

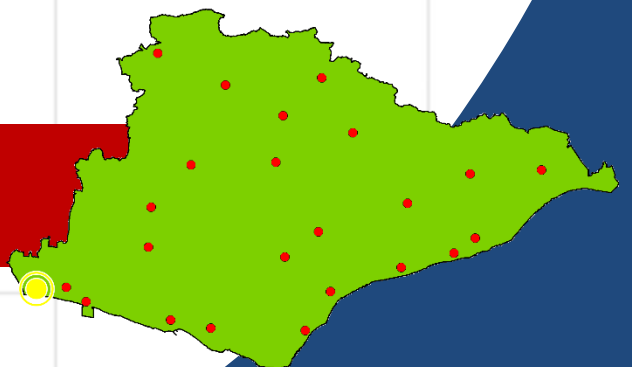


Hove



HORTSLADE-
BY-SEA

Station Risk Profile



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Hove Station Area – Headline Summary



- Second smallest station area in ESFRS - approximately **23 sq. km.**
- Area is predominately urban.
- Has more green spaces and residential neighbourhoods than rest of Brighton.
- Operational cover provided by a single wholetime shift fire engine.
- Two prime movers (incl. the High Volume Pump (HVP)).



- Most densely populated station area in ESFRS (**43** persons per hectare).
- **99,360** residents within Hove station area.
- A net increase of **3,234** since 2011 Census.
- More persons aged 24-50, and fewer over 50 than ESFRS average.
- Generally good health in area compared to service average.
- Fewer students compared to rest of Brighton (**201** all full-time students households).



- **99.99%** of households are within attendance standards (only 2 out of 43,000 fall outside standards).
- **63%** households above average fire risk (socio-demographic).
- Higher proportion of flats than ESFRS average.
- Higher proportion of rented accommodation than ESFRS average.
- Lower proportion of households with spare bedrooms.
- Mixture of affluence and deprivation throughout area.
- Predominant Mosaic types 29-42% more likely to have a fire.



Station area

- Incidents have decreased by **20%** since 2009 although last 3 years they have been rising.
- There are **946** incidents per year within Hove station area; **4th** busiest wholetime shift area.
- **53%** of incidents occurred during the day.
- All incidents within attendance standard isochrones.
- **2%** fewer RTCs and **1.6%** more dwelling fires than ESFRS average.
- **42** critical life-risk incidents per year.
- **4th** highest number of fatalities, casualties and rescues in ESFRS.
- **62%** critical incidents occurred during the day.
- **68%** of incidents are attended by a single appliance.
- **39%** of 2nd pump attendances were by 92P4, **33%** 92P1, **20%** 91P4.
- **1** Level 4 & **4** Level 3 incidents within last 9 years of review period.
- Above average risk of death in RTC compared to national average.

- **1%** of all incidents within Hove station area attended solely by West Sussex FRS.

Station appliance(s)

92P1

- Average turn-out time is **01:20** during the day and **01:53** at night.
- **8%** increase in mobilisations over 9 years, due to removal of 92P4.
- Mobilises **879** times per year – **78%** in own area, **12%** in Preston Circus, **8%** OTB.
- Attends **7%** fewer fires and **10%** more false alarms than ESFRS.
- Mobilises to **35** critical incidents per year – **71%** in own area, **18%** in Preston Circus, **5%** OTB.
- Attendance standard met **89%** of the time (**89%** critical).
- **99.9%** availability in 2017/18.

92P4 (Removed from service in April 2016)

- **18%** reduction in mobilisations before removal (2009-16).
- Mobilised **913** times per year - **71%** in own area, **14%** in Preston Circus, **10%** OTB.
- Mobilised to **26** critical incidents per year – **66%** in own area, **24%** in Preston Circus, **2%** OTB.
- Attendance standard met **85%** of the time (**92%** critical).

Special Appliances

- Prime mover(s) mobilised **53** times in 9 years, HVP module (92W2) **15** mobilisations, command module (92C1) **13** mobilisations.
- Prime mover 1 (92T5) **11** mobilisations without module, Prime Mover 2 (92T6) **7** mobilisations without module.
- On average Prime Mover(s) attended incident on **58%** of mobs.
- HVP support vehicle (92T3) **19** mobilisations in 9 years.

Standby moves

- **87** cover moves per year – **57%** in Lewes, **29%** in Roedean, **10%** in West Sussex, **2%** Preston Circus.
- Sharp decline in standby moves when 92P4 removed from service.



- **5,220** Home Safety Visits to unique properties undertaken.
- Approximately **23%** of all households have had a HSV.



- 2 out of 5,000 commercial properties outside attendance standards.
- 75 Business Safety Audits per year, 33% to care homes.
- 8 Hospitals, 75 Care Homes, 2 Hostels & 11 Hotels in area.



- Additional 1,725 dwellings allocated for development.
- 41,500 m² commercial floor space allocated for development.
- All development within attendance standard isochrones.



- 221 KSI collisions per year.
- Proportion of serious/fatal collisions 2.8% lower than ESFRS.
- All within attendance standards isochrones.



- 4km of coastline (1km of which is Shoreham Port).
- Hove lawns / beach popular with residents and tourists.
- No rivers in Hove station area.



- 194 listed buildings.
- 8 Grade I buildings.
- All within attendance standards.



- 1 SSSI site, north of A27 but within attendance standards.
- Some woodland to the north of the area.



- 86 SSRIIs (28 Level 2, 0 Level 1).
- 1 lower-tier COMAH site 2km south west (Shoreham Port).
- 75 high-rise properties within area.
- Proximity to an airport and commercial port.
- 11 deaths and 16 injuries in Shoreham Air show Disaster in 2015.



Overview

Hove station area is one of three station areas that cover the City of Brighton & Hove. The towns of Brighton & Hove formed a unitary authority in 1997 and in 2001 were granted city status by Queen Elizabeth II. As at the 2011 census, the city was England's most populous seaside resort. The economy of the city is service-based with a strong emphasis on creative, digital and electronic technologies. Tourism and entertainment are important sectors for the City, which has many hotels and amusements. Brighton's nickname of "London-by-the-Sea" is well-known, reflecting Brighton's popularity with Londoners as a day-trip resort, a commuter dormitory and a desirable destination for those wanting to move out of the metropolis. Brighton's location has made it a popular destination for tourists, renowned for its diverse communities, quirky shopping areas, large cultural, music and arts scene and its large LGBT population, leading to its recognition as the "unofficial gay capital of the UK".

Brighton attracted 7.5 million day visitors in 2015/16 and 4.9 million overnight visitors and is the most popular seaside destination in the UK for overseas tourists. Brighton has also been called the UK's "hippest city", and "the happiest place to live in the UK". It is ranked the 44th most populous district in England. Compared to the national average, Brighton has fewer children and old residents but a large proportion of adults aged 20–44. In 2016, Government figures revealed that Brighton and Hove had the worst rate for homelessness outside London and is worse than some boroughs in the capital. Data suggests that one in 69 people in Brighton and Hove are homeless. Although deprivation in Brighton is distributed across the whole of the city it is more concentrated in some areas than others. The highest concentration of deprivation is in the Whitehawk, Moulsecoomb, and Hollingbury areas of the city but is also found around the St. James's Street and Eastern Road areas. A 2015 government statistic showed that the area around Brighton's Palace Pier roundabout and to the east towards St James's Street in Kemptown is the seventh worst 'living environment' in England.

Hove Station Area covers an area of approximately 23 square kilometres, which is the 2nd smallest station area in ESFRS. Hove station area is predominantly urban in nature, the population is located in throughout the station area, with the exception of the area north of the A27. The Fire Station is located in the centre of the station area, along the main east-west route through the city, the A270. Hove is seen as the more upmarket part of the city, with more green spaces and residential neighbourhoods. Hove is also home to Sussex County Cricket Club, in the 6,000 capacity County Ground located in the east of the area.

Station Resources

Hove Community Fire Station is an whole-time fire station which has one pumping appliance

1 x Extended Rescue Pump (FJE92P1)

Volvo Extended Rescue Pump carrying a variety of ladders including a 12 metre ladder, 1800 litres water and a pump capable of supplying 2250 litres/min. It is a multi-purpose appliance carrying a large amount of equipment including dedicated hydraulic rescue tools, water safety and rescue equipment, oxygen, etc.

1 x High Volume Pump (92W4, 92W2, 92C1, 92T5, 92T6)

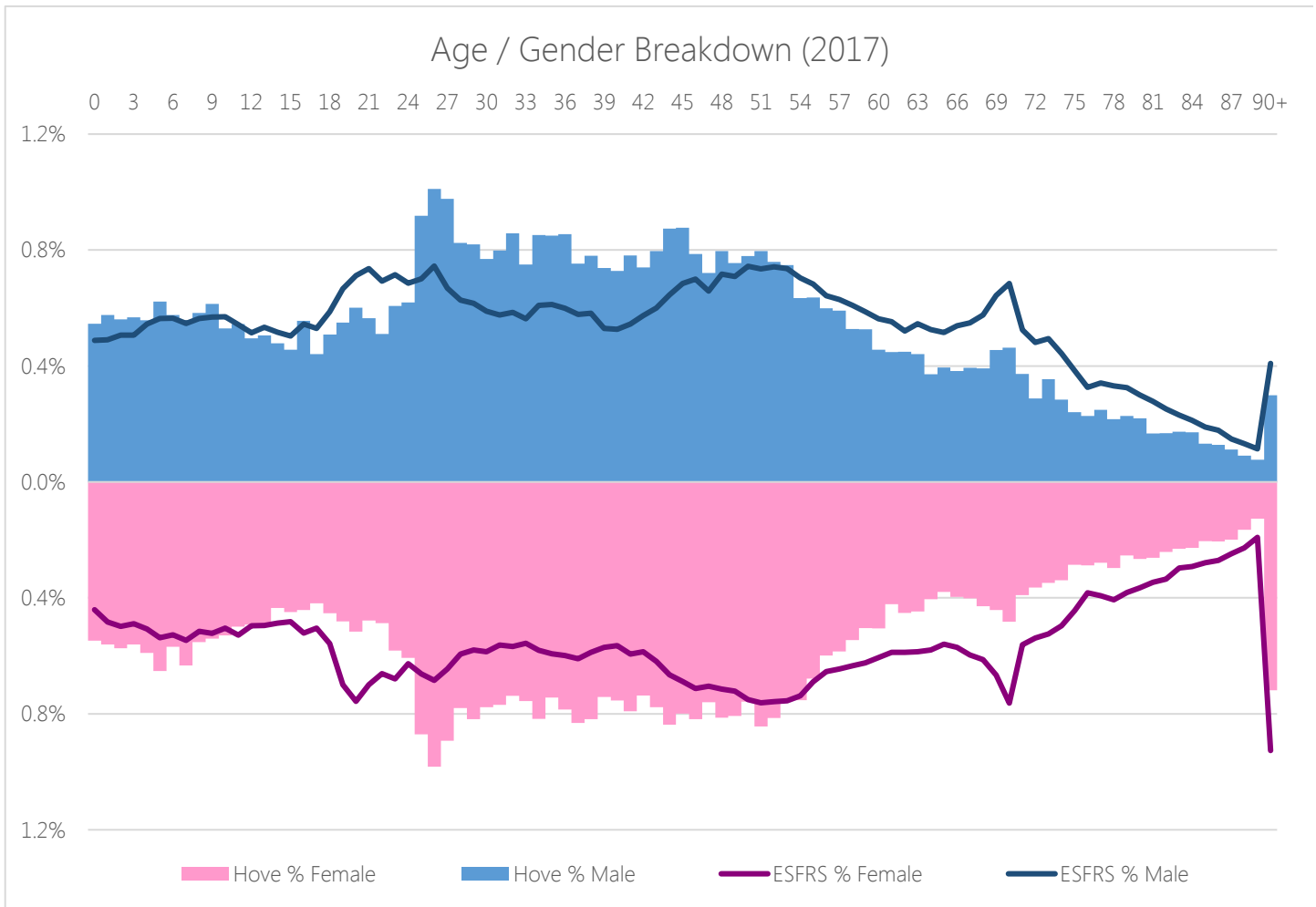
A High Volume Pump (HVP) appliance consists of a Prime Mover (chassis, cab and hook-lift) and two de-mountable containers. The first container holds the de-mountable HVP known as a Hydrosub and one kilometre of 150mm hose. The second container holds a further two kilometres of 150mm hose. The Hydrosub is a hydraulically powered unit that can deliver a flow of up to 7,000 litres of water per minute and can pump up to a head of 60 metres. The appliance is for flooding and firefighting incidents.



