 outcomes. The Integrated Risk Management Plan sets out how we will continue to deliver our services to meet local risks. It describes a noticeably leaner but dynamic Service delivered in the most effective and efficient way. Anyone who needs us in an emergency will still receive one of the fastest responses in the country.

3. Governance arrangements

Merseyside Fire and Rescue Authority was established on 1st April 1986 by the Local Government Act 1985 which made provision for joint authorities to be established in the major metropolitan areas following the abolition of the metropolitan county councils.

Although the Authority does not have all the powers of a Council, it is nonetheless a Local Authority in its own right, separate and distinct from the constituent councils. It is therefore subject to many of the same rules and regulations which govern other local authorities.

The Authority

The Authority is made up of 18 Members, all of whom must be a Councillor elected to one of the five constituent district councils within Merseyside (Knowsley, Liverpool, Sefton, St Helens and Wirral). There is also an independent person on the Authority. Members of the Authority have a responsibility to the whole community of Merseyside and are directly accountable to the people of Merseyside for the running of the Fire and Rescue Service. All Members meet together as the Fire and Rescue Authority. Meetings of the Authority are normally open to the public and details are published on our website Merseyfire.gov.uk - Authority.

The Authority has ultimate responsibility for decision making but has delegated many decisions to committees as part of their Terms of Reference (available to view in the Constitution) and officers. Members work closely with officers (the staff employed by the Authority) in developing policies, plans and strategies to give direction to the Service and to ensure that services are delivered in line with the Authority's objectives.

There are a number of organisations which are independent from the Authority, but have an impact on its service areas. In order that the Authority can maintain effective partnerships with a number of these organisations, Members of the Authority sit on the various committees and forums that are responsible for them:

- Association of Metropolitan Fire & Rescue Authorities
- Fire Support Network
- Local Government Association
- Merseyside Brussels Office
- National Joint Council
- North West Employers' Organisation
- North West Fire and Rescue Forum
- The Toxteth Firefit Hub Charity

Our legal responsibilities

The full [Merseyside Fire and Rescue Authority](#) Constitution and Governance can be found on our website. It details how the Authority conducts its business and includes detailed procedures and codes of practice including:

- Members code of conduct
- [Authority Constitution 2014/15](#) and allowances
- Meetings, agendas and decisions
- [Complaints Procedure](#)

The Authority has approved and adopted a [Code of Corporate Governance](#) which is consistent with the principles of the CIPFA/SOLACE framework [CIPFA Delivering Good Governance in Local Government](#). The key principles of the Authority's Code of Corporate Governance are outlined below;

Three high level principles underpin Corporate Governance:-

- Openness and inclusivity
- Accountability
- Integrity

The Fire and Rescue Service National Framework

The Government has a responsibility to ensure that the public is adequately protected. For fires and other emergencies it does this by providing significant financial resources, giving authorities the power to raise additional local funding, and maintaining a statutory framework within which a local fire and rescue authority should operate.

The [Fire and Rescue National Framework for England 2012](#) sets out the Government's priorities and objectives for FRA's in England. It recognises that operational matters are best determined locally by FRA's in partnership with their communities.

The priorities are:

- To identify and assess the full range of foreseeable fire and rescue related risks their area may face, make provision for prevention and protection activities and respond to incidents appropriately.
- To work in partnership with their communities and a wide range of partners locally and nationally to deliver their service
- To be accountable to communities for the service they provide.

4. [Overview of Merseyside Fire and Rescue Service](#)

Our Mission, Aims and Values

Our Mission; "Safer, Stronger Communities; Safe, Effective Fire-fighters", our aims and our values run as a golden thread through everything we do.

Our Aims

Excellent Operational Preparedness

We will provide our fire fighters with the training, information, procedures and equipment to ensure they can safely and effectively resolve all emergency incidents.

Excellent Operational Response

We will maintain an excellent emergency response to meet risk across Merseyside with safety and effectiveness at its core.

Excellent Prevention and Protection

We will work with our partners and our community to protect the most vulnerable through targeted local risk reduction interventions and the robust application of our legal powers.

Excellent People

We will develop and value all our employees, respecting diversity, promoting opportunity and equality for all.

We plan our actions by embedding our **core values** into the way we deliver our services:

- Make a positive difference to our community;
- Provide an excellent and affordable service
- Everyone matters
- Respect our environment
- Our people are the best they can be.

Responsibility & accountability of the Chief Fire Officer

The Chief Fire Officer is the Head of Paid Service in law under S. 4 of the Local Government & Housing Act 1989. The Chief Fire Officer is responsible for;

- *Ensuring that the staffing needs of the organisation are adequate to perform the Authority's statutory functions*
- *Ensuring that the discharge of the Authority's functions is efficiently and effectively co-ordinated*
- *Arranging for and ensuring the proper appointment and management of the Authority's staff.*
- *Arranging for and ensuring the effective organisation of the Authority's staff in an appropriate structure with relevant departments.*

The Chief Fire Officer is accountable to the Authority. Details of the powers delegated to the Chief Fire Officer (and in their absence the Deputy Chief Fire Officer,) who may further delegate to any member of either the Executive Team or the Strategic Management Group as appropriate, can be found on page 43 of the [MFRA Constitution 2014/15](#).

The success of our service provision is largely dependent on the skills, abilities and dedication of our staff. That is why we invest resources in ensuring that our people are the best they can be through training and development, appraisal, health and wellbeing. Our aim at MFRA is to have Excellent People:

'We will develop and value all our employees, respecting diversity, promoting opportunity and equality for all'.

Staffing levels, including the number of officers, can be found on the [DCLG 2015](#) (Department for Communities and Local Government) and [CIPFA 2015](#) (Chartered Institute of Public Finance and Accountancy) websites. A log in is required.

Organisational Development

Performance appraisal and personal development reviews are based on MFRA's personal values. Each member of staff has their individual training, learning and development needs identified by their line manager. This in turn informs an annual training needs analysis. This is used to identify new equipment, methods of working, health and safety risks, and compliance with legislation or succession planning which have arisen, or may, arise in the coming years.

Leadership Development

MFRA recognises the huge contribution our managers and leaders can make to our organisation. To support their development, and that of emerging managers, and to ensure the changing requirements of the organisation are being met, we invest both time and training hours in these individuals.

Leadership courses such as CMI (Chartered Management Institute) Levels 3 and 5, Institute of Occupational Safety and Health) IOSH and National Examination Board of Safety and Health (NEBOSH) are attended by both uniformed and non-uniformed staff. Uniformed staff interested in development into the role of

supervisory manager can enter the Supervisory Management Gateway and attend Operational Incident Command courses at the Fire Service College. MFRA supports staff in the Institute of Fire Engineers (IFE) examinations. Operational managers are offered courses aimed at developing their knowledge, skills and values to enable them to effectively take over command on the incident ground.

Staff consultation - Representative Bodies

Uniformed staff are represented by the Fire Brigades Union (FBU) and the Fire Officers Association (FOA), non-uniformed staff by UNISON, UNITE and GMB. All are invited to take part in consultation around changes to staffing levels or conditions of service, the IRMP and any changes to the service MFRA provide. All are active members of Joint Secretaries, which is a meeting which brings together the representative bodies with the Authority's Consultation Manager and our Director of People and Organisational Development.

Staff Survey

Merseyside Fire and Rescue Authority conducted a staff survey, facilitated by an independent organisation (People Insight), between 16th June and 28th July 2014. 68% of staff took part.

Participation in the survey was more than twice that of the last employee survey despite being conducted at a difficult time for the organisation against a background of industrial action around the national firefighter pension dispute, four years of Government cuts and the resulting reductions in the number of staff employed in recent years.

As a result of the report MFRA has developed a set of engagement principles which are being embedded across the service.

A summary report on the Staff Survey results provided by People Insight was considered by Merseyside Fire and Rescue Authority at its meeting on the 2nd of October, this report summarises all of the results produced by People Insight and can be found on the MFRA website [Staff Survey Results 2014](#)

Equality and Diversity

The public sector Equality Duty, of the Equality Act 2010, requires public bodies to consider all individuals when carrying out their day to day work – in shaping policy, in delivering services and in relation to their own employees. It requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people when carrying out their activities. MFRA is committed to considering equality and diversity in the way we provide our services and the [MFRA Equality and Diversity Statement](#) and supporting documentation is available on the website.

We have published an [Equality and Diversity Annual Report 2014/15](#) which sets out how we have met our legal obligations and improved outcomes for our communities.

5. [The risks we face in Merseyside](#)

The [Fire and Rescue Services Act 2004](#) requires every fire and rescue authority to produce an Integrated Risk Management Plan ([IRMP Supplement 2015/17](#)) to develop services to respond to those risks and help prevent incidents occurring. [The Civil Contingencies Act 2004](#) also places a legal duty on local emergency responders to carry out assessments on the risks to their area and publish them. The [Merseyside Community Risk Register](#) identifies the areas of potential risk to the population and infrastructure of Merseyside and the nature of that risk. The likelihood of an event occurring has been assessed using historical evidence and projected occurrence data relating to the risk occurring over a five year period at the magnitude reflected within the outcome description. The potential impact of such an emergency has been assessed with regard to health, social, economic and environmental effects in accordance with national guidance.

Social Risk

We know that deprivation and environment can increase risk from fire and other emergencies. In Merseyside there are some areas of affluence, for example in West Wirral and North Sefton, but large areas of Merseyside fall within the highest ratings of social deprivation. The Indices of Multiple Deprivation 2015 indicate that 32 per cent of the wards in Merseyside are ranked in the top 10 per cent of the most deprived wards in England with high levels of social exclusion and crime. In addition, all the local authorities in Merseyside are within the top 20 per cent of the most income deprived in England. We consider this when we plan our services and target those services at people we identify as most at risk. We are particularly targeting the increasing number of older people who are now remaining in their own homes.

Environmental & Economic Risks

There are other types of risk too. Other risks within the Merseyside area include:

- Coastline on the west of the MFRA area.
- John Lennon Airport
- Under and over ground rail links, including under the River Mersey
- Two road tunnels under the River Mersey
- Two premier league football stadia
- Liverpool City Centre and many heritage buildings
- Dock estates in Liverpool and Birkenhead
- Beaches and areas of natural beauty such as Freshfield Pinewoods, Hilbre Island and Carr Mill Dam
- RAF Woodvale airfield, Altcar Army camp and rifle range.
- Industrial estates accommodating large factories down to small industrial units.
- Ten Control of Major Accident Hazard (COMAH) sites such as Nustar petrochemical plant.
- Large shopping areas including Liverpool One in the City Centre.
- Three Universities with large blocks of student accommodation both in and outside the city centre.

6. Risks beyond our borders

National & Local Resilience

Over recent years large scale emergency incidents have increased in the UK. This has been due to climate change and terrorist activities. As a direct result of this the Government introduced the 'National Resilience' project.

MFRA provides a substantial commitment to National Resilience by hosting an Urban Search and Rescue (USAR) team, a USAR canine team, USAR Subject Matter Advisors (SMA's), a High Volume Pump (HVP), a Detection, Identification and Monitoring (DIM) team, Incident Response Unit (IRU) and Mass Decontamination Disrobe unit (MDD). We also have a total of 5 type B flood rescue teams declared on the Department for Environment Food and Rural Affairs (DEFRA) national flood rescue asset register and one Subject Matter Adviser. All of these assets are available at all times for national deployment.

In 2012 MFRA extended its USAR role, becoming a member of the UK International Search and Rescue Team (UKISAR), the internationally deployable International Search and Rescue Advisory Group (INSARAG) heavy classified USAR team. This team is available for deployment to incidents anywhere in the world.

Under Sections 13 and 16 of the [Fire and Rescue Services Act 2004](#) MFRA are required to have in place mutual assistance arrangements with neighbouring FRA's. These agreements are regularly reviewed.

