

## **2013 BUDGET BRIEFING NOTE**

### **Fire Services – Operations Division Changes in 2013**

**Issue/Background:**

- As part of the 2012 operating budget process, Council approved the deferred hiring of 68 positions. This measure required vehicles to be taken out of service on a daily basis due to vacant positions. Through 2012, there was an average of 5.6 vehicles out of service every day in Toronto. The specific vehicles taken out of service changed on a daily basis, resulting in a number of issues with staff movements, and affecting response times City-wide, with different areas of the City affected differently, each day. The 2013 budget submission formalizes this measure by identifying the vehicles to be taken out of service permanently.
- At its meeting on January 10, 2013, Executive Committee approved the reinstatement of 20 operational firefighters back into the Fire Services budget.

**Key Points:**

- Five front line emergency response vehicles will be deleted from the operations division on a permanent basis. This represents a reduction of 83 operations staff (resulting in a savings of \$8.217 million), and reassignment of the remaining 17 staff assigned to these vehicles to strengthen staffing on the remaining apparatus. All staff reductions proposed can be accommodated within existing vacant positions.
- The vehicles proposed for deletion include:

Truck	Address	Ward	# of Truck Runs				
			2011	2010	2009	2008	2007
P424	426 Runnymede Rd.	13	1,350	1,342	1,335	1,331	1,333
P413	1549 Albion Rd.	1	1,676	1,560	2,145	1,603	1,896
P215*	5318 Lawrence Ave. E.	44	720	698	689	653	725
A324*	840 Gerrard St. E.	30	908	936	829	996	1,032
P213*	7 Lapsley Rd.	42	1,690	1,599	1,735	1,486	1,500

\* Stations 215 and 213 will be quinted, which means the vehicles in the stations will have the capacity to run as either a pumper or an aerial, depending on the nature and location of individual calls. Station 324 will also be considered for quinting, pending further analysis.

### **Removal of Pumper 424, Including the Closure of Station 424**

- The proposal to close Station 424 has been recommended through various studies over the years, starting with the Toronto Fire Department Master Fire Plan completed in 1987, then the KPMG study in 1999, and most recently the TFS Master Fire Plan in 2007. Station 424 is located in an area of the City that is well-served with fire facilities and enjoys a higher level of service than is typical in other areas (see attached map). Three other fire stations are located within 2km of Station 424 and will remain available to serve the citizens of the area.
- The 1999 KPMG study noted two important issues to be considered. First, each existing station has a different level of call activity, and second, the station coverage areas were based on historic boundaries between the former municipalities. With the lifting of those former municipal boundaries, consideration was given to the ability of existing stations to cover areas of under-service that they did not respond to previously. The area including Station 424 was identified by KPMG as an area of service overlap, where former Toronto Stations 16 (83 DeForest Road), 20 (358 Keele Street) and 31 (462 Runnymede Road) were in close proximity to former York Station 3 (590 Jane Street). This was a boundary area between York and Toronto. Former Toronto Station 31 (now Station 424) is located in the centre of this area. KPMG noted that if that station were removed, a small area north of Bloor Street West would be slightly beyond a four- minute travel time. However, since the land use present in this area has a low level of fire risk, a slightly longer travel time than the recommended four-minute target would be appropriate.
- The three remaining stations surrounding this small area would provide response within approximately five minutes, which is comparable to the coverage level provided in numerous other areas of the City. It was recommended that former Toronto Fire Station 31 (now Station 424) be removed and its personnel be re-allocated to provide more effective coverage in under-serviced areas of the City. Staff from this station were slated to be moved to the new Station proposed for construction at Sunnybrook Hospital site, identified in the Fire Services ten year capital plan.