Population Demographics

The population in Hove is younger than the rest of the service, with more persons aged 24 to 50 years, and fewer aged over 50. However, there are proportionally fewer persons aged 10 to 23 years.

40% of the population in Hove is aged 25-49, 9% higher than the service average. There are 1.7% fewer 50-64yrs, 5% fewer 65-79yrs and 1.3% fewer 80-89yrs in Hove compared to the rest of the service. There are 1% more children (0-9yrs), and 0.5% fewer 10-17yrs in Hove compared to the ESFRS average. Furthermore, there are around 2% fewer 18-24yrs in Hove compared to the rest of the service.



		2017 population estimates - % Within Area								
		0 to 9	10 to 17	18 to 24	25 to 49	50 to 64	65 to 79	80 to 89	Over 90	Total
Hove		11,464 (11.5%)	7,718 (7.8%)	7,515 (7.6%)	40,156 (40.4%)	17,706 (17.8%)	10,248 (10.3%)	3,542 (3.6%)	1,011 (1%)	99,360
ESFRS		87,510 (10.4%)	69,516 (8.3%)	79,643 (9.5%)	261,272 (31.1%)	163,673 (19.5%)	126,538 (15.1%)	41,043 (4.9%)	11,219 (1.3%)	840,414

In addition to population estimates by age-group, ESFRS hold specific records of GP-registered 65+ years. This data is provided annually to all Fire & Rescue Services in England by the NHS through a national Information Sharing Agreement, and enables FRs to prioritise resources to target those most at risk. This data is often referred to as the 'Exeter Data'.

The following table summarises the numbers of 65+yrs (and 80+yrs) in the Hove station area and the proportion that fall inside the attendance standard isochrones. For the sake of privacy, these have not been included as a map.

It can be seen that all 65+ and 80+ year olds are within the attendance standard isochrones, day or night.

Exeter Data: GP-registered 65+ year olds in Hove Station Area

	Station Admin Area	No. of persons	% in Att. Std. Isochrone (Day)	% in Att. Std. Isochrone (Night)
65+ Yrs	Hove	15,140	100.0	100.0
	ESFRS	179,534	96.5	97.2
80+Yrs	Hove	4,436	100.0	100.0
	ESFRS	51,372	96.8	97.4

Hove is the most densely populated station area in ESFRS, with 42.8 persons per hectare – the average for the service is 4.7. Hove also experienced the second highest increase in population density, with 1.4 extra persons per hectare from 2011 to 2017 (Preston Circus was highest with 2.9). The actual population increase was 3,234 based on the 2011 census and 2017 estimates.

Population Density (number of persons per hectare)								
Area Size (Hectares)	All usual residents (2011)	Population Estimate (2017)	Density 2011	Density 2017	Change 2011-17	Rank in ESFRS 2017	ESFRS Average 2011	ESFRS Average 2017
2,323	96,126	99,360	41.4	42.8	1.4	1	4.5	4.7

The general health in Hove can be seen as good compared to the rest of ESFRS, with 3.5% more persons with 'very good health' in Hove compared with the rest of the service. Furthermore, there are 0.3% fewer persons with 'bad health' and 0.1% fewer persons with 'very bad health' in Hove compared to the ESFRS average.

General Health - Persons (2011) - % Within Area						
	Very good health	Good health	Fair health	Bad health	Very bad health	Total
Hove	47,281 (49.2%)	32,206 (33.5%)	11,682 (12.2%)	3,810 (4%)	1,147 (1.2%)	96,126
ESFRS	365,370 (45.7%)	279,665 (35%)	110,093 (13.8%)	34,749 (4.3%)	10,163 (1.3%)	800,040

The following table further portrays the good health in Hove station area, with proportionally fewer persons whose day-to-day activities are limited. Specifically, there are 1.1% fewer persons whose activities are 'limited a lot' and 1.3% fewer who are 'limited a little'. The converse of which is that around 2% more persons are not limited, in Hove compared with the rest of ESFRS.

	Day-to-day activities limited - Persons (2011) - % Within Area			
	Limited a lot	Limited a little	Not limited	Total
Hove	7,445 (7.7%)	8,739 (9.1%)	79,942 (83.2%)	96,126
ESFRS	68,688 (8.6%)	83,026 (10.4%)	648,326 (81%)	800,040

Compared against the service average, there are proportionally around 6% more full-time employees in Hove, and the proportions of self-employment and part-time employment are similar in Hove to the service average. There are 0.2% more un-employed persons and around 5% fewer retired persons in Hove compared to the rest of the service. Furthermore, there are fewer full time students in Hove (7.7%) compared to the service average (10%).

Economic Activity - All usual residents aged 16 to 74 (2011)		Hove	ESFRS	
Economically active	Part-time	Employee	10,212 (14.2%)	82,644 (14.1%)
		Self-employed without employees	2,945 (4.1%)	22,199 (3.8%)
		Self-employed with employees	357 (0.5%)	2,591 (0.4%)
	Full-time	Employee	28,946 (40.2%)	201,532 (34.4%)
		Self-employed without employees	5,300 (7.4%)	40,181 (6.9%)
		Self-employed with employees	1,646 (2.3%)	12,514 (2.1%)
		Un-employed	2,724 (3.8%)	21,321 (3.6%)
	Full-time student	2,216 (3.1%)	22,823 (3.9%)	
Economically inactive		Retired	7,304 (10.1%)	86,361 (14.8%)
		Student (including full-time students)	3,344 (4.6%)	35,446 (6.1%)
		Looking after home or family	2,727 (3.8%)	22,914 (3.9%)
		Long-term sick or disabled	2,943 (4.1%)	24,201 (4.1%)
		Other	1,358 (1.9%)	10,583 (1.8%)
Total		72,022	585,310	



Household Demographics

Census 2011 Household Breakdown

There are proportionally 16% fewer detached and 3.6% fewer terraced houses/bungalows in Hove compared with the rest of the service, however there are similar proportions of semi-detached houses/bungalows. There are proportionally more flats in Hove compared with the service average, with 5.6% more purpose build flats and 13.2% more converted flats. Furthermore, there is over twice the proportion of shared dwellings in Hove compared with the rest of the service.

Households (2011) by Type (% Within Area)									
Unshared Dwelling								Shared Dwelling	Total
Detached House / Bungalow	Semi-detached House / Bungalow	Terraced House / Bungalow	Flat - Purpose Built	Flat - Converted	Flat - commercial building	Caravan / other temporary structure			
Hove	3,967 (8.9%)	9,957 (22.4%)	6,893 (15.5%)	10,911 (24.5%)	10,824 (24.4%)	682 (1.5%)	3 (0%)	1,212 (2.7%)	44,449
ESFRS	87,989 (24.9%)	81,338 (23%)	67,556 (19.1%)	66,813 (18.9%)	39,736 (11.2%)	5,167 (1.5%)	1,236 (0.3%)	3,610 (1%)	353,445

Hove has proportionally 2% fewer lone pensioner households compared with the service average, but 0.5% more lone parent households. There are 201 all full-time student households in Hove station area.

Household Composition - Households (2011)				
	Lone Pensioner (65+)	All full-time students	Lone parent with dependent children	All Households
Hove	5,647 (12.7%)	201 (0.5%)	3,101 (7%)	44,449
ESFRS	52,103 (14.7%)	3,224 (0.9%)	22,980 (6.5%)	353,445

Proportionally there are 8.5% fewer households that are owned outright in Hove compared with the rest of ESFRS, however there are 1.7% more mortgaged households. There are similar proportions of households socially rented from the council, but 1.7% fewer socially rented 'other' in Hove compared with the rest of the service. There are around 9% more privately rented households in Hove compared with the ESFRS average.

Household Tenure - Households (2011)									
	Owned		Shared ownership	Social rented:		Private rented:		Living rent free	Total
	Outright	Mortgage or loan		Rented from council	Other	Private landlord or letting agency	Other		
Hove	10,830 (24.4%)	14,462 (32.5%)	303 (0.7%)	2,941 (6.6%)	1,856 (4.2%)	12,872 (29%)	631 (1.4%)	554 (1.2%)	44,449
ESFRS	116,373 (32.9%)	108,974 (30.8%)	2,540 (0.7%)	22,903 (6.5%)	20,884 (5.9%)	71,980 (20.4%)	5,159 (1.5%)	4,632 (1.3%)	353,445

The table below shows the number of spare bedrooms in a household, this can indicate overcrowding. Hove can be seen as an overcrowded area compared to the rest of the service, because there are proportionally 1.3% more households with a -1 occupancy rating, meaning 1.3% of all the households in the station area have one too few bedrooms. The proportion of households with 2 or less too few bedrooms is the same in Hove as it is across the service (0.4%). The converse of the above is that proportionally 8.5% fewer households have 2 or more spare bedrooms, and 2.5% fewer have one spare bedroom. However, there are around 10% more households with a neutral occupancy rating in Hove compared with the rest of the service area.

Occupancy Rating (Spare Bedrooms) - Households (2011)						
	Under-occupied		Standard	Overcrowded		Total
	+2 or more	+1	0	-1	-2 or less	
Hove	9,884 (22.2%)	14,115 (31.8%)	18,104 (40.7%)	2,166 (4.9%)	180 (0.4%)	44,449
ESFRS	108,549 (30.7%)	121,288 (34.3%)	109,429 (31%)	12,863 (3.6%)	1,316 (0.4%)	353,445

Mosaic Public Sector Household Breakdown

Mosaic Public Sector, published by Experian, is a socio-demographic classification system covering the whole of the United Kingdom. It provides an accurate and comprehensive view of citizens and their needs by describing them in terms of demographics, lifestyle, culture and behaviour. Over 850 million pieces of information across 450 different data points are condensed using the latest analytical techniques to identify 15 summary groups and 66 detailed types that are easy to interpret and understand.

There are 43,126 households within Hove station admin area, dispersed across the station area. which are broken down by the 15 summary Mosaic Lifestyle groups.

Mosaic Lifestyle Group	Hove	%	ESFRS	%
A - Country Living	0	0.0	30,907	8.5
B - Prestige Positions	1,815	4.2	27,774	7.6
C - City Prosperity	8,571	19.9	21,862	6.0
D - Domestic Success	4,585	10.6	27,215	7.5
E - Suburban Stability	2,115	4.9	24,684	6.8
F - Senior Security	2,755	6.4	39,762	10.9
G - Rural Reality	3	0.0	17,553	4.8
H - Aspiring Homemakers	2,773	6.4	24,898	6.8
I - Urban Cohesion	4,139	9.6	14,427	4.0
J - Rental Hubs	9,567	22.2	50,913	14.0
K - Modest Traditions	686	1.6	10,777	3.0
L - Transient Renters	486	1.1	13,853	3.8
M - Family Basics	2,059	4.8	20,841	5.7
N - Vintage Value	2,171	5.0	26,701	7.3
O - Municipal Challenge	1,401	3.2	11,485	3.2
Total	43,126	100	363,652	100

The predominant Mosaic groups describe 'High status city dwellers living in central locations and pursuing careers with high rewards', 'Educated young people privately renting in urban neighbourhoods' and 'Residents of settled urban communities with a strong sense of identity'.