Management of Risk

The fire and rescue service is a 24 hour a day, 365 days a year operation and as a result MFRA produces plans that enable it to respond to any events that could threaten service delivery in Merseyside. These plans include:

- Service Delivery Plan 2015/16 for 2014/15 outcomes
- IRMP 2013/16 and IRMP Supplement 2015/17
- Budget 2014/15
- Corporate Risk Register 2014/15

All serve to identify and plan for existing and potential risks to the Authority's assets and services.

Our [Business Continuity Management Policy](#) provides clear and defined strategies to address the following:

- Total loss of any Merseyside Fire & Rescue Service Department.
- Significant/partial damage to any Merseyside Fire & Rescue Authority Department.
- Significant/partial Failure of the Information Technology system.
- Loss of /damage to information/data
- Loss of/disruption to primary utilities.
- Loss of staff/Pandemic.
- Loss of suppliers.

Functional Business Continuity Plans have been prepared and are tested regularly.

7. Our Services to the Community

MFRA operates within clearly defined statutory and policy framework requirements as set out in the:

- [The Fire and Rescue Services Act 2004](#)
- [The Fire and Rescue Services \(Emergencies\) \(Order\) 2007](#)
- [The Civil Contingencies Act 2004](#)
- [Localism Act 2011](#)
- [Regulatory Reform \(Fire Safety\) Order 2005](#)
- [Fire and Rescue National Framework for England 2012](#)
- [Local Government Acts 1972 to date](#)

The [Service Delivery Plan 2015/16](#) highlights MFRA's commitment to delivering an excellent service to the communities of Merseyside. This document brings together actions from the [IRMP 2013/16](#), [IRMP Supplement 2015/17](#), District and Station Community Safety Delivery Plans, Functional, [Equality and Diversity](#) planning and details of outcomes from 2013/14. All these plans are available to view through the MFRA Portal [Service Delivery Plan Link](#).

Excellent Operational Response

The Authority's priorities clearly stated in the [Service Delivery Plan 2015/16](#) are:

- To maintain an effective emergency response to meet risk across Merseyside with safety and effectiveness at its core
- The [Operational Response](#) function ensures that the Authority, on behalf of the public, is assured with regard to the readiness of its operational workforce, appliances, stations and equipment to respond appropriately and in a timely manner to emergencies, and that when we do respond our firefighters, procedures and equipment are safe and effective.
- The Operational Response function is led by an Area Manager who is responsible for the operational element of the MFRA workforce. This equates to approximately 752 people across the 25 Fire Stations, our Fire Control and Officer Group. It should be noted however, that our IRMP proposed reductions in the number of firefighters to achieve the £ 6.3m savings required by April 2016.

Prevention and Protection

Priorities for the [Prevention and Protection](#) function are:

Excellent Prevention

- Working with partners and our community to protect the most vulnerable
- The four key drivers for MFRA's Prevention Strategy are; Home Safety, Road Safety – Road Traffic Collision Reduction, Arson/Anti-Social Behaviour Reduction and Youth Engagement

- The Prevention Team is led by the Area Manager for Community Risk Management. The work is led by teams in the five districts of Merseyside and each of these key areas also has a functional co-ordinator with responsibility for joining up prevention activity and improved outcomes for communities, including seasonal campaigns such as the bonfire period and community reassurance following incidents.

Excellent Protection

- Working in partnership to reduce risk in the built environment
- MFRA has duties to enforce, consult and provide fire safety advice on matters relating to Community Fire Protection. The Regulatory Reform (Fire Safety) Order 2005 is most commonly associated with Fire Authority enforcement; additional relevant legislation includes sub-surface railways, petroleum, fireworks and explosives, and building regulations.
- The Community Fire Protection (CFP) Policy was refreshed in October 2013 to:
 - Provide the rationale and basis of the Authority's risk based audit approach to CFP;
 - Provide strategic direction on the extent to which fire safety legislation applies;
 - Direct resources to ensure levels of fire protection are met and enforced as required in the relevant fire safety legislation;
 - Provide overarching direction for all CFP priorities, instructions and guidance

8. Our Performance

The MFRA [Service Delivery Plan 2015/16](#) reports on performance for 2014/15 and establishes the Local Performance Indicators (LPI's) and service delivery standards for 2015/16. Performance against the LPI's is reported to Authority in the [Service Delivery Plan reports](#) and to Strategic Management Group and the Performance Management Group (PMG) on a monthly basis.

Budget cuts have meant that we have had to become smarter about how we target our prevention and protection work. This is reflected in both our planning and performance with fewer Home Fire Safety Checks carried out, but these are delivered to specifically targeted people identified in need of our intervention. Likewise our Unwanted Fire Signal Strategy has seen the number of incidents of this type that we attend reduce by 50%.

All Districts and stations produced and reported on a Community Safety Delivery Plan, in consultation with partners and stakeholders, to agree local targets for priorities within in each district. These plans are available to view in community fire stations and on each community fire station page on our website www.merseyfire.gov.uk

Performance is managed and reported on at all levels and in all functions, with staff working hard to reduce the number of emergency incidents that occur in Merseyside. The table illustrates the number of incidents attended by type, for an average day between 2006/07 and 2014/15. The table identifies that during 2014/15 38 incidents were attended on a daily basis against 87 during 2006/07. This reduction

provides evidence that working with local partners and MFRA's own initiatives and campaigns has had a beneficial impact on the people and communities of Merseyside.

Average Count of Incidents attended per day

Incident Type	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Accidental Fires in the Home	3.8	3.6	3.6	3.6	3.3	3.3	3.1	3.2	2.9
Other Building and Property Fires	5.8	4.8	4.2	3.9	3.3	3.2	2.5	2.3	2.1
Vehicle Fires	5.4	4.2	3.7	3.3	2.6	2.2	2.0	1.8	1.9
All Antisocial Behaviour Fires	36.8	29.6	22.9	21.9	20.7	18.6	11.8	15.8	12.0
False Automatic Fire Alarms	14.7	15.0	16.6	16.3	16.2	15.3	12.5	7.5	7.7
Other False Alarms	9.9	8.7	7.4	6.8	5.7	5.0	4.7	4.5	4.4
Road Traffic Collisions	2.5	2.1	2.0	1.8	1.5	1.4	1.3	1.4	1.6
Other Special Services	7.8	6.6	6.0	5.5	5.9	5.3	5.3	5.6	5.6
Grand Total	86.7	74.5	66.3	63.1	59.2	54.2	43.0	42.0	38.2

What others have said about our performance?

The National Resilience Assurance Team (NRAT) commented following completion of our self-assessments recently

Organisationally MFRS continue to have clear and specifically structured management, information and training models for their NR assets. They exceed required standards in regards to their well-established USAR arrangements and have demonstrated robust forward planning for the HVP capability following the asset relocation and the subsequent movement of their trained personnel. They are able to provide extensive examples of National and regional deployment/exercises and are thorough in their recording of lessons identified and actions required.

Mark Wolfe from Centre for Protection of National Infrastructure (CPNI) stated post Exercise Dawn Vigil:

Well done to all involved from Merseyside Fire and Rescue Service for their support and contribution to what has been a successful and enjoyable exercise. Exercises of this scale would not be possible without the dedication and commitment of such personnel and their professionalism and attitude throughout the event is invaluable in enabling us to achieve our objectives. The multi-agency planning team led by GM Kevin Longshaw and made up of personnel from various services and agencies; were professional and dedicated from start to finish.

A Royal Navy Commodore commented in a letter following a visit to the TDA in July 2014:

Thank you so much for taking the time out of your busy day to host me at the Training and Development Academy. It was truly an eye-opening experience that I thoroughly enjoyed and indeed felt privileged to be taken around. I would be grateful if you could pass on my gratitude to Glen, Kim and John for imparting their knowledge and indeed their time. The show around the USAR equipment was great, you could spend all day trying the differing equipment, whilst John and the team's 'backdraft' demonstration was thought-provoking. We have come a long way with thermal imaging!

Although a little impromptu I particularly enjoyed meeting your trainees. I have to say they were an impressive bunch who brought great credit on the establishment. I wish them all the best for their future training.

COMAH (Control of Major Accident Hazard) Metropolitan Fire and Rescue Services Peer Review 2015, in the context of COMAH 2015 and the requirements of MFRA to ensure the requirements of this legislation are met, including exercising of Emergency Plans, commented:

Exercise planning, delivery, evaluation and reporting is strong, and is linked to wider Local Resilience Forum exercising and training programme.

The current modular system gives strength and depth providing a rationale for the scope of each exercise and thereby demonstrating transparency. Each module has predetermined agency specific objectives which serve to reinforce the expectations of actions in a COMAH incident which by their nature require a coordinated multi-agency response.

9. Financial Performance

In accordance with the statutory requirement under the [Accounts and Audit \(England\) Regulations 2011](#) MFRA published a [Statement of Accounts 14/15](#) and [Annual Governance Statement 14/15](#) to illustrate that business is being conducted transparently and in accordance with the law and 'that public money is being properly accounted for and used economically, efficiently and effectively'. *Section 3 of the Local Government Act 1999.*

Internal Audit

The Authority procured its internal audit service under a service level agreement from Liverpool City Council and the arrangement and service was in accordance with the Public Sector Internal Audit Standards (PSIAS).

The Annual Review of Internal Audit Report concluded that:

"It is our opinion that we can provide Substantial Assurance that the system of internal control in place at Merseyside Fire & Rescue Service for the year ended 31st March 2015 accords with proper practice. The 2014/15 fundamental systems audits have shown a substantial level of compliance and none of the audits have identified weaknesses that have required a corporate impact assessment of Major or Moderate. Based on the audit work carried out in 2014/15 we are not aware of any significant control weaknesses within the service which impact on the Annual Governance Statement"

External Audit

External audit services are carried out by the Grant Thornton.

Grant Thornton's 2014/15 Audit Findings Report and Audit Report provided an unqualified opinion on the Authority's financial statements and value for money conclusion. These documents reflect the Auditor's findings and conclusions from auditing the Statement of Accounts.

The [Statement of Accounts 14/15](#), [Annual Governance Statement 14/15](#) and [Audit Finding Report 2014/15](#) are available on the MFRA website. The documents confirm the Authority's overall performance continues to be strong.

Our budget for 2015/16

Merseyside Fire and Rescue Authority will have delivered £20.4 million of savings by March with further cuts of £5.2 million announced by Government for 2015/16 and 2016/17. This presents the Authority with significant challenges as it seeks to minimise the impact on the levels of service provided to the public. A summary of the budget challenges and plans for 2014/15 is available in both the [Service Delivery Plan 2015/16](#), [IRMP 2013/16](#) and [IRMP Supplement 2015/17](#).

Financial Management

The Authority produces a five year financial plan that takes into account Revenue, Capital, Reserves and Prudential Borrowing forecasts. In February 2015 the Budget for 2014/15 was agreed by the Authority a summary is available on the MFRA website [Budget Summary 2015-16](#)

Our long term financial challenges and commitments

The Authority is seriously concerned about Government's future requirements to balance the books and the possible impacts on MFRA funding. The Authority have prepared a comprehensive plan to deliver these savings including merging and closing fire stations and further savings from support staff.

10. Our Future Plans

Our future plans are detailed in the [IRMP 2013/16](#), [IRMP Supplement 2015/17](#) and [Service Delivery Plan 2015/16](#). We will be focused on delivering an excellent service to the residents and businesses of Merseyside with fewer resources, making more efficient use of resources we have. The planning process for the Service Delivery Plan and Community Safety Plans will begin in September 2015 and will include some challenging targets. The Authority have prepared a plan for further budget cuts of around £6.3m for the years 2015-17. It will be impossible to make these savings without impacting on service delivery and MFRA have undertaken consultation on proposed station mergers or closures with all stakeholders and residents of affected areas. Station mergers have been approved by the Authority subject to planning requirements being met, following extensive consultation, in Wirral and Knowsley with a third consultation planned in St Helens.

