



**DORSET & WILTSHIRE
FIRE AND RESCUE**

Item 26/24 Appendix O

Fire Station Review

Appendix O: Availability Modelling by Staffing Levels

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Contents

Introduction	4
Availability Modelling by Staffing Levels	4
Appliance Availability by Time.....	9
Incident Types.....	13
Summary.....	18
Appliance Availability.....	18
Incident Types	18

Introduction

This appendix examines station crewing levels and the relationship between crew availability and appliance availability across the stations under review. Within the current operating model, an appliance is only available where a minimum of four personnel are available to crew it, meaning periods where fewer than four staff are available result in the appliance being unavailable for response. To support an evidence-based understanding of this relationship, the appendix explores how appliance availability may be affected if lower crewing thresholds were available as an operational option, enabling comparison between current availability levels and potential changes in availability under alternative crewing assumptions.

In addition, the appendix reviews the types of incidents responded to by each station between 1 April 2021 and 31 March 2026 to support understanding of whether alternative response options may be operationally appropriate, proportionate and aligned to incident demand.

Availability Modelling by Staffing Levels

The percentage of time, between 1 April 2025 and 31 March 2026 that a set number of people were available to crew an appliance at each of the eight stations under review can be seen in Table 1. Four or more crew are required to crew a pumping appliance, whilst three or more, or two or more, provides an indication of how often an alternative appliance types could be available, depending on the crewing model.

Number of Crew Available			
Station	Four or more	Three or more	Two or more
Bradford on Avon	57.75%	64.83%	76.78%
Charmouth	85.41%	94.09%	98.84%
Cranborne	24.01%	53.83%	81.44%
Hamworthy	74.94%	84.84%	94.72%
Maiden Newton	49.69%	56.53%	65.41%
Mere	39.53%	62.40%	83.98%
Ramsbury	32.35%	41.26%	49.79%
Wilton	74.10%	85.39%	94.54%

Table 1: Number of crew available between 1 April 2025 and 31 March 2026

How often a crew size would be available can be seen in Figure 1 to Figure 8. This shows the percentage of time, between 1 April 2025 and 31 March 2026 when different number of crew members would have been available, regardless of the crew skills.

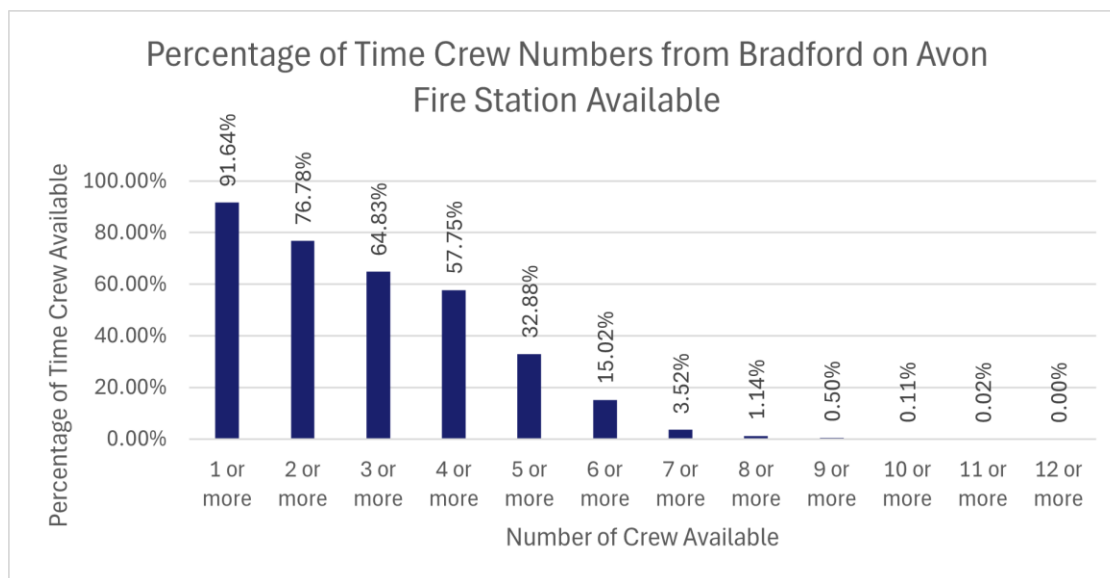


Figure 1: Percentage of time a crew size was available at Bradford on Avon Fire Station between 1 April 2025 and 31 March 2026