The top 3 Mosaic Types within Hove Station area are:

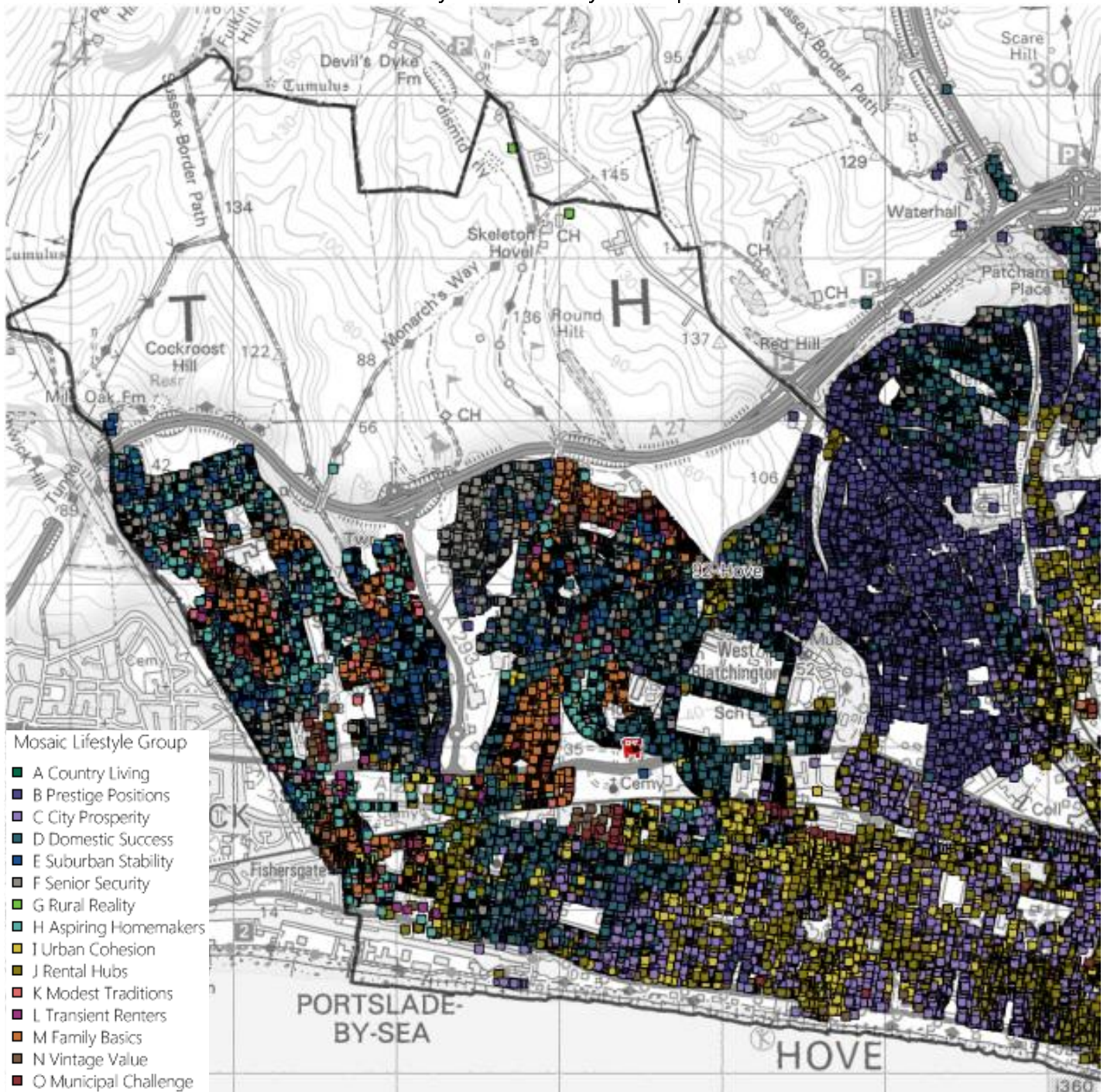
C12 Metro High-Flyers: Ambitious people in their 20s and 30s renting expensive apartments in highly commutable areas of major cities

J40 Career Builders: Singles and couples in their 20s and 30s progressing in their field of work from commutable properties

I39 Ageing Access: Older residents owning small inner suburban properties with good access to amenities

C12 and I39 households have had a high volume of dwelling fires over the past 9 years and, compared to the base population, have a higher propensity to having a dwelling fire – they have 29-42% more dwelling fires than one would expect. However, J40 households have 4% fewer dwelling fires than one would expect. The map below shows the dispersal of households across the station area.

Households in Hove Station Admin area by Mosaic Lifestyle Group

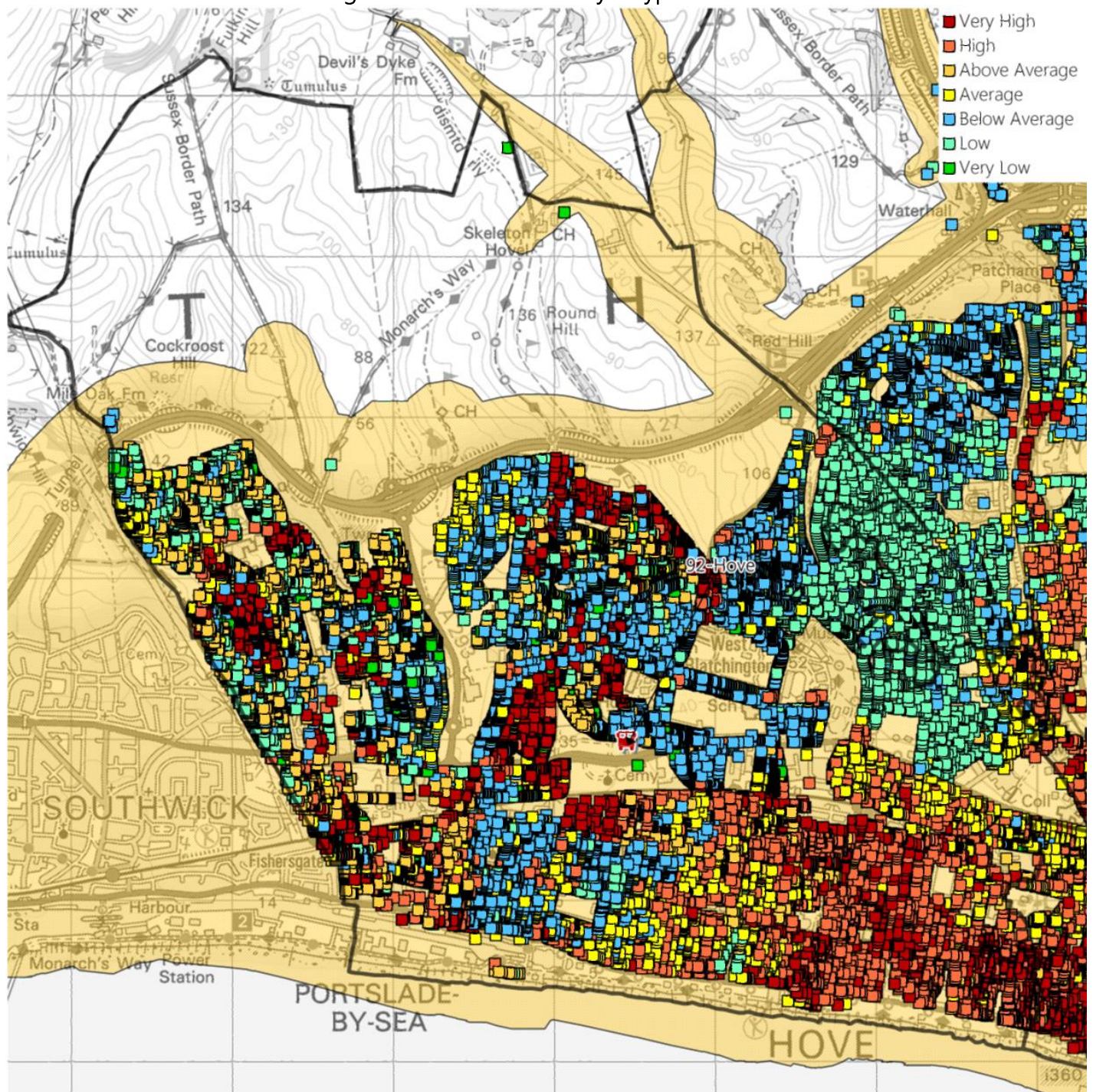


The map below shows the dispersion of mosaic households, classified by their initial fire risk rating, which is based on a combination of the number of fires and propensity to having a fire within each mosaic type. Those that have historically had a higher prevalence of and/or higher likelihood to having a fire are ranked higher. The risk rating is a relative risk and is a useful way to show socio-demographic risk, in the absence of additional risk information that ESFRS glean from other sources.

Households in Hove Station Admin area by Initial Fire Risk Rating

Station Area	Very High	High	Above Average	Average	Below Average	Low	Very Low
Hove	8,918	13,899	4,326	4,968	6,660	3,589	766
Hove (%)	20.7%	32.2%	10.0%	11.5%	15.4%	8.3%	1.8%
ESFRS (%)	18.4%	21.7%	11.5%	13.9%	17.2%	13.0%	4.3%

Household Fire Risk – Initial Rating based on Mosaic Lifestyle Type



Station Admin Area	Very High	Within Att. Standard (Day)	%	Within Att. Standard (Night)	%	High	Within Att. Standard (Day)	%	Within Att. Standard (Night)	%
Hove	8,918	8,918	100.0	8,918	100.0	13,899	13,899	100.0	13,899	100.0

Overall, 100% of households within Hove station area are within ESFRS attendance standards, for both day and night (out of 43,126 households only 2 fall outside). It can be seen that approximately 26% of households are deemed to represent a below average, low or very low fire risk.

