



**NORTH YORKSHIRE
FIRE & RESCUE SERVICE**

The future of your Fire & Rescue Service

Have your say



It has been over 20 years since our last full review and changing incident types, risks and demographics means that we are now reviewing our fire cover. We would welcome your views on the proposals, even if they do not specifically affect the areas where you live or work.

Details of how to give us feedback can be found in the 'How to Respond to This Consultation' section.

The consultation is being undertaken by North Yorkshire Fire and Rescue Authority, which discharges its duty through North Yorkshire Fire and Rescue Service. For ease we have used the term 'Service' throughout this document.





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SECTION 1: SUMMARY

During 2014 and early 2015 we have carried out an analysis of fire cover across North Yorkshire and the City of York.

This analysis has shown that changes could be made at some of our fire stations and these proposals for change are detailed in the table below.

Further details around the options can be found later in this document.

Fire station	Proposals for change	
	EITHER	OR
Harrogate	Replace one standard shift fire engine with a Tactical Response Vehicle	N/A
Malton	Replace the standard day crewed fire engine with one Tactical Response Vehicle	Replace the day crewed fire engine with a mixed crewed fire engine
Northallerton	Replace the standard day crewed fire engine with one Tactical Response Vehicle	Replace the day crewed fire engine with a mixed crewed fire engine
Ripon	Replace the standard day crewed fire engine with one Tactical Response Vehicle	Replace the day crewed fire engine with a mixed crewed fire engine
Scarborough	Replace one standard shift fire engine with one Tactical Response Vehicle	Replace one shift fire engine with one day crewed fire engine
Tadcaster	Replace the standard day crewed fire engine with one Tactical Response Vehicle	Replace the day crewed fire engine with a mixed crewed fire engine

There are no changes proposed at any other fire stations, and we are not proposing to change the location of special response units, as part of this review.

SECTION 2: **HOW TO RESPOND TO THE CONSULTATION**

We will be holding a number of public drop-in events in relation to this review. If you would be interested in attending one of these events, you can call in between 3pm-7pm to talk to officers and find out more about the proposals. The dates, locations and times of the events are set out in the table below.

Date	Time	Location	Venue
Monday 27th July	3pm-7pm	Harrogate	School Hall, Harrogate High School, Ainsty Road, Harrogate, HG1 4AP
Thursday 30th July	3pm-7pm	Tadcaster	Ballroom, Riley Smith Hall, 28 Westgate, Tadcaster, LS24 9JB
Monday 3rd August	3pm-7pm	Northallerton	Lower Hall Northallerton Town Hall, High Street, Northallerton, DL7 8QR
Wednesday 5th August	3pm-7pm	Scarborough	Small room, Scarborough Library, Vernon Road, Scarborough, YO11 2NN
Tuesday 1st September	3pm-7pm	Malton	The Milton Rooms, Market Place, Malton, YO17 7LX
Thursday 3rd September	3pm-7pm	Northallerton	Upper Hall, Northallerton Town Hall, High Street, Northallerton, DL7 8QR
Wednesday 9th September	3pm-7pm	Ripon	Arts Hall, Ripon Leisure Centre, Dallamires Lane, Ripon HG4 1TT
Tuesday 15th September	3pm-7pm	Harrogate	Harrogate Baptist Church, Victoria Avenue, Harrogate, HG1 5RD
Thursday 17th September	3pm-7pm	Scarborough	Small room, Scarborough Library, Vernon Road, Scarborough, YO11 2NN
Tuesday 22nd September	3pm-7pm	Tadcaster	Tadcaster Methodist Church, High Street, Tadcaster, LS24 9AT
Tuesday 29th September	3pm-7pm	Harrogate	St Peter's Church, Cambridge Road, Harrogate, HG1 1RW
Thursday 1st October	3pm-7pm	Malton	The Milton Rooms, Market Place, Malton, YO17 7LX
Monday 5th October	3pm-7pm	Scarborough	Studio 4, The Street, 12 Lower Clark Street, Scarborough, YO12 7PW
Wednesday 7th October	3pm-7pm	Ripon	Council Chamber, Ripon Town Hall, Market Place South, Ripon, HG4 1DD

For the public/ organisations

As well as the events detailed on the previous page for the areas where changes are proposed, we are also holding drop-in events in Richmond, Skipton, Whitby and York. The details of these are on our [website](#).