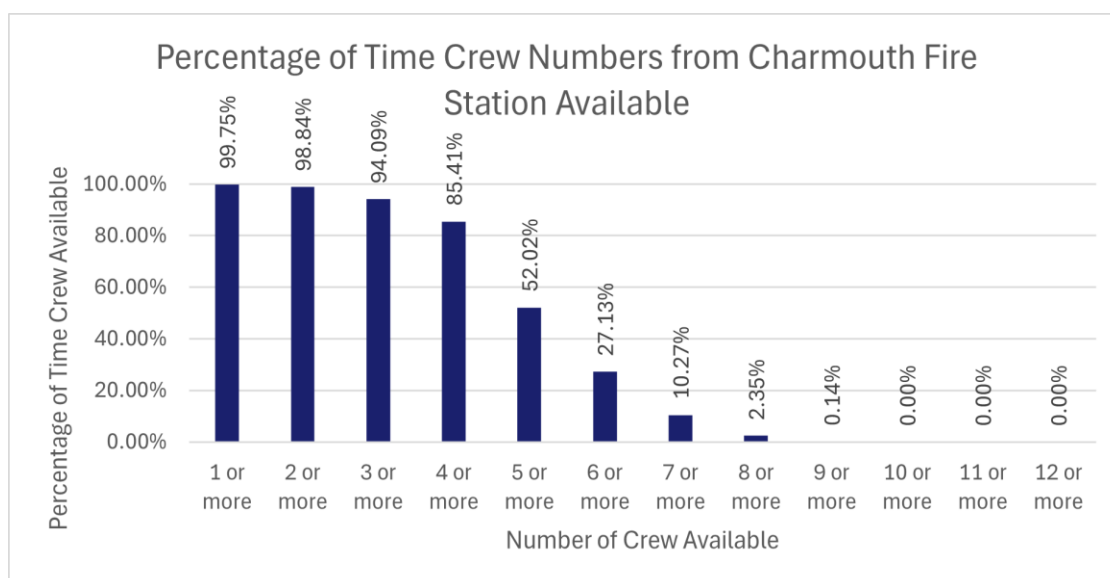


Figure 2: Percentage of time a crew size was available at Charmouth Fire Station between 1 April 2025 and 31 March 2026

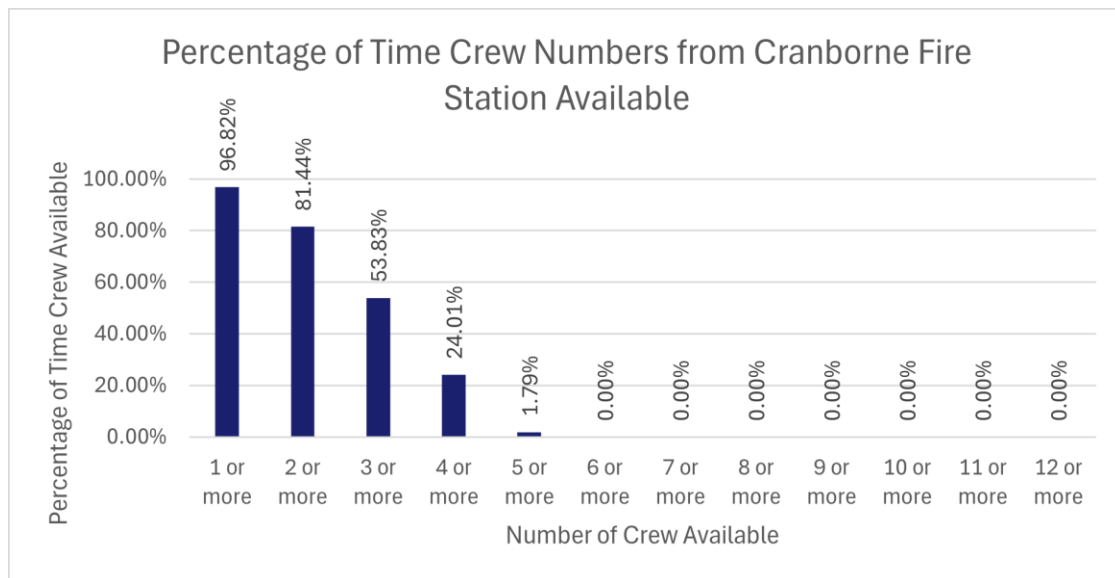


Figure 3: Percentage of time a crew size was available at Cranborne Fire Station between 1 April 2025 and 31 March 2026

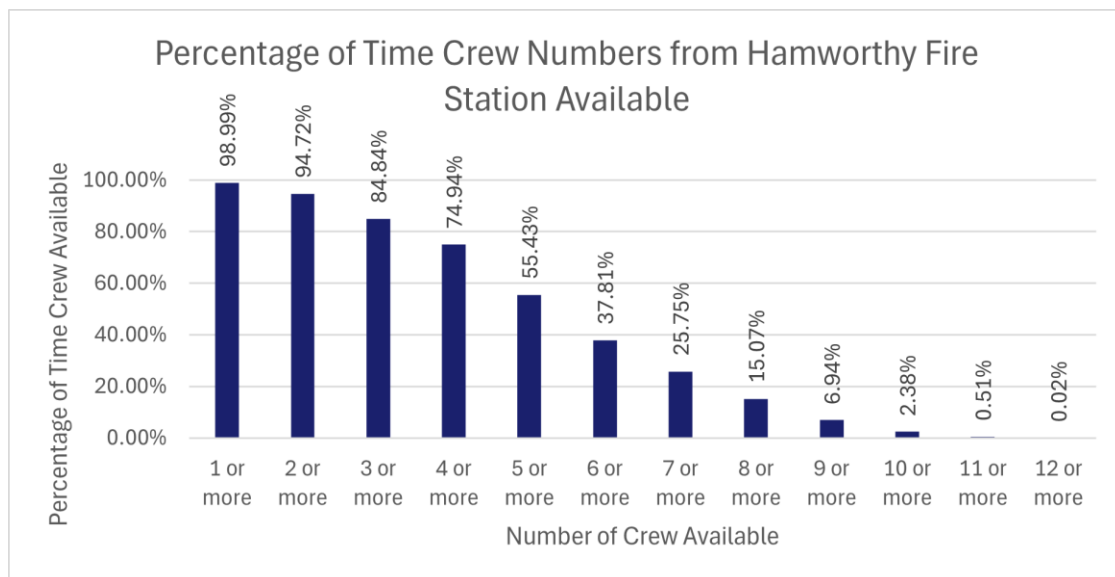


Figure 4: Percentage of time a crew size was available at Hamworthy Fire Station between 1 April 2025 and 31 March 2026