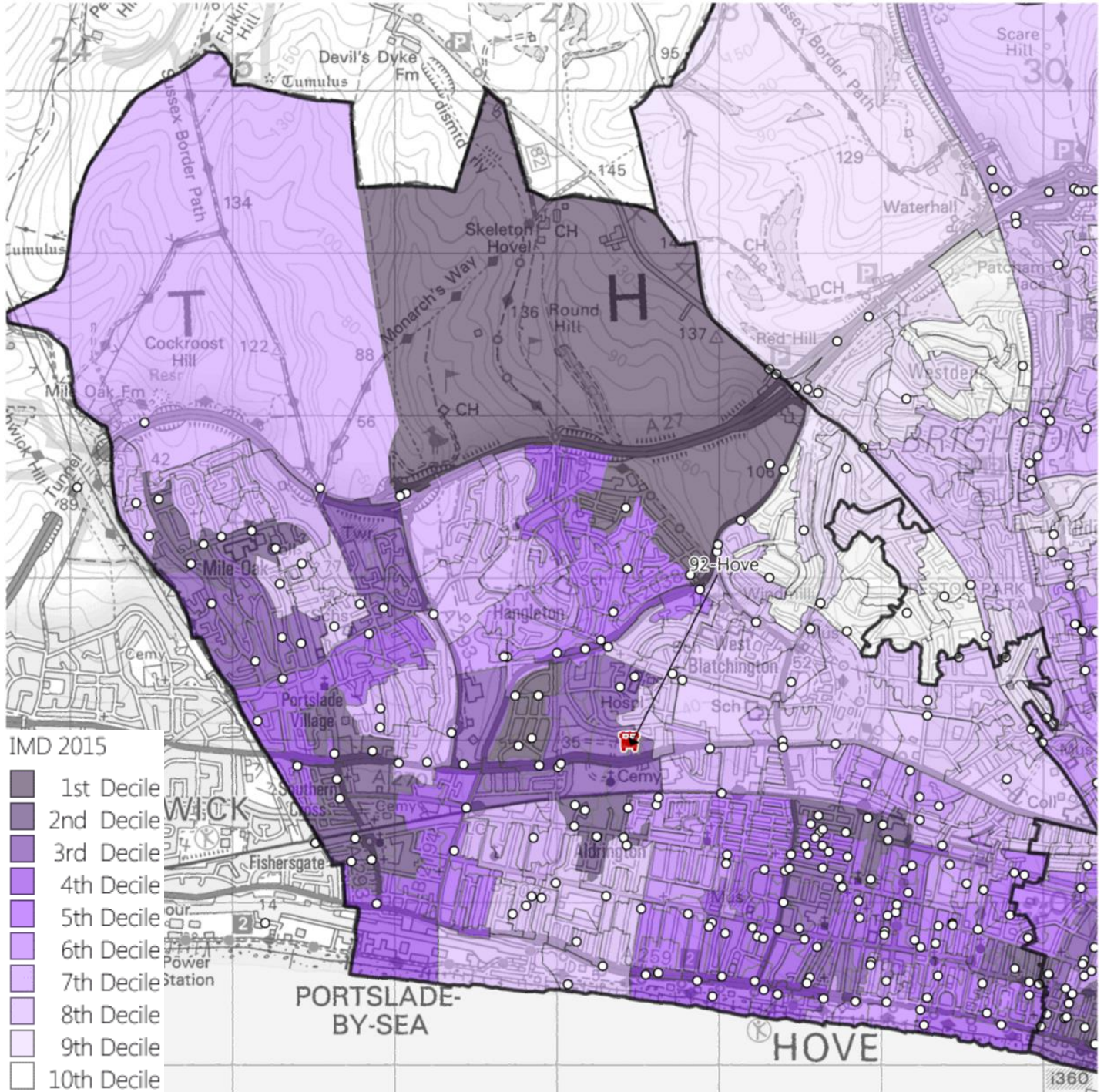
The Very High/High risk households represent 53% of households, all of which fall within the attendance standard isochrones.

Holiday Parks

There are no major holiday parks within Hove station area.

The following map shows the Index of Multiple Deprivation (2015) deciles. IMD deciles measure the relative deprivation of an area compared with the whole of England and Wales and takes 7 domains of deprivation into consideration, namely: Income, Employment, Education, Health, Crime, Barriers to housing & services & Living environment. There is a positive correlation between deprivation and the numbers of incidents to which ESFRS respond. i.e. the more deprived an area, the more incidents to which we respond to.

Index of Multiple Deprivation 2015 Deciles with 'Critical Incidents' (2013-18)



There are two neighbourhoods in Hove station area that are within the top 10% deprived nationally, a large area in the north and neighbourhood just to the west of the fire station. However, there are 3 areas that are within the top 10% least deprived nationally. The majority of the station area ranges from 30% to 80% most deprived nationally – showing that Hove is a mixed area, with affluence and deprivation throughout.

Incidents

Incidents occurring within Hove Station Area

The analysis of historical incidents has been split into two sections in order to identify both the geographic location of the incident and each fire appliance's incident activity. This section deals with historical incidents that have occurred within the geographical station area of Hove – irrespective of which appliance(s) were mobilised to the incident. This helps identify the types of incidents to which we have responded within Hove's area.

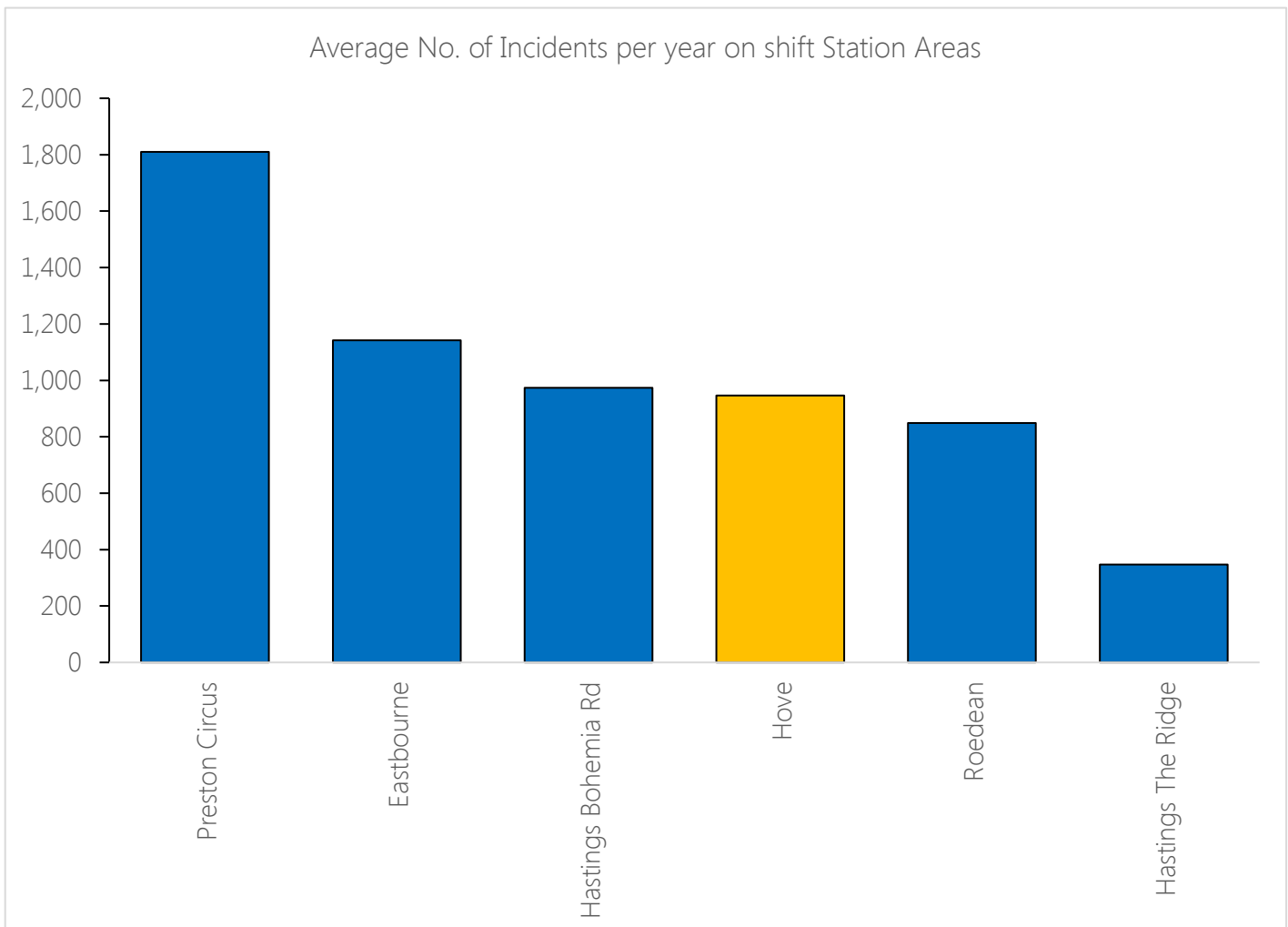
Over the 9 years (Apr 2009 – Mar 2018), incidents within Hove station area have decreased by 20%, with a sharp decrease in 2012/13 as shown in the table below.

No. of Incidents within Hove Station Area per year

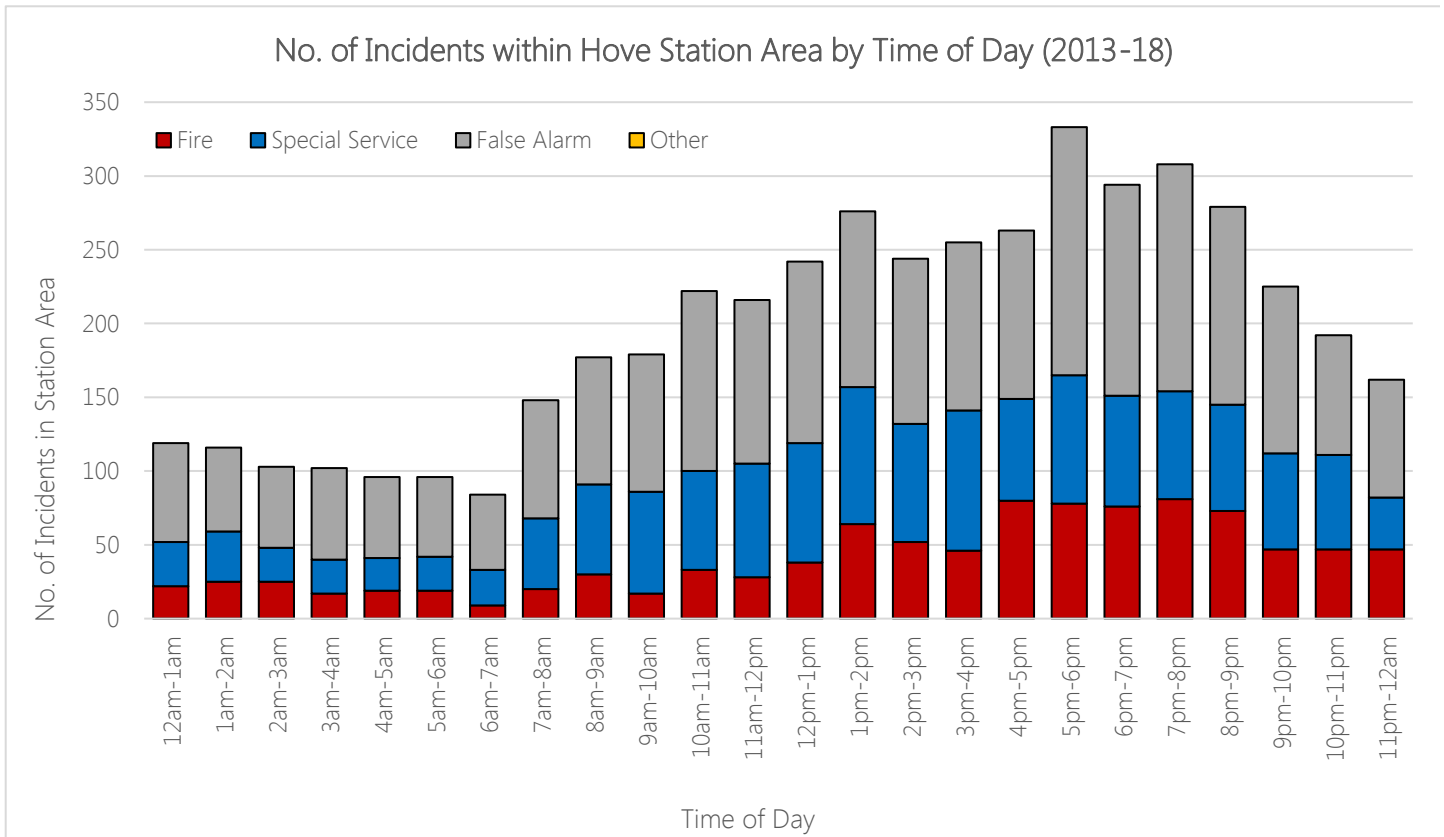
2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	Total
1,208	1,181	1,175	995	975	887	952	948	969	9,290

Between 2013-18, there were 4,731 incidents within the Hove station area, which equates to an average of 946 incidents per year.