If you would like to comment on any of the proposals please complete the public survey which is available on our website:

www.northyorksfire.gov.uk

Alternatively you can request a paper copy of the document by phoning 01609 788515,

emailing us at fcr@northyorksfire.gov.uk or writing to us at Fire Cover Review, North Yorkshire Fire and Rescue Service, Headquarters, Thurston Road, Northallerton, DL6 2ND.

We have produced a number of supporting documents which are also available on our [website](#).

All responses from individuals will be anonymised. Where a response is received on behalf of an organisation, it will be attributed to the organisation and not the individual respondent.

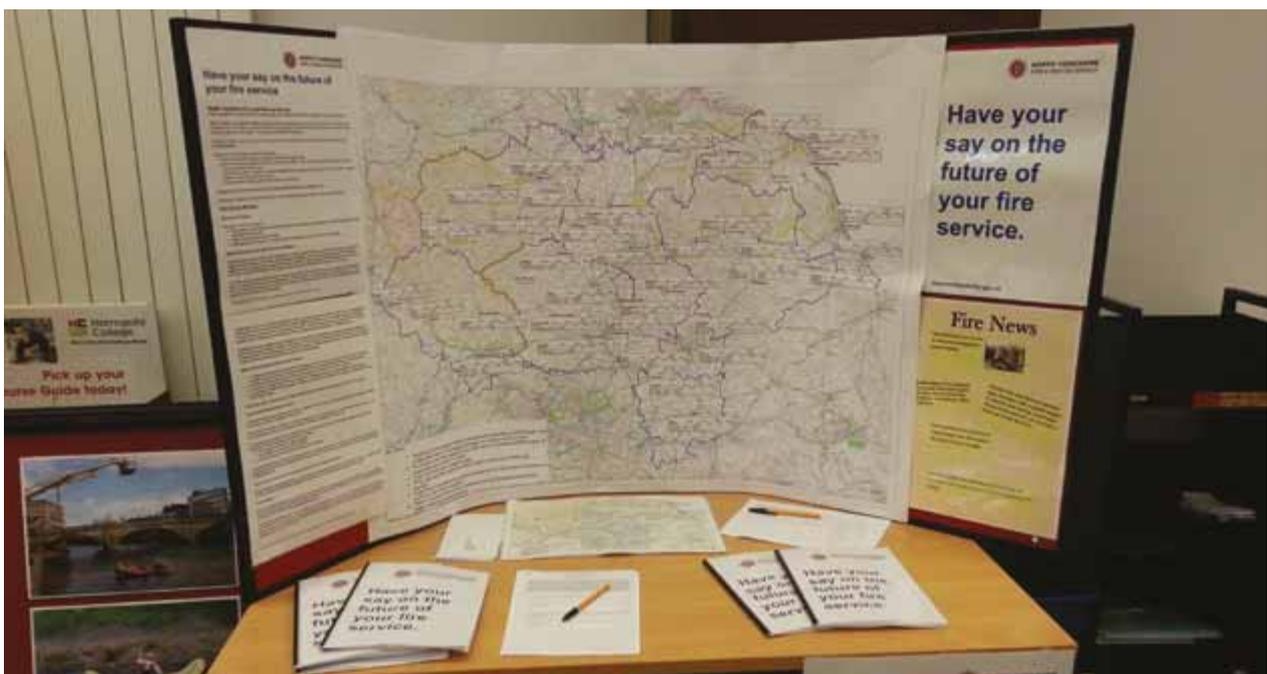
We are keen to make sure that our decisions do not have an

adverse impact on different groups of people within our communities. In order to do this we will be carrying out an equality impact assessment of these proposals.

For members of staff

For members of staff: details of briefings, a link to the survey and additional information is available on the Fire Cover Review Intranet site.