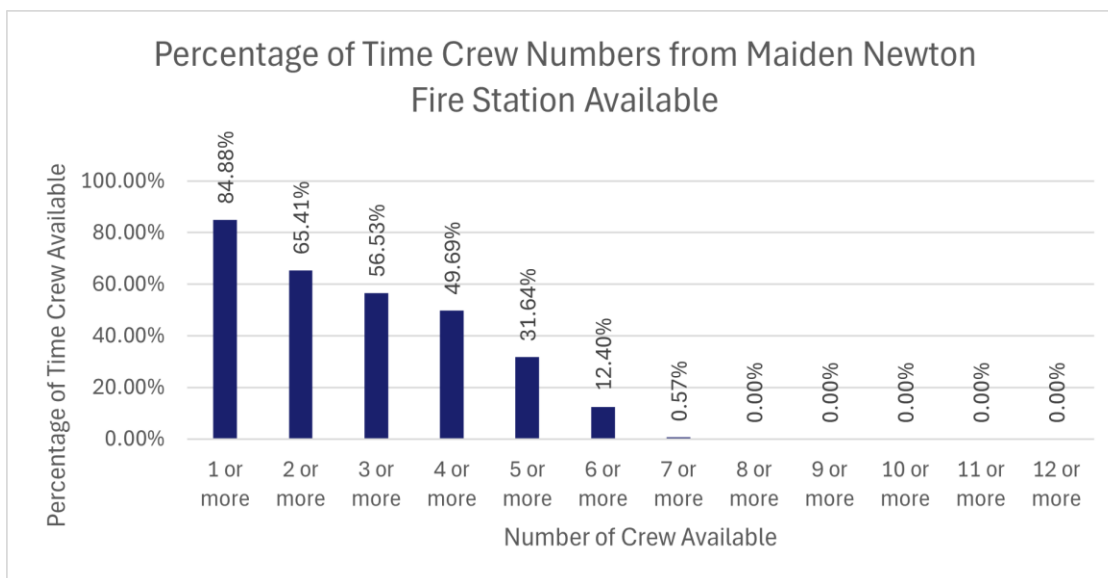


Figure 5: Percentage of time a crew size was available at Maiden Newton Fire Station between 1 April 2025 and 31 March 2026

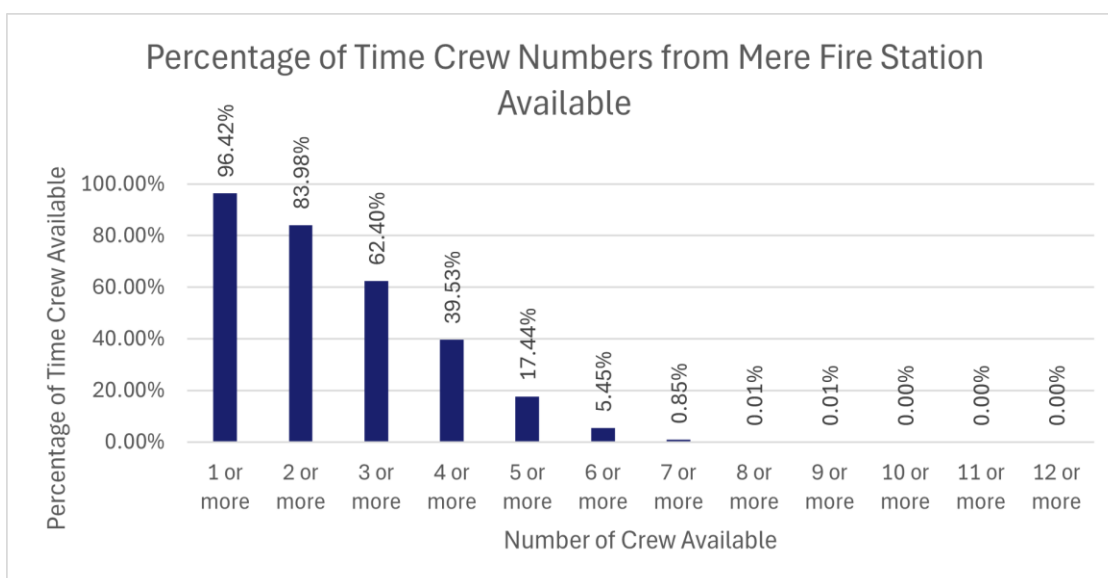


Figure 6: Percentage of time a crew size was available at Mere Fire Station between 1 April 2025 and 31 March 2026

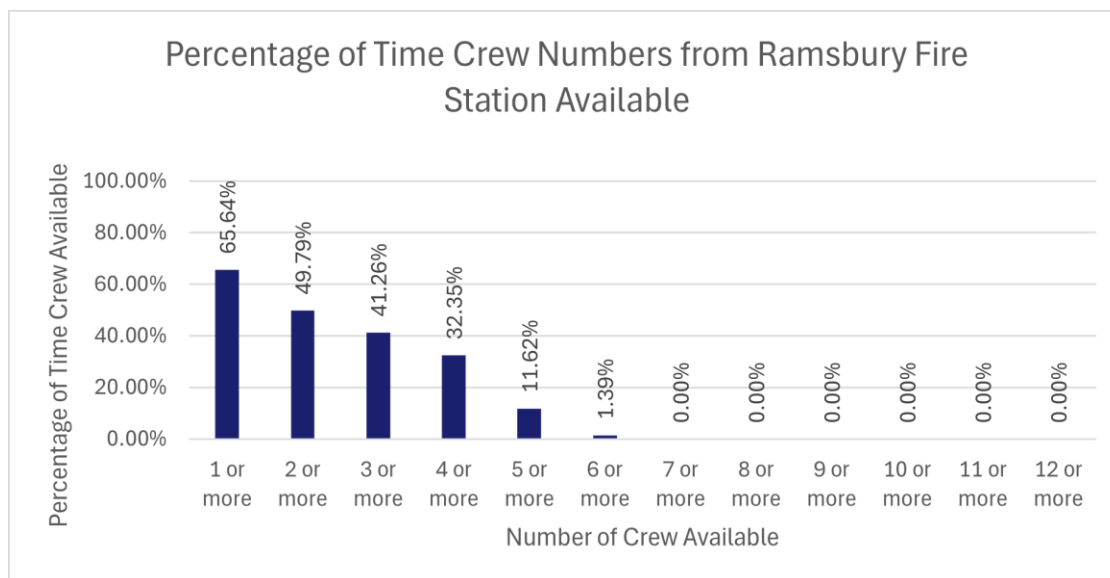


Figure 7: Percentage of time a crew size was available at Ramsbury Fire Station between 1 April 2025 and 31 March 2026