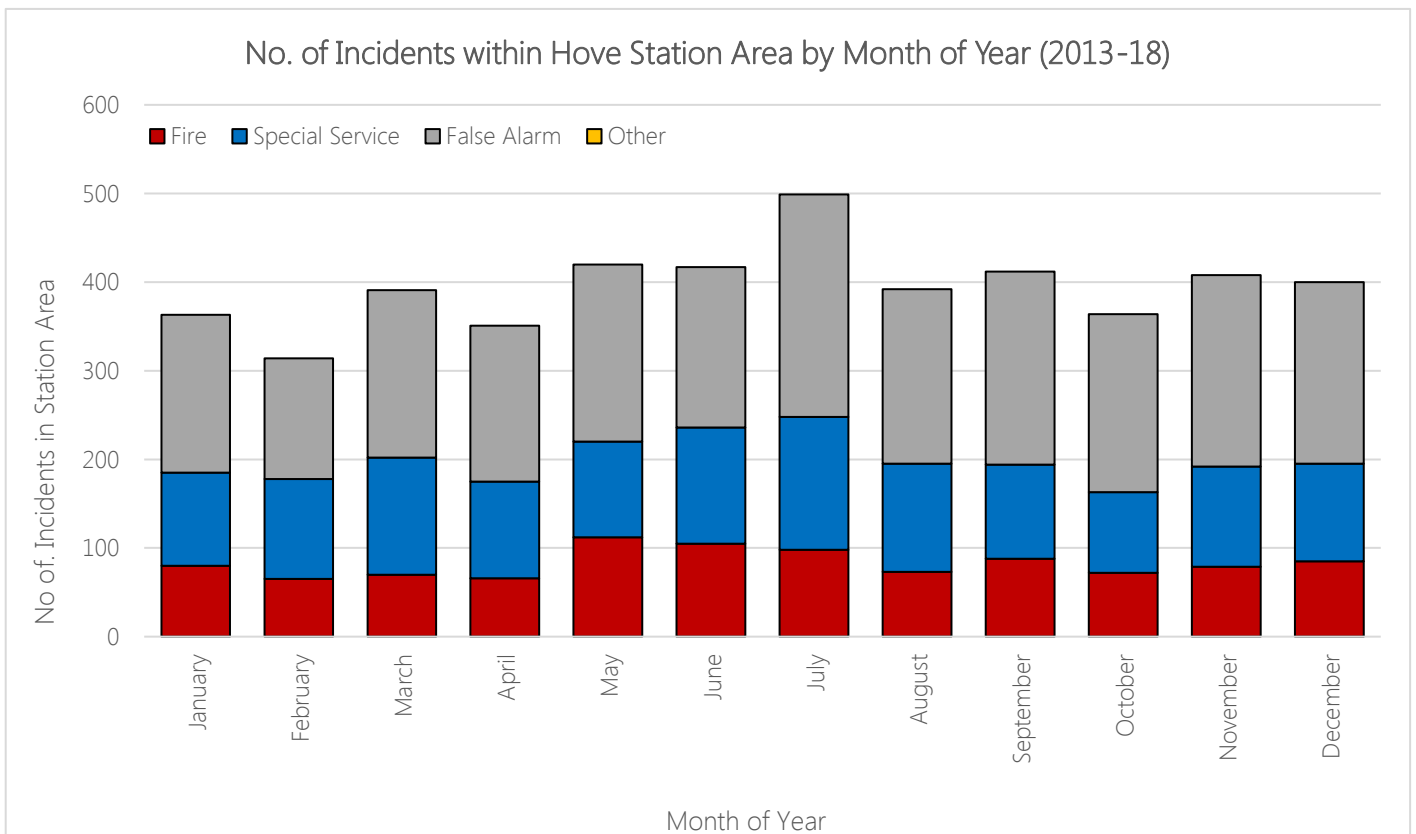
Hove station area ranks 4th out of all 24 geographical station areas in terms of the numbers of incidents occurring within its area. Comparing with the other wholetime station areas across ESFRS, Hove ranks 4th out of 6, as shown below.



The following charts show the distribution of incidents by time of day and month of year. The shape of these distributions follows a typical distribution. With an increase from around 8am, and peaks around lunch time (1-2pm) and in the evening (5-6pm), before declining again around 9pm.



As you would expect, there are more incidents during the summer months compared to winter. It can be seen that the busiest month is July, and the least busy month is February.



The following table illustrates the types of incidents that have occurred in Hove station area over the past 9 years. Proportionally, there are 1.6% more dwelling fires and 2% fewer RTC incidents in Hove compared with the rest of the service area. Overall, compared to the ESFRS averages, Hove experiences 1.3% fewer fire incidents, 1.4% more special service incidents and similar proportions of false alarms. Specifically there are 2% more flooding and 0.8% more lift releases in Hove compared with the rest of ESFRS.

No. of Incidents within Hove Station Area by Incident Type

Incident Type	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	Total	5yr Ave.	%	% ESFRS
Primary Fire - Dwelling	78	84	73	63	85	70	96	64	58	671	75	7.9	6.3
Primary Fire - Non Residential	26	27	25	17	23	17	21	15	12	183	18	1.9	2.1
Primary Fire - Other Residential	8	9	17	8	8	8	11	5	5	79	7	0.8	0.6
Primary Fire - Vehicle	24	25	20	46	21	17	13	19	22	207	18	1.9	2.7
Primary Fire - Outdoor	9	12	12	5	7	4	11	10	1	71	7	0.7	0.9
Chimney Fire	2	4	3	8	1	3	6	6	1	34	3	0.4	1.6
Secondary Fire	111	109	91	66	74	68	68	76	63	726	70	7.4	8.1
Fire - Classification Not Recorded	0	0	0	0	0	0	1	0	3	4	1	0.1	0.1
Special Service - Advice Only	6	4	2	0	7	7	7	5	3	41	6	0.6	0.3
Special Service - Animal assistance incidents	10	18	18	18	15	15	22	14	17	147	17	1.8	2.3
Special Service - Assist other agencies	5	9	5	5	7	4	21	18	26	100	15	1.6	1.7
Special Service - Effecting Entry/Exit	45	58	52	45	49	42	39	49	52	431	46	4.9	3.9
Special Service - Evacuation (no fire)	1	0	0	1	1	1	0	0	1	5	1	0.1	0.0
Special Service - Flooding	62	62	59	68	39	66	63	69	66	554	61	6.4	4.2
Special Service - Hazardous Materials	6	3	2	6	3	2	5	2	2	31	3	0.3	0.3
Special Service - Lift Release	64	42	55	38	47	30	35	53	46	410	42	4.5	3.7
Special Service - Making Safe (not RTC)	24	8	21	11	28	10	24	12	6	144	16	1.7	1.8
Special Service - Medical Incident	0	3	0	2	0	2	4	2	2	15	2	0.2	0.2
Special Service - No action (not false alarm)	11	9	5	6	3	7	8	12	10	71	8	0.8	0.7
Special Service - Other rescue/release of persons	17	9	8	5	8	8	6	3	9	73	7	0.7	1.0
Special Service - Other Transport	0	5	1	3	2	0	1	2	1	15	1	0.1	0.3
Special Service - Removal of objects from people	1	6	6	3	10	9	8	7	1	51	7	0.7	0.6
Special Service - Removal of people from objects	0	0	0	3	0	4	3	3	6	19	3	0.3	0.3
Special Service - Rescue or evacuation from water	0	0	0	0	0	0	0	0	0	0	0	0.0	0.1
Special Service - RTC	51	33	50	37	26	29	27	30	37	320	30	3.1	5.1
Special Service - Spills and Leaks (not RTC)	14	12	17	13	11	16	9	7	10	109	11	1.1	1.1
Special Service - Stand By	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Special Service - Suicide	3	2	1	0	0	2	2	0	2	12	1	0.1	0.1
Special Service - Unknown	0	0	1	0	2	0	0	1	7	11	2	0.2	0.2
Special Service - Water provision	0	0	0	0	0	0	0	0	1	1	0	0.0	0.0
False Alarm - Apparatus	393	438	426	369	357	311	308	303	337	3,242	323	34.2	34.6
False Alarm - Good Intent	212	171	190	128	127	124	116	143	139	1,350	130	13.7	13.6
False Alarm - Malicious	25	19	14	21	14	9	17	17	20	156	15	1.6	1.3
False Alarm - Unknown	0	0	1	0	0	2	0	1	3	7	1	0.1	0.2
Other	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
Grand Total	1208	1181	1175	995	975	887	952	948	969	9290	946	100	100

In addition to the above table, which breaks down fires by property type, special services by special service type and false alarms by false alarm type, the following table further breaks down false alarms by property type. It can be seen that there are 6.6% more false alarms in dwellings, and around 3% fewer outdoor false alarms.

No. of False Alarms by Property Type (Apr 2013 - Mar 2018)

Property Type	Hove	ESFRS
Dwelling	1,306 (55.6%)	11,127 (49%)
Non-Residential	641 (27.3%)	6,612 (29.1%)
Other Residential	189 (8%)	2,181 (9.6%)
Outdoor	115 (4.9%)	1,762 (7.8%)
Outdoor Structure	17 (0.7%)	194 (0.9%)
Road Vehicle	41 (1.7%)	443 (2%)
Unknown	39 (1.7%)	377 (1.7%)
Total	2,348	22,696

The following table shows the number of critical incidents that have occurred within Hove station area over the past 9 years. This equates to an average of 42 incidents per year which result in a rescue or some form of injury (special service rescues (excl. RTCs) with no injury are not included in the calculation). Given that approximately 1,032 incidents occur within Hove area each year, this represents around 4% of incidents have some form of life risk, which is lower than the ESFRS average of 5.2%.

No. of Critical Incidents within Hove Station Admin Area

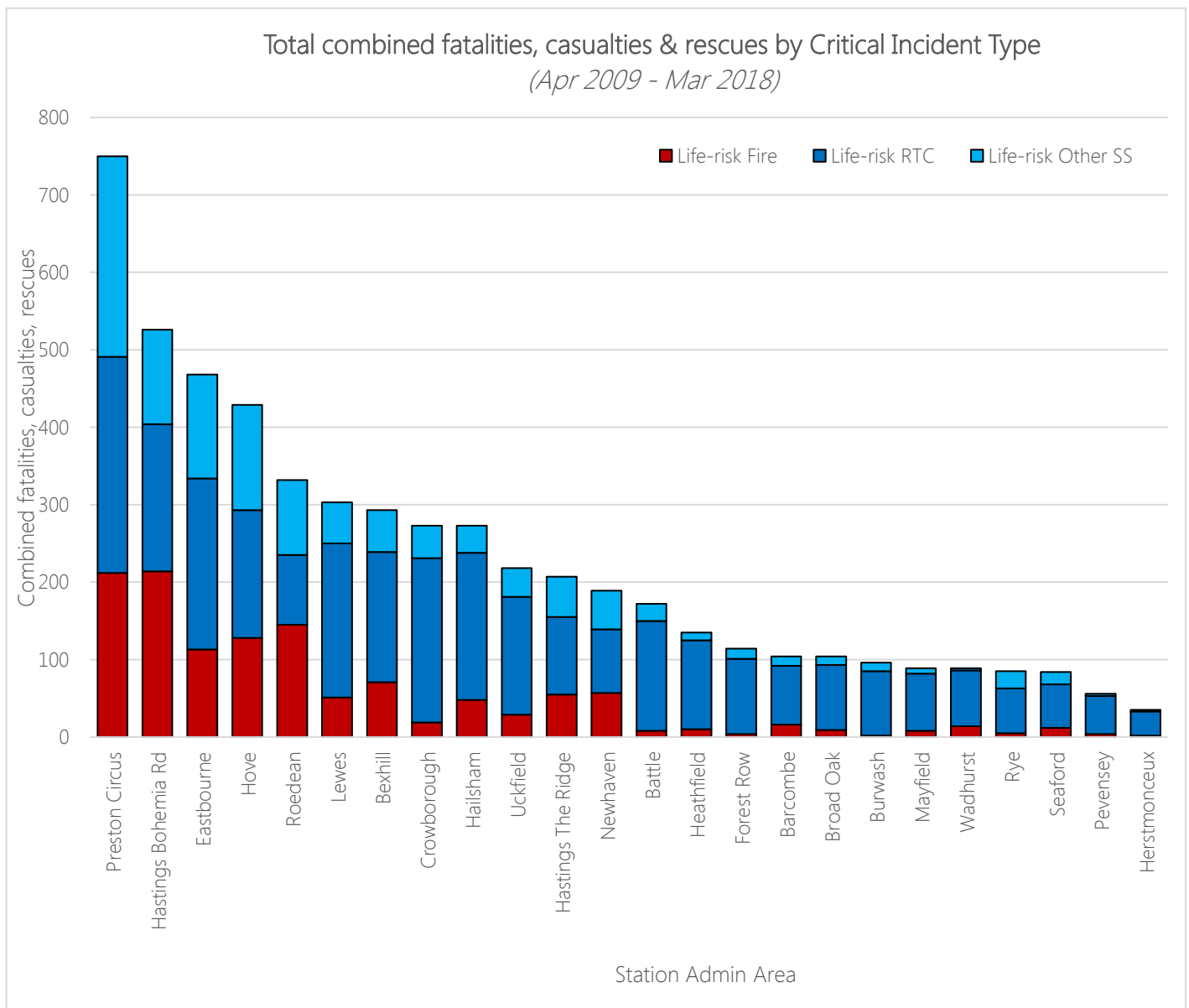
Critical Incidents	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	Total
Life-risk Fire	12	21	18	7	10	11	16	7	9	111
Life-risk RTC	23	14	23	19	10	13	15	12	19	148
Life-risk Special Serv.	8	14	11	4	4	12	21	27	21	122
Total	43	49	52	30	24	36	52	46	49	381