The consultation closes at **6pm on Friday 16th October 2015.**

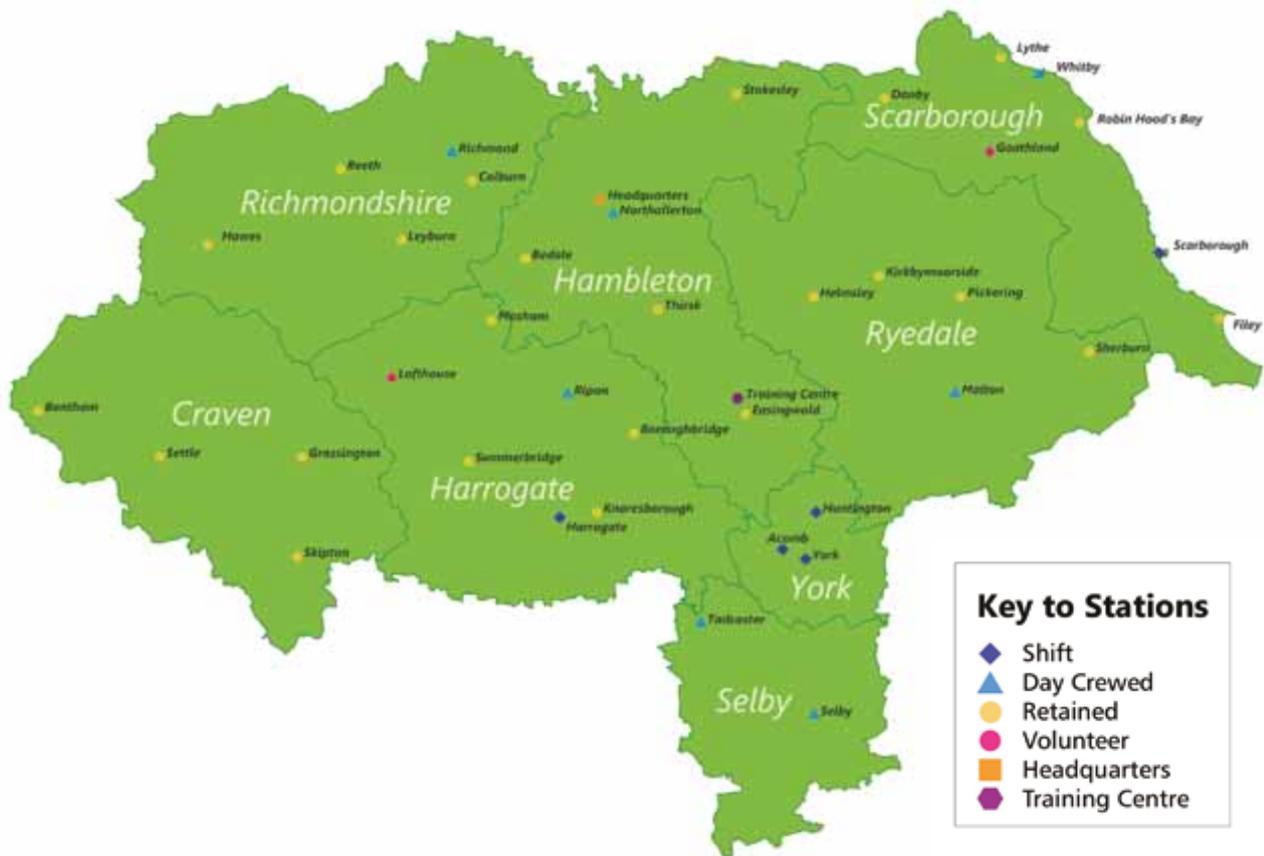


SECTION 3: ABOUT US

North Yorkshire Fire and Rescue Service serves the communities of North Yorkshire and the City of York. We have 38 fire stations with 46 standard fire engines and 21 specialist response units.

The Service currently has four different systems for crewing fire engines. The urban areas of Harrogate, Scarborough and York are mainly served by firefighters who work shifts at the fire station; our larger market towns have firefighters who work day shifts and are on-call from home during the evenings and at night;

and our rural villages and smaller towns are served by retained (on-call) staff. We also have two volunteer units at Lofthouse and Goathland.



SECTION 4: **FIRE COVER REVIEW – INTRODUCTION**

For the purpose of this review the term ‘Fire Cover’ refers to:

- The number of fire engines and other specialist fire vehicles and equipment available to respond to fires and other emergencies.
- Where fire stations are located.
- How quickly fire engines can respond to an emergency call. This is determined by how they are staffed.

The last full fire cover review was undertaken in the 1990s. Since then the number of incidents we attend has reduced significantly and the types of incidents we attend has changed. For example, we have seen an increase in longer duration emergencies caused by extreme weather (such as flooding and moor fires) and fewer fire deaths and injuries from fires in domestic properties, resulting in lower risk.

There are a number of factors that have resulted in this reduction in incidents, including the work the Service has done on education and prevention.

Over the last 15 years, specific fire station reviews have been done which have led to some changes. When these station reviews were undertaken, the impact of the changes on the whole Service and public views were taken into account. The current provision of fire cover is set out, by local authority area, in Section 7.

In 2013 North Yorkshire Fire and Rescue Service underwent an external review, which recommended that a Service-wide fire cover review be undertaken.

