



**HAMPSHIRE
FIRE AND
RESCUE
SERVICE**

Planning for a safer Hampshire

Have your say on the future of
Hampshire Fire and Rescue Service

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Chairman's introduction

Hampshire Fire and Rescue Authority proudly lead one of the highest performing emergency services in the country. Over time we have seen a 52% reduction in the number of fire related incidents. This is thanks to our dedication and commitment in carrying out prevention work for businesses and the most vulnerable people in Hampshire.

However, we live in an ever changing world and just as the nature of risk changes so do the means at our disposal to maintain this proud record. The funding we receive from the Government continues to be reduced and that means we must find more efficient and cost effective ways to meet the financial challenges ahead of us, whilst continuing to deliver a high quality and a highly professional emergency response.

We have been through a considerable journey in the development of these proposals and have worked with our staff to shape them. Now we need your help in shaping our service for the future so that we can continue to provide a first class emergency service of which we can all continue to be justly proud.

The next step is a comprehensive and transparent consultation period so please let us know your views and I will ensure the Fire Authority make the very best decision for the future.



Hampshire Fire and Rescue Authority
Chairman - Chris Carter

A change for the better, in an ever changing world



Chief Officer - Dave Curry

Over the past 18 months Hampshire Fire and Rescue Service has worked tirelessly on a comprehensive review of its internal and external services in the face of a potential £16 million gap in Government funding over the next four years.

The Service has already introduced collaborative partnerships and shared service programmes; ultimately spreading our costs across a wider public sector. This, along with redesigned support arrangements, helps us to bridge some of the financial gap. The Service has also reviewed frontline services and produced proposals designed to build on the successes of the past to deliver new and improved capabilities for the future, fully utilising the skills of our frontline crews. Proposals also embrace the latest technology to save lives and protect property across Hampshire.

On the following pages we have outlined the current structure and scope of our Service, as well as how we intend to address the financial challenges ahead. There are also details on our funding proposals including Council Tax, and how our new service model will affect the stations where you live. Finally, there is information on how you can have your say on the future of the fire service. We really value your opinions.

Be assured there are no plans to reduce the number of fire stations or impose frontline compulsory redundancies. It's about making even better use of our personnel and resources, streamlining our processes for even greater efficiencies. We refuse to compromise the safety of Hampshire residents or our firefighters and our response to emergency incidents.

It's about making Hampshire Fire and Rescue Service more relevant, more efficient and above all, making our county safer.

Section one: About us

Hampshire Fire and Rescue Service has come a long way since it was formed in 1974 and has established a proud history of delivering a very high standard of service to the community which it serves. Hampshire is getting safer every day for everybody; those living, or working in the county – or those just visiting or passing through.

What we do

The delivery of our Service is divided into three main areas:

Prevention

Our aim is to stop incidents occurring in the first place by working with the community, particularly those who are vulnerable, and our partners, to better understand risks and how they occur. This is carried out through a programme of education and continuous community engagement, which is very much at the heart of the Service's ethos.

Protection

We work with partners and businesses across Hampshire to protect people from fires and injuries in their homes, at work and on the roads. Our protection work is also vital in supporting businesses; ensuring that all premises are safe and legally compliant and also establishing robust fire prevention measures to protect both their employees and their investment.

Response

Sadly, despite our best efforts to prevent them, incidents will still occur. Thanks to the skill, bravery and expertise of our frontline crews, along with the very latest life-saving technology they are equipped with, the impact of such events are minimised.

Our personnel

Immediate response firefighters

Immediate response firefighters are employed on a full time contract and attend all shifts at their respective fire station. On activation of the station turn-out system the duty crew will mobilise the fire engine in less than 60 seconds providing an immediate response to any incident. Immediate response stations are therefore situated within areas of greater risk or a higher likelihood of incidents occurring.

On-call firefighters

On-call firefighters are members of their local communities (employed on a retained contract for specific times of the week) who carry an alerter that will notify them of an incident. On activation of the alerter they have four minutes to respond to their local fire station and mobilise the fire engine. As these firefighters respond from their home or workplace, they cannot provide the same immediate response that their full time colleagues can. On-call stations are therefore situated within areas of reduced risk or where an incident is less likely to occur.

Admin/support staff

Frontline crews are supported by our professional support teams who play a vital role in service delivery, including training, youth and community engagement, fire investigation, as well as fleet and equipment maintenance.

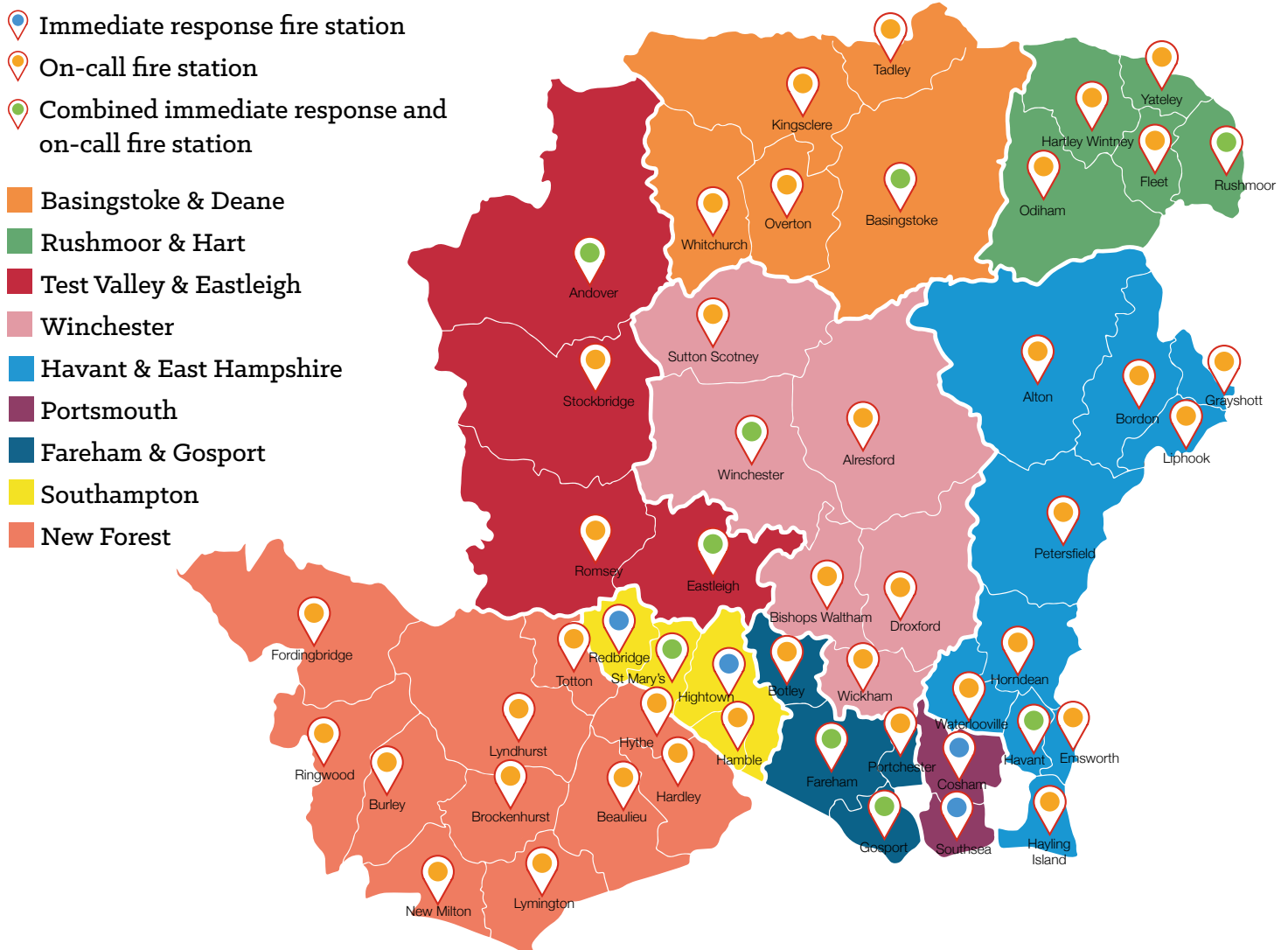
Your local fire stations

Hampshire Fire and Rescue Service has 51 fire stations strategically located around the county. We feel that each individual fire station has an important role to play in making life safer in Hampshire. We have no plans to reduce the number of fire stations in Hampshire or impose any compulsory redundancies. **The number and distribution of fire stations will remain as shown on the map below.**

Our stations are located throughout Hampshire according to risk factors. Rural locations often have a lower risk and incident rate than more highly populated areas such as Portsmouth or Southampton. As well as our frontline fire engines we also have a number of specialist response vehicles and capabilities such as water rescue units, aerial ladder platforms and wildfire units. The Service will continue to keep all of these specialist response vehicles strategically located around the county to assist with dealing with different types of incidents and do not form part of the following proposals. For more information on the specialist response vehicles, please visit the Hampshire Fire and Rescue Service website www.hantsfire.gov.uk.

Hampshire Fire and Rescue Service has 51 fire stations in nine operational groups. Each of our stations is crewed by a combination of immediate response and on-call firefighters as follows:

- Four are crewed 24 hours a day, seven days a week, by immediate response firefighters only.
- 38 are crewed 24 hours a day, seven days a week, by on-call firefighters who must live or work within four minutes of the fire station on which they serve.
- Nine are crewed 24 hours a day, seven days a week, by immediate response firefighters supported by a team of on-call firefighters who must live or work within four minutes of the fire station on which they serve.