The table below shows the actual numbers of fatalities, casualties and rescues recorded against each critical incident type over the past 9 years. It can be seen that 381 critical incidents have resulted in 429 injuries and/or rescues over the past 9 years (9.4 fatalities, casualties, rescues per year), thus each critical incident in Hove area gives rise to 1.13 casualties. This is lower than the ESFRS average of 1.26 casualties to every critical incident.

No. of fatalities, casualties and rescues within Hove Station Area (Apr 09 – Mar 18)

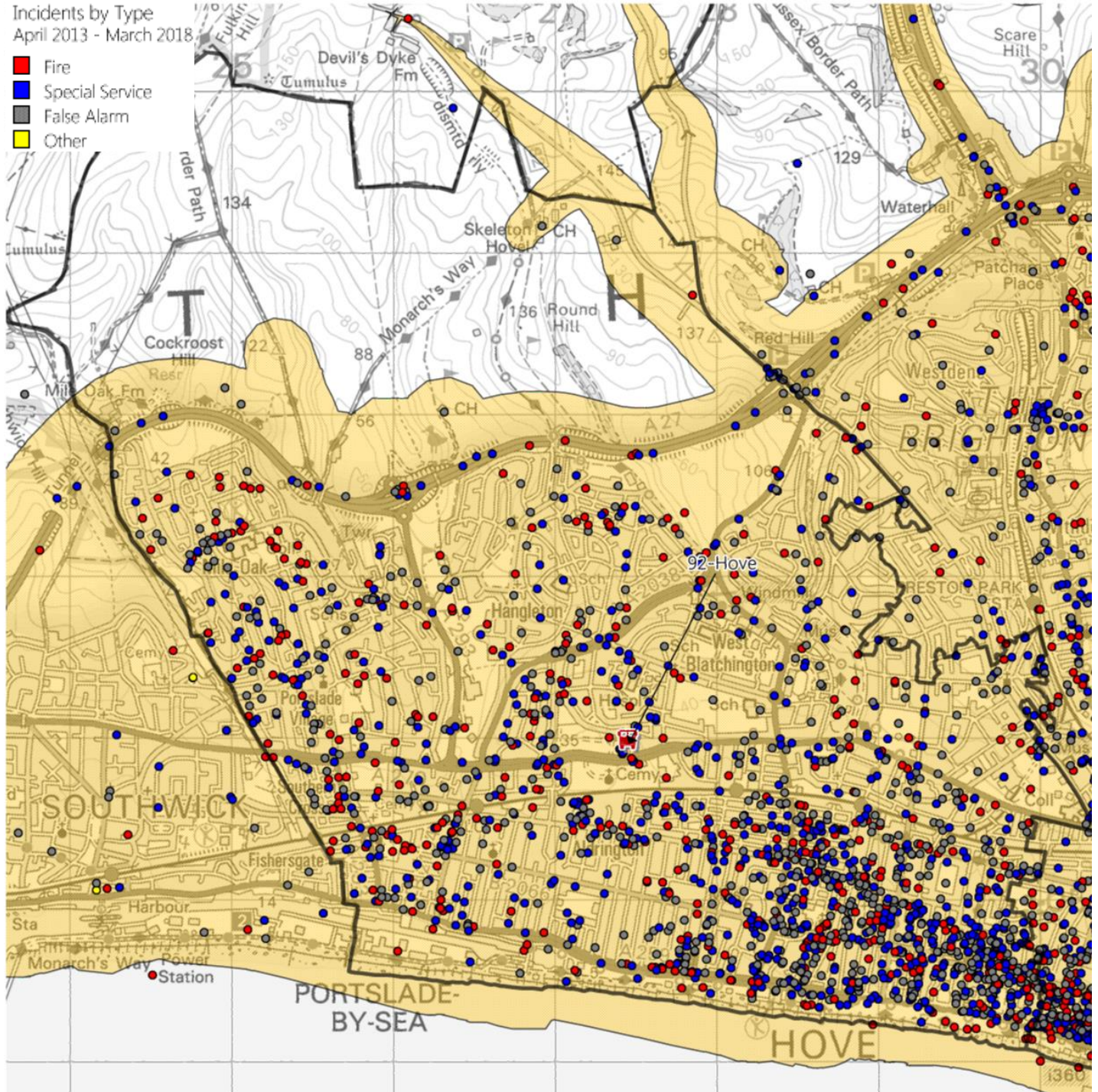
Casualty Severity	Fire	RTC	Other SS.	Total
Fatal Injury	3	11	18	32
Serious Injury	10	45	30	85
Slight Injury	39	83	47	169
First Aid/Prec. Check	41	15	34	90
Rescue (No Injury)	35	11	7	53
Total Life-Risk	128	165	136	429

Hove ranks 4th out of the 24 station areas (or 4 out of 6 wholetime shift areas) regarding combined numbers of fatalities, casualties and rescues as demonstrated on the following chart.



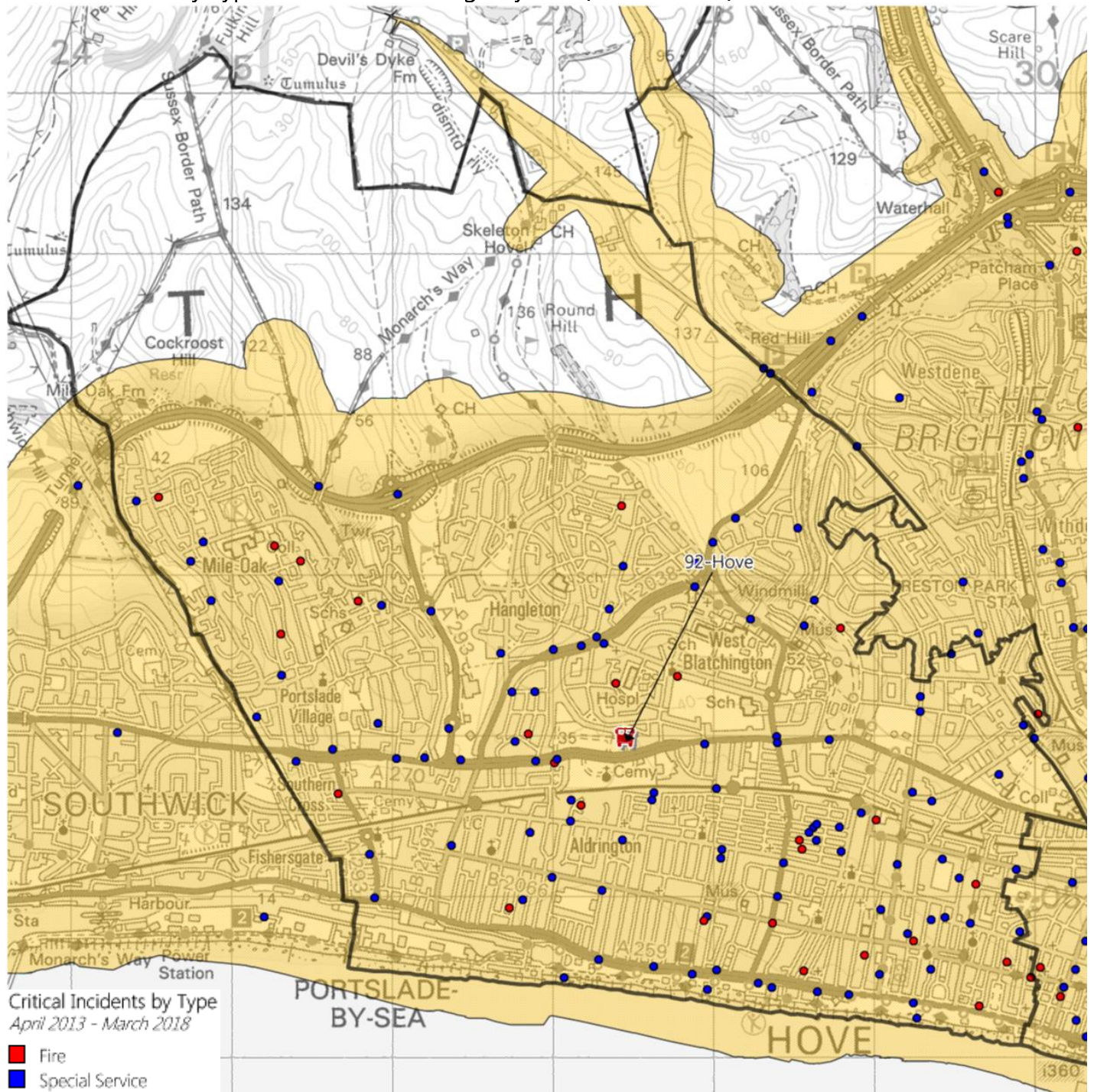
53% of incidents within Hove station area occurred during the daytime (between 08:30 and 18:30). The map below shows all daytime incidents over the last 5 years, with daytime attendance standards coverage overlaid. 100% of daytime incidents fall within the attendance standards isochrone.