This review of fire cover aims to produce proposals that:

- Ensure the Service balances cost and resources to risk.
- Ensure, as far as possible, that the provision of resources relative to risk

is similar across the whole county and the City of York.

- Ensure the Service can provide a response to incidents that is appropriate for increasingly frequent large scale weather-related events (e.g. flooding and moor fires).
- Ensure the Service has a model of fire cover that is capable of delivering savings, according to the financial constraints, over the life of the review.
- Take into account the impact of a reduction in incidents over the last 10 years.

Some consultation has already been carried out on the work of the review since it started. This is set out at [appendix A](#).



SECTION 5: THE ANALYSIS

Changing risk

The number of incidents attended by the Service has reduced by 34% over the last 10 years and most of our fire engines are responding to

considerably fewer incidents than they were previously.

To illustrate this reduction, the table below shows the number of incidents we attended in 2004/05 and in 2014/15.

Incidents attended by North Yorkshire Fire and Rescue Service

Incident type	2004/5	2014/15
Fires	3039	1642
Road traffic collisions	733	419
Special service calls	1343	839
Chimney fires	226	197
False alarms	5079	3777
Total	10420	6874



We know that for incidents such as house fires, road traffic collisions and car fires the frequency of these incidents, over time, is a good indicator of risk. The incident data shows that the risk of an emergency occurring has reduced over time, although the resources (i.e. number of fire engines and how they are

crewed) available to respond to an emergency have remained about the same.

The risk in a particular area has been calculated by considering the incidents that have occurred over the last five years. To do this we gave each incident type a weighting (see [appendix B](#))

and then added together all the incidents in that station area to provide a final risk score. These risk scores have allowed us to identify the station areas with the greatest level of risk and this has been taken into account as part of the development of the proposals in this document.



Response to emergencies

We currently respond to an emergency by sending one or more standard fire engines, along with other specialist units and staff with specialist skills, as required.

The standard fire engines are crewed by staff who work one of a number of working patterns (duty systems) and this determines how quickly they can respond to an incident. These are:

- **Shift** – wholetime firefighters who work shifts to ensure that the fire engine(s) based at particular stations are crewed 24

hours a day by firefighters at the station or on the fire engine.

- **Day crewed** – wholetime firefighters who are in the fire station, or on the fire engine in the local community, for nine hours each day. Outside of these hours those firefighters are on-call from home, or elsewhere in the community. They respond to emergencies when their pager alerts them, so must live within approximately four minutes travel time from the fire station.
- **Retained** – Part-time firefighters who provide on-call cover from home, their

place of work or elsewhere in the community. They respond to emergencies when their pager alerts them, so must work or live within approximately four minutes travel time from the fire station.

Shift crewed fire engines can be on their way to an incident in around one to two minutes from the time that crews are alerted to the incident, whereas retained crewed fire engines take four to five minutes because the crew must first travel to the fire station to collect the fire engine.

Staff that crew a standard fire engine require a certain set of skills. In addition to these skills that all firefighters have, there are additional skills and specialisms that provide enhanced capabilities in an emergency (for example boat handling or operating an aerial ladder platform). Day crewed or shift staff provide most of these additional skills as these skills require more training than that required for standard fire engines.

One of the other benefits of employing wholetime staff is that, as they are full time, the fire engines that they crew are guaranteed to be available.

Retained staff usually only crew standard fire engines and not specialist units due to the training time available to them. They are more cost-effective than wholetime staff, but due to their other commitments, such as their main employment, the fire engines that they crew are not always guaranteed to be available.

Historically, the shift crewed fire engines were typically in the busiest areas and retained in the quietest, with day crewed in between.

This review has considered what the appropriate resource and response is in each area based on the changing risk.

The first fire engine to arrive at an emergency incident is usually the most important in terms of saving life and preventing a situation worsening. However, many incidents cannot be completely dealt with by one fire engine alone so the location of other fire engines is also important. These bring the additional staff and equipment that are required to deal fully with incidents. The review has therefore considered the impact of possible proposals on the emergency response in:

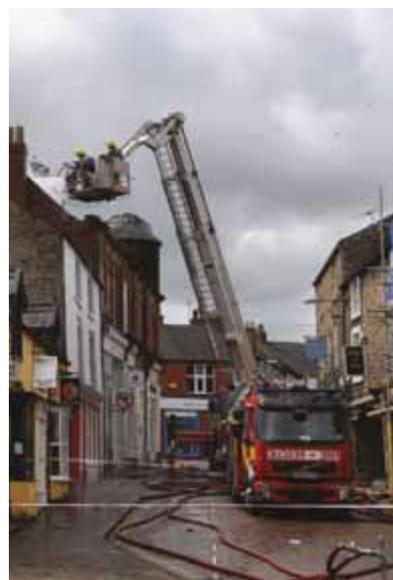
- The local area
- The District or surrounding area
- The Service-wide area

Large incidents and busy periods

As well as the local and District requirements, resources from across the whole area are needed for large incidents or very busy periods. It is this need that determines the overall number of fire engines and other resources required.