Section two: Challenge and opportunity

The challenge

All fire and rescue services should deliver an effective service in accordance with the needs of its local communities; ultimately ensuring that they match resource levels to known risk. Fire services must remain agile and flexible enough to make the most effective use of its capabilities (vehicles, equipment and crews) whilst meeting the needs of the constantly changing environment around them.

Hampshire Fire and Rescue Service has assessed its current and potential risks by continually analysing incident data, geographical changes and socio-economic trends. Numerous educational programmes, prevention initiatives and community/business safety events have all contributed to a significant reduction in the numbers of emergency incidents attended over the last decade.

For more detailed information on the reducing number of emergency incidents, broken down by area, go to www.hantsfire.gov.uk/a-safer-hampshire

The opportunity

So how is Hampshire Fire and Rescue Service preparing to meet these challenges? How does it balance the need to further reduce risk with the requirement to make considerable financial savings?

Over the past 18 months we have carried out a detailed review of our frontline operations; engaging with our staff across the organisation and with members of the public. The review told us that our staff and the public understood the need for change and the feedback that we received helped us to shape the proposals presented in this document.

The feedback from our engagement process helped us to identify some specific areas for improvement including:

Review the **emergency response vehicles** that we use in Hampshire. Our standard fire engines (with crews of four to six firefighters) are not always the most appropriate response for the wide range of incidents that the Service is called out to. By diversifying our fleet of vehicles we could create a more effective yet efficient response to the various types of incident.

Implement a more **Activity Based Crewing (ABC)** model to ensure that we resource our fire stations in a more risk-based way. Data shows that most incidents happen during the day and early evening; therefore, we propose to introduce four crewing models to effectively match the risk profile of our respective stations.

Create a more **flexible crewing** system in order to support the number of firefighters that we have on duty at specific times of the day or night. This will ensure that we have more staff on duty when we need them, and less during the periods of lower activity. This will ensure effective emergency cover, whilst ultimately reducing employee costs.

For more information on our engagement process go to www.hantsfire.gov.uk/a-safer-hampshire

The result of this review offers a tremendous opportunity for Hampshire Fire and Rescue Service to redefine how incidents are responded to; delivering significant savings whilst maintaining a highly efficient, more streamlined response.

Reducing the current immediate response firefighters (option 1; 576 to 502, option 2; 576 to 488) and on-call firefighters (option 1; 656 to 503, option 2; 656 to 487) will have a significant impact;

- The county-wide average response time for critical incidents will reduce to under seven minutes
- The wider range of emergency vehicles will be more reflective of local risks, and allow station crews to mobilise more rapidly
- The availability of on-call emergency vehicles would increase from 90% to 96%
- Savings in personnel will achieve the necessary financial savings without any frontline compulsory redundancies or fire station closures

Section three: The new vision

Emergency response vehicles

The study identified the need for a greater range of response capabilities to deal more flexibly with the wide range of incidents the Service attends. Deploying traditional fire engines to all types of incidents makes little sense. Larger fire engines are approximately 15 tonnes in weight and carry up to six firefighters on board. Sending them to deal with the smaller incidents that currently make up 70% of call-outs is uneconomical. Utilising a wider range of new response vehicles will enable the Service to dispatch the most appropriate to an emergency. These new types of vehicles will be located at various stations across the county, depending on the local risk and incident profiles. We therefore propose to introduce the following three distinct types of response capability based on risk parameters:

First response capability

The first response vehicle will be much smaller than a traditional fire engine and can carry two to four firefighters. They will be equipped to respond to a range of incident types from small rubbish fires to larger incidents, such as fires in buildings. These smaller vehicles will also allow for a faster and more efficient response time. They will be fitted with the latest equipment and fire-fighting technology designed specifically to tackle fires safely and effectively. These vehicles will be able to deal with serious road traffic collisions, as well as carrying vital medical equipment in order to provide emergency medical care in the community. The number of firefighters on board will depend upon the severity of the incident and other resources will be sent to support them if necessary. The more flexible crewing arrangements (two to four firefighters) will allow our on-call stations to provide a much higher level of cover (availability) improving response times in rural areas.

Intermediate response capability

The intermediate response vehicle will also be smaller than a traditional fire engine carrying between two to five firefighters. They will carry the same equipment as the first response vehicles albeit with a greater water carrying capacity, larger ladders and additional rescue equipment. They will have the same medical equipment as the other vehicle types in order to provide vital emergency medical care in the community. The number of firefighters on board will depend upon the severity of the incident and other resources will be sent to support them if necessary. The more flexible crewing arrangements (two to five firefighters) will allow our 'on-call' stations to provide a much higher level of cover (availability) improving response times in rural areas.

Enhanced response capability

The enhanced response vehicle will be similar to our current larger style fire engines carrying between four to six firefighters. They would have a full range of heavy rescue equipment, a large pump and water carrying capacity as well as a specialist foam capability suitable for all types of fires. They will also have the same medical equipment as the other vehicles to provide vital emergency medical care in the community.

Activity Based Crewing (ABC)

The type, frequency and timing of emergency incidents that we deal with across Hampshire vary greatly between fire station locations and community risk profiles. Therefore, it is important that we resource our stations in a way that effectively mirrors their call profile; ultimately making sure that we have the most appropriate number of firefighters on duty at any point in time. Our risk review analysis has identified four very specific crewing models required to service our 51 stations across the county more efficiently:

- **ABC Level 1** Immediate response firefighters will crew the most suitable vehicles throughout all periods of the day and night
- **ABC Level 2** Immediate response firefighters will crew the most suitable vehicles throughout the day (high activity period). This number of immediate response firefighters will then be reduced overnight in order to reflect the lower activity period
- **ABC Level 3** Immediate response firefighters will crew the most suitable vehicles throughout the day. Two immediate response firefighters will be kept over night to crew a first response vehicle in addition to a number of on-call firefighters.**
- **ABC Level 4** On-call firefighters will crew the most suitable vehicles throughout all periods of the day and night

*Some of the ABC Level 1 and 2 stations will also have on-call firefighter support

**Within our proposals for each ABC Level 3 fire station there is another option where immediate response firefighters will be removed overnight to reflect the lower activity period and be replaced by on-call firefighters

Flexible (demand led) crewing

In support of the new ABC level fire stations, we also propose to make changes to our staffing levels, in order to better reflect our new types of vehicles. This effectively means that our fire stations will have different establishment levels depending upon which of the ABC levels that they have been given.

On this basis, the total number of immediate response firefighters will be reduced (option 1; 576 to 502, option 2; 576 to 488) and the total number of on-call firefighters will also be reduced (option 1; 656 to 503, option 2; 656 to 487)*. After careful analysis, we remain confident that our proposed changes are both feasible and sustainable; whilst assuring the highest levels of safety for the public and our firefighters.

*This number is based upon fulltime equivalent (FTE) posts – because some of our on-call firefighters job share (or occupy a % of a post), the actual number of on-call firefighters will be much greater than the number of established posts shown above.

On-call firefighter availability

One constraint that restricts the availability of our fire engines across Hampshire is the minimum crewing requirements and/or skill sets needed to respond. Our existing fire engines can only be deployed with a minimum of four firefighters on board (regardless of the incident type) and require a qualified LGV (large goods vehicle) driver.

However, the introduction of our first and intermediate response capabilities provides our crews with greater flexibility to mobilise these vehicles with between two and five firefighters on board (depending upon the type of incident). This will improve both the availability of vehicles crewed by on-call firefighters, and the time taken to get to emergency incidents. We estimate our on-call availability will improve from 90% to 96%

Response times to critical incidents

Hampshire Fire and Rescue Service has always set itself a challenging 8/80 response standard; meaning that we aim to attend 80% of all critical incidents within a timeframe of eight minutes.

Our proposals will reduce our average response time across Hampshire to under seven minutes achieving a greater improvement in our service.

What are critical incidents?

Critical incidents are incidents that endanger people or property such as building fires or road traffic collisions.

Non-critical incidents are smaller or less serious incidents such as rubbish fires or heathland fires.

False alarms are incidents where we have responded but we are not required.

Achieving our savings target

Our proposed changes would provide us with considerable financial savings; primarily through reductions in our employee costs. As we have already discussed, our total immediate response firefighter numbers would reduce from 576 to 488, with on-call firefighter numbers reducing from 656 full time equivalent posts to 519. The chart below identifies the total savings from these proposals:

Situation	Vehicles	Establishment	
		Immediate	On-call
Current	76	576	656
Proposal (option 1)	77	502	519
Option 1 savings	£3,364,200		
Proposal (option 2)	78	488	519
Option 2 savings	£2,991,312		

So what are the two options?

The introduction of newer vehicles, technology and equipment has enabled the Service to be more flexible as to the number of firefighters required at each of the 51 stations. Both options outlined in the table above are designed to deliver both greater efficiencies and financial savings.

Option 1: All 51 stations will still be crewed 24 hours a day by a combination of immediate response and/or on-call firefighters. All 51 stations have been assigned an ABC level (1-4 depending on their respective incident profile). Several stations will see a change to its vehicles and an associated reduction in its number of personnel.