All Incidents by Type that occurred during 'daytime' (08:30 – 18:30) between 2013-18



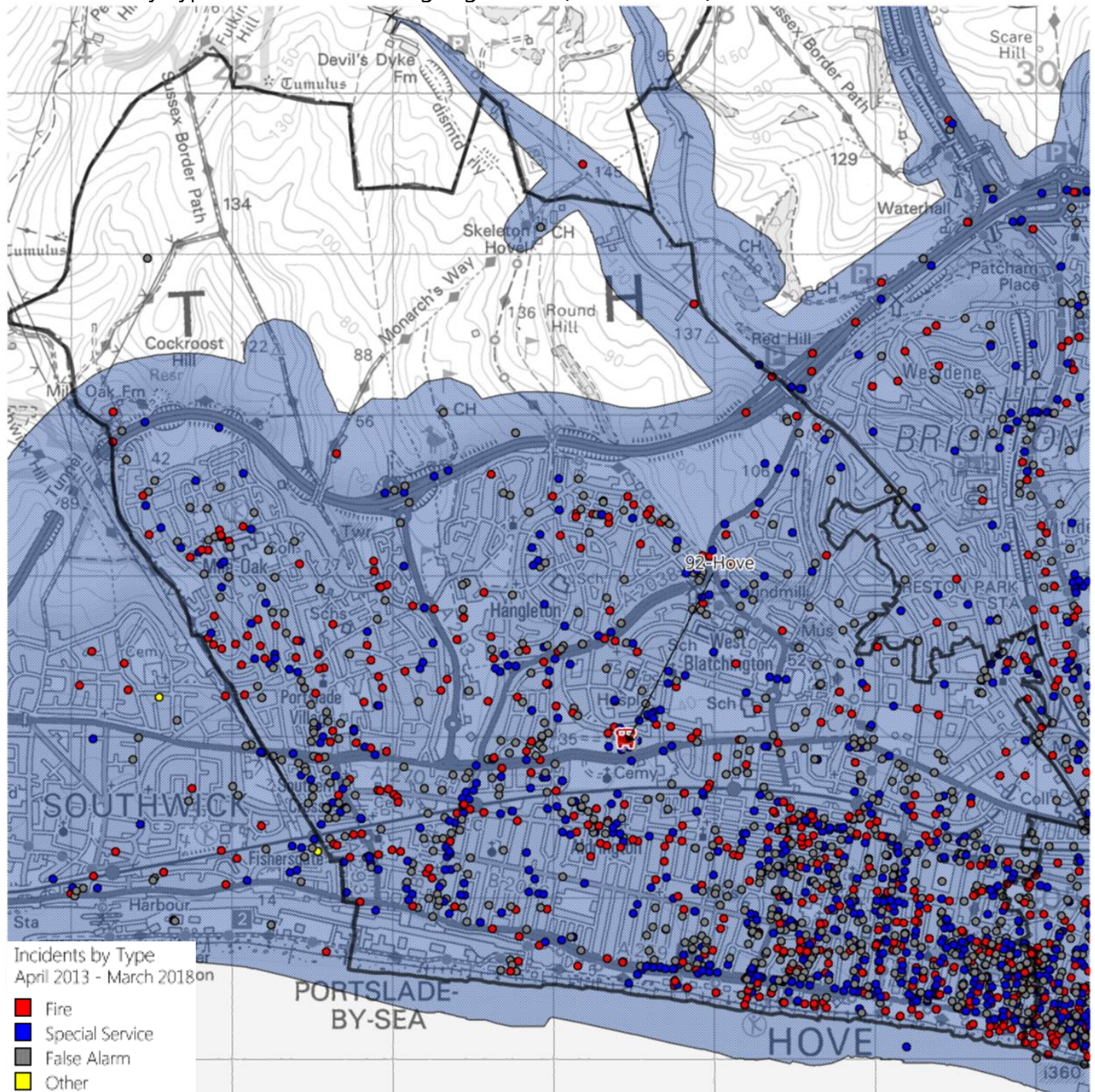
The following map now only show critical incidents that occurred within Hove station area during the day. 62% of critical incidents occurred during the daytime (between 08:30 and 18:30). 100% fall within the attendance standards isochrone.

Critical Incidents by Type that occurred during 'daytime' (08:30 – 18:30) between 2013-18



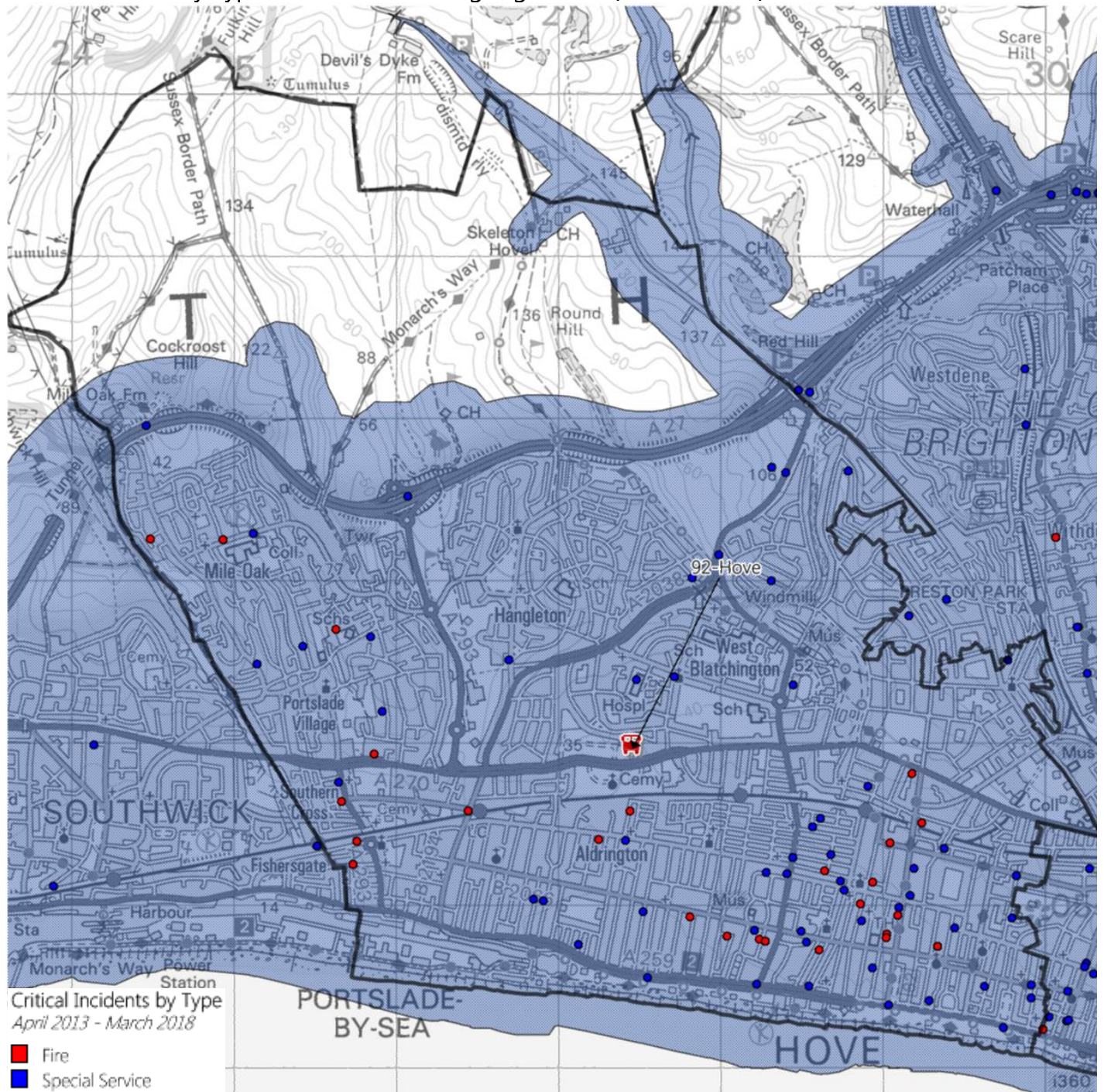
47% of incidents within Hove station area occurred during the night time (between 18:30 and 08:30). The map below shows all night time incidents over last 5 years, with night time attendance standards coverage overlaid. 100% of night time incidents fall within the attendance standards isochrone.

All Incidents by Type that occurred during 'night time' (18:30 – 08:30) between 2013-18

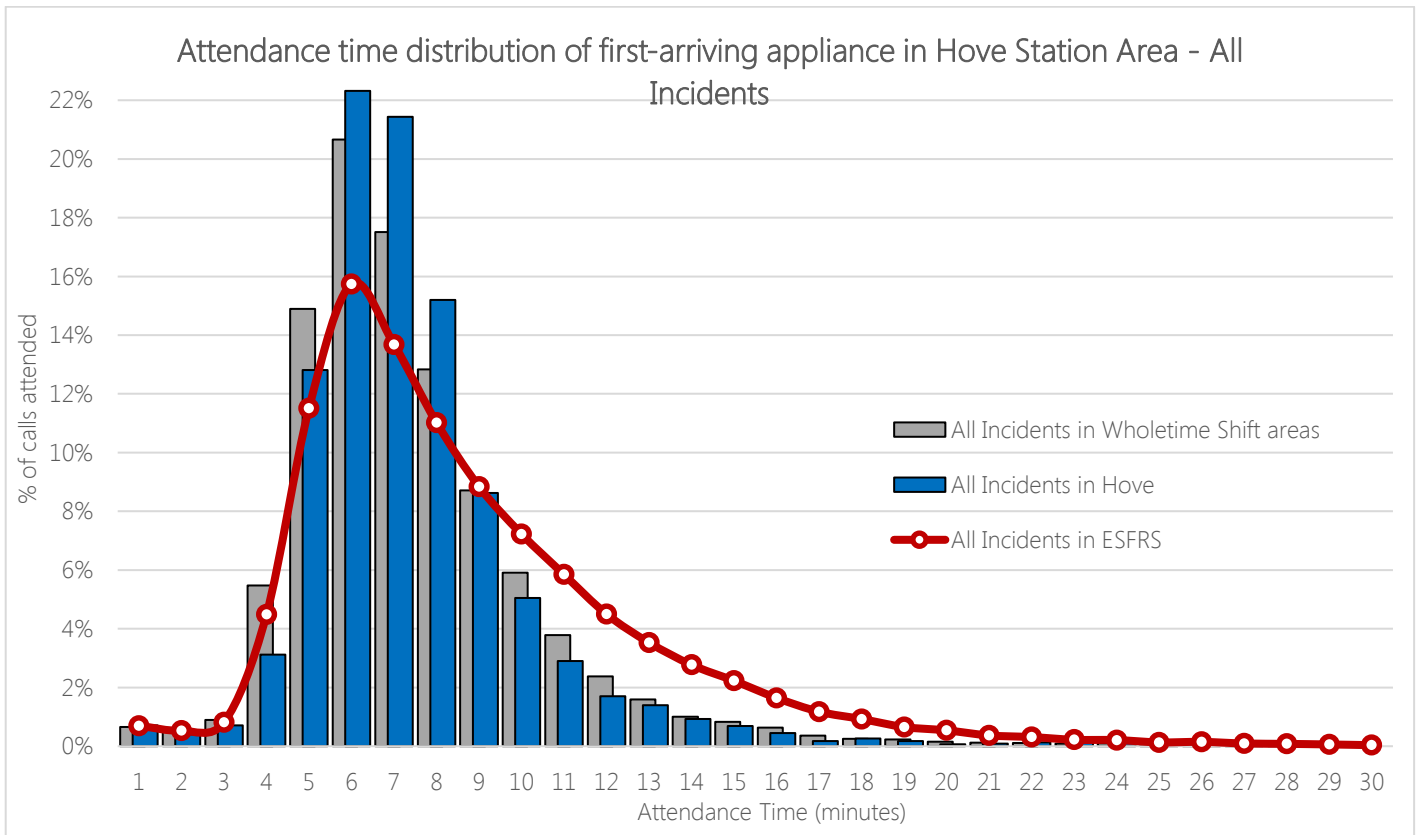


The following map now only shows critical incidents that occurred within Hove station area during the night. 38% of critical incidents occurred during the night time (between 18:30 and 08:30). 100% fall within the attendance standards isochrone.