We know that when we have a large incident there is an initial demand for fire engines, specialist vehicles and staff to attend and deal with the incident, typically of around 20 fire engines. Further resources are then requested if the scale of the incident means more are needed, and additional resources may be needed later to relieve the fire crews that have been at the incident for several hours.

Over the last five years the highest number of North Yorkshire Fire and Rescue Service fire engines that have been needed at any one time is 34, plus additional specialist vehicles and fire engines from other fire and rescue services.



Picture: David Sloane

What could be changed?

The reduction in risk and incidents means that the working patterns (duty systems) used to crew some fire engines could be changed to one of the other current systems. An example of this would be a shift crewed fire engine being changed to day crewed or a day crewed fire engine changed to retained. This may be appropriate in some cases, but there are also other options.

Currently a standard fire engine has a crew of four or five staff. However, an analysis of the tasks carried out by firefighters responding to a variety of incidents shows that there is not always a need for this number of people (or multiples of) at all incidents. Therefore, one option is to replace a standard fire engine with a smaller vehicle with fewer staff. This would be able to deal entirely with some smaller incidents but at more serious incidents (e.g. house fires and road traffic collisions) the crew would be able to make an initial assessment and undertake initial actions (such as giving first aid) but would require supporting fire engines to deal fully with the incident. These vehicles

would be known as **Tactical Response Vehicles (TRVs)**.

Another option is to use a mix of day crewed and retained staff to crew a standard fire engine. This would change the response time similar to that of a retained fire engine during the day (it is already the same at night) but would provide additional skills and staff that are guaranteed to be available, thus ensuring that the fire engine is available at all times. This new system of crewing fire engines would be known as **Mixed Crewing**.

What else needs to be considered?

Currently, surplus on duty wholetime staff are often used to crew a retained fire engine if it is short staffed. This usually happens during the day time. If there is an overall reduction in wholetime staff then this facility is reduced, so in support of the proposals we are introducing an Operational Staffing Reserve made up of existing staff who choose to make themselves available during their time off, along with a small number of firefighters recruited specifically to provide this cover. This latter group of staff will be drawn from recent leavers and will maintain their skills through a specific

training contract, similar to that of a retained firefighter.

Further details about the Operational Staffing Reserve can be found in the supporting documents on our [website](#).

Although this is useful to ensure fire engines are available in the short term, experience has shown that recruitment to the retained duty system has become more difficult in recent years and we are developing a number of roles that will focus specifically on retained recruitment. These roles will be undertaken by operational staff who can also crew the fire engines if necessary, because they will be deployed across the Service area.

Changes to the number of wholetime staff will require the provision of specialist skills to be considered. Many of the specialisms will be unaffected by the proposals, but some, such as specialist water rescue and rope rescue, may need to be delivered by staff from different stations. Further work on this area will be undertaken during the consultation phase.

SECTION 6: **CONCLUSIONS**

The reduction in risk and activity overall means that it is appropriate to consider more cost effective fire cover in some areas.

Overall, the analysis has concluded that of the current 46 fire engines, the local risk would be met by 27 of them being immediately (i.e. within five minutes) available and a further ten available within 15 minutes. Further information is available in the fire cover model supporting document on our [website](#).

Matching resource to risk means that some of the crewing arrangements for the wholetime crewed fire engines could be changed.

Overall the current number of 46 fire engines is about right to deal with larger incidents and busy periods, but some of these could be replaced by smaller vehicles (Tactical Response Vehicles).



SECTION 7: **WHERE ARE WE PROPOSING TO MAKE CHANGES?**

In order to manage the day-to-day arrangements of the Service, we split it into Districts, which match the District, Borough and City of York council areas.

This means that we have eight Districts in total: Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough, Selby and York.

The proposed changes are in the areas where we believe there is, potentially, an over-provision of resource compared to risk.

We are not proposing any changes at any of our retained or volunteer fire stations because we believe they provide the right level of resource to match the risk in those areas, and because in many cases the next nearest fire station is some distance away.