Community Engagement & Communication

MFRA undertakes extensive consultation on all aspects of planning including the IRMP and changes to how we provide our services. All relevant [IRMP Supplement 2015/17](#) documentation is available in the Authority section - Authority Budget Committee on 26th February 2015.

We consult with our communities at independently facilitated public consultation events in the five districts. Principal Officers and management teams deliver briefings and consultation exercises with staff, representative bodies, Councillors, partners, stakeholders and Local Authority leaders. The [Corporate Communications Policy](#) (available on MFRA Portal) presents a co-ordinated approach to delivering information.

[Consultation](#) with stakeholders within the community is embedded within all aspects of planning in MF&RA with all relevant documentation available on the MFRA website and in the [IRMP 2013/16](#) and [IRMP Supplement 2015/17](#). During 2014/15 we undertook extensive consultations regarding the merger and closure of fire stations. During this process we host a wide variety of consultation and engagement forums including:

- Public consultation facilitated by an independent partner organisation – [ORS Consultation Report 2015](#)
- Staff consultation
- Local authority and strategic partner consultations
- Staff representative bodies (trade unions)
- Consultation on specific issues such as station closures.

Merseyside Fire and Rescue Authority wishes to continue to be provided with assurance in relation to its fire and rescue service including financial health, governance arrangements and service delivery performance. It will be necessary in 2015 to consult further with all interested parties and make difficult decisions around service delivery. However the communities of Merseyside can be assured of the Authority's absolute commitment to continuing to deliver the best service it possibly can.

Access to Information held by Merseyside Fire & Rescue Authority

Government Legislation has been introduced to make public sector organisations more open and accountable to the public. There are primarily three key Acts of Parliament that have been put in place. These consist of:-

- The Data Protection Act 1998 which allows people to have access to their personal information that is held by the Authority.
- The Freedom of Information Act 2000, which broadens people's access to information that is held by public authorities, for example: reports, minutes of meetings etc.
- The Environmental Information Regulations which gives the public increased access to environmental information held by public authorities, for example: reports, readings, research findings etc.
- The Local Government Transparency Regulations 2014.

How to gain [Access to information](#) held by MFRA and details of how the legislation above governs what information can be released can be found on the MFRA website.

Privacy Notice

We process information securely and follow the principles of the Data Protection Act 1998. We use secure methods when transferring the data and also apply appropriate retention periods. We also ensure that the data is disposed of securely when it is no longer required. The [Privacy Policy](#) can be found on the MFRA website.

Authorisation

This Statement of Assurance is signed on behalf of Merseyside Fire and Rescue Authority as approved at the Authority meeting on Thursday 17th December 2015.

Councillor Dave Hanratty.
Chair of Merseyside Fire and Rescue Authority

Glossary of Terms

CFP	Community Fire Protection or Prevention
CIPFA	Chartered Institute of Public Finance and Accountancy
CMI	Chartered Management Institute
COMAH	Control of Major Accident Hazard
DCLG	Department for Communities and Local Government
DEFRA	Department for Environmental, Food and Rural Affairs
DIM	Detection, Identification and Monitoring
FBU	Fire Brigades Union
FOA	Fire Officers Association
FRA	Fire and Rescue Authority
HVP	High Volume Pump
INSARAG	International Search and Rescue Advisory Group
IOSH	Institute of Occupational Safety and Health
IRMP	Integrated Risk Management Plan
MACC	Mobilising and Communication Centre
MDD	Mass Decontamination Disrobe
MFRA	Merseyside Fire and Rescue Authority
NEBOSH	National Examination Board of Safety
PSIAS	Public Sector Internal Audit Standards
SMA	Subject Matter Adviser
SOLACE	Society of Local Authority Chief Executives
UKISAR	UK International Search and Rescue Team
USAR	Urban Search and Rescue

MERSEYSIDE FIRE AND RESCUE AUTHORITY			
MEETING OF THE:	AUTHORITY		
DATE:	17 DECEMBER 2015	REPORT NO:	CFO/091/15
PRESENTING OFFICER	TREASURER		
RESPONSIBLE OFFICER:	IAN CUMMINS	REPORT AUTHOR:	IAN CUMMINS
OFFICERS CONSULTED:			
TITLE OF REPORT:	FINANCIAL REVIEW 2015/16 - APRIL TO SEPTEMBER		

APPENDICES:	APPENDIX A1:	REVENUE BUDGET MOVEMENTS SUMMARY
	APPENDIX A2:	FIRE SERVICE REVENUE BUDGET MOVEMENTS SUMMARY
	APPENDIX A3:	AUTHORITY REVENUE BUDGET MOVEMENTS SUMMARY
	APPENDIX A4:	MOVEMENTS ON RESERVES
	APPENDIX B:	CAPITAL PROGRAMME 2015/16
	APPENDIX C:	APPROVED AUTHORITY CAPITAL PROGRAMME 2015/16 – 2019/20

Purpose of Report

1. To review the financial position, revenue and capital, for the Authority for 2015/16. The Authority receives regular comprehensive financial reviews during the year which provide a full health check on the Authority's finances. This report covers the first 6 months of the year (April – September 2015).

Recommendation

2. That Members;
 - Note the potential £0.814m favourable revenue position identified within this report,
 - Approve the utilisation of the £0.814m favourable revenue position to increase the capital investment reserve in light of the future station merger programme and Service investment needs, and
 - Instruct the Treasurer to continue to work with budget managers to maximise savings in 2015/16.

Executive Summary

Revenue:

The Authority has a detailed medium-term financial plan. The key elements of this are :-

- To control Council Tax
- To continue with its modernisation programme and deliver the Authority's mission of achieving Safer Stronger Communities – Safe Effective Firefighters
- To deliver the required savings through efficiencies of which most are employee related whilst minimising the impact of the cuts.

The Authority is on target to deliver the approved 2015/16 budget savings and is progressing well with the required structural changes in its workforce to maintain the required savings on a permanent basis. The Authority has a strategy of maximising savings and delivering its savings plan as early as possible in order to increase reserves as a hedge against the future financial challenges. Overall this report has identified that in cash terms the Authority is £0.814m ahead of its saving plan target. Members are asked to approve utilising this saving to fund an increase in the capital investment reserve in order to provide funding towards the future station merger initiative and Service investments. The Treasurer is continuing to work with budget holders to maximise savings in 2015/16.

The total budget requirement remains at the original budget level of £62.169m, (appendix A1 – A4 outlines in detail all the revenue budget and reserve movements).

Capital:

The capital programme planned spend has increased by £2.236m, of which £2.250m relates to the approved increase in the new Prescott Fire Station scheme (CFO/083/15). The £0.014m decrease relates to small adjustments in a number of approved schemes. Overall the changes have resulted in a reduction in required borrowing of £0.013m in 2015/16. The revised Capital Programme is outlined in Appendix B and C.

Reserves & Balances:

The general balance remains unchanged at £2.000m. All movements in earmarked reserves are outlined in Appendix A4.

Treasury Management:

Short-term interest rates have remained at 0.50% as expected. No new long term borrowing has been arranged and the Authority has continued its policy of reducing investments and only taking short term borrowing to cover cash flow requirements.

Financial Processes:

Performance in Financial processes remains strong.

Introduction and Background

3. The purpose of this report is to enable the Authority to monitor its income and expenditure levels against its budget on a regular basis throughout the year to ensure effective financial management.
4. This report is the review of the Authority's position up to the end of September of the financial year 2015/16 (April – September 2015).
5. In order to ensure that the financial reviews provide a regular and effective financial health check on all aspects of the Authority's finances the following structure has been adopted.

<u>Financial Review Structure</u>	
<u>Section</u>	<u>Content</u>
A	Final Position 2014/15
B	Current Financial Year Review (Revenue Budget, Capital Programme and movement on Reserves)
C	Treasury Management Review
D	Internal Audit
E	Financial Process Monitoring/Performance Indicators

(A) 2014/2015 Position/Final Accounts

6. Members received a report on the 2014/15 final accounts position at the Authority meeting on 30th June 2015 (report CFO/061/15). The accounts reported that the Authority was ahead of its savings target so was able to add to reserves in line with its strategy. Overall there was an increase in earmarked reserves of £2.698m (of this £1.511m related to phasing of grant funded and specific projects into 2015/16).
7. Grant Thornton have now completed the audit of the accounts and confirmed the position as reported.

(B) Current Financial Year – 2015/16

8. The purpose of the financial review report is to provide Members with an assurance that the approved budget remains robust and that the current forecast of expenditure can be contained within the available resources. If actual expenditure or income for the year is inconsistent with the current budget then the
-

report will, if necessary, identify the appropriate corrective action.

Revenue Position:

9. **Budget Movements:** The attached Appendix A to this report summarises the movements in the revenue budget. The net budget requirement remains at £62.169m which is consistent with the original budget.
10. There have been a number of budget adjustments with no net impact because they are either self-balancing virements within department budgets or budget increases financed by reserves in line with previously agreed Authority decisions. The firefighters pay award was agreed at 1% and £0.263m was drawn down from the inflation provision to reflect that outcome. The net use of reserves for the period was £0.254m and was used to fund projects carried forward from 2014/15 or planned spend in 2015/16.
11. **Update on Budget Savings Implementation:** The Authority has approved savings in total of £25.577m as part of the medium term financial plan. These savings will take until 2016/17 to deliver in full because operational savings are being achieved by natural retirement rates. Of this total £21.880m of saving options have been implemented in 2015/16 which is consistent with the approved budget plan. These savings will be delivered in cash terms and the Service is progressing well with the station merger programme to deliver the required structural changes in its workforce to maintain the savings on a permanent basis.

Table A below summarises the progress in implementing the approved saving options at the time of writing this report:

Table A

Progress in Implementing Approved Saving Options					
	2015/16	2016/17	2017/18	2018/19	2019/20
	£'000	£'000	£'000	£'000	£'000
A) Phase 1 & 2 (2011/12 & 2013/14 Budgets) Approved Savings:					
Options formally implemented into budget	-19,202	-19,277	-19,277	-19,277	-19,277
B) 2014/15 Budget Approved Savings:					
Options formally implemented into budget	-2,678	-6,020	-6,300	-6,300	-6,300
Total	-21,880	-25,297	-25,577	-25,577	-25,577
Total Value of Approved Savings Options (A + B)	-21,880	-25,297	-25,577	-25,577	-25,577
Total of Approved Savings yet to be formally implemented	0	0	0	0	0

Actual staff numbers are continually monitored to ensure the Service continues to deliver in "cash" terms the required saving target.

-
12. **Actual Expenditure in comparison to Revenue Budget:** The Authority is expecting further grant cuts in 2016/17 and future years and therefore as part of its strategy it has directed officers to maximise savings in the year to contribute towards the building up reserves. Such reserves can then be used to allow the Service time to implement the restructuring to deliver the required savings and manage risk as the full scale of grant reductions becomes clear. After reviewing spend up to the end of September 2015 Officers have identified the following savings:

Employee Costs;

Employee costs make-up nearly 80% of the Authority's revenue budget and is the most risk critical area of the financial plan therefore these costs are monitored extremely closely. Firefighter retirements are slightly ahead of schedule compared to the forecast profile adopted for the financial strategy. After taking account of other small employee variances on the uniform employee budget the expected overall saving on firefighter employee costs is £0.400m, equivalent to -1%.

Other Non-Employee Revenue Costs;

Additional one-off savings have been identified as outlined below;

- Premises – small savings on building maintenance and repair costs combined with savings on other areas have resulted in a £0.030m saving forecast.
- Supplies and services – minor supply budget savings in accounts such as administrative, training, cleaning supplies, travel subsistence, and subscriptions have contributed to a forecast saving of £0.100m.

Contingency for 2015/16 Pay & Price Increases;

All pay awards for 2015/16 have been settled and are in line with the 1% assumed in the financial plan. Officers are continuing to control the allocation of the non-employee inflation provision to determine if any efficiencies can be identified in light of the forthcoming financial challenge. At this point in time a saving of £0.284m is anticipated.