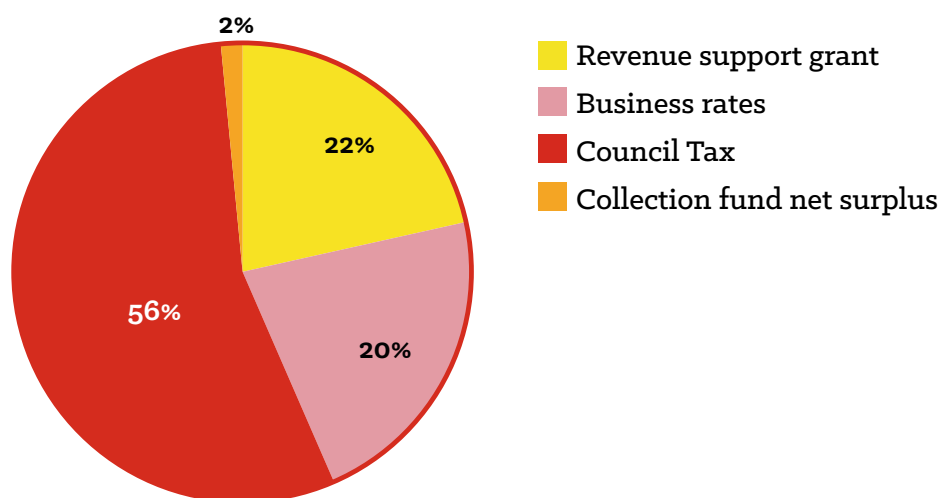
Option 2: Crewing at Havant, Gosport and Winchester Fire Stations will remain as shown in option 1 (ABC Level 3) with the addition of two immediate response firefighters at night (crewing a first response vehicle); supported at all times by on-call firefighters. Crewing at Andover will change to seven immediate response firefighters during the day and two immediate response firefighters at night (crewing a first response vehicle); supported at all times by on-call firefighters.

Section four: The financial challenge

To understand the impact of the possible funding reduction imposed by the Government and the challenges that this will present for the future, it is important to know how the fire and rescue service in Hampshire is currently paid for and our proposals for Council Tax for 2016-17. Fortunately, the Service has been working hard over the past few years to minimise the effects of the impending financial constraints with a programme of sensible cost cutting measures.

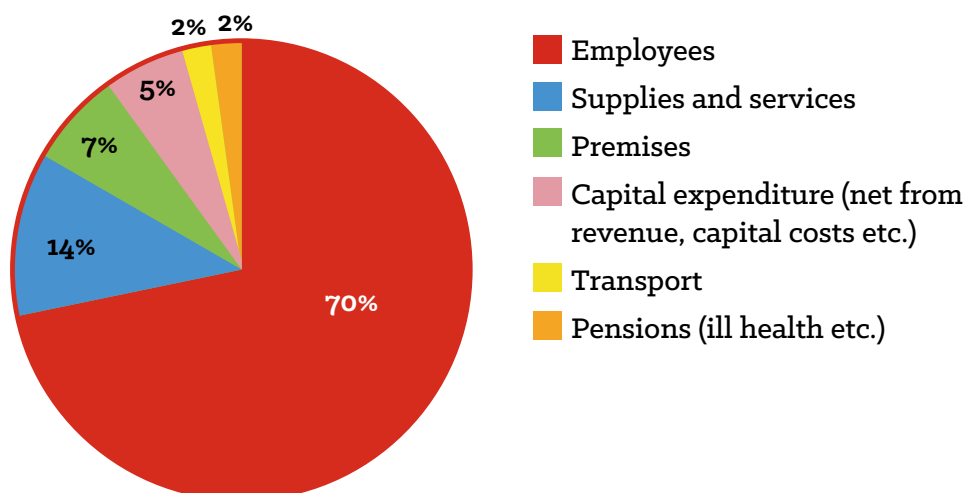
How we are funded

Hampshire Fire and Rescue Service has a total budget of £65.5 million for the year 2015-2016. Just over half (56%) of that comes from Council Tax while 42% is provided by Government (either as a direct grant or as returned business rates), as the chart below shows.



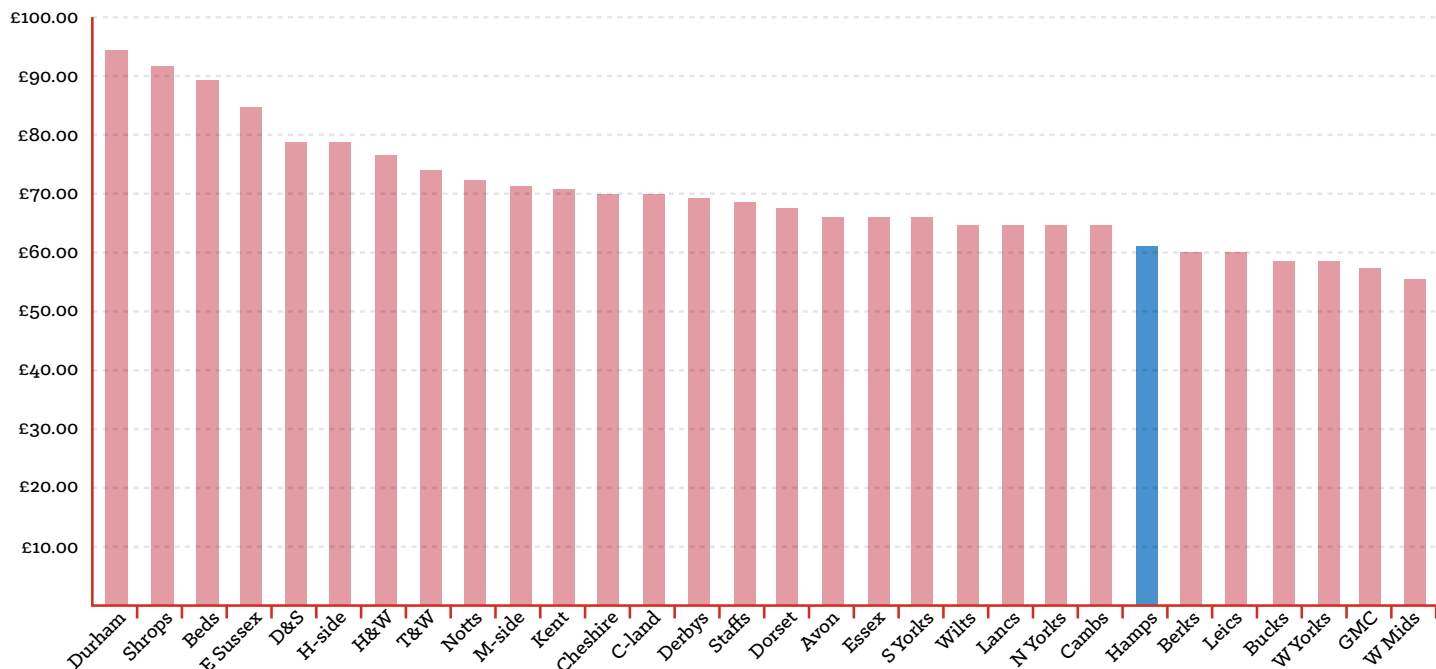
How we spend our money

The following chart shows how Hampshire Fire and Rescue Service's annual budget of £65.5 million is spent, with the large majority of the budget allocated to employee related costs.



How we measure up

The chart below shows the amount that Hampshire Fire and Rescue Authority charge for a 'Band D' Council Tax contribution, currently one of the smallest contributions in the UK.



To this end, we receive the majority of our funding (56%) from Council Tax contributions. Of the total Council Tax that households in Hampshire pay each year, only a small proportion (about 4.5%) actually goes to the fire and rescue service – most of the money goes to your local authorities (councils).

Our financial challenge

Since 2010, Government funding to all fire and rescue services has reduced considerably. This has been compounded further by a four year freeze on any potential for Council Tax increases. On current projections, if our current spending levels continue (whilst the funding cuts continue to increase) then we will see a considerable budget deficit of £16 million by 2020. It is unlawful for our expenditure to exceed our income and as such we are required to achieve a balanced budget each year. Therefore, we must make these savings by safely reducing our projected expenditure in order to effectively counter the reduction in Government funding.