Not all of the changes being proposed in this document will necessarily be recommended to the Fire Authority in December 2015.

The proposals for change are set out by District in the following sections. In each area the first and last year of the five years' data set, used in the review, is set out for information.

Details of the [specialist response units](#), equipment and skills at each fire station can be found at the end of this section.

Craven District

There are four fire stations within this District at Bentham, Grassington, Settle and Skipton (which has two fire engines), all of which are crewed by retained staff. The incidents attended in this District are set out in the table below.

We believe that these stations are appropriate for the level of risk within each area and because of this **we are not proposing any changes to them.**

Incidents which occurred within that station area

Fire station area	2010/11	2014/15	Change
Bentham	32	30	▼
Grassington	51	41	▼
Settle	76	57	▼
Skipton	335	303	▼
Craven District total	494	431	▼

The table opposite shows the current number of fire engines.

Fire station	Current
Bentham	
Grassington	
Settle	
Skipton	

Key



Wholetime shift crewed fire engine



Wholetime day crewed fire engine



On-call/retained crewed fire engine



Mixed crewed fire engine (day crewed & retained)



Water rescue



Specialist rope rescue



Road rescue and other skills



All terrain vehicle/moors/grass fire fighting kit



Water bowser or high volume pump



Incident command unit



Incident response unit



Volunteer unit



Tactical Response Vehicle (shift)



Tactical Response Vehicle (day crewed)



Aerial ladder platform

Hambleton District

There are five fire stations in Hambleton District; one day crewed and retained station in Northallerton, and four retained stations at Bedale, Easingwold, Stokesley and Thirsk. The incidents attended in this District are set out in the table opposite.

The analysis undertaken shows that it would be possible to make a change to the wholetime day crewed fire engine at Northallerton fire station.

There are two options for Northallerton fire station:

The first is to replace the day crewed fire engine with a day crewed Tactical Response Vehicle.

Incidents which occurred within that station area

Fire station area	2010/11	2014/15	Change
Bedale	73	75	▲
Easingwold	70	73	▲
Northallerton	296	230	▼
Stokesley	113	106	▼
Thirsk	134	144	▲
Hambleton District total	686	628	▼

The second is to replace the day crewed fire engine with a mixed crewed fire engine.

We are not proposing any changes to any of the other stations within Hambleton District.

The table below shows the current number of fire engines along with the changes being proposed as part of this consultation.

Fire station	Current	Proposals for change
Northallerton	 	  OR  
Bedale		No change
Easingwold		No change
Stokesley		No change
Thirsk		No change

Key on page 15

Harrogate District

Within Harrogate District there are seven fire stations; one shift station in Harrogate, one day crewed and retained station in Ripon, four retained stations at Boroughbridge, Knaresborough, Masham and Summerbridge and one volunteer station at Lofthouse. The incidents attended in this District are set out in the table opposite.

The analysis undertaken shows that a change could be made to one of the shift crewed fire engines at Harrogate fire station. Due to the traffic congestion, a day crewed option is not being proposed here, (as it is at Scarborough), due to the practical difficulties of staff responding to the station from home.

There is one option for Harrogate fire station:

Option one replace one of the shift crewed fire engines with a shift crewed Tactical Response Vehicle.

The analysis and modelling undertaken also shows that it would be possible to make a change to the day crewed fire engine at Ripon fire station.

There are two options for Ripon fire station:

The first is to replace the day crewed fire engine with a day crewed Tactical Response Vehicle.

Incidents which occurred within that station area

Fire station area	2010/11	2014/15	Change
Boroughbridge	83	69	▼
Harrogate	900	780	▼
Knaresborough	112	124	▲
Masham	29	33	▲
Ripon	229	208	▼
Summerbridge	42	36	▼
Harrogate District total	1395	1250	▼

The second is to replace the day crewed fire engine with a mixed crewed fire engine.

We are not proposing any changes to any of the other stations within Harrogate District.

The table overleaf shows the current number of fire engines along with the changes being proposed as part of this consultation.



Picture: Emma Allen

Fire station	Current	Proposals for change
Harrogate		 OR N/A
Ripon		 OR 
Boroughbridge		No change
Knaresborough		No change
Masham		No change
Summerbridge		No change
Lofthouse		No change

Key on page 15



Richmondshire District

There are five fire stations in Richmondshire District; one day crewed station in Richmond and four retained stations in Colburn, Hawes, Leyburn and Reeth. The incidents attended in this District are set out in the table opposite.