The Treasurer is continuing to work with budget holders to maximise savings in 2015/16 and will continue to monitor actual staff numbers during the year to ensure the Service continues to deliver in "cash" terms the required saving target.

Summary of Revenue Forecast Position: The Authority has made good progress in implementing the approved budget saving options and required organisational structural changes.

Overall the latest forecast has identified a revenue saving of £0.814m. Members are asked to approve the utilisation of this saving to fund an increase in the capital investment reserve in order to provide funding towards the future station merger initiative and Service investments. Table B overleaf summarise the revenue year-end forecast position based on spend to the end of September 2015:

Table B: Anticipated Year-End Revenue Position

	FIRE SERVICE BUDGET	Fire Authority	TOTAL BUDGET	ACTUAL as at 30.09.15	FORECAST	VARIANCE
	£'000	£'000	£'000	£'000	£'000	£'000
Expenditure						
Employee Costs	47,695	402	48,097	22,450	47,697	-400
Premises Costs	2,877	0	2,877	1,215	2,847	-30
Transport Costs	1,576	0	1,576	806	1,576	0
Supplies and Services	4,015	66	4,081	1,335	3,981	-100
Agency Services	5,557	0	5,557	3,243	5,557	0
Central Support Services	486	94	580	194	580	0
Capital Financing	7,600	0	7,600	0	7,600	0
Income	-6,842	0	-6,842	-3,029	-6,842	0
Net Expenditure	62,964	562	63,526	26,214	62,996	-530
Contingency Pay&Prices	684		684	0	400	-284
Cost of Services	63,648	562	64,210	26,214	63,396	-814
Interest on Balances	-372		-372	-19	-372	0
Movement on Reserves	-1,669		-1,669	0	-1,669	0
Total Operating Cost	61,607	562	62,169	26,195	61,355	-814

Capital Programme Position:

13. The last financial review report (CFO/074/15) approved a 5 year capital programme worth £35.388m. This has now been updated for scheme additions and changes during quarter 2 of £2.236m which are summarised in the table below:

TABLE C

Movement in the 5 Year Capital Programme						
	Total Cost	2015/16	2016/17	2017/18	2018/19	2019/20
	£'000	£'000	£'000	£'000	£'000	£'000
Expenditure						
Amendments to Approved Schemes;						
New Prescott Firestation - increase (CFO/83/15)	2,250.0	0.0	2,250.0			
New ICT hardware funded from Revenue	2.2	2.2				
Reduction in SHQ museum budget following withdrawal of NWAS funds	-35.0	-35.0				
Reduction in Prime Mover replacement costs	-13.3	-13.3				
Increase in Time Resource Mgt System costs	32.5	32.5				
	2,236.4	-13.6	2,250.0	0.0	0.0	0.0
Funding						
Borrowing:						
Reduction in Prime Mover replacement costs	-13.3	-13.3				
Capital Reserve (ICT Hardware)						
Increase in Time Resource Mgt System costs	32.5	32.5				
New Prescott Firestation - increase (CFO/83/15)	1,550.0	0.0	1,550.0			
Revenue Contribution to Capital Outlay(RCCO)						
New ICT hardware funded from Revenue	2.2	2.2				
Capital Grant						
Reduction in SHQ museum budget following withdrawal of NWAS funds	-35.0	-35.0				
Merseyside Police contribution for Prescott FS	600.0	0.0	600.0			
NWAS contribution for Prescott FS	100.0	0.0	100.0			
	2,236.4	-13.6	2,250.0	0.0	0.0	0.0

14. Although the level of planned expenditure has increased the level of required borrowing has actually reduced by £0.013m. This is because the increase in planned expenditure is being funded by specific resources. Details of the planned changes in quarter 2 are outlined below:

- Members received an update report on the progress of the proposed new community fire station at Prescott (CFO/083/15) at the Authority meeting on 20th October 2015. Members approved the request to increase the scheme costs from £3.100m to £5.350m to reflect the build requirement of Merseyside Police, a training house, and the increase in build costs since the initial proposal had been considered. The additional cost is to be funded from external contributions of £0.700m and an increase in the drawdown from the capital investment reserve of £1.550m.
- The Service has implemented a new Time and Resources Management (TRM) system to assist with the dynamic management of staff and the staffing of appliances. Additional funds in the capital investment reserve had been earmarked to finance any further development of the new TRM system. Officers identified such development opportunities in 2014/15 and £0.032m has been drawn-down from the reserve to increase the capital programme in 2015/16 to finance the enhancement to the system.
- The approved programme included a scheme for the development of the Heritage Centre (Fire Museum) located behind the headquarters building. Originally North West Ambulance Service (NWAS) had offered to contribute £0.035m towards the scheme in return for some space within the museum. NWAS are reviewing the situation pending a review of NWAS property commitments. Therefore the scheme has been reduced by £0.035m to reflect the potential loss of NWAS funds.
- A reduction in the cost of replacing the prime movers, £0.013m, and additional ICT hardware funded from revenue £0.002m are the only other amendments to the capital programme in this quarter.

15. The revised detailed capital programme is attached as **Appendix B** (2015/16 Capital Programme) and **Appendix C** (2015/16–2019/20 Capital Programme) to this report.

Use of Reserves:

16. The analysis in Appendix A4 outlines the £0.254m movement on reserves during the second quarter of 2015/16. The drawdown is from earmarked reserves to fund planned expenditure in 2015/16. £0.118m relates to the planned use of the capital investment reserve to fund the TRM investment and other committed schemes from 2014/15. £0.082m has been drawn down from the severance reserve to cover voluntary redundancies in 2015/16 approved as part of approved saving options. The balance relates to the planned spend in specific projects carried forward from 2014/15. The general revenue reserve has remained unchanged at £2.000m.

17. It is recommended that the £0.814m revenue saving identified in this report is allocated to increase the capital investment reserve. The capital investment reserve will provide a funding stream to support the proposed future station merger programme and to support the Authority strategy of aiming to minimise borrowing

costs.

(C) Treasury Management

18. The Authority continues to “buy in” Treasury Management from Liverpool City Council. The following paragraphs reflect Treasury Management activities in the period April to September 2015.

19. **Prospects For Interest Rates;**

The Bank of England MPC has continued to vote to hold bank rate at 0.5% although one member has voted for an increase. Inflation is unlikely to rise in the near future as strongly and as quickly as previously expected. There are also major concerns around the slowdown in Chinese growth, the impact of falling oil and commodity prices and the volatility in equity and bond markets. The lack of inflation pressures allied to weaker than expected growth has seen market expectations of a rate hike put no earlier than the middle of 2016.

Despite market turbulence since late August causing a sharp downturn in PWLB rates, the overall trend is for longer term rates to rise when economic recovery is firmly established. This upward pressure has been subdued by moderate growth and subdued inflation due to falling oil prices. There has also been considerable volatility because of uncertainties over Greek debt and Chinese markets. Long term PWLB rates rose by 0.3% during the first quarter but fell back again in the second quarter to their original level.

The strategy indicated that the overall structure of interest rates whereby short term rates are lower than long term rates was expected to remain throughout 2015/16. In this scenario, the strategy would be to reduce investments and borrow for short periods and possibly at variable rates when required.

20. **Capital Borrowings and the Portfolio Strategy;**

The borrowing requirement comprises the expected movements in the Capital Financing Requirement and reserves plus any maturing debt which will need to be re-financed. The Authority does not envisage that any new long term borrowing will be required in 2015/16. Current market conditions continue to be unfavourable for any debt rescheduling.

21. **Annual Investment Strategy;**

The investment strategy for 2015/16 set out the priorities as the security of capital and liquidity of investments. Investments are made in accordance with DCLG Guidance and CIPFA Code of Practice. Investments are made in sterling with an institution on the counterparty list.

The credit ratings and individual limits for each institution within the categories of investments to be used by the Authority in 2015/16 are as follows:

UK Government including gilts and the Debt Management Account Deposit Facility, (DMADF)	Unlimited
UK Local Authorities (each)	Unlimited
Part Nationalised UK banks	£4m

22. External Debt Prudential Indicators;

The external debt indicators of prudence for 2015/16 required by the Prudential Code were set in the strategy as follows:

Authorised limit for external debt: £65 million
Operational boundary for external debt: £45 million

Against these limits, the maximum amount of debt reached at any time in the first half of the financial year 2015/16 was £42.1 million.

23. Treasury Management Prudential Indicators;

The treasury management indicators of prudence for 2015/16 required by the Prudential Code were set in the strategy as follows:

a) Interest Rate Exposures

Upper limit on fixed interest rate exposures: 100%
Upper limit on variable interest rate exposures: 50%

The maximum that was reached in the first half of the financial year 2015/16 was as follows:

Upper limit on fixed interest rate exposures: 100%
Upper limit on variable interest rate exposures: 0%

b) Maturity Structure of Borrowing

Upper and lower limits for the maturity structure of borrowing were set and the maximum and minimum that was reached for each limit in the first half of the financial year 2015/16 was as follows: -

Maturity Period	Upper Limit	Lower Limit	Maximum	Minimum
Under 12 months	50%	0%	5%	2%
12 months and within 24 months	50%	0%	5%	5%
24 months and within 5 years	50%	0%	4%	2%
5 years and within 10 years	50%	0%	9%	9%
10 years and above	90%	0%	80%	80%

c) Total principal sums invested for periods longer than 364 days

The limit for investments of longer than 364 days was set at £2 million for 2015/16. No such investments have been placed during 2015/16.

(D) Internal Audit

24. The Authority continues to “buy in” Internal Audit services from Liverpool City Council. Since the last financial review report Internal Audit have commenced but not completed any audits. Most audit work is carried out in the second part of the year to fit in with service work demands and provide relevant data for the year-end

audit.

(E) Monitoring of Financial Processes

25. To ensure the internal financial processes of the Authority are operating effectively, a suite of performance indicators have been developed that now feed into the financial review. At present these indicators include:

- Payment of invoices,
- Raising Invoices, and
- Debtors

Prompt payment of invoices

26. In July 2009 the Authority joined the Prompt Payment Code (PPC). The PPC gives notice to suppliers of the Authority's commitment to pay promptly. In the current economic climate the Government is keen for all businesses and local authorities to pay suppliers promptly. Information about the prompt payment of undisputed invoices, paid within 30 days of receipt of invoices, is reported monthly (LPI128).

27. The performance for this financial year is as follows:

	<u>1stqtr</u>	<u>2ndqtr</u>	<u>3rdqtr</u>	<u>4thqtr</u>
Invoices paid within 30days of receipt	100%	100%		
Number of Invoices processed	3283	3656		

28. The target for prompt payment in 2015/16 is 100%. The second quarter's results confirm the Service continues to respond quickly and efficiently to requests for payment from suppliers with 3,656 out of 3,656 invoices being paid within the required timeframe.

Processing Sales Invoices

29. A key performance indicator in relation to the processing of income generation is the time it takes to generate a sales invoice. The current target is 100% within 2 working days from the request to raise an invoice. The performance for this financial year is as follows:

	<u>1stqtr</u>	<u>2ndqtr</u>	<u>3rdqtr</u>	<u>4thqtr</u>
Sales Invoice production	100%	100%		
Number of Sales Invoices raised	222	267		

Debt Recovery

30. A key performance indicator in assessing the service's effectiveness in collecting income due is to review the change in the age and value of debt over a period of time. A comparison of the number and value of aged debts over for the second quarter can be summarised as follows:

Number of debts 60 days+

	2013/14	2014/15	2015/16
July	41	33	37
Aug	37	31	38
Sept	42	46	44

Value of debts 60 days+

	2013/14 £'000	2014/15 £'000	2015/16 £'000
July	48	76	139
Aug	22	55	43
Sept	70	113	46

31. The Service raises approximately 1,100 sales invoices per year and this can equate to income of between £2m - £3.5m. The profile of accounts raised varies month by month and from year to year. It therefore can lead to significant variations when comparing the same month over a period of time. Considerable effort is made to actively engage with customers as part of the drive to improve the aged debt profile of the Authority.
32. Debtor accounts under £5,000 may be written off by the Treasurer. No accounts have been approved for write-off under delegated powers in the first half of this year.