### **Pumper 413**

- This vehicle is located at Station 413, at 1549 Albion Road. Prior to amalgamation, the former Etobicoke ran a pumper and an aerial from this station. The aerial was later replaced with a rescue truck. One of the vehicles from Station 413 was identified as the truck that would occupy the new Station 414 that is to be built in the area of the Woodbine Racetrack. With the removal of this pumper, coverage to the area will be provided by the remaining Rescue 413, along with Rescue 411 (75 Toryork Drive), Rescue 412 (267 Humberline Drive) and Pumper 415 (2120 Kipling Avenue). Staffing for the new Station 414 will be addressed in the 2014 Capital Budget process.

### **Pumper 215**

- Located at Station 215 (5318 Lawrence Avenue East) in the former Scarborough, originally only a pumper ran from this station. An aerial was added later primarily to service the industrial area of Scarborough (at the foot of Manse Road by the lake) - an area with a high concentration of chemical companies operating. This area is undergoing a transformation that is seeing the major chemical companies leaving the area. Historically, the pumper in Station 215 is the 4th lowest call volume in the city. The aerial that also runs from this hall

has the lowest call volume in the city. Coverage to the area is relatively good from surrounding vehicles, including Rescue 214 (745 Meadowvale Road) and Pumper 234 (40 Coronation Drive). East/West access to the area would be via Lawrence Avenue, a major 4 lane roadway. Access from the North would be via Port Union Road. Station 215 will now be quinting, which means the vehicle in the station will have the capacity to run as either a pumper or an aerial, depending on the nature and location of individual calls.

### **Aerial 324**

- Located in the former Toronto (840 Gerrard Street East), this station has historically housed both a pumper and an aerial. Aerial 324 is currently one of the lowest emergency response volume aerial trucks in the city. Coverage to the area will remain good from surrounding aerials, including Aerial 226 (87 Main Street), Aerial 325 (475 Dundas Street East), and Aerial 322 (256 Cosburn Avenue). Similar to Station 215 (above), Station 324 will also be considered for quinting, pending further analysis on aerial coverage based on actual data following the change.

### **Pumper 213**

- Located in former Scarborough (7 Lapsley Road), there has historically been both a pumper and an aerial in this station. Pumper 213 is ranked as the 18th lowest call volume pumper in the city. Removing this vehicle will still provide good coverage from surrounding Pumpers and Rescues, including Pumper 211 (900 Tapscott Road), Pumper 212 (8500 Sheppard Avenue East), Rescue 231 (740 Markham Road) and Rescue 243 (4560 Sheppard Avenue East). Most access to the area would be via Sheppard Avenue, a major 4 lane roadway. This will help to keep run times as low as possible. Quinting the station (which means the vehicle in the station will have the capacity to run as either a pumper or an aerial, depending on the nature and location of individual calls) will maintain aerial coverage in the area. Statistics for Aerial 213 indicate it has sufficient capacity to provide much of the coverage of the pumper that is being removed.

### **Conclusion**

- As indicated, Toronto Fire removes vehicles from service on a daily basis due to vacant positions and unscheduled staff absences such as sick time or WSIB. The reinstatement of 20 operational staff back to the Fire Services 2013 operating budget will not affect the five trucks identified to come out of service. Rather, the staff will be allocated to other remaining vehicles across the City to assist in the efforts to maintain the remaining 123 front line apparatus in service on a daily basis.
- TFS has included the purchase of predictive modeling software in its 2013 capital budget. This software works in conjunction with the computer aided dispatch system to aid in the deployment of fire vehicles to mitigate gaps in coverage and improve response times.
- Further, management will review the current Attendance Management Policy, along with policies affecting any absence, with a goal of making improvements that will maintain all of the remaining 123 front line vehicles in service each day.