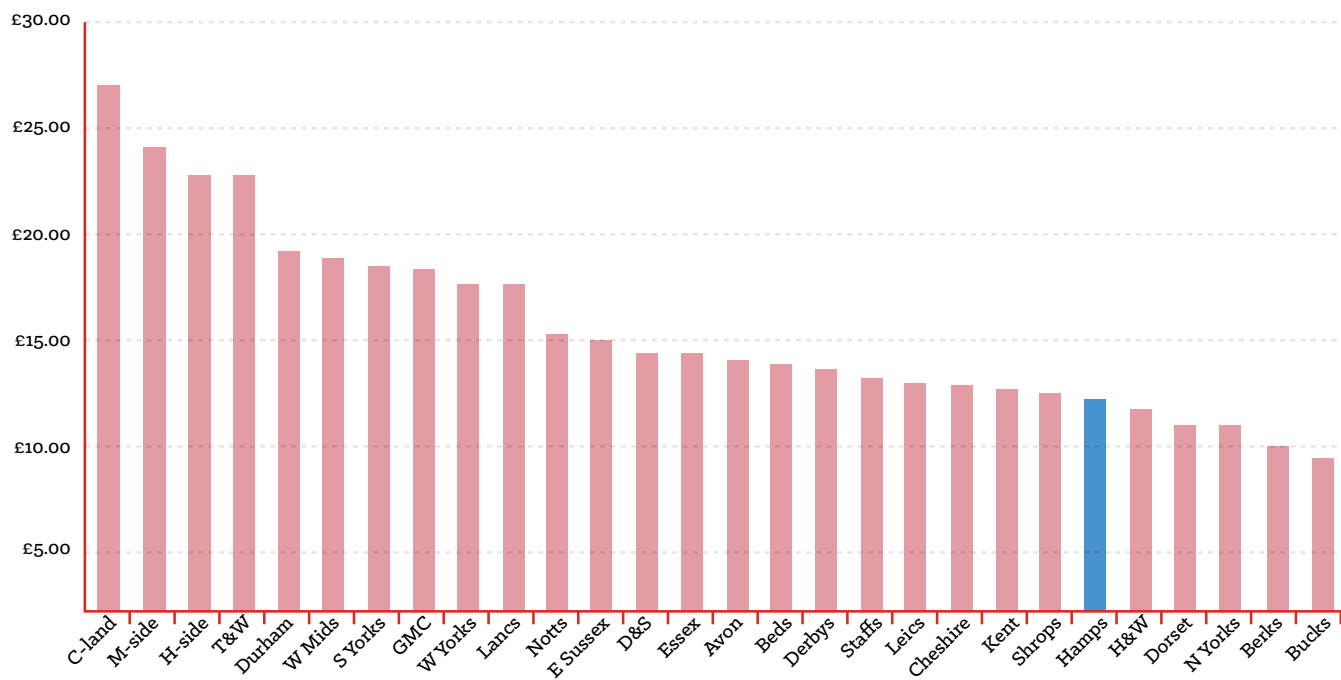
Fortunately Hampshire Fire and Rescue Authority have been planning for this and as such we have already been reducing our expenditure over the last few years. We have already achieved significant efficiency savings through a combination of internal reviews, the driving down of incident numbers, and from sharing our fixed 'back-office' costs with other authorities. Unfortunately, we simply cannot achieve all of the necessary savings from these activities alone.

We have already shown that the most significant savings will only come from reductions in our employee costs. However, we are determined that any staffing reductions are managed progressively, without any compulsory redundancies for our frontline staff.

Section five: Council Tax proposals for 2016-17

Funding profile

The chart below shows that, compared with other fire authorities, Hampshire Fire and Rescue Authority receives a lower proportion of its funding from Government.



Band D households currently pay £61.38 per year in Council Tax for the fire and rescue service which works out at £1.18 per week (of course, Band A households pay less and Band H households pay more, but charges are typically compared for Band D as a standard measure).

This means we are a low Council Tax, low Government grant authority implying that we are already efficient and still providing high quality services. However, it does mean potential Council Tax increases in the future are very important to us.

Increasing the Fire Authority Council Tax

Despite reductions in Government funding since 2010, Hampshire Fire and Rescue Service has not increased its Council Tax charge since 2010-11: for the last five years it has controlled costs rather than increase its charge. However, Hampshire Fire and Rescue Service now believes that an increase in its Council Tax charge next year (2016-17) is necessary and important, because:

- The Government has recently announced that public sector pay will increase by 1% this year, with a cap of 1% per year for the following three years; this will increase our costs.
- Our other running costs are also likely to increase at about the rate of inflation.
- After five years without a Council Tax increase, there is a danger that our income will increasingly fall behind the rate of Inflation – meaning that it will be even more difficult to close the budget deficit of £16 million already projected for March 2020.
- No increases in Council Tax income could mean that future frontline service reductions would be necessary to make the required savings.

Therefore, Hampshire Fire and Rescue Service is considering in 2016-17 an increase in its current Council Tax charge. In order to meet its financial gap of £16 million. The key considerations are that:

- A 1% increase in the Council Tax charge for the fire and rescue service would raise an additional income of £370,000 per year while costing Band D households an additional 61 pence per year (just over one pence per week)
- A 1.99% increase in the Council Tax charge for the fire and rescue service would raise an additional income of £740,000 per year while costing Band D households an additional £1.22 per year (just over two pence per week).
- Any increase over 1.99% would require us to under take and win a public referendum.

Of course, even a 1.99% Council Tax charge increase would not resolve all the financial challenges facing Hampshire Fire and Rescue Service – which is one of the reasons that we are also consulting about a wide range of other measures (outlined later in this document).

If we do not change how the Service currently operates, we would require a 43% increase in Council Tax to meet the proposed funding deficit by 2020.

Section six: The future of your fire stations

Hampshire Fire and Rescue Service currently operates from 51 fire stations across the county – and that is exactly how it will stay following our comprehensive review.

But how each fire station will deliver individual levels of service in terms of personnel and equipment will change - for the better.

You will find details of the proposals for each of the 51 fire stations, and the options to consider, via our presentations below.

Proposals for each fire station (option 1)











The following pages show our draft proposals for each of the 51 fire stations

Alresford

Savings: £14,000

-  Population: **12,290**
-  Incidents 2013/14: **Critical: 41 Non critical: 65**
-  False alarms: **46**

Alresford Fire Station sits in the centre of this Georgian town and borders seven other fire station grounds including Winchester to the west and Basingstoke to the north. Crews attend a variety of incidents, predominantly secondary fire type calls and also covers Alresford Railway Station, famous for the 'Watercress Line' which accommodates steam locomotives and attracts many tourists throughout the year.













	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		<ul style="list-style-type: none">  x12 On-call  x12 On-call 	 92%	 10 mins 40 secs
Proposed	ABC Level 4		<ul style="list-style-type: none">  x10 On-call  x10 On-call 	 97.4%	 9 mins 42 secs

Alton

Savings: £42,000

-  Population: **31,440**
-  Incidents 2013/14: **Critical: 95 Non critical: 141**
-  False alarms: **107**

Alton has a relatively large fire station serving the market town and outlying rural areas, with good access to three busy traffic routes; the A31, A32 and A339. Much of the A31 dual carriageway runs through the station ground and there are two significant fire risk locations; the site of Humbly Grove at Lasham and Hollybourne Oil Terminal.















	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call	 	<ul style="list-style-type: none">  x20 On-call  x20 On-call 	 98.7%	 10 mins 47 secs
Proposed	ABC Level 4	 	<ul style="list-style-type: none">  x14 On-call  x14 On-call 	 98.7%	 9 mins 31 secs

Andover (Option 1)

Cost: £7,000




-  Population: **59,550**
-  Incidents 2013/14: **Critical: 134 Non critical: 348**
-  False alarms: **222**

Andover Fire Station is located in a town with a rising population and associated increase in residential properties. Andover has the largest station ground in Hampshire and is surrounded on all sides by rural areas.















	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		 x7 Immediate  x12 On-call  x7 Immediate  x12 On-call	 84%	 7 mins 40 secs
Proposed	ABC Level 1		 x7 Immediate  x13 On-call  x7 Immediate  x13 On-call	 90.9%	 7 mins 6 secs

Basingstoke

Savings: £469,052

-  Population: **127,560**
-  Incidents 2013/14: **Critical: 328 Non critical: 692**
-  False alarms: **511**

Basingstoke Fire Station has easy access to the M3 and is situated to the west of the town centre, which also accommodates the main railway route to the West Country. Basingstoke has numerous high rise and commercial buildings within the town centre and several large industrial parks that are situated in the peripheral areas.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		 x18 Immediate  x15 On-call  x18 Immediate  x15 On-call	 83%	 7 mins 14 secs
Proposed	ABC Level 1 + ABC Level 4		 x15 Immediate  x10 On-call  x15 Immediate  x10 On-call	 86.3%	 6 mins 21 secs

Beaulieu

Savings: £28,000



Population:
1,700



Incidents 2013/14:
Critical: 15 Non critical: 17



False alarms:
9

Beaulieu Fire Station is situated close to the centre of the historic village, adjacent to the junction between the A3054 Beaulieu Road and the A3056 Hatchet Lane it is also close to Beaulieu Abbey, Beaulieu Motor Museum and Palace House. The station attends a variety of incidents, predominantly secondary fire type calls and provides part of the first attendance to the Southampton waterside industrial area.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		x12 On-call x12 On-call	99%	8 mins 23 secs
Proposed	ABC Level 4		x8 On-call x8 On-call	99.2%	7 mins 55 secs

Bishops Waltham

Savings: £14,000



Population:
13,820



Incidents 2013/14:
Critical: 35 Non critical: 40



False alarms:
32

Bordering six other fire stations, Bishops Waltham is situated in the centre of the village and attends a variety of incidents, predominantly secondary fire type calls. The station also has a number of agricultural and rural risks. Incidents predominantly occur in and around the village and on the surrounding arterial road system.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		x12 On-call x12 On-call	100%	9 mins 15 secs
Proposed	ABC Level 4		x10 On-call x10 On-call	100%	8 mins 29 secs



= Enhanced vehicle




= Intermediate vehicle













= First response vehicle

Bordon

Savings: £14,000

-  Population: **23,910**
-  Incidents 2013/14:
Critical: 68 Non critical: 117
-  False alarms: **55**

Bordon Fire Station serves the town of Whitehill and Bordon and has a fire ground consisting of commercial, light industry and domestic areas, as well as the A325 and busy A3 roads. The surrounding area is made up of rural and defence training grounds which present a health and wildfire risk.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x15 On-call  x15 On-call	 99%	 9 mins 32 secs
Proposed	ABC Level 4		 x13 On-call  x13 On-call	 99.9%	 8 mins 30 secs

Botley

Savings: £28,000

-  Population: **20,890**
-  Incidents 2013/14:
Critical: 26 Non critical: 43
-  False alarms: **25**

Five miles to the north west of Southampton city centre, Botley Fire Station is situated in the centre of the village and attends a variety of incidents, predominantly secondary fire type calls mainly occurring in the built up areas and on the main arterial route of the A334 and A3051.