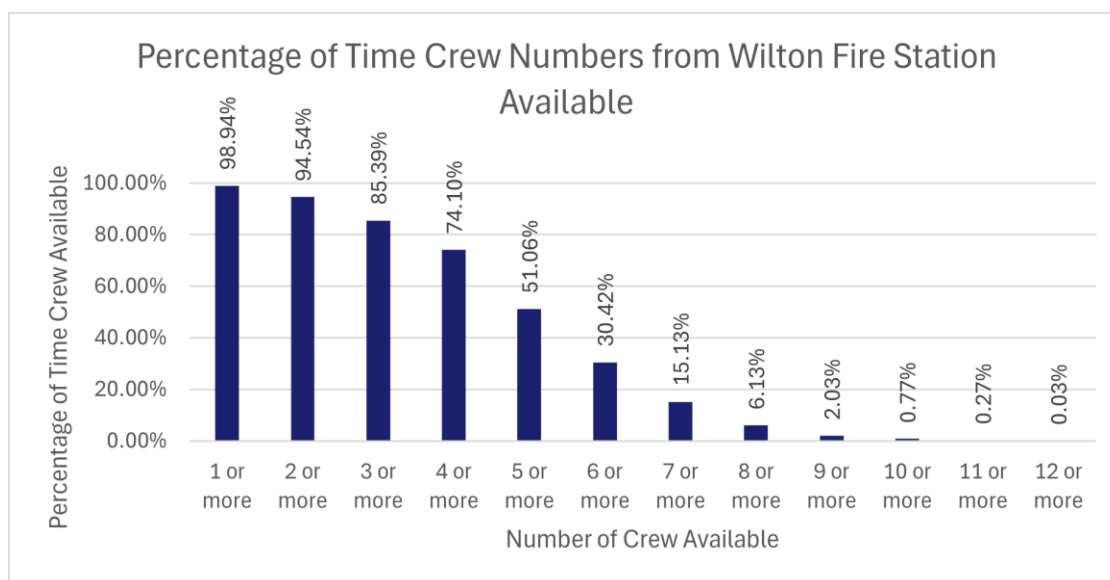


Figure 8: Percentage of time a crew size was available at Wilton Fire Station between 1 April 2025 and 31 March 2026

Appliance Availability by Time

The percentage of time, between 1 April 2025 and 31 March 2026, split by Weekday hours (8am to 6pm Monday to Friday), Weeknights (6pm to 8am Monday evening to Friday morning) and Weekends (6pm Friday to 8am Monday), that a set number of people were available to crew an appliance at each of the eight stations under review can be seen in Figure 9 to Figure 16.

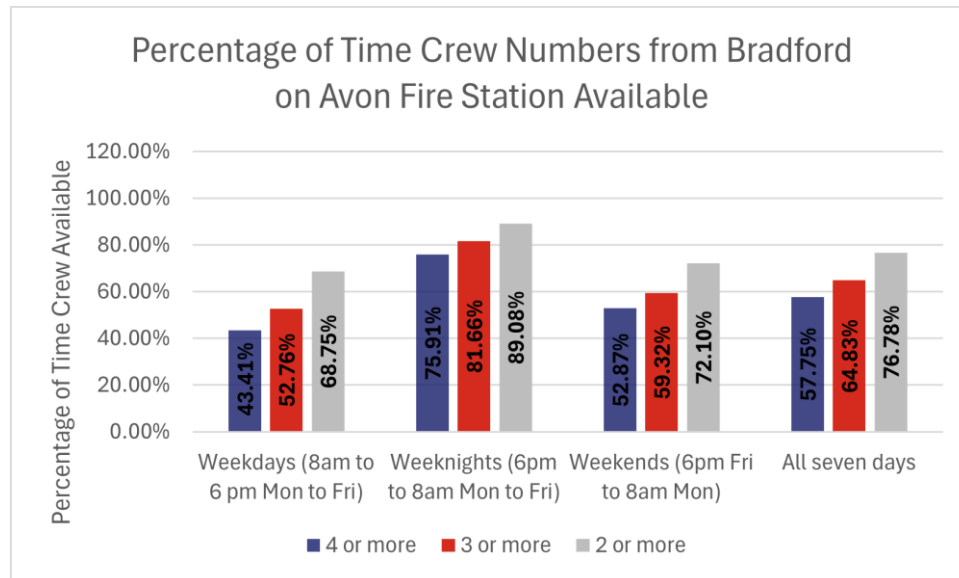


Figure 9: Percentage of time a crew size was available at Bradford on Avon Fire Station between 1 April 2025 and 31 March 2026, split by weekday hours (8am to 6pm Monday to Friday), Weeknights (6pm to 8am Monday evening to Friday morning) and Weekends (6pm Friday to 8am Monday)