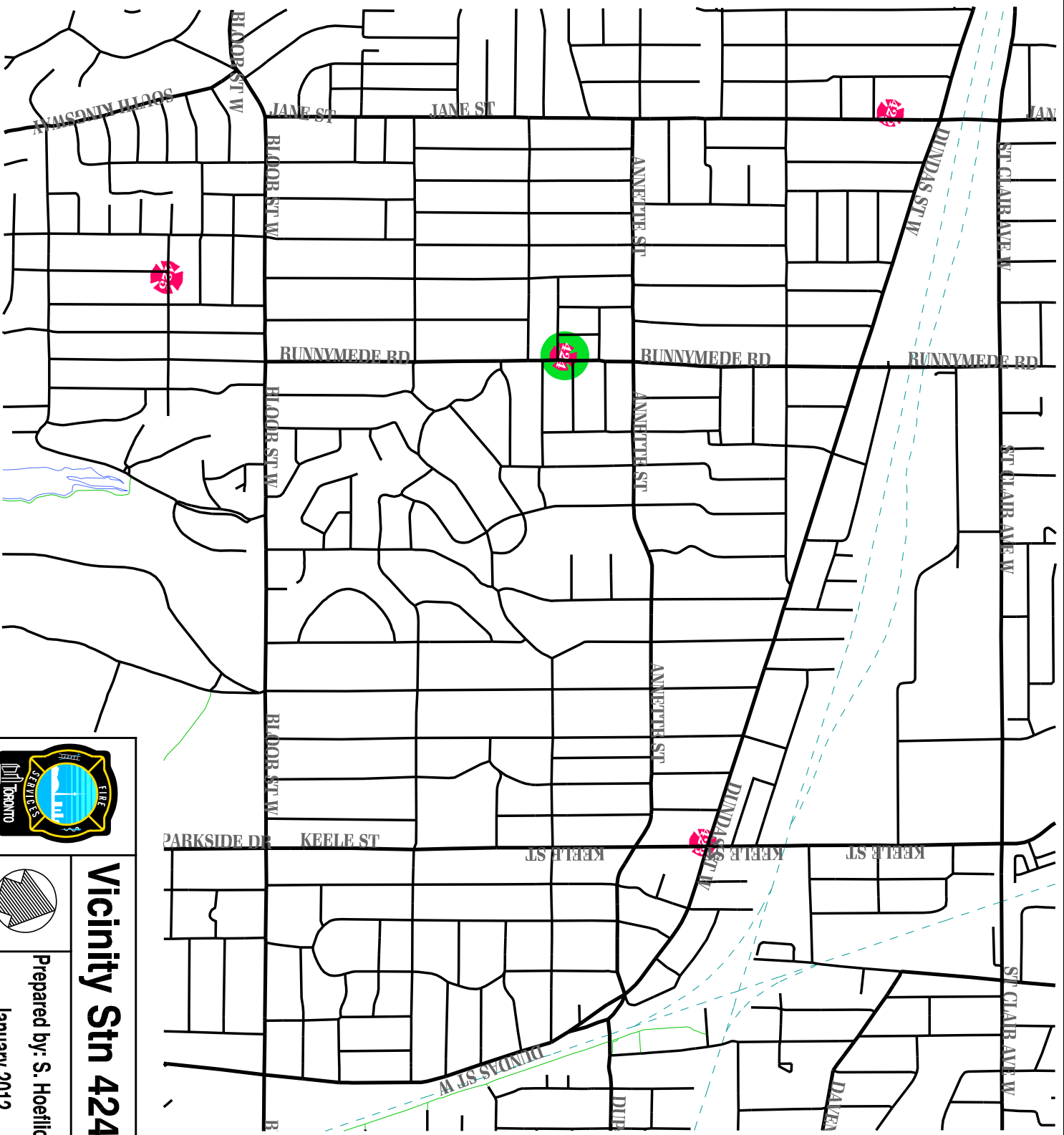
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**Prepared by:** Debbie Higgins, Deputy Fire Chief/Director, Fire Services, 416-338-9055,  
dhiggin@toronto.ca

**Further information:** Debbie Higgins, Deputy Fire Chief/Director, Fire Services,  
416-338-9055, dhiggin@toronto.ca

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Attachment



# Vicinity Stn 424

Prepared by: S. Hoeflich

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