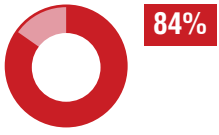
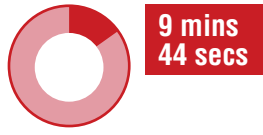



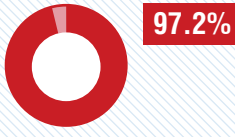
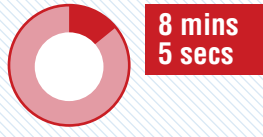
	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 90%	 8 mins 26 secs
Proposed	ABC Level 4		 x8 On-call  x8 On-call	 99.3%	 7 mins 29 secs

Brockenhurst

Savings: £28,000


-  Population: **6,920**
-  Incidents 2013/14: **Critical: 30 Non critical: 29**
-  False alarms: **21**

Brockenhurst Fire Station is situated in the centre of the village off of the A337 and has a variety of risks in its surrounding area including several large hotels, Brockenhurst College and the annual New Forest Show which is held every summer just north of the village. The station attends an assortment of incidents, predominantly secondary fire calls and incidents on the main arterial route of the A337.




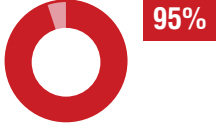
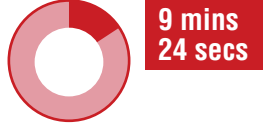



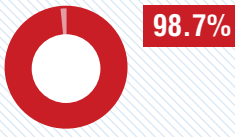
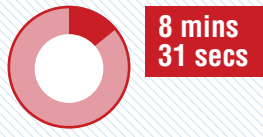
	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		<ul style="list-style-type: none">  x12 On-call  x12 On-call 		
Proposed	ABC level 4		<ul style="list-style-type: none">  x8 On-call  x8 On-call 		

Burley

Savings: £14,000


-  Population: **5,360**
-  Incidents 2013/14: **Critical: 40 Non critical: 24**
-  False alarms: **24**

Burley Fire Station is situated just outside the centre of the village, which is a popular tourist destination with several large hotels. The surrounding area is largely rural, however the station often attends incidents in adjacent station grounds that have greater numbers of residential properties. The station also covers the main arterial A31 route.









	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		<ul style="list-style-type: none">  x12 On-call  x12 On-call 		
Proposed	ABC Level 4		<ul style="list-style-type: none">  x10 On-call  x10 On-call 		

Cosham

Savings: £0

 Population: **79,600**
 Incidents 2013/14: **Critical: 289 Non critical: 355**
 False alarms: **280**

Cosham Fire Station is situated on the outskirts of the city of Portsmouth bordered by adjacent fire stations, the station grounds fire risks include a high density of local authority housing, as well as the Queen Alexandra Hospital, in close proximity to the station. Incidents mainly occur in the built up areas and on the M27 motorway, A27, A3 and A2030.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate		 x15 Immediate  x15 Immediate	Not Applicable	 5 mins 40 secs
Proposed	ABC Level 1		 x15 Immediate  x15 Immediate	Not Applicable	 5 mins 21 secs

Droxford

Savings: £28,000

 Population: **4,860**
 Incidents 2013/14: **Critical: 23 Non critical: 33**
 False alarms: **11**

Droxford Fire Station is situated in the heart of the village and borders six other retained fire station grounds. The station attends a variety of incidents, predominantly secondary fire type calls and there are also typical rural and agricultural risks in terms of many thatched properties spread throughout the area. In addition, the station is often mobilised to standby at other stations due to its central location.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 92%	 12 mins 22 secs
Proposed	ABC Level 4		 x8 On-call  x8 On-call	 97%	 10 mins 14 secs

Eastleigh

Savings: £256,464



Population:
95,960



Incidents 2013/14:
Critical: 195 Non critical: 348



False alarms:
244

Eastleigh Fire Station is a strategically important station due to its quick access to the M3 motorway and its proximity to Southampton International Airport. The station ground also covers the areas of Chandlers Ford, Fair Oak and Bishopstoke and its risks are extremely diverse; covering shopping centres, dense housing estates, new developments, information and technology premises and many rural farms.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		x7 Immediate x20 On-call x7 Immediate x20 On-call		
Proposed	ABC Level 1 + ABC Level 4		x9 Immediate x13 On-call x9 Immediate x13 On-call		

Savings attributed to this station are a result of the redistribution of some of HFRS's specialist resources. This redistribution does not form part of this consultation

Emsworth

Savings: £28,000



Population:
26,450



Incidents 2013/14:
Critical: 6 Non critical: 43



False alarms:
17

Emsworth Fire Station is situated in the centre of the village and in close proximity to the West Sussex border. The station attends an assortment of fire incidents in its own area and are often mobilised into West Sussex, attending numerous incidents on the main arterial route of the A27 and B2148.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		x12 On-call x12 On-call		
Proposed	ABC Level 4		x8 On-call x8 On-call		



= Enhanced vehicle



= Intermediate vehicle



= First response vehicle

Fareham

Cost: £7,000



Population:
85,510



Incidents 2013/14:
Critical: 237 Non critical: 406



False alarms:
343

Fareham covers an area of 30 square miles and is midway between the cities of Portsmouth and Southampton. It is mainly an urban area, with pockets of countryside and farmland and has several large military establishments such as HMS Collingwood. Extensive commercial development on the M27 motorway corridor has resulted in the development of industrial parks in this area.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		x7 Immediate x12 On-call x7 Immediate x12 On-call	 88%	 6 mins 19 secs
Proposed	ABC Level 1 + ABC Level 4		x7 Immediate x13 On-call x7 Immediate x13 On-call	 92.8%	 6 mins 15 secs

Fleet

Savings: £7,000



Population:
41,960



Incidents 2013/14:
Critical: 52 Non critical: 132



False alarms:
89

Fleet Fire Station is situated in the centre of a commuter belt town in the north of the county in an area that is mostly residential with a small shopping centre and various technology parks. The station ground has rail links to London and road networks including the M3 motorway. Fleet is also surrounded by small villages and common land.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		x12 On-call x12 On Call	 83%	 7 mins 4 secs
Proposed	ABC Level 4		x11 On-call x11 On-call	 97.1%	 6 mins 32 secs

Fordingbridge

Savings: £35,000



Population:
11,040



Incidents 2013/14:
Critical: 39 Non critical: 81



False alarms:
47

Fordingbridge Fire Station is the closest Hampshire station to the Wiltshire border. The station has a variety of risks from residential to rural and often attends incidents with Wiltshire and Dorset Fire and Rescue Service. There is also a water rescue risk from the River Avon and the A338 has numerous road traffic collisions. The station also has a large number of heritage sites, including Breamore House.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		x15 On-call x15 On-call	99.6%	9 mins 39 secs
Proposed	ABC Level 4		x10 On-call x10 On-call	99.6%	9 mins 43 secs

Gosport (Option 1)

Savings: £490,208



Population:
74,070



Incidents 2013/14:
Critical: 159 Non critical: 323



False alarms:
187

Gosport is a peninsular station with three principle road routes in and out. Within its station ground there are several military sites, a low level hazardous area, a hospital, an immigration removal centre and a licenced airfield. There are also two areas within the borough categorised nationally as areas of recognised social deprivation. Other incidents mainly occur in the built up areas along the main arterial route, the A32.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On Call		x7 Immediate x12 On Call x7 Immediate x12 On Call	96%	5 mins 36 secs
Proposed	ABC Level 3		x7 Immediate x18 On Call x0 Immediate x18 On Call	97.9%	5 mins 17 secs 9 mins 45 secs



= Enhanced vehicle



= Intermediate vehicle













= First response vehicle

Grayshott

Savings: £28,000

-  Population: **5,370**
-  Incidents 2013/14:
Critical: 10 Non critical: 16
-  False alarms: **10**

Grayshott Fire Station is located in the centre of the village on the Surrey border and also covers Headley, as well as providing support to the neighbouring Surrey fire station of Haslemere. A mixture of domestic and some commercial buildings make up the centre of the village with surrounding rural areas posing heath and wildfire risk. The station is also on the attendance list for any incidents at the Hindhead tunnel.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-Call		 x12 On-call  x12 On-call	 64%	 12 mins 42 secs
Proposed	ABC Level 4		 x8 On-call  x8 On-call	 93.2%	 8 mins 14 secs

Hamble

Savings: £28,000

-  Population: **10,960**
-  Incidents 2013/14:
Critical: 19 Non critical: 68
-  False alarms: **44**

Hamble Fire Station is located on the coast between Southampton and Fareham and at the tip of the Hamble peninsula. Crews are often mobilised to standby at Hightown Fire Station as cover for the city should an incident occur to the west of the station. Crews attend incidents in the built up areas and on the arterial B3397 road; a road with a high volume of traffic.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 87%	 6 mins 2 secs
Proposed	ABC Level 4		 x8 On-call  x8 On-call	 99.7%	 5 mins 58 secs