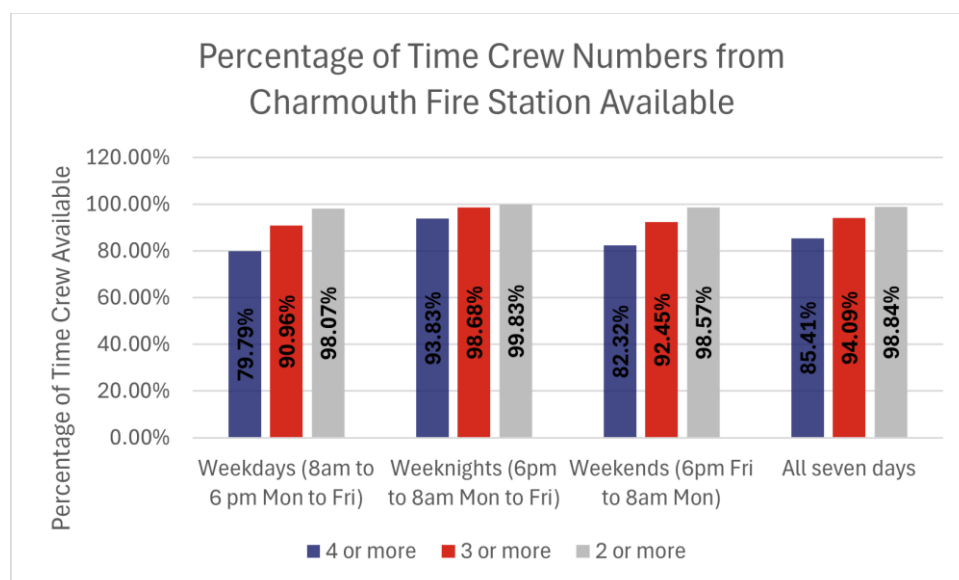


Figure 10: Percentage of time a crew size was available at Charmouth Fire Station between 1 April 2025 and 31 March 2026, split by weekday hours (8am to 6pm Monday to Friday), Weeknights (6pm to 8am Monday evening to Friday morning) and Weekends (6pm Friday to 8am Monday)

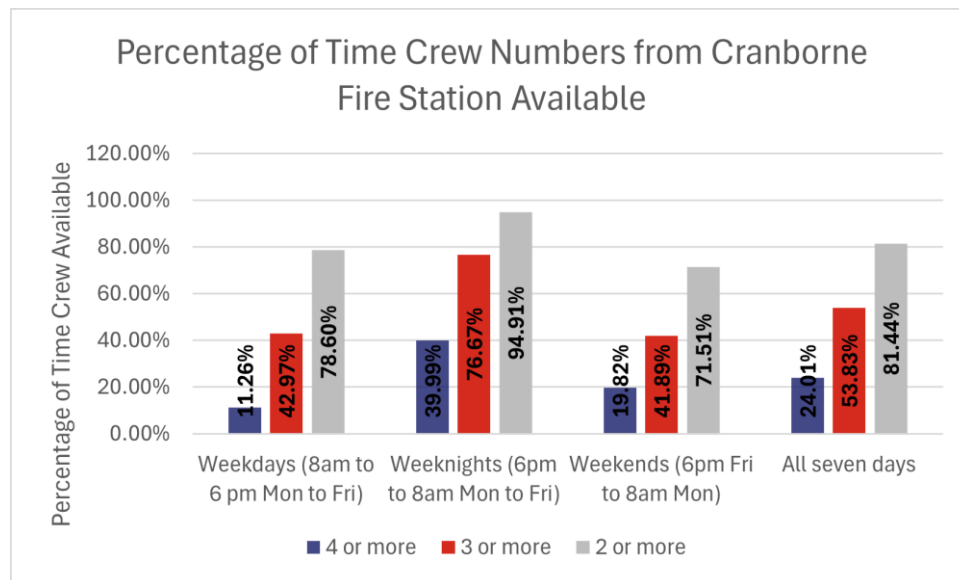


Figure 11: Percentage of time a crew size was available at Cranborne Fire Station between 1 April 2025 and 31 March 2026, split by weekday hours (8am to 6pm Monday to Friday), Weeknights (6pm to 8am Monday evening to Friday morning) and Weekends (6pm Friday to 8am Monday)

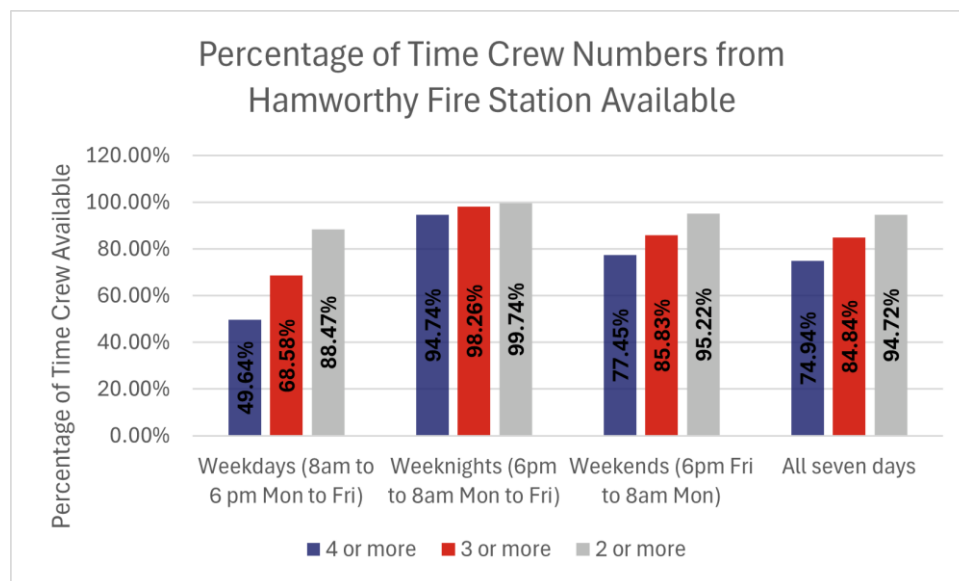


Figure 12: Percentage of time a crew size was available at Hamworthy Fire Station between 1 April 2025 and 31 March 2026, split by weekday hours (8am to 6pm Monday to Friday), Weeknights (6pm to 8am Monday evening to Friday morning) and Weekends (6pm Friday to 8am Monday)