Equality and Diversity Implications

33. There are no equality and diversity implications contained within this report.

Staff Implications

34. There are no staff implications contained within this report.

Legal Implications

35. There are no legal implications contained within this report.

Financial Implications & Value for Money

36. See Executive Summary.

Risk Management, Health & Safety, and Environmental Implications

37. There are no risk management, health and safety or environmental implications contained within this report.

38. The achievement of actual expenditure within the approved financial plan and delivery of the expected service outcomes is essential if the Service is to achieve the Authority's Mission.

BACKGROUND PAPERS

CFO/014/15 "MFRA Budget and Financial Plan 2015/2016-2019/2020" Authority 26th February 2015.

CFO/074/15 "Financial Review 2015/16- April to June" Policy and Resources Committee 17th September 2015.

GLOSSARY OF TERMS

SHQ	Service Headquarters
FM	Facilities Management
ICT	Information and communications technology
MPC	Monetary Policy Committee
CPI	Consumer Price Index
PWLB	Public Works Loans Board
PPC	Prompt payment code
NWAS	North West Ambulance Service

This page is intentionally left blank

2015/16 REVENUE BUDGET MOVEMENT SUMMARY

Actual 2014/15	SERVICE REQUIREMENTS	Base Budget 2015/16	Qtr 1 Budget 2015/16	Reserve Draw- down	Vire- ments	Qtr 2 Budget 2015/16
£'000		£'000	£'000	£'000	£'000	£'000
64,352	Fire Service	62,698	62,910	254	-200	62,964
485	Authority Budget	562	562	0	0	562
0	2013 - 14 New Dynamic Staff Saving	-78	-78	0	78	0
0	2014 - 15 New Dynamic Staff Saving	-450	-450	0	450	0
64,837		62,732	62,944	254	328	63,526
0	Contingency for Pay/Price Changes	1,038	1,012	0	-328	684
-253	Interest on Balances	-372	-372	0	0	-372
64,584	NET OPERATING EXPENDITURE	63,398	63,584	254	0	63,838
	<u>Contribution to /(from) reserves</u>					
	<u>Emergency Related Reserves</u>					
500	Insurance Reserve	0	0	0	0	0
-500	Catastrophe Reserve	0	0	0	0	0
	<u>Modernisation Challenge</u>					
-5,055	Smoothing Reserve	-372	-372	0	0	-372
-100	Severance Reserve	0	0	-82	0	-82
92	Ill Health Penalty Reserve	0	0	0	0	0
-100	SMG Reserve	0	0	0	0	0
	<u>Capital Investment Reserve</u>					
7,761	Capital Investment Reserve	-882	-932	-118	0	-1,050
-25	PFI Annuity Reserve	-49	-49	0	0	-49
-225	Equality / DDA Investment Reserve	0	0	0	0	0
-200	Firefighter Safety Investment Res.	0	-40	0	0	-40
-800	Facing the Future Challenge Res.	0	0	0	0	0
	<u>Specific Projects</u>					
-9	Community Sponsorship Reserve	0	-4	0	0	-4
31	Equipment Reserve	0	-55	0	0	-55
-6	FSD Reserve	0	0	0	0	0
28	Healthy Living / Olympic Legacy	0	-35	-50	0	-85
-4	Water Rescue Reserve	0	0	0	0	0
-1,000	Inflation Reserve	0	0	0	0	0
16	Clothing / Boots Reserve	0	0	0	0	0
100	CFOA Road Safety Reserve	0	0	0	0	0
	<u>Ringfenced Reserves</u>					
8	F.R.E.E. Reserve	0	0	0	0	0
25	Princes Trust Reserve	0	0	0	0	0
-1	Community Youth Team Reserve	0	0	0	0	0
-1	Beacon Peer Project Reserve	0	0	0	0	0
2	Innovation Fund Reserve	0	0	0	0	0
-18	Regional Control Reserve	0	0	0	0	0
-1	Energy Reseve	74	72	0	0	72
-5	St Helens District Reserve	0	0	-4	0	-4
153	New Dimensions Reserve	0	0	0	0	0
-894	Appropriation to / From Balances	0	0	0	0	0
-228		-1,229	-1,415	-254	0	-1,669
64,356	BUDGET REQUIREMENT	62,169	62,169	0	0	62,169
-40,519	Settlement Funding Assessment	-36,909	-36,909	0	0	-36,909
-407	Collection Fund Deficit	-778	-778	0	0	-778
-23,430	Precept Income	-24,482	-24,482	0	0	-24,482
0	BUDGET FUNDING	-62,169	-62,169	0	0	-62,169

2015/16 FIRE SERVICE REVENUE BUDGET MOVEMENT

Actual 2014/15	SERVICE REQUIREMENTS	Base Budget 2015/16	Qtr 1 Budget 2015/16	Reserve Draw- down	Vire- ments	Qtr 2 Budget 2015/16
£'000		£'000	£'000	£'000	£'000	£'000
	EMPLOYEES					
32,306	Firefighters	32,201	31,455		1,566	33,021
1,304	Control	1,299	1,299		-39	1,260
2,073	Additional Hours	1,251	1,275	4	5	1,284
35,683	TOTAL UNIFORMED	34,751	34,029	4	1,532	35,565
	APT&C and Manual					
8,488	APT&C	8,458	8,601		-25	8,576
260	Handymen/Cleaning	309	153			153
114	Catering	126	126		8	134
561	Transport Maintenance	558	538		-7	531
56	Other Manual	70	70			70
105	Casuals	0	0		8	8
9,584	TOTAL APT&C/MANUAL	9,521	9,488	0	-16	9,472
	Other Employee Expenses					
121	Allowances	61	85		4	89
2	Removal Expenses	5	5			5
387	Training Expenses	550	533		41	574
143	Other Expenses	29	29	82	-2	109
13	Staff Advertising	15	14		-8	6
56	Development Expenses	62	67		-7	60
562	Employee Insurance	133	162			162
2,538	MPF Pen Fixed Rate	0	0			0
128	Enhanced pensions	52	52			52
4	SSP & SMP Reimbursements	-16	-16			-16
117	Catering Expenditure	113	113			113
-488	HFRA Capitalisation Payroll	-450	-450			-450
3,583	TOTAL OTHER EMPLOYEE EXPEND	554	594	82	28	704
	Pensions					
1,777	Injury Pension	1,740	1,740		40	1,780
411	Ill Health Ret charges	174	174			174
0	Injury Gratuity	0	0			0
2,188	TOTAL PENSIONS	1,914	1,914	0	40	1,954
51,038	TOTAL EMPLOYEES	46,740	46,025	86	1,584	47,695
	PREMISES					
313	Building Maintenance Repairs	364	197		-6	191
258	Site Maintenance Costs	181	58	6	5	69
868	Energy	807	809	2	-1	810
90	Rent	104	104		-7	97
1,050	Rates	1,314	1,339	1	4	1,344
247	Water	228	206			206
53	Fixtures	57	67		3	70
128	Contract Cleaning	152	38		2	40
47	Insurance	65	50			50
3,054	TOTAL PREMISES	3,272	2,868	9	0	2,877
	TRANSPORT					
403	Direct Transport	383	382		1	383
25	Tunnel Fees	29	29			29
165	Operating Lease	198	199		2	201
437	Other Transport Costs	495	495		3	498
140	Car Allowances	114	116		3	119
314	Insurance	344	346			346
1,484	TOTAL TRANSPORT	1,563	1,567	0	9	1,576

2015/16 FIRE SERVICE REVENUE BUDGET MOVEMENT

Actual 2014/15	SERVICE REQUIREMENTS	Base Budget 2015/16	Qtr 1 Budget 2015/16	Reserve Draw- down	Vire- ments	Qtr 2 Budget 2015/16
£'000		£'000	£'000	£'000	£'000	£'000
	SUPPLIES & SERVICES					
43	Administrative Supplies	32	34		16	50
343	Operational Supplies	291	303		-5	298
2	Hydrants	18	18			18
73	Consumables	76	47			47
121	Training Supplies	146	145			145
93	Fire Prevention Supplies	135	142		-10	132
48	Catering Supplies	28	32		1	33
306	Uniforms	321	330		-12	318
125	Printing & Stationery	128	134		5	139
1	Operating Leases	2	2			2
542	Professional Fees/Service	1,667	2,528	50	-1,520	1,058
681	Communications	689	689		16	705
22	Postage	30	30			30
6	Command/Control	10	11		-3	8
303	Computing	330	334	13	-7	340
294	Medicals	292	292			292
103	Travel & Subsistence	80	95		-1	94
83	Grants/Subscriptions	95	91		-6	85
14	Advertising	10	15		-2	13
63	Furniture	34	83			83
80	Laundry	81	81			81
33	Insurances	49	35			35
4	Hospitality	8	8		1	9
3,383	TOTAL SUPPLIES & SERVICES	4,552	5,479	63	-1,527	4,015
	AGENCY SERVICES					
144	Super Fund Admin	93	93		7	100
1,442	ICT Service Provider	1,437	1,437		-41	1,396
195	Third Party Payments (FSN)	195	195			195
442	ICT Managed Suppliers	324	324	64	70	458
2,457	PFI Unitary Charges	2,663	2,663			2,663
0	Estates Service Provider	0	745			745
4,680	TOTAL AGENCY SERVICES	4,712	5,457	64	36	5,557
	CENTRAL EXPENSES					
344	Finance & Computing	453	456		30	486
344	TOTAL CENTRAL EXPENSES	453	456	0	30	486
	CAPITAL FINANCING					
5,186	PWLB Debt Charges	6,151	6,151		-40	6,111
69	MRB Debt Charges	76	76			76
2,364	Revenue Contribution to Capital	1,330	1,414	32	-33	1,413
7,619	TOTAL CAPITAL FINANCING	7,557	7,641	32	-73	7,600
71,602	TOTAL EXPENDITURE	68,849	69,493	254	59	69,806
	INCOME					
3,813	Specific Grants	3,699	3,813		162	3,975
9	Sales	0	0			0
1,524	Fees & Charges	959	1,155		35	1,190
9	Reinforcing moves	5	5			5
681	Rents etc	743	783		50	833
741	Recharges Secondments	456	535			535
350	Contributions	170	173		10	183
108	Recharges Internal	114	114		-6	108
15	Other Income	5	5		8	13
7,250	TOTAL INCOME	6,151	6,583	0	259	6,842
64,352	NET EXPENDITURE	62,698	62,910	254	-200	62,964

2015/16 AUTHORITY REVENUE BUDGET MOVEMENT

Actual 2014/15	SERVICE REQUIREMENTS	Base Budget 2015/16	Qtr 1 Budget 2015/16	Reserve Draw- down	Vire- ments	Qtr 2 Budget 2015/16
£'000		£'000	£'000	£'000	£'000	£'000
	EXPENDITURE					
	Finance & Legal costs					
79	Finance Officer	79	79			79
83	Legal Officer	91	91		10	101
	Democratic Rep (1020)					
13	- Travel & Subsistence	55	55		-10	45
1	- Conference fees	15	15			15
225	- Members Allowances	222	222			222
0	- Telephones	2	2			2
0	- Training	1	1			1
0	- Hospitality	3	3			3
	Central Expenses (1030)					
16	Bank charges	17	17			17
40	District Audit Fees	48	48			48
28	Subscriptions	29	29			29
485	TOTAL EXPENDITURE	562	562	0	0	562