Hardley

Savings: £14,000



Population:
17,720



Incidents 2013/14:
Critical: 49 Non critical: 77



False alarms:
47

Hardley Fire Station is situated at the rear of the Chevron Industrial Estate with easy access to the main A326 Hythe Bypass. The station attends an assortment of incidents, predominantly secondary fire type calls. The station also provides part of the first attendance to the Southampton waterside industrial area.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		x12 On-call x12 On-call	99%	8 mins 5 secs
Proposed	ABC Level 4		x10 On-call x10 On-call	99.4%	8 mins 1 secs

Hartley Wintney

Savings: £14,000



Population:
7,710



Incidents 2013/14:
Critical: 48 Non critical: 58



False alarms:
45

Surrounded by conservation woodland and large areas of open heathland and forestry, Hartley Wintney Fire Station is situated adjacent to the centre of the village and is approximately two and a half miles west of the M3 motorway. Its crews attend a variety of incidents, predominantly road traffic collisions and small, less serious, fires. Key risk locations are Bramshill House and the adjacent former police college site.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		x12 On-call x12 On-call	96%	9 mins 22 secs
Proposed	ABC Level 4		x10 On-call x10 On-call	96.3%	9 mins 0 secs



= Enhanced vehicle



= Intermediate vehicle
















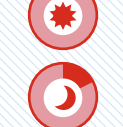
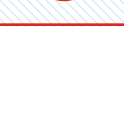
= First response vehicle

Havant (Option 1)

Savings: £518,208

-  Population: **42,860**
-  Incidents 2013/14:
Critical: 160 Non critical: 332
-  False alarms: **184**

Situated in the centre of Havant with easy access to the A27 and A3 motorway, Havant Fire Station covers some of the most deprived areas in Hampshire with calls to both large fires and smaller less serious fires. To support the community, the station is becoming increasingly involved with youth engagement and lifestyle improvement programmes to improve the health and wellbeing of the local residents.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		 x7 Immediate  x12 On-call  x7 Immediate  x12 On-call	 89%	 5 mins 44 secs
Proposed	ABC Level 3		 x7 Immediate  x14 On-call  x0 Immediate  x14 On-call	 93.8%	 5 mins 39 secs  10 mins 7 secs

Hayling Island

Savings: £42,000

-  Population: **17,420**
-  Incidents 2013/14:
Critical: 38 Non critical: 15
-  False alarms: **58**

Hayling Island Fire Station is situated in the centre of the island. There is restricted access to the island. The station attends an assortment of local incidents, as well as supporting Havant Fire Station on larger incidents. The majority of incidents on this fire ground occur in the built up areas and on the main route on and off the island.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x20 On-call  x20 On-call	 99.3%	 7 mins 4 secs
Proposed	ABC Level 4		 x14 On-call  x14 On-call	 99.3%	 6 mins 40 secs

Hightown

Savings: £217,026



Population:
122,850



Incidents 2013/14:
Critical: 314 Non critical: 492



False alarms:
344

Hightown Fire Station covers the east of Southampton. It is an area with many residential local authority, high rise properties. It also supports numerous incidents throughout the city, predominantly during daylight hours. The station ground also provides support for sections of the M27.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate		x12 Immediate x12 Immediate	Not Applicable	5 mins 53 secs
Proposed	ABC Level 2		x14 Immediate x7 Immediate	Not Applicable	5 mins 41 secs

Horndean

Savings: £14,000



Population:
26,450



Incidents 2013/14:
Critical: 59 Non critical: 60



False alarms:
41

Horndean Fire Station is located close to the West Sussex border. The station ground has a majority of domestic risks with some light industrial and commercial premises, while the surrounding area is rural with significant heath and wild fire risk. The station ground also covers a section of the busy A3 motorway and part of the main rail line from London to Portsmouth.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		x12 On-call x12 On-call	93%	8 mins 29 secs
Proposed	ABC Level 4		x10 On-call x10 On-call	99.5%	7 mins 32 secs



= Enhanced vehicle



= Intermediate vehicle













= First response vehicle

Hythe

Savings: £14,000

-  Population: **23,420**
-  Incidents 2013/14:
Critical: 49 Non critical: 59
-  False alarms: **40**

Hythe Fire Station, situated just outside the town centre near the marina water front, attends a variety of incidents, predominantly secondary fire type calls. Incidents occur in the built up areas and on the A326. The station also provides part of the first attendance to the Southampton waterside industrial area.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 90%	 7 mins 36 secs
Proposed	ABC Level 4		 x10 On-call  x10 On-call	 97.8%	 7 mins 20 secs

Kingsclere

Savings: £28,000

-  Population: **12,380**
-  Incidents 2013/14:
Critical: 20 Non critical: 22
-  False alarms: **13**

Kingsclere Fire Station is situated near the centre of the village and has the main A34 to the west and A339 to the east. The station ground is bordered by Berkshire to the north and with its rural location there are many thatch properties and agricultural fire risk factors in the area.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 75%	 13 mins 5 secs
Proposed	ABC Level 4		 x8 On-call  x8 On-call	 93%	 10 mins 9 secs

Liphook

Savings: £28,000




-  Population: **8,320**
-  Incidents 2013/14: **Critical: 19 Non critical: 49**
-  False alarms: **39**

Liphook Fire Station is located in the village on the West Sussex border. The station ground has a majority of domestic risks with some commercial and small industrial premises, with the surrounding rural area presenting significant heath and wildfire risk. The station also covers a section of the busy A3 dual carriageway and the main rail line from London to Portsmouth.













	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On Call	 91%	 8 mins 57 secs
Proposed	ABC Level 4		 x8 On-call  x8 On-call	 98.4%	 7 mins 46 secs

Lymington

Savings: £42,000

-  Population: **23,210**
-  Incidents 2013/14: **Critical: 60 Non critical: 138**
-  False alarms: **125**

Lymington Fire Station has easy access to the New Forest. The station's risks are very diverse covering built up areas, industrial areas; both small and large, a hospital, many industrial rural farms and being a coastal station it has a large risk from the many marinas and quays in the area. This presents a larger risk during the summer months from the increase in tourism. The majority of the station's calls occurred in built up areas and on the A337.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call	 	 x20 On-call  x20 On-call	 99.4%	 9 mins 18 secs
Proposed	ABC Level 4	 	 x14 On-call  x14 On-call	 99.4%	 8 mins 8 secs

Lyndhurst

Savings: £14,000

-  Population: **9,380**
-  Incidents 2013/14: **Critical: 70 Non critical: 65**
-  False alarms: **53**

Lyndhurst Fire Station is situated just outside the centre of the village and is both the logistical centre of the New Forest and the location of the New Forest District Council offices. The station attends a variety of incidents, predominantly secondary fire type calls, and road traffic collisions on the arterial routes of the M27 motorway, A31, A35 and A337.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		<ul style="list-style-type: none">  x15 On-call  x15 On-call 	 93%	 11 mins 44 secs
Proposed	ABC Level 4		<ul style="list-style-type: none">  x13 On-call  x13 On-call 	 96.1%	 11 mins 14 secs

New Milton

Savings: £42,000

-  Population: **31,720**
-  Incidents 2013/14: **Critical: 56 Non critical: 96**
-  False alarms: **79**

New Milton Fire Station is situated close to the centre of the town and is approximately two miles from the Dorset county border. Its surrounding areas include a wide variety of risks from rural forest to the residential areas of New Milton and Barton-on-Sea. The station attends a variety of incidents, predominantly secondary fire type calls and road traffic collisions occurring on the A337 and A3055.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		<ul style="list-style-type: none">  x20 On-call  x20 On-call 	 100%	 8 mins 1 secs
Proposed	ABC Level 4		<ul style="list-style-type: none">  x14 On-call  x14 On-call 	 100%	 7 mins 21 secs

Odiham

Savings: £14,000

-  Population: **19,150**
-  Incidents 2013/14: **Critical: 53 Non critical: 47**
-  False alarms: **48**

Odiham Fire Station is located close to Basingstoke with easy access to the M3 motorway and RAF Odiham. Situated near the village centre it supports the Defence Fire Service to provide cover to both community, and the airfield on the outskirts of the village.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 81%	 10 mins
Proposed	ABC Level 4		 x10 On-call  x10 On-call	 97.7%	 9 mins 0 secs

Overton

Savings: £14,000




-  Population: **5,050**
-  Incidents 2013/14: **Critical: 12 Non critical: 11**
-  False alarms: **6**

Located in a rural area between Basingstoke and Andover, Overton Fire Station provides emergency cover not only to its population but also to a number of surrounding villages. Its station ground has many rural risks, including thatched properties, working farms and a large industrial paper mill. The station is also close to the busy M3 motorway, A303 and the A34, as well as a popular private airfield at Popham.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 78%	 9 mins 5 secs
Proposed	ABC Level 4		 x10 On-call  x10 On Call	 99.3%	 7 mins 34 secs

Petersfield

Savings: £42,000

-  Population: **25,270**
-  Incidents 2013/14:
Critical: 81 Non critical: 124
-  False alarms: **102**

Petersfield Fire Station has a relatively large station ground serving a market town and outlying rural areas. It is at the junction of two busy traffic routes; the A272 and the busy A3 dual carriageways and also has the main London to Portsmouth rail line running through it. The town consists of commercial, light and medium industry and domestic dwelling fire risks.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x20 On-call  x20 On-call	 98.9%	 10 mins 9 secs
Proposed	ABC Level 4		 x14 On-call  x14 On-call	 98.9%	 8 mins 44 secs

Portchester

Savings: £28,000

-  Population: **14,610**
-  Incidents 2013/14:
Critical: 22 Non critical: 57
-  False alarms: **47**