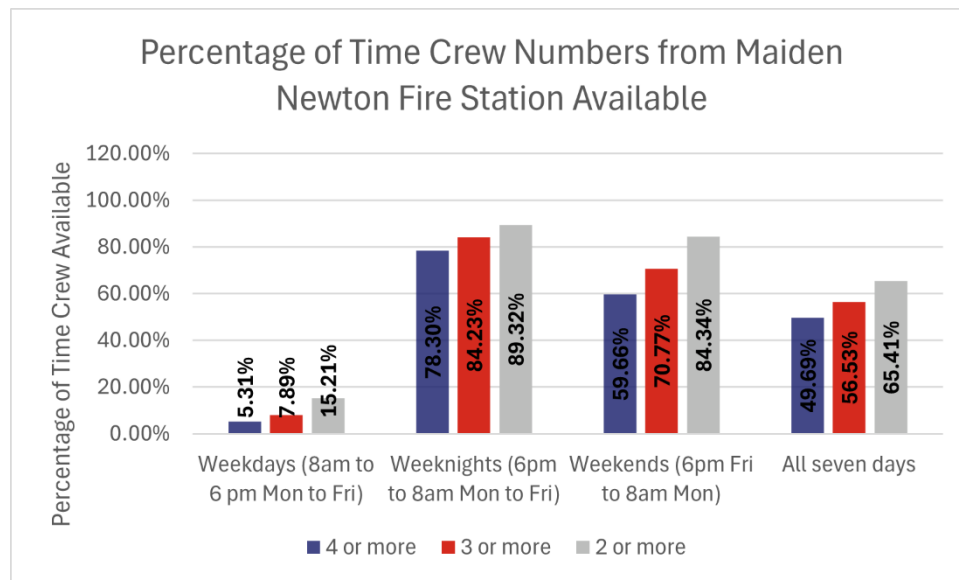


Figure 13: Percentage of time a crew size was available at Maiden Newton Fire Station between 1 April 2025 and 31 March 2026, split by weekday hours (8am to 6pm Monday to Friday), Weeknights (6pm to 8am Monday evening to Friday morning) and Weekends (6pm Friday to 8am Monday)

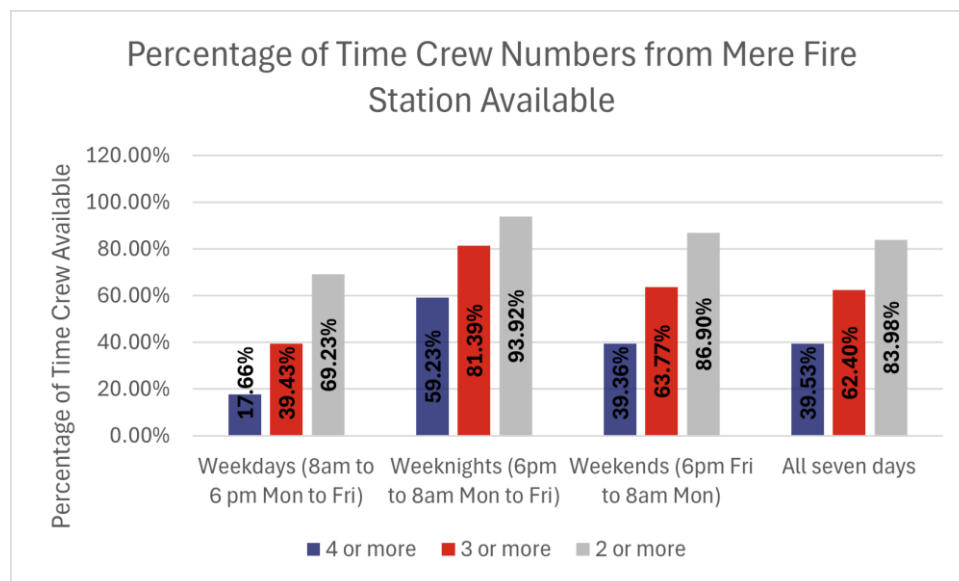


Figure 14: Percentage of time a crew size was available at Mere Fire Station between 1 April 2025 and 31 March 2026, split by weekday hours (8am to 6pm Monday to Friday), Weeknights (6pm to 8am Monday evening to Friday morning) and Weekends (6pm Friday to 8am Monday)