APPENDIX A4

Budgeted Movement on Reserves 2015/16

	Opening Balance	Original Budget Planned Use	Qtr 1 Drawdown & changes	Qtr 2 Drawdown & changes	Closing Balance
	£'000	£'000	£'000	£'000	£'000
<u>Earmarked Reserves</u>					
<u>Emergency Related Reserves</u>					
Bellwin Reserve	147	0			147
Insurance Reserve	870	0			870
Emergency planning Reserve	75	0			75
Catastrophe Reserve	500	0			500
<u>Modernisation Challenge</u>					
Smoothing Reserve	1,695	-372			1,323
Severance Reserve	621	0		-82	539
Ill Health Penalty Reserve	1,000	0			1,000
Recruitment Reserve	1,000	0			1,000
Capital Investment Reserve	12,039	-882	-50	-118	10,989
PFI Annuity Reserve	2,226	-49			2,177
Equality / DDA Investment Reserve	285	0			285
Firefighter Safety Investment Reserve	800	0	-40		760
<u>Specific Projects</u>					
Community Sponsorship Reserve	4	0	-4		0
Equipment Reserve	222	0	-55		167
Contestable Research Fund Reseve	25	0			25
Healthy Living / Olympic Legacy	108	0	-35	-50	23
Inflation Reserve	500	0			500
Clothing / Boots Reserve	16	0			16
CFOA Road Safety Reserve	100	0			100
<u>Ringfenced Reserves</u>					
F.R.E.E. Reserve	52	0			52
Princes Trust Reserve	368	0			368
Community Youth Team Reserve	58	0			58
Beacon Peer Project Reserve	62	0			62
Innovation Fund Reserve	171	0			171
Energy Reseve	84	74	-2	-4	152
St Helens District Reserve	10	0			10
New Dimensions Reserve	947	0			947
Total Earmarked Reserves	23,985	-1,229	-186	-254	22,316
General revenue Reserve	2,000	0	0	0	2,000
Total Reserves	25,985	-1,229	-186	-254	24,316

This page is intentionally left blank

Capital Programme 2015/16

<u>EXPENDITURE</u>		Approved Budget	Approved 2014/15 Re-phasing	Qtr 1 Budget	Qtr 2 Amendments	QTR 2 Virements	Qtr 2 Budget	Actual to 30.09.15
		£	£	£	£	£	£	£
<u>BUILDING & LAND PROGRAMME</u>								
BLD001	Roofs & Canopy Replacements	50,000	39,000	89,000			89,000	0
BLD004	Concrete Yard Repairs	20,000	9,000	29,000			29,000	6,200
BLD005	Tower Improvements	0	10,000	10,000			10,000	0
BLD007	L.E.V. Sys In App Rooms	0	1,100	1,100			1,100	0
BLD011	Capital Refurbishment	0	57,000	57,000		-57,000	0	0
BLD013	Appliance Room Floors	46,500	51,500	98,000			98,000	0
BLD014	Boiler Replacements	0	34,500	34,500			34,500	0
BLD016	Community Station Investment	0	36,500	36,500			36,500	13,239
BLD017	F.S. Refurbishment Toxteth	0		0			0	-34,528
BLD018	Conference Facilities H/Q	4,500	41,000	45,500			45,500	40,651
BLD020	5 Year Electrical Test	138,000	5,000	143,000			143,000	0
BLD026	Corporate Signage	5,000		5,000			5,000	0
BLD031	Diesel Tanks	150,000		150,000			150,000	0
BLD033	Sanitary Accommodation Refurb	30,000	49,000	79,000			79,000	0
BLD034	Office Accommodation	25,000	2,000	27,000			27,000	0
BLD036	L.L.A.R. Accommodation Formby	300,000	10,000	310,000			310,000	0
BLD039	F.S. Refurbishment Heswall	150,000		150,000			150,000	0
BLD042	St Helens Conversion	0	71,000	71,000			71,000	0
BLD044	Asbestos Surveys	50,000	10,000	60,000			60,000	0
BLD045	City Centre Community Facility	70,000	9,500	79,500			79,500	0
BLD055	F.S. Refurbishment Bromborough	0	3,000	3,000			3,000	0
BLD058	H.V.A.C. Heating, Vent & Air Con	50,000	42,000	92,000			92,000	0
BLD060	D.D.A. Compliance Work	250,000	27,300	277,300			277,300	0
BLD061	Lighting Conductors Surge Protectors	55,000		55,000			55,000	0
BLD062	Emergency Lighting	0	26,000	26,000			26,000	0
BLD065	MACC Server Room Extension	0	4,000	4,000		-4,000	0	0
BLD067	Gym Equipment Replacement	25,000	56,000	81,000			81,000	35,658
BLD068	SHQ Joint Control Room	0	395,000	395,000			395,000	-224,140
BLD070	Workshop Enhancement	250,000	120,000	370,000			370,000	0
BLD071	Station Refresh	75,000	31,000	106,000		57,000	163,000	37,487
BLD072	SHQ Tower	0	14,500	14,500			14,500	0
BLD073	SHQ Museum	75,000	151,000	226,000	-35,000		191,000	0
BLD075	Llar Accommodation Newton Le Willows	310,000		310,000			310,000	0
BLD077	F.S. Refurbishment Upton	275,000		275,000		-275,000	0	0
BLD078	F.S. Refurbishment West kirby	400,000		400,000		-400,000	0	0
BLD079	F,S General Station Refurbishment	3,410,000		3,410,000		675,000	4,085,000	2,536
BLD080	Prescot Fire Station Build	3,100,000		3,100,000			3,100,000	226,629
BLD081	SHQ Stage C Works	0	715,500	715,500		12,100	727,600	657,013
BLD082	Saughill Massie Fire Station Build	0		100,000			100,000	0
CON001	Energy Conservation Non-Salix	25,000	33,500	58,500			58,500	0
CON002	Energy Conservation Salix	0	75,000	75,000			75,000	59,118
DSO001	D.S.O. Cleaning Equipment	6,000		6,000		-6,000	0	0
EQU002	Fridge/Freezer Rep Prog	10,500	7,000	17,500		6,000	23,500	1,515
EQU003	Furniture Replacement Prog	10,500	20,000	30,500			30,500	12,249
TDA001	Fire House Refurbishment	0	30,000	30,000			30,000	14,700
Total		9,366,000	2,186,900	11,652,900	-35,000	8,100	11,626,000	848,328
<u>FIRE SAFETY</u>								
FIR002	Smoke Alarms (H.F.R.A.)	300,000		300,000			300,000	38,542
FIR005	Installation Costs (H.F.R.A.)	450,000		450,000			450,000	0
FIR006	Deaf Alarms (H.F.R.A.)	25,000		25,000			25,000	0
FIR007	Replacement Batteries (H.F.R.A.)	2,000		2,000			2,000	837
FIR009	Risk Management Residential Blocks	0	200,000	200,000			200,000	0
Total		777,000	200,000	977,000	0	0	977,000	39,378

Capital Programme 2015/16

EXPENDITURE		Approved Budget	Approved 2014/15 Re-phasing	Qtr 1 Budget	Qtr 2 Amend-ments	QTR 2 Virements	Qtr 2 Budget	Actual to 30.09.15
		£	£	£	£	£	£	£
ICT								
FIN001	F.M.I.S. Replacement	0	108,500	108,500			108,500	23,148
IT002	I.C.T. Software	177,000		177,000			177,000	167,737
IT003	I.C.T. Hardware	201,000		191,700	2,200		193,900	30,772
IT005	I.C.T. Servers	80,000		80,000			80,000	75,006
IT018	I.C.T. Network	200,000		200,000			200,000	104,595
IT026	I.C.T. Operational Equipment	12,000		12,000		-8,100	3,900	0
IT027	I.C.T. Security	2,000		2,000			2,000	0
IT028	System Development Portal	25,000	76,000	101,000			101,000	73,052
IT030	I.C.T. Projects / Upgrades	5,000		5,000			5,000	0
IT039	Estates Management System	20,000		20,000			20,000	0
IT040	Analytical Tool CFS Work	0	14,000	14,000			14,000	0
IT046	TRM System	0		0	32,500		32,500	32,507
IT049	Wireless Rollout	0	9,000	18,300			18,300	18,241
IT050	Community Protection System	0	30,000	30,000			30,000	0
	JCC	15,000	168,000	183,000	0	0	183,000	84,174
IT056	PFI Access Door System	0	18,000	18,000			18,000	0
IT057	Fleet Management System	0	12,000	12,000			12,000	11,200
	Total	737,000	435,500	1,172,500	34,700	-8,100	1,199,100	620,431
OPERATIONAL EQUIP. & HYDRANTS								
OPS001	Gas Tight Suits Other Ppe	0	23,500	23,500			23,500	0
OPS003	Hydraulic Rescue Equipment	0	9,000	101,000			101,000	100,260
OPS005	Resuscitation Equipment	0	20,000	20,000			20,000	4,523
OPS009	Pod Equipment	50,000	69,000	119,000			119,000	0
OPS011	Thermal Imaging Cameras	0	11,500	11,500			11,500	0
OPS022	Improvements To Fleet	20,000		13,000		-3,000	10,000	8,575
OPS023	Water Rescue Equipment	50,000	13,000	63,000			63,000	4,125
OPS024	BA equipment / Comms	0	217,000	217,000			217,000	59,288
OPS026	Rope Replacement	0	30,000	30,000			30,000	0
OPS027	Light Portable Pumps	0	20,000	20,000			20,000	0
OPS031	Cctv Equipment/Drone	0	8,000	48,000			48,000	26,818
OPS038	Water Delivery System	0	52,000	52,000			52,000	0
OPS039	Water Delivery Hoses	20,000	4,000	24,000			24,000	6,332
OPS049	Bulk Foam Attack Equipment	48,000		48,000			48,000	0
OPS052	DEFRA FRNE Water Rescue Grant	0	18,000	18,000			18,000	0
OPS053	Methods of Entry	0	4,500	0			0	0
OPS054	Electrical Equipment	0	33,500	38,000		3,000	41,000	40,956
HYD001	Hydrants (New Installations)	18,500		18,500			18,500	1,605
HYD002	Hydrants (Rep Installations)	18,500		18,500			18,500	2,046
	Total	225,000	533,000	883,000	0	0	883,000	254,528
VEHICLES								
VEH001	Wtl'S Purchased	980,000	203,000	1,183,000			1,183,000	201,536
VEH002	Ancillary Vehicles	470,100	255,000	725,100			725,100	139,609
VEH003	Vehicle Equipment (Pods & Trailers)	0		0			0	0
VEH004	Special Vehicles	1,112,000		1,156,000	-13,320		1,142,680	43,912
VEH005	Vehicles water Strategy	29,000		29,000			29,000	12,565
VEH006	Motorcycle Response	44,000		44,000			44,000	0
WOR001	Workshop Equipment	40,000	23,000	63,000			63,000	0
	Total	2,675,100	481,000	3,200,100	-13,320	0	3,186,780	397,622
	Grand Total	13,780,100	3,836,400	17,885,500	-13,620	0	17,871,880	2,160,287

Capital Programme 2015/16

FINANCING		Approved Budget	Approved 2014/15 Re-phasing	Qtr 1 Budget	Qtr 2 Amendments	QTR 2 Virements	Qtr 2 Budget	Actual to 30.09.15
		£	£	£	£	£	£	£
Capital Receipts								
BLD036	Sale of Formby LLAR House	0	350,000	350,000	0	0	350,000	0
	Sale of Newton 2 LLAR House	275,000	0	275,000	0	0	275,000	0
BLD068	Sale of Derby Road	0	440,000	440,000	0	0	440,000	430,207
R.C.C.O. / Cap Investment Reserve								
	Capitalisation of Sals HFRA (FIR005)	450,000	0	450,000	0	0	450,000	0
	Telemetric Forklift Truck (VEH004)	0	0	44,000	0	0	44,000	44,000
	CCTV on Fire Engines (OPS031)	0	0	40,000	0	0	40,000	40,000
	It Equipment (IT003)	0	0	0	2,200	0	2,200	2,200
	FSN Charge for Alarms (FIR002)	50,000	0	50,000	0	0	50,000	50,000
	SHQ Museum (BLD073) Cap Inv Res NV	0	0	0	-35,000	0	-35,000	-35,000
	Prescott FS New Build (BLD080) Cap Inv	830,000	0	830,000	0	0	830,000	227,000
	TRM Capital Reserve				32,500	0	32,500	
External Contributions								
BLD068	(Capital Grant) Police Grant	0	500,000	500,000	0	0	500,000	58,474
BLD080	Prescot Fire Station Build Grant	1,770,000	0	1,770,000	0	0	1,770,000	0
BLD082	Suaghill FS Capital Transformation Gr	0	0	100,000	0	0	100,000	0
	Total Non Borrowing	3,375,000	1,290,000	4,849,000	-300	0	4,848,700	816,881
	Borrowing Requirement							
	Unsupported Borrowing	10,405,100	2,546,400	13,036,500	-13,320	0	13,023,180	1,343,406
	Total Funding	13,780,100	3,836,400	17,885,500	-13,620	0	17,871,880	2,160,287