We believe that these stations are appropriate for the level of risk within each area, and because of this **we are not proposing any changes to them.**



Picture: David Sloane

Incidents which occurred within that station area

Fire station area	2010/11	2014/15	Change
Colburn	168	104	▼
Hawes	48	24	▼
Leyburn	51	69	▲
Reeth	44	32	▼
Richmond	210	181	▼
Richmondshire District total	521	410	▼

The table below shows the current number of fire engines at the stations within Richmondshire District.

Fire station	Current
Richmond	
Colburn	
Hawes	
Leyburn	
Reeth	

Key on page 15

Ryedale District

There are five fire stations in Ryedale District; one day crewed and retained station in Malton and four retained stations at Helmsley, Kirkbymoorside, Pickering and Sherburn. The incidents attended in this District are set out in the table opposite.

The analysis and modelling undertaken shows that it would be possible to make a change to the day crewed fire engine at Malton fire station.

There are two proposed options for Malton fire station:

The first is to replace the day crewed fire engine with a day crewed Tactical Response Vehicle.

Incidents which occurred within that station area

Fire station area	2010/11	2014/15	Change
Malton	192	131	▼
Helmsley	86	43	▼
Kirkbymoorside	78	30	▼
Pickering	192	76	▼
Sherburn	26	21	▼
Ryedale District total	527	301	▼

The second is to replace the day crewed fire engine with a mixed crewed fire engine.

We are not proposing any changes to any of the other stations within Ryedale District.

The table below shows the current number of fire engines along with the changes being proposed as part of this consultation.

Fire station	Current	Proposals for change
Malton		 OR 
Helmsley		No change
Kirkbymoorside		No change
Pickering		No change
Sherburn		No change

Key on page 15

Scarborough District

There are seven fire stations within the Scarborough District; one wholetime shift station in Scarborough, one day crewed station in Whitby and four retained stations at Danby, Filey, Lythe and Robin Hood's Bay and one volunteer station at Goathland. The incidents attended in this District are set out in the table opposite.

The analysis suggests the resources at Whitby are appropriate for the risk.

We are, therefore, not proposing any changes for Whitby Fire Station, or at any of the retained stations within Scarborough District as we believe they are appropriate for the risk in these areas.

However the modelling has shown that a change could be made to one of the fire engines at Scarborough fire station.

There are two proposed options for Scarborough fire station:

The first is to replace one of the shift crewed fire engines with a shift crewed Tactical Response Vehicle.

The second is to replace one of the shift crewed engines with day crewed fire engine.

Incidents which occurred within that station area

Fire station area	2010/11	2014/15	Change
Scarborough	1076	785	▼
Whitby	225	171	▼
Danby	23	16	▼
Filey	101	92	▼
Lythe	51	55	▲
Robin Hood's Bay	38	21	▼
Scarborough District total	1514	1140	▼

The table overleaf shows the current number of fire engines along with the changes being proposed as part of this consultation.



Fire station	Current	Proposals for change
Scarborough		 OR 
Danby		No change
Filey		No change
Goathland		No change
Lythe		No change
Robin Hood's Bay		No change
Whitby		No change

Key on page 15



Selby District

Within Selby District there are two fire stations, one in Selby and one in Tadcaster, both of which are day crewed and retained stations. The incidents attended in this District are set out in the table opposite.

The analysis undertaken shows that it would be possible to make a change to the day crewed fire engine at Tadcaster fire station.

There are two options available for Tadcaster fire station:

The first is to replace the day crewed fire engine with a day crewed Tactical Response Vehicle.

The second is to replace the day crewed fire engine with a mixed crewed fire engine.

Incidents which occurred within that station area

Fire station area	2010/11	2014/15	Change
Selby	602	409	▼
Tadcaster	220	192	▼
Selby District total	822	601	▼

There are no proposals for change at Selby fire station

because of the level of risk within the station area which can be seen in [appendix B](#).

The table below shows the current number of fire engines along with the changes being proposed as part of this consultation.



Fire station	Current	Proposals for change
Tadcaster fire station		 OR 
Selby fire station		No change

Key on page 15

York District

There are three fire stations within the York District, these are in Acomb, Huntington and York. Acomb and Huntington are shift and retained stations and York is a shift station.

York District underwent a review in 2011. As part of this review the Service made several changes, including moving York fire station from Clifford Street to Kent Street and moving one of the wholetime shift fire engines from York to Huntington along with the aerial ladder platform.