Portchester is a suburb four miles northwest of Portsmouth and is part of the borough of Fareham. Once a small village, Portchester is now a busy part of the expanding built up area between Portsmouth and Southampton on the A27 dual carriageway. The majority of the station's incidents occur in the built up areas and along the M27 motorway and A27 dual carriageway.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 96%	 5 mins 24 secs
Proposed	ABC Level 4		 x8 On-call  x8 On-call	 99.5%	 5 mins 13 secs

Redbridge

Savings: £0



Population:
76,870



Incidents 2013/14:
Critical: 200 Non critical: 469



False alarms:
353

Redbridge Fire Station is the nearest full time station to the New Forest, crews are often mobilised to larger fires in this area. The fire station ground itself consists mainly of urban developments, a high proportion of which are local authority owned and furthermore includes several residential high rise and low rise blocks with a high density of population in deprived areas.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate		x10 Immediate x10 Immediate	Not Applicable	 7 mins 1 secs
Proposed	ABC Level 1		x10 Immediate x10 Immediate	Not Applicable	 6 mins 47 secs

Ringwood

Savings: £49,000



Population:
15,790



Incidents 2013/14:
Critical: 52 Non critical: 80



False alarms:
59

Close to the county border of Dorset, Ringwood Fire Station is situated just outside the centre of the town. It has a number of risks, including the main arterial route of the A31 as well as residential and light commercial properties. There is a significant amount of water around the town too, including Blashford lakes, the River Avon and the Heritage site of Somerley House.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		x20 On-call x20 On-call	 98.9%	 9 mins 43 secs
Proposed	ABC Level 4		x13 On-call x13 On-call	 98.9%	 9 mins 57 secs



= Enhanced vehicle



= Intermediate vehicle













= First response vehicle

Romsey

Savings: £42,000

-  Population: **27,540**
-  Incidents 2013/14: **Critical: 94 Non critical: 161**
-  False alarms: **82**

Romsey Fire Station is located in the centre of a large market town and has a relatively large station ground. The town consists of commercial, light and medium industry and domestic risks, with rural and wildfire risk in the outlying areas. The station ground has very busy arterial routes and there are many heritage risks in the form of Broadlands House, Mottisfont Abbey and Romsey Abbey.










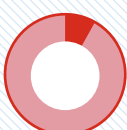
	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x20 On-call  x20 On-call	 99.3%	 9 mins 59 secs
Proposed	ABC Level 4		 x14 On-call  x14 On-call	 99.3%	 8 mins 57 secs

Rushmoor

Savings: £203,026

-  Population: **95,010**
-  Incidents 2013/14: **Critical: 168 Non critical: 427**
-  False alarms: **291**

Aldershot's large army garrison and Farnborough Airfield are two specific risk locations covered by Rushmoor Fire Station. Both towns also have various high rise buildings, commercial shopping centres and high end technology parks. Rushmoor's station ground also contains a number of strategic rail and road networks, as well as the nearby M3 motorway and is surrounded by heathlands designated as areas of special protection.









	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On Call		 x12 Immediate x12 On-call  x12 Immediate x12 On-call	 93%	 6 mins 19 secs
Proposed	ABC Level 2 + ABC Level 4		 x14 Immediate x14 On-call  x7 Immediate x14 On-call	 91.2%	 5 mins 58 secs

Southsea

Savings: £578,736

- Population: **137,010**
- Incidents 2013/14: **Critical: 395 Non critical: 870**
- False alarms: **582**

Southsea Fire Station lies at the south of Portsmouth, which is an island location with only three arterial routes servicing the city, the M275 and A3 motorway and Eastern Road. The station ground is located in a very heavily populated and congested area with many residential and retail properties, as well as the rapidly expanding Portsmouth University. The fire station also covers Portsmouth Naval Base.









	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate		 x20 Immediate  x20 Immediate	Not Applicable	 5 mins 49 secs
Proposed	ABC Level 1		 x16 Immediate  x16 Immediate	Not Applicable	 5 mins 6 secs

St Mary's

Savings: £84,000

- Population: **97,790**
- Incidents 2013/14: **Critical: 324 Non critical: 731**
- False alarms: **490**

St Mary's Fire Station covers the city centre of Southampton and some of the surrounding suburbs; an area with a diverse range of urban, commercial and industrial development. A high proportion of the urban development is local authority owned and a high density of population that are within areas of low deprivation. Other risks include West Quay Shopping Centre, the St Mary's Football Stadium and the Southampton Docks.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		 x15 Immediate x12 On-call  x15 Immediate x12 On-call	76%	 6 mins 26 secs
Proposed	ABC Level 1		 x15 Immediate x0 On-call  x15 Immediate x0 On-call	Not Applicable	 5 mins 36 secs

Stockbridge

Savings: £28,000

-  Population: **8,230**
-  Incidents 2013/14: **Critical: 32 Non critical: 41**
-  False alarms: **24**

Stockbridge Fire Station is situated in the centre of a village, surrounded by rural areas and its incidents mainly occur in the small local villages, and on the main arterial routes; A30, A3057 and A343. The station is heavily involved in safety engagement with the rural community in the Test Valley, particularly involved in promoting thatch safety, community resilience and roads safety initiatives.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 81%	 12 mins 46 secs
Proposed	ABC Level 4		 x8 On-call  x8 On-call	 97.9%	 10 mins 13 secs

Sutton Scotney

Savings: £28,000

-  Population: **6,110**
-  Incidents 2013/14: **Critical: 36 Non critical: 30**
-  False alarms: **22**

Sutton Scotney is a village lying six miles to the north of Winchester. Part of the City of Winchester district and strategically central to the county, it lies alongside the River Dever and is now bypassed by the A34 trunk road. The station ground includes many thatched properties and has rural and agricultural risks.




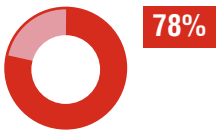
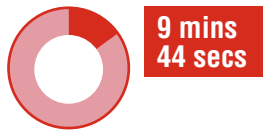



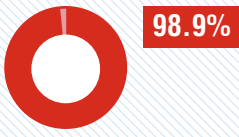
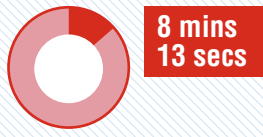
	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 72%	 9 mins 24 secs
Proposed	ABC Level 4		 x8 On-call  x8 On-call	 99.4%	 8 mins 4 secs

Tadley

Saving £14,000

-  Population: **17,670**
-  Incidents 2013/14: **Critical: 26 Non critical: 48**
-  False alarms: **34**

Tadley Fire Station lies next to the northern border where it meets Berkshire. It is six miles north of Basingstoke, 10 miles south west of Reading and 10 miles south east of Newbury. Tadley Fire Station's highest proportion of calls are to assist Royal Berkshire Fire and Rescue Service with incidents on its own fire ground mainly occurring in the built up areas of Tadley and along the main arterial route of the A340.




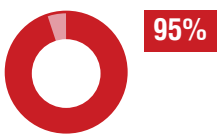
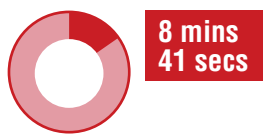



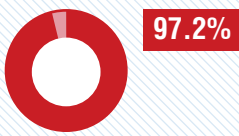
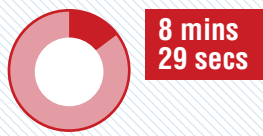
	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		<ul style="list-style-type: none">  x12 On-call  x12 On-call 		
Proposed	ABC Level 4		<ul style="list-style-type: none">  x10 On-call  x10 On-call 		

Totton

Savings: £14,000

-  Population: **31,670**
-  Incidents 2013/14: **Critical: 84 Non critical: 150**
-  False alarms: **114**

Totton Fire Station is situated close to the commercial centre of the town and just off the main bypass. Crews provide support to both the Southampton and New Forest areas and incidents mainly occur in the built up areas and on main arterial road routes. The station provides part of the first attendance to the Southampton waterside industrial area.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-Call		<ul style="list-style-type: none">  x12 On-call  x12 On-call 		
Proposed	ABC Level 4		<ul style="list-style-type: none">  x10 On-call  x10 On-call 		

Waterlooville

Savings: £42,000

-  Population: **41,470**
-  Incidents 2013/14: **Critical: 90 Non critical: 214**
-  False alarms: **133**

Waterlooville Fire Station is one of the busiest on-call fire stations in the county and attends a number of incident types. The station is situated just to the west of the town centre with most incidents occurring in the built up areas of Waterlooville and Denmead and along the main arterial routes, A3 motorway and B2150 roads.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x20 On-call  x20 On-call	 99.4%	 7 mins 52 secs
Proposed	ABC Level 4		 x14 On-call  x14 On-call	 99.4%	 7 mins 6 secs

Whitchurch

Savings: £14,000

-  Population: **7,090**
-  Incidents 2013/14: **Critical: 31 Non critical: 25**
-  False alarms: **11**

Whitchurch Fire Station is located in the centre of the rural town on the River Test, 12 miles north of Winchester, eight miles east of Andover and 12 miles west of Basingstoke. Its crews are mobilised to a diverse range of operational incidents typical of its rural location, which are predominantly road traffic collisions generally on the A34 or connecting rural roads and property fires in rural areas.