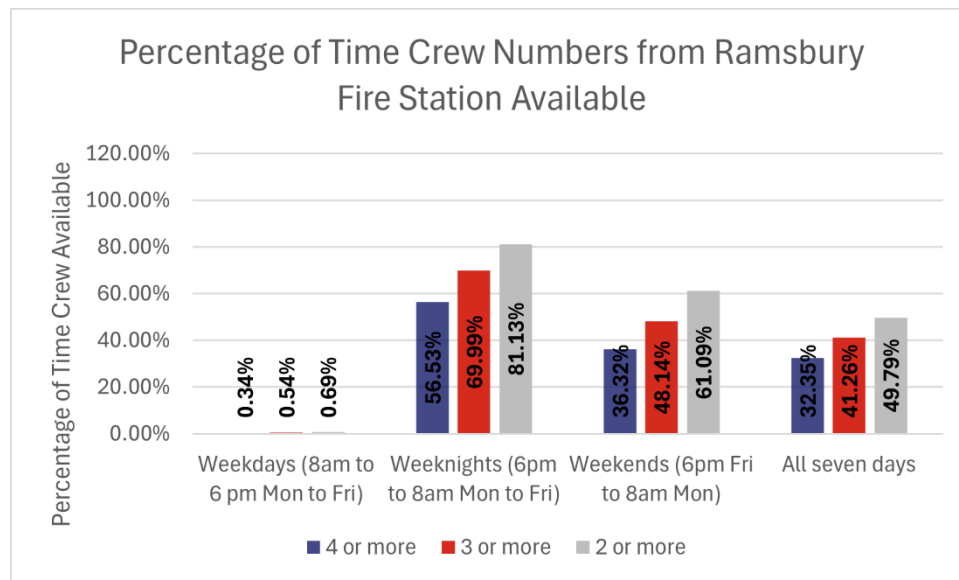


Figure 15: Percentage of time a crew size was available at Ramsbury Fire Station between 1 April 2025 and 31 March 2026, split by weekday hours (8am to 6pm Monday to Friday), Weeknights (6pm to 8am Monday evening to Friday morning) and Weekends (6pm Friday to 8am Monday)

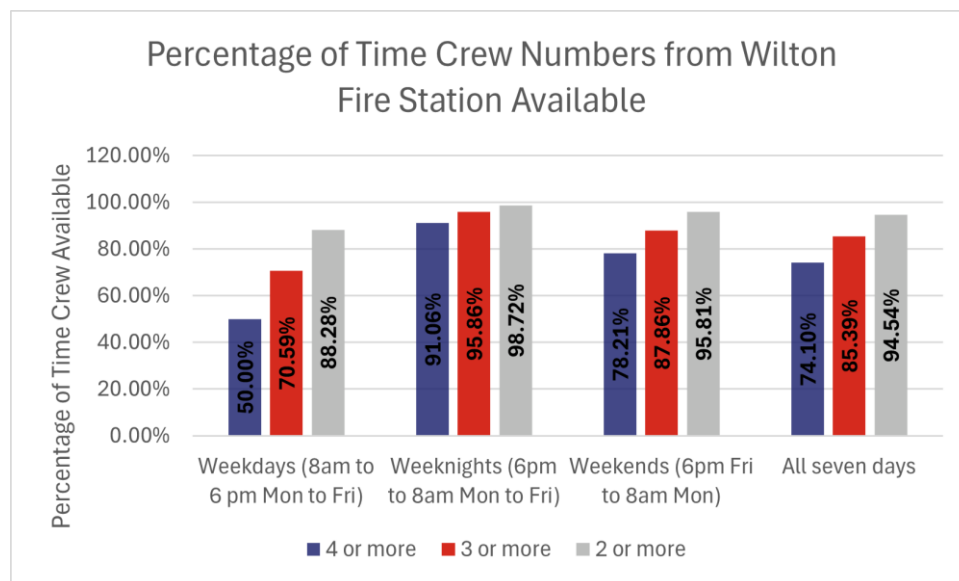


Figure 16: Percentage of time a crew size was available at Wilton Fire Station between 1 April 2025 and 31 March 2026, split by weekday hours (8am to 6pm Monday to Friday), Weeknights (6pm to 8am Monday evening to Friday morning) and Weekends (6pm Friday to 8am Monday)

Incident Types

The number and type of incidents which have occurred in the station areas of the eight stations under review can be seen in Table 2.

Number of Incidents by Incident Type								
Incident type	Bradford on Avon	Charmouth	Cranborne	Hamworthy	Maiden Newton	Mere	Ramsbury	Wilton
A1 Alarm Commercial/Industrial	4	2	1	37	10	13	3	6
A2 Alarm Retail/Public Assembly	16	7	1	51	1	2	4	19
A3 Alarm Residential	155	44	5	239	19	54	25	73
A3.1.0 Alarm High Rise	0	0	0	4	0	0	0	0
A4 Alarm Domestic	95	19	3	120	42	25	18	41
A4.1 Alarm Domestic Smoke Alarm	1	1	0	1	0	0	0	0
A4.2 Alarm Domestic Carbon Monoxide	7	2	0	23	2	2	0	3
A6 Alarm Other	2	0	0	0	0	0	0	0
F1 Fire Commercial/Industrial	0	0	0	9	0	2	1	0
F10 Fire Now Out	1	0	0	6	0	1	0	0
F11 Fire Unknown Origin	0	1	0	1	0	0	0	0
F11.1 Smell of Burning	1	0	0	2	0	0	0	0
F12 Persons on Fire	0	0	0	0	0	0	1	0
F2 Fire Retail/Public Assembly	3	0	0	14	1	0	1	0
F3 Fire Residential	8	0	0	18	5	2	0	0
F4 Fire Domestic	28	3	3	72	5	5	5	15
F4.3 Fire Chimney	4	2	7	8	7	17	7	12
F4.3.1 Fire Chimney Thatched	0	0	1	0	1	0	0	1
F4.P Fire Domestic Persons Reported	0	1	0	5	1	0	1	1
F5 Fire Agricultural	1	3	1	1	2	1	1	0
F6 Fire Building Other	6	0	6	11	1	6	5	4
F6.1 Fire Derelict Building	5	0	1	8	1	3	0	1
F7 Fire Caravan/Camping	0	3	2	5	1	2	0	5
F8 Fire in the Open Small	31	16	15	201	16	19	18	47
F8.1 Fire Road Furniture	0	0	0	1	0	0	0	0