This page is intentionally left blank

Approved Authority Capital Programme for 2015/2016 - 2019/2020

Capital Expenditure	Total Cost £	2015/16 £	2016/17 £	2017/18 £	2018/19 £	2019/20 £
Building/Land	19,556,500	11,626,000	6,805,500	352,000	396,500	376,500
Fire Safety	4,077,000	977,000	775,000	775,000	775,000	775,000
ICT	3,533,100	1,199,100	531,000	556,000	816,000	431,000
Operational Equipment & Hydrants	2,410,000	883,000	168,000	440,000	484,000	435,000
Vehicles	8,047,780	3,186,780	1,526,000	1,228,000	858,000	1,249,000
Expenditure	37,624,380	17,871,880	9,805,500	3,351,000	3,329,500	3,266,500
2015/16 - 2019/20 Qtr 1 Approved Programme	35,388,000	17,885,500	7,555,500	3,351,000	3,329,500	3,266,500
Q2 Current to Q1 Change	2,236,380	(13,620)	2,250,000			
Q2 Movements Explained by:						
New ICT hardware funded from Revenue (IT003)	2,200	2,200				
SHQ Museum development reduction following NWSAS refund	(35,000)	(35,000)				
Adjustment to Prime Mover to reflect reduced costs	(13,320)	(13,320)				
Increase in TRM system	32,500	32,500				
Prescot FS New Build increase in budget (CFO/83/15) - BLD080	2,250,000		2,250,000			
Q2 Movements	2,236,380	(13,620)	2,250,000			
Financing Available						
Capital Receipts	Total £	2015/16 £	2016/17 £	2017/18 £	2018/19 £	2019/20 £
Capital Receipts	2,915,000	1,065,000	1,850,000			
RCCO/Capital Reserves	7,073,700	1,413,700	4,210,000	500,000	500,000	450,000
Grants	4,460,000	2,370,000	2,090,000			
Other						
Total Non Borrowing	14,448,700	4,848,700	8,150,000	500,000	500,000	450,000
Unsupported Borrowing	23,175,680	13,023,180	1,655,500	2,851,000	2,829,500	2,816,500
Total Funding	37,624,380	17,871,880	9,805,500	3,351,000	3,329,500	3,266,500
Q1 Funding Level for 2015/16 - 2019/20 Programme	35,388,000	17,885,500	7,555,500	3,351,000	3,329,500	3,266,500
Q2 to Q1 Change	2,236,380	(13,620)	2,250,000			
Funding Change Explained by:						
RCCO/Capital Reserves	1,549,700	(300)	1,550,000			
New ICT hardware funded from Revenue (IT003)		2,200				
Refund of NWSAS contribution for SHQ Museum		(35,000)				
Increase in TRM system		32,500				
Prescot FS New Build, increase from Capital Investment Res.			1,550,000			
Grants	700,000		700,000			
Increase in Prescot FS New Build funded by Merseyside Police			600,000			
Increase in Prescot FS New Build funded by NWSAS			100,000			
Unsupported Borrowing	(13,320)	(13,320)				
Adjustment to Prime Mover to reflect reduced costs		(13,320)				
Q2 Movements	2,236,380	(13,620)	2,250,000			

Building / Land - Approved Budget 2015/16 to 2019/20

Type of Capital Expenditure	Total Cost £	2015/16 £	2016/17 £	2017/18 £	2018/19 £	2019/20 £
Major Site Refurbishments						
BLD039 FS Refurbishment Heswall	150,000	150,000				
BLD055 FS Refurbishment Bromborough	3,000	3,000				
BLD077 FS Refurbishment Upton						
BLD078 FS Refurbishment West Kirby						
BLD042 St Helens Conversion	71,000	71,000				
BLD070 Workshop Enhancement	370,000	370,000				
BLD071 Station Refresh	163,000	163,000				
BLD079 Station Refurbishments	4,085,000	4,085,000				
	4,842,000	4,842,000				
Station Mergers						
BLD080 Prescott FS New Build (CFO/095/14)	5,350,000	3,100,000	2,250,000			
BLD082 Saughall Massie FS New Build (CFO/058/15)	4,200,000	100,000	4,100,000			
	9,550,000	3,200,000	6,350,000			
SHQ/JCC Major Refurbishment						
SHQ Main Building						
BLD068 SHQ Joint Control Room	395,000	395,000				
BLD081 SHQ Stage C Works	727,600	727,600				
	1,122,600	1,122,600				
Other						
BLD072 SHQ Tower	14,500	14,500				
BLD073 SHQ Museum	191,000	191,000				
	205,500	205,500				
LLAR Accomodation Works						
BLD016 Community Station Investment	167,500	36,500	36,000	25,000	45,000	25,000
BLD036 LLAR Accomodation Formby	310,000	310,000				
BLD045 City Centre Community Facility	79,500	79,500				
BLD075 LLAR Accomodation Newton-le-Willows	310,000	310,000				
	867,000	736,000	36,000	25,000	45,000	25,000
General Station Upgrade Works						
BLD001 Roofs & Canopy Replacements	259,000	89,000	50,000	40,000	40,000	40,000
BLD004 Concrete Yard Repairs	109,000	29,000	20,000	20,000	20,000	20,000
BLD005 Tower Improvements	58,000	10,000	18,000	10,000	10,000	10,000
BLD013 Non Slip Coating to Appliance Room Floors	264,500	98,000	46,500	40,000	40,000	40,000
BLD014 Boiler Replacements	74,500	34,500			20,000	20,000
BLD020 Electrical Testing	251,000	143,000	38,000	30,000	20,000	20,000
BLD031 Diesel Tanks	150,000	150,000				
BLD033 Sanitary Accomodation Refurbishment	199,000	79,000	30,000	30,000	30,000	30,000
BLD044 Asbestos Surveys	155,000	60,000	50,000	25,000	10,000	10,000
BLD060 DDA Compliance	367,300	277,300	30,000	20,000	20,000	20,000
	1,887,300	969,800	282,500	215,000	210,000	210,000
Other Works						
BLD007 L.E.V. System in Appliance Rooms	1,100	1,100				
BLD018 Conference Facilities SHQ	70,500	45,500	10,000	5,000	5,000	5,000
BLD026 Corporate Signage	25,000	5,000	5,000	5,000	5,000	5,000
BLD032 Power Strategy	50,000		20,000	10,000	10,000	10,000
BLD034 Office Accomodation	97,000	27,000	25,000	15,000	15,000	15,000
BLD058 HVAC - Heating, Ventilation & Air Con	152,000	92,000			30,000	30,000
BLD061 Lightening Conductors & Surge Protection	55,000	55,000				
BLD062 Emergency Lighting	26,000	26,000				
BLD067 Gym Equipment Replacement	181,000	81,000	25,000	25,000	25,000	25,000
CON001 Energy Conservation Non-Salix	158,500	58,500	25,000	25,000	25,000	25,000
CON002 Energy Conservation Salix	75,000	75,000				
EQU002 Replacement programme for Fridge Freezers	88,500	23,500	16,500	16,500	16,000	16,000
EQU003 Furniture Replacement Programme	72,500	30,500	10,500	10,500	10,500	10,500
	1,052,100	520,100	137,000	112,000	141,500	141,500
TDA001 Fire house refurbishment	30,000	30,000				
	19,556,500	11,626,000	6,805,500	352,000	396,500	376,500

Original Budget	10,946,500	9,366,000	455,500	352,000	396,500	376,500
Current Programme	19,556,500	11,626,000	6,805,500	352,000	396,500	376,500
Changes	8,610,000	2,260,000	6,350,000			
Q1 Movements/Adjustments	6,386,900	2,286,900	4,100,000			
Q2 Movements/Adjustments (see below)	2,223,100	(26,900)	2,250,000			

Budget Adjustment

BLD077 FS Refurbishment Upton	(275,000)					
BLD078 FS Refurbishment West Kirby	(400,000)					
BLD079 Station Refurbishments	675,000					
RCCO						
BLD073 SHQ Museum - Reversal of 2013/14 Contribution	(35,000)					
BLD080 Prescott FS New Build, Capital Investment Reserve (CFO/83/15)			1,550,000			
Grants						
BLD080 Prescott FS New Build, Merseyside PA Contribution (CFO/83/15)			600,000			
BLD080 Prescott FS New Build, NWSA Contribution (CFO/83/15)			100,000			
Virements						
BLD081 FROM IT026		8,100				
BLD065 TO BLD081		(4,000)				
BLD081 FROM BLD065		4,000				
BLD011 TO BLD071		(57,000)				
BLD071 FROM BLD011		57,000				
DSO001 TO EQU002		(6,000)	(6,000)	(6,000)	(6,000)	(6,000)
EQU002 FROM DSO001		6,000	6,000	6,000	6,000	6,000

Building / Land - Approved Budget 2015/16 to 2019/20

Type of Capital Expenditure	Total Cost £	2015/16 £	2016/17 £	2017/18 £	2018/19 £	2019/20 £
	8,610,000	2,260,000	6,350,000			

Fire Safety - Approved Budget 2015/16 to 2019/20

Type of Capital Expenditure	Total Cost £	2015/16 £	2016/17 £	2017/18 £	2018/19 £	2019/20 £
FIR002 Smoke Alarms (100,000 HFRA target)	1,500,000	300,000	300,000	300,000	300,000	300,000
FIR005 Installation costs (HFRA)	2,250,000	450,000	450,000	450,000	450,000	450,000
FIR006 Deaf Alarms (HFRA)	125,000	25,000	25,000	25,000	25,000	25,000
FIR007 Replacement Batteries (12,000)	2,000	2,000				
FIR009 Fire Risk Management in Residential Blocks (CFO/135/13)	200,000	200,000				
	4,077,000	977,000	775,000	775,000	775,000	775,000
Original Budget	3,877,000	777,000	775,000	775,000	775,000	775,000
Current Programme Changes	4,077,000	977,000	775,000	775,000	775,000	775,000
	200,000	200,000				
<u>Q1 Movements/Adjustments</u>		200,000	200,000			