As there have already been changes made recently, based on the changing risk within the District, **there are no proposed options for consultation as part of this review.**

The tables opposite show the incidents attended in this District and the current number of fire engines.

Incidents which occurred within that station area

Fire station area	2010/11	2014/15	Change
Acomb	735	562	▼
Huntington	341	290	▼
York	1367	1147	▼
York District total	2443	1999	▼

Fire station	Current
Acomb	
Huntington	
York	

Key on page 15



Special response units, equipment and skills

The table below lists the fire stations where there are special response units/equipment or skills. We are not proposing to change the location of the special response units as part of this review.

District	Fire station	Special response units, equipment and skills
Craven District	Skipton fire station	
Hambleton District	Northallerton fire station	
Harrogate District	Harrogate fire station	
	Ripon fire station	
	Boroughbridge fire station	
Richmondshire District	Richmond fire station	
Ryedale District	Malton fire station	
	Kirkbymoorside fire station	
Scarborough District	Scarborough fire station	
	Whitby fire station	
Selby District	Selby fire station	
	Tadcaster fire station	
York District	Acomb fire station	
	Huntington fire station	
	York fire station	

Key on page 15

SECTION 8: **THE NEXT STAGES**

The staff and public consultation closes at 6pm on Friday 16th October.

Following this we will consider the feedback received and identify recommended options to present to the Fire Authority in December 2015.

The final decisions will be taken by the Fire Authority at its meeting on the 10th December 2015.

The implementation of any of the approved options will begin as early as April 2016 onwards.



APPENDIX A: **CONSULTATION TO DATE**

In early 2014 we carried out engagement with our staff and our communities around the way we proposed to undertake this review of fire cover. That engagement phase closed in April 2014. The feedback received during the engagement phase is available on our website.

Following the engagement phase and through the analysis of historical incidents we developed seven proposals. These seven proposals did not include changes at particular fire stations, but were around general themes for consideration.

As these proposals mainly related to internal issues, we carried out consultation with our staff on them between January and April 2015.

Details were also added to our [website](#) as an update on the Fire Cover Review, but we did not specifically conduct a public consultation.

You can find the details of the original proposals, and details of the changes made to them, in the report to the Fire Authority from June 2015 (available on our [website](#)).



APPENDIX B: RISK MODELLING

For incidents such as house fires, road traffic collisions and car fires, a good indicator of risk is the frequency of these incidents over time. Five years' worth of data (April 2010 to March 2015) reflects the current and very recent risk. This data is then used to produce a risk score.

The risk score is calculated for each station area as follows. Each incident type is given a weighting (see table opposite) and then all the incidents in that station area are added together to provide the final risk score.



So for example if there have been 50 house fires in the five year period in a station area, that scores 250. All the other incidents are calculated in the same way. For example:

100 x road traffic collisions (5)	= 500
50 x building fires (5)	= 250
100 x outdoor fires (2)	= 200
200 x false alarms (0.1)	= 20
Total Risk Score	= 970

Risk score weightings

Incident type	Weighting for risk score
Road traffic collisions	5
Building fires	5
Hazardous materials	5
Rescues (where not included in above)	5
Vehicle fires	3
Flooding	3
Outdoor fires	2
All other incidents (not listed separately in this table)	1
Chimney fires	0.5
False alarms	0.1

The risk scores for all the fire stations (excluding the volunteer stations) are shown in the table below.

Risk score based on 2010-2015 incidents

Station area	Total score	Station area	Total score
1 York	7064.4	19 Boroughbridge	805.0
2 Scarborough	6640.7	20 Bedale	772.3
3 Harrogate	5481.6	21 Filey	748.2
4 Selby	5126.5	22 Settle	661.0
5 Acomb	4771.9	23 Easingwold	639.1
6 Huntington	2908.2	24 Helmsley	611.5
7 Northallerton	2325.8	25 Leyburn	544.3
8 Ripon	1871.5	26 Summerbridge	504.1
9 Skipton	1844.1	27 Lythe	448.4
10 Whitby	1745.8	28 Grassington	442.8
11 Tadcaster	1710.1	29 Kirkbymoorside	330.2
12 Richmond	1508.5	30 Hawes	318.5
13 Malton	1446.5	31 Bentham	317.4
14 Colburn	1402.3	32 Reeth	261.0
15 Thirsk	1351.2	33 Robin Hood's Bay	260.0
16 Pickering	972.9	34 Sherburn	223.4
17 Stokesley	965.6	35 Masham	191.2
18 Knaresborough	840.3	36 Danby	143.3

continued



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