Number of Incidents by Incident Type								
Incident type	Bradford on Avon	Charmouth	Cranborne	Hamworthy	Maiden Newton	Mere	Ramsbury	Wilton
F8.1.1 Fire Post Box	0	0	0	1	0	0	0	0
F8.2.1 Fire Recycling and landfill	0	0	0	2	0	0	0	0
F8.3 Fire in the Open Large	1	1	2	1	0	1	2	6
F8.3.5 Fire Heathland/Moorland	0	0	0	35	0	0	0	0
F8.3.7 Fire Rail Embankment	0	0	0	4	0	0	0	1
F8.3.8 Fire Standing Corn/Crops	0	1	3	0	0	2	0	4
F8.4.0 Fire below ground	2	0	0	1	0	0	0	0
F9 Fire Electrical Installation	0	0	1	7	4	0	2	4
FAGI False Alarm Good Intent	71	27	23	228	26	42	29	61
FAM False Alarm Malicious	1	0	0	8	0	1	0	0
H0.1.1 Hazmat Initial	1	0	1	1	0	0	0	3
H0.1.2 Hazmat Small	2	0	0	3	0	0	0	1
H2 Gas Involved	0	0	0	8	0	1	0	2
H2.1.4 Domestic Gas Leak	0	0	0	6	0	0	0	0
H2.2.1 Fire Cylinder	0	0	0	0	0	0	0	1
H2P Gas Involved Persons Reported	0	0	0	0	0	1	0	1
H9.1.0 Individual Chemical Exposure (ICE) Event	0	1	0	0	1	0	0	0
M7 Emergency Call	6	4	2	17	2	5	3	5
M7.4 FRS non attendance	4	1	1	7	1	4	0	3
M8.1 Controlled Burning	1	0	0	9	1	1	0	1
R1.0.1 Rescue from Height NOT Medical/Immediate Danger	0	0	0	2	0	0	0	1
R1.0.2 Rescue from Height Medical/Immediate Danger	3	2	0	1	0	1	1	0

Number of Incidents by Incident Type								
Incident type	Bradford on Avon	Charmouth	Cranborne	Hamworthy	Maiden Newton	Mere	Ramsbury	Wilton
R3.0.2 Rescue from Open Water	3	0	0	2	0	0	0	3
R3.1 Rescue from Vehicle in Water	0	4	0	0	2	0	0	0
R3.2 Assist from Vehicle in Water	0	2	0	4	1	0	0	0
R4 Rescue from Unstable Surface	1	2	0	3	0	0	0	0
R7 Rescue of Small Animals	4	2	0	15	2	2	0	1
R8 Rescue of Large Animals - Welfare Advice/Assist	0	0	1	2	0	1	1	1
R8.2 Rescue of Large Animals from Water	8	0	0	0	0	0	0	0
R8.P Rescue of Large Animals Human Life Risk	1	1	0	4	1	0	0	0
S1 Assist Other Agency	23	3	2	56	3	16	2	12
S1.1.2 Body Retrieval	0	0	0	0	0	0	1	0
S1.2.0.P Medical - life threatening incidents	2	1	1	1	0	2	0	0
S1.2.2 Bariatric Patient	8	1	0	8	3	1	0	2
S1.2.3 Person collapsed gain entry/access	40	10	4	155	3	12	10	24
S1.2.4 First Aid Provision	0	0	0	1	0	0	0	0
S10.0.1 Minor Release Person/Item	5	0	0	14	2	6	2	1
S10.0.2 Major Release Person/Item	1	0	0	1	0	0	1	0
S3.1 Persons Shut in Lift Emergency	0	0	0	1	0	0	0	0
S3.2 Persons Shut in Lift Non Emergency	1	1	0	6	0	0	0	1
S4.1 Persons Locked In	10	4	1	24	1	4	0	4
S4.2 Persons Locked Out	2	0	0	4	0	0	0	0
S5 Attempted Suicide	0	0	0	2	1	0	1	0
S5 Person in Crisis	0	0	0	1	0	1	0	0
S6 Flooding from Internal Source	6	0	1	15	0	2	2	6

Number of Incidents by Incident Type								
Incident type	Bradford on Avon	Charmouth	Cranborne	Hamworthy	Maiden Newton	Mere	Ramsbury	Wilton
S7 Flooding from External Source	2	5	0	5	2	0	0	1
S8.1 FRS Assistance Chargeable	0	0	0	0	0	0	0	1
S8.2 FRS Assistance Non Chargeable	1	2	1	9	1	2	1	1
S9 Dangerous Structure	3	3	1	4	0	1	0	1
T10.1 RTC Persons Trapped Small Vehicle	8	3	4	23	17	19	6	17
T10.2 RTC Persons Trapped Large Vehicle	0	2	1	2	2	2	1	1
T12 RTC Scene Safety	19	10	16	53	14	34	10	39
T12.3 Petrol/Diesel Spill	3	0	0	5	0	3	0	2
T2.1 Aircraft Light off Airport	0	0	0	1	0	0	1	0
T5 Boat Fire	2	0	0	8	0	0	1	0
T5.P Boat Fire Persons Reported	0	0	0	1	0	0	0	0
T6.0.3 Boat Stability	1	0	0	0	0	0	0	0
T8 Train Incident	1	0	0	0	0	0	0	0
T8.0.1P Person Hit by Train	0	0	0	2	0	0	0	0
T9.1 Fire Vehicle Small	11	8	8	63	17	16	13	22
T9.2 Fire Vehicle Large	2	3	2	6	6	10	6	4

Table 2: Number of incidents, by incident type, in station area between 1 April 2021 and 31 March 2026

Summary

Appliance Availability

Reducing the crewing levels to enable a station to be available with less than four available crew members positively impacts the availability of each station under review by varying amounts, with Cranborne seeing a more than double improvement in their availability when dropping to three available personnel and availability more than tripling when dropping from four to two available personnel.

With the exception of Maiden Newton and Ramsbury, who see a small improvement in their weekday daytime availability, all other stations see a larger improvement in their weekday daytime availability when reducing to three or two available personnel.

Incident Types

The majority of incident types that occur in the station areas under review are automatic fire alarms, fires in the open small, false alarm good intent calls and persons collapsed gain entry/access in support of the Ambulance Service.

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