	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 88%	 11 mins 17 secs
Proposed	ABC Level 4		 x10 On-call  x10 On-call	 99.4%	 9 mins 11 secs

Wickham

Savings: £14,000

-  Population: **7,130**
-  Incidents 2013/14: **Critical: 34 Non critical: 29**
-  False alarms: **20**

Situated in the centre of the village and approximately four miles to the north of Fareham Town Centre, Wickham lies in a rural farming area between two arterial routes; the A32 and A334. It is a historic village and has many buildings of historical value.


















	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		<ul style="list-style-type: none">  x12 On-call  x12 On-call 	 100%	 7 mins 26 secs
Proposed	ABC Level 4		<ul style="list-style-type: none">  x10 On-call  x10 On-call 	 100%	 7 mins 19 secs

Winchester (Option 1)

Savings: £518,208

-  Population: **56,530**
-  Incidents 2013/14: **Critical: 228 Non critical: 391**
-  False alarms: **310**

Situated just over 13 miles from Southampton, Winchester is the county town of Hampshire and lies at the heart of the wider City of Winchester. Its fire station, opened in 2011, covers an area with significant heritage risks, including the Norman Cathedral, Great Hall and medieval city centre. It is a major tourist destination with the arterial routes of the M27, A33 and A34.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call	 	<ul style="list-style-type: none">  x7 Immediate  x12 On-call  x7 Immediate  x12 On-call 	 72%	 7 mins 9 secs
Proposed	ABC Level 3	 	<ul style="list-style-type: none">  x7 Immediate  x14 On-call  x0 Immediate  x14 On-call 	 72.5%	 7 mins 08 secs  12 mins 3 secs

Yateley










Savings: £14,000

 Population: **25,880**

 Incidents 2013/14:
Critical: 28 Non critical: 95

 False alarms: **60**

Yateley Fire Station is situated in the centre of the village at the north of the county, with the Surrey and Berkshire border less than a mile from the station. The station covers a busy road network including the M3, A331 and A30 dual carriageways. Yateley Common and Blackbushe Airport are part of the frequent call profile and the heavy traffic on the road system around Yateley also gives rise to road traffic collisions, in particular on the B3273.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	On-call		 x12 On-call  x12 On-call	 94%	 8 mins 31 secs
Proposed	ABC Level 4		 x10 On-call  x10 On-call	 98.9%	 8 mins 9 secs

Proposals for each fire station (option 2)

Option 2 contains the same information as shown in option 1 with amendments to the following stations:















- Andover
- Gosport
- Havant
- Winchester

Andover (Option 2)

Savings: £296,134


-  Population: **59,550**
-  Incidents 2013/14: **Critical: 134 Non critical: 348**
-  False alarms: **222**

Andover Fire Station is located in a town with a rising population and associated increase in residential properties. Andover has the largest station ground in Hampshire and is surrounded on all sides by rural areas.















	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		 x7 Immediate  x12 On-call  x7 Immediate  x12 On-call	 84%	 7 mins 40 secs
Proposed	ABC Level 3		 x7 Immediate  x13 On-call  x2 Immediate  x13 On-call	 90.9%	 7 mins 6 secs

Gosport (Option 2)

Savings: £317,134

-  Population: **74,070**
-  Incidents 2013/14: **Critical: 159 Non critical: 323**
-  False alarms: **187**

Gosport is a peninsular station with three principle road routes in and out. Within its station ground there are several military sites, a low level hazardous area, a hospital, an immigration removal centre and a licenced airfield. There are also two areas within the borough categorised nationally as areas of recognised social deprivation. Other incidents mainly occur in the built up areas along the main arterial route, the A32.






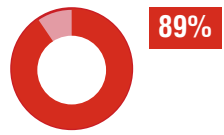
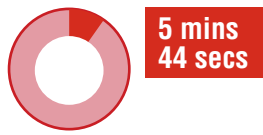





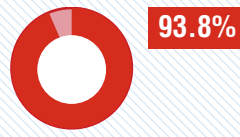
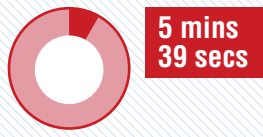
	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		 x7 Immediate  x12 On-call  x7 Immediate  x12 On-call	 96%	 5 mins 36 secs
Proposed	ABC Level 3		 x7 Immediate  x10 On-call  x2 Immediate  x10 On-call	 97.9%	 5 mins 17 secs

Havant (Option 2)

Savings: £317,134

-  Population: **42,860**
-  Incidents 2013/14: **Critical: 160 Non critical: 332**
-  False alarms: **184**

Situated in the centre of Havant with easy access to the A27 and A3 motorway, Havant Fire Station covers some of the most deprived areas in Hampshire with calls to both large fires and smaller less serious fires. To support the community, the station is becoming increasingly involved with youth engagement and lifestyle improvement programmes to improve the health and wellbeing of the local residents.






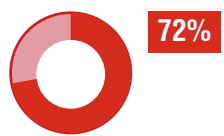
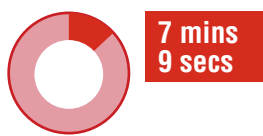





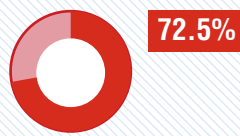
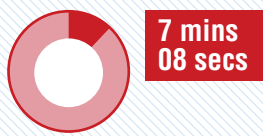
	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		<ul style="list-style-type: none">  x7 Immediate  x12 On-call  x7 Immediate  x12 On-call 		
Proposed	ABC Level 3		<ul style="list-style-type: none">  x7 Immediate  x10 On-call  x2 Immediate  x10 On-call 		

Winchester (Option 2)

Savings: £317,134

-  Population: **56,530**
-  Incidents 2013/14: **Critical: 228 Non critical: 391**
-  False alarms: **310**

Situated just over 13 miles from Southampton, Winchester is the county town of Hampshire and lies at the heart of the wider City of Winchester. Its fire station, opened in 2011, covers an area with significant heritage risks, including the Norman Cathedral, Great Hall and medieval city centre. It is a major tourist destination with the arterial routes of the M27, A33 and A34 presenting significant road risks too.

	Crewing model	Vehicles	Personnel on shift	On-call availability	Average first response time
Current	Immediate + On-call		<ul style="list-style-type: none">  x7 Immediate  x12 On-call  x7 Immediate  x12 On-call 		
Proposed	ABC Level 3		<ul style="list-style-type: none">  x7 Immediate  x10 On-call  x2 Immediate  x10 On-call 		

Section seven: Join the consultation process


What happens next?

The consultation runs for 12 weeks, from 14 September to 4 December and there are many ways in which you can find out more and take part. Hampshire Fire and Rescue Authority welcomes your views and will meet on 24 February 2016 after considering the proposals in the context of all the feedback received from the public, organisations and staff. Any decisions the Fire Authority may take would then be implemented over several years. By progressively introducing the changes we will be able to fully evaluate any impact they may have. It will allow us to measure our efficiency across all parts of the Service so that we can continue to provide the best possible service to the residents of Hampshire.


All responses and feedback will be analysed and reported by an independent organisation and their report will be available on our website after the Fire Authority has considered it.


How can I take part?

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


 Complete the questionnaire either online at: www.hantsfire.gov.uk/a-safer-hampshire or by requesting a paper copy

 Come to a public meeting (see below)

 Call us on: 02380 644 000 Ext 2231

 Email us at: asaferhampshire@hantsfire.gov.uk

 Visit our website: www.hantsfire.gov.uk

 Write to us at: **Planning for a safer Hampshire**
Hampshire Fire and Rescue Service Headquarters
Leigh Road
Eastleigh
SO50 9SJ

 Follow us on Twitter: [@hants_fire](https://twitter.com/hants_fire)

 Follow us on Facebook: www.facebook.com/hampshirefireservice

We also invite you to send us your alternative solutions. For more detailed information on our processes and evidence please visit www.hantsfire.gov.uk/a-safer-hampshire

To request a paper copy of the questionnaire or a copy in another language, large print, audio or Braille format please contact Hampshire Fire and Rescue Service.

Email us at: asaferhampshire@hantsfire.gov.uk

Call us on: 02380 644 000 Ext 2231

Public meetings

We also invite residents of Hampshire to attend local public meetings where you can have your say on the future of the fire service. The details of these meetings can be found below.

Winchester

14 October 2015
6:30pm to 9:00pm
Level 10 Resource Centre/church
Stanmore Lane
Winchester
SO22 4BT

Basingstoke

19 October 2015
6:30pm to 9:00pm
Carnival Hall
Council Road
Basingstoke
RG21 3DH

Southampton

9 November 2015
6:30pm to 9:00pm
St Denys Church Centre
Dundee Road
Southampton
SO17 2ND

Portsmouth

11 November 2015
6:30pm to 9:00pm
John Pounds Centre
23 Queen Street
Portsmouth
PO1 3HN

Gosport

18 November 2015
6:30pm to 9:30pm
Thorngate Halls
Bury Road
Gosport
PO12 3PX

Confidentiality

All completed questionnaires will be processed by ORS, a specialist social research practice appointed to undertake this work. Your views are confidential and no one except ORS will see your questionnaire. No individuals will be identified in the ORS report of findings, but organisations may be identified.

Other written responses (emails, letters and other submissions) will be summarised by ORS and may be quoted in their report and on our website. Once more, no individuals will be identified, but organisations may be identified.

Hampshire Fire and Rescue Service

Leigh Road

Eastleigh

Hampshire

SO50 9SJ

Tel: 023 8064 4000

Fax: 023 8064 3178

www.hantsfire.gov.uk



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