ICT - Approved Budget 2015/16 to 2019/20

Type of Capital Expenditure	Total Cost £	2015/16 £	2016/17 £	2017/18 £	2018/19 £	2019/20 £
IT002 ICT Software						
Software Licences	10,000	2,000	2,000	2,000	2,000	2,000
New Visualistaion Infrastructure	75,000				75,000	
3 Year Licences Antivirus & Filtering	155,000			155,000		
Microsoft EA Agreement (Servers & Security)	300,000	60,000	60,000	60,000	60,000	60,000
Microsoft EA Agreement (Windows Desktop)	65,000	65,000				
Microsoft EA Agreement (Office Desktop)	200,000				200,000	
Microsoft SQL Upgrade	50,000	50,000				
	855,000	177,000	62,000	217,000	337,000	62,000
IT003 ICT Hardware						
PC, monitor and laptop replacement (target 20%)	382,900	72,900	80,000	80,000	80,000	70,000
PC, monitor and laptop growth	25,000	5,000	5,000	5,000	5,000	5,000
Peripherals replacement (target 20%)	30,000	6,000	6,000	6,000	6,000	6,000
Tablets (Ipads)	60,000				30,000	30,000
Appliance Toughbook Replacement	110,000	110,000				
LFS Laptops	40,000		40,000			
IP TV Asset Refresh	50,000					50,000
	697,900	193,900	131,000	91,000	121,000	161,000
IT005 ICT Servers						
Server/storage replacement (target 20%)	325,000	65,000	65,000	65,000	65,000	65,000
Server/storage growth	85,000	15,000	15,000	15,000	15,000	25,000
New SAN Solution	100,000				100,000	
	510,000	80,000	80,000	80,000	180,000	90,000
IT018 ICT Network						
Local Area Network replacement (discrete)	20,000	4,000	4,000	4,000	4,000	4,000
Network Switches/Routers replacement	351,000	141,000		100,000	110,000	
Network Switches/Routers growth	25,000	5,000	5,000	5,000	5,000	5,000
Network Switches/Router - Additional for JCC/TDA Resilience	10,000					10,000
Vesty Road Network Link Refresh	40,000					40,000
IP Telephony	150,000	50,000	100,000			
Wireless Network	40,000		40,000			
	636,000	200,000	149,000	109,000	119,000	59,000
IT026 ICT Operational Equipment						
Pagers/Alerters	28,000		7,000	7,000	7,000	7,000
Station End Kit	23,900	3,900	5,000	5,000	5,000	5,000
Incident Ground Management System	50,000		50,000			
	101,900	3,900	62,000	12,000	12,000	12,000
SHQ/JCC Major Refurbishment	164,000	164,000				
Other IT Schemes						
IT027 ICT Security - Remote Access Security FOBS	10,000	2,000	2,000	2,000	2,000	2,000
IT028 System Development (Portal)	201,000	101,000	25,000	25,000	25,000	25,000
IT030 ICT Projects/Upgrades	25,000	5,000	5,000	5,000	5,000	5,000
IT039 Estates Management System	20,000	20,000				
IT040 Integrated Planning & Performance M.S.	14,000	14,000				
IT049 Wireless Rollout	18,300	18,300				
IT050 Community Protection IMS System	30,000	30,000				
IT055 C.3.I. C.&C Communication & Information System	79,000	19,000	15,000	15,000	15,000	15,000
IT056 P.F.I. Door Access System	18,000	18,000				
IT057 Fleet Management System	12,000	12,000				
IT046 TRM System	32,500	32,500				
FIN001 FMIS/Eproc/Payroll/HR Replacement	108,500	108,500				
	568,300	380,300	47,000	47,000	47,000	47,000
	3,533,100	1,199,100	531,000	556,000	816,000	431,000
Original Budget	3,071,000	737,000	531,000	556,000	816,000	431,000
Current Programme	3,533,100	1,199,100	531,000	556,000	816,000	431,000
Changes	462,100	462,100				
Q1 Movements/Adjustments	435,500	435,500				
Q2 Movements/Adjustments (see below)	26,600	26,600				
Virements						
IT026 TO BLD081		(8,100)				
IT003 TO IT049		(9,300)				
IT049 FROM IT003		9,300				
RCCO						
IT003 FROM 0104, 3 Docking Stations		400				
IT003 FROM 0076, Bouyges PCs & Phones		1,000				
IT003 FROM 0213, Fire Safety		800				
IT046 FROM Capital Investment Reserve		32,500				
	462,100	462,100				

Operational Equipment - Approved Budget 2015/16 to 2019/20

Type of Capital Expenditure	Total Cost £	2015/16 £	2016/17 £	2017/18 £	2018/19 £	2019/20 £
OPS003 Hydraulic Rescue Equipment						
Hydraulic Rescue Equipment - Replacement Programme	407,000	92,000		75,000	160,000	80,000
Pneumatic Rescue Equipment - Air Bags	9,000	9,000				
	416,000	101,000		75,000	160,000	80,000
OPS005 Resuscitation Equipment						
Resuscitation Rescue Equipment	50,000	20,000				30,000
Defibrillator Batteries	12,000				12,000	
Appliance Resuscitation Equipment & Cylinders	30,000					30,000
	92,000	20,000			12,000	60,000
OPS024 BA Equipment/Communications						
BA Cylinder Replacement	50,000	50,000				
BA Sets (back pack/face mask/tubes/equip) Replacement	27,000	27,000				
Replacement of hand held communication radios	140,000	140,000				
BA Telemetry Breathing Units	45,000			45,000		
Replacement of hand held communication radios	15,000			15,000		
BA Test Rig	12,000				12,000	
Oxygen Booster Pumps	12,000				12,000	
ESAS, Badoliers & Air Line Reducers	45,000				45,000	
	346,000	217,000		60,000	69,000	
OPS049 Bulk Foam Equipment						
Bulk Foam Attack Equipment	73,000	48,000		25,000		
Bulk Foam Stock	70,000				70,000	
	143,000	48,000		25,000	70,000	
Other						
OPS001 Gas Tight Suits Other PPE	173,500	23,500		150,000		
OPS009 POD Equipment (Demountable Unit Refurb 2013/14 IRMP)	119,000	119,000				
OPS011 Thermal imaging cameras	176,500	11,500				165,000
OPS022 Improvements to Fleet	120,000	10,000	20,000	30,000	30,000	30,000
OPS023 Water Rescue Equipment	213,000	63,000	50,000	50,000	50,000	
OPS026 Rope Replacement	65,000	30,000				35,000
OPS027 Light portable Pumps	20,000	20,000				
OPS031 CCTV Equipment	48,000	48,000				
OPS033 Marine Rescue Launch						
OPS034 Operational Ladders	58,000		16,000	13,000	16,000	13,000
OPS036 Radiation Detection Equipment	45,000		45,000			
OPS038 Water Delivery System	52,000	52,000				
OPS039 Water Delivery Hoses	44,000	24,000			10,000	10,000
OPS052 DEFRA FRNE	18,000	18,000				
OPS053 Methods of Entry						
OPS054 Electrical Equipment	76,000	41,000			30,000	5,000
	1,228,000	460,000	131,000	243,000	136,000	258,000
Hydrants						
HYD001 Hydrants (New Installations)	92,500	18,500	18,500	18,500	18,500	18,500
HYD002 Hydrants (Replacements)	92,500	18,500	18,500	18,500	18,500	18,500
	185,000	37,000	37,000	37,000	37,000	37,000
	2,410,000	883,000	168,000	440,000	484,000	435,000
Original Budget	1,837,000	225,000	168,000	525,000	484,000	435,000
Current Programme	2,410,000	883,000	168,000	440,000	484,000	435,000
Changes	573,000	658,000		(85,000)		
Q1 Movements/Adjustments	573,000	658,000		(85,000)		

Vehicles - Approved Budget 2015/16 to 2019/20

Type of Capital Expenditure	Price Per Unit	Total		2015/16		2016/17		2017/18		2018/19		2019/20	
		Units	Cost £	Units	£	Units	£	Units	£	Units	£	Units	£
VEH002 Ancillary Vehicles													
<u>Cars</u>													
Car 1 (5 door - Fiesta/Corsa)	9,500	21	199,500	5	47,500	16	152,000						
Car 2 (5 door - Fiesta/Corsa)	12,000	3	36,000									3	36,000
Car 3 (5 door - Hyundai i30)	9,500	20	190,000	20	190,000								
Officer Response Car 1	22,000	2	44,000			2	44,000						
Officer Response Car 2	26,000	2	52,000					2	52,000				
Officer Response Car 3	20,000	2	40,000							2	40,000		
7 Seater Galaxy	23,000	2	46,000							2	46,000		
Car - Automac	25,000	1	25,000					1	25,000				
<u>4x4s</u>													
4x4 (Isuzu/Hilux)	27,000	4	108,000					2	54,000			2	54,000
4x4 SMAs	23,000	2	46,000					2	46,000				
4x4 IITs	23,000												
4x4 (Climbing Wall Vehicle)	22,000	1	22,000							1	22,000		
<u>Vans</u>													
Small Vans (Fiesta/Corsa)	9,510	5	47,550	5	47,550								
Panel Van Renault Master 1	19,400	6	116,400	6	116,400								
Panel Van Renault Master 2	18,650	9	167,850	9	167,850								
Panel Van 2 Jumbo Van	25,000	2	50,000					2	50,000				
Ford Connect Van	10,500	8	84,000	6	63,000			2	21,000				
Dog Van Mercedes Vito	43,000												
<u>Other</u>													
PCVs (Ford Transit 17 Seater)	23,200	4	92,800	4	92,800								
PCVs (Ford Transit 17 Seater)	24,000	3	72,000									3	72,000
			1,439,100		725,100		196,000		248,000		108,000		162,000
VEH004 Special Vehicles													
<u>CPLs</u>													
Vehicle 2 (refurbished)	300,000												
Vehicle 3 (refurbished)	300,000												
Vehicle 4 (New)	600,000	1	600,000			1	600,000						
<u>Other</u>													
IMU - Prime Movers 1	98,000	1	98,000	1	98,000								
IMU - Prime Movers 2	140,340	2	280,680	2	280,680								
IMU	600,000	1	600,000	1	600,000								
BA Support Unit (POD)	75,000	1	75,000	1	75,000								
Water Rescue Unit	45,000	1	45,000	1	45,000								
Teletruck Handler (CAP1363. A: £43,912)	44,000	1	44,000	1	44,000								
			1,742,680		1,142,680		600,000						
VEH006 Motorcycle Response													
AFA/RTC Bikes	6,000	2	12,000	2	12,000								
Firefighting bikes	16,000	2	32,000	2	32,000								
VEH006 Motor Cycle Response Quad Bikes	11,000	2	22,000									2	22,000
			66,000		44,000								22,000
Other Vehicles													
Fire Appliances- (Chasis Delivered 14/15)	50,750	4	203,000	4	203,000								
Fire Appliances - New £245,000 to £260,000		18	4,480,000	4	980,000	3	730,000	4	980,000	3	750,000	4	1,040,000
Vehicles Water Strategy			29,000		29,000								
			4,712,000		1,212,000		730,000		980,000		750,000		1,040,000
WOR001 Workshop Equipment													
Equipment			23,000		23,000								

Vehicles - Approved Budget 2015/16 to 2019/20

Type of Capital Expenditure	Price Per Unit	Total		2015/16		2016/17		2017/18		2018/19		2019/20	
		Units	Cost £	Units	£	Units	£	Units	£	Units	£	Units	£
Replace steam clean lift			40,000		40,000								
Workshop Equipment Cable free vehicle Lift.	19,000	1	19,000									1	19,000
Two Post Light Vehicle Lift.	6,000	1	6,000									1	6,000
			88,000		63,000								25,000
			8,047,780		3,186,780		1,526,000		1,228,000		858,000		1,249,000
Original Budget			7,536,100		2,675,100		1,526,000		1,228,000		858,000		1,249,000
Current Programme			8,047,780		3,186,780		1,526,000		1,228,000		858,000		1,249,000
Changes			<u>511,680</u>		<u>511,680</u>								
Q1 Movements/Adjustments			525,000		525,000								
Q2 Movements/Adjustments (see below)			(13,320)		(13,320)								
Budget Adjustments													
VEH002 Ancillary Vehicles													
Car 1 (5 door - Fiesta/Corsa)	9,500	(20)	(190,000)	(20)	(190,000)								
Car 3 (5 door - Hyundai i30)	9,500	20	190,000	20	190,000								
VEH004 Special Vehicles													
IMU - Prime Movers 1	98,000	(3)	(294,000)	(3)	(294,000)								
IMU - Prime Movers 2	140,340	2	280,680	2	280,680								
			<u>511,680</u>		<u>511,680</u>								

This report is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

This report is Restricted

This page is intentionally left blank

This report is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

This report is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

This report is Restricted

This page is intentionally left blank

This report is Restricted

This page is intentionally left blank