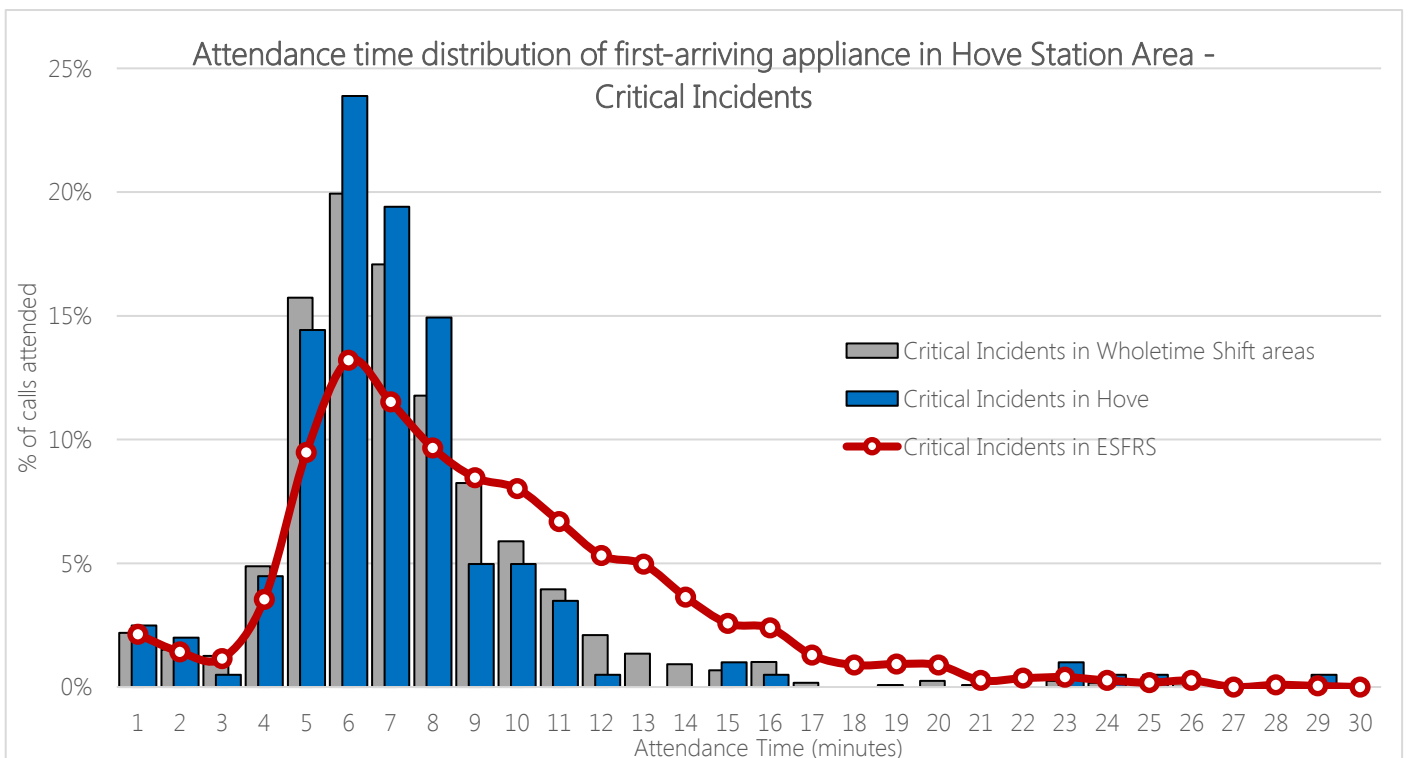
Critical Incidents by Type that occurred during 'night time' (18:30 – 08:30) between 2013-18



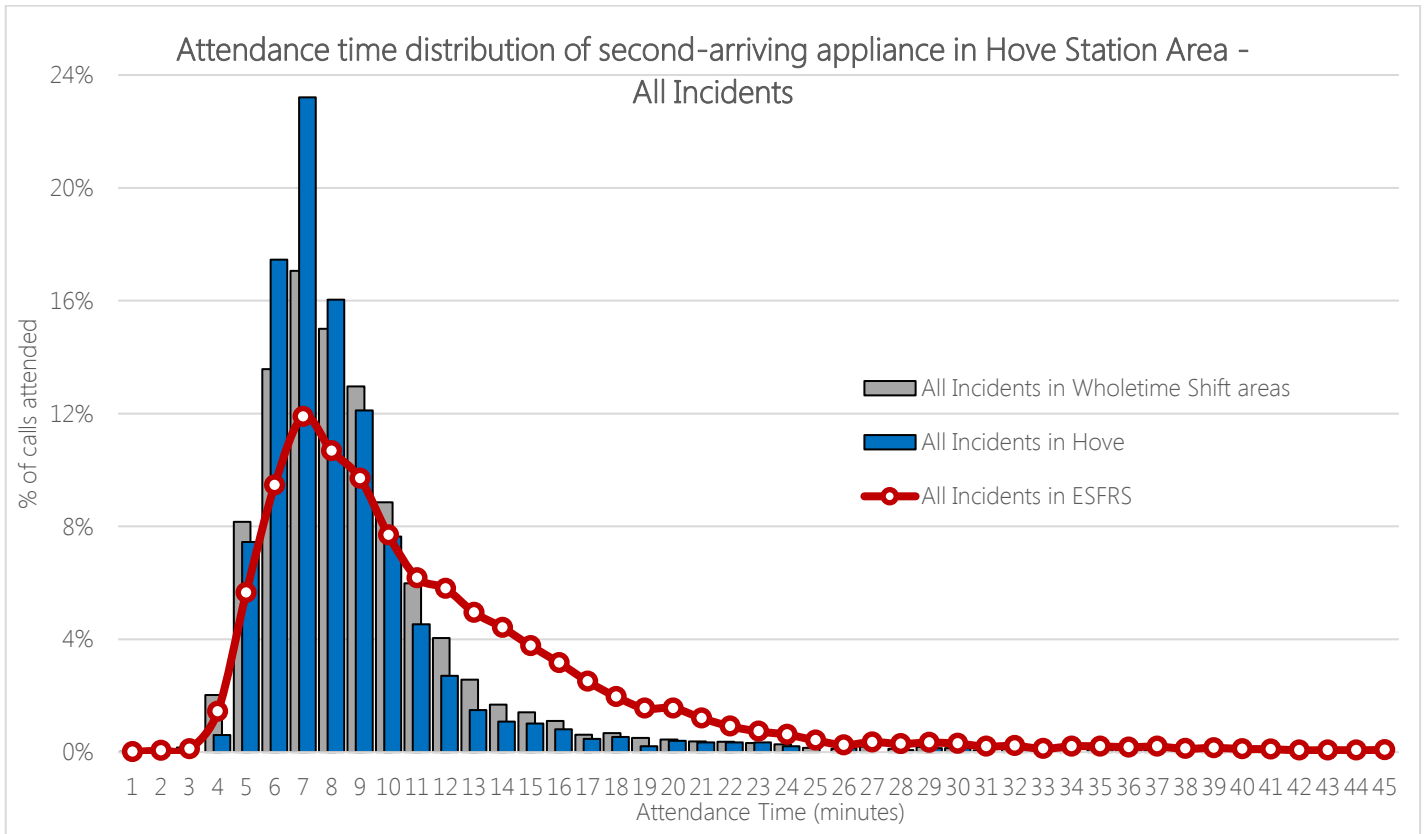
The chart below shows the distribution of response times by minute intervals. These distributions are based on 5 years of data (Apr 2013 – Mar 2018) and help understand the range of response times to all types of incidents that have occurred within Hove Station area, compared with other areas. It can be seen that, compared to other wholetime shift station areas, there are a greater proportion of initial attendances between 6-8 minutes, but fewer attendances over 9 minutes.



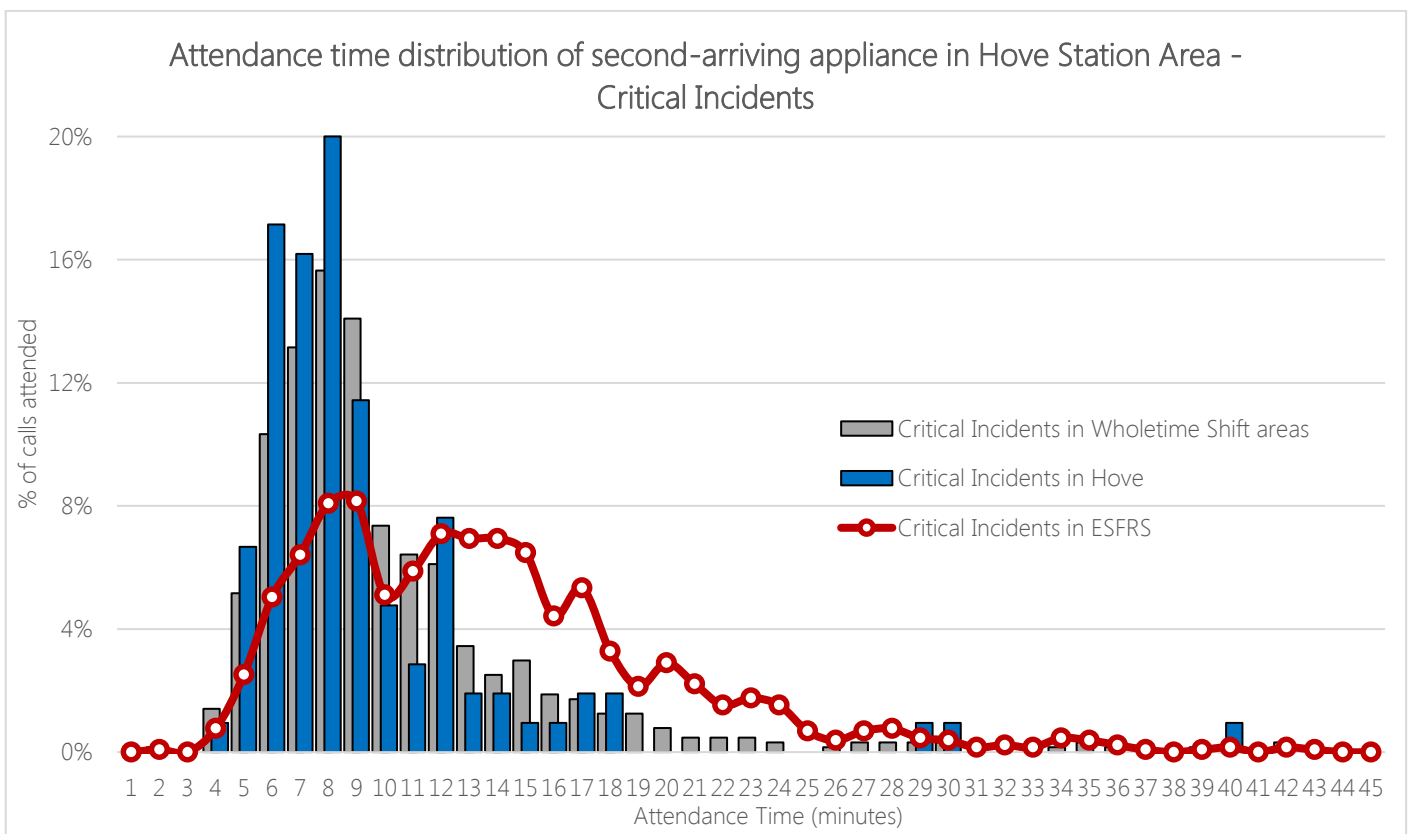
The following chart depicts similar information, but for critical incidents only. As there are fewer critical incidents within Hove area, the distribution curve is less uniform.



The chart below shows the distribution of response times to all incidents by minute intervals for the second appliance (where applicable) across a five year period (Apr 2013 – Mar 2018). It can be seen that, compared to the previous charts, the attendance times peak around 7 minutes for the arrival of the 2nd appliance compared to 6 minutes for the 1st appliance.



The chart below shows the distribution of attendance times to critical incidents across Hove station area for the 2nd appliance over a five year period (Apr 2013 – 2018).



The table below shows the average delay between the arrival of the first and second appliances within Hove station area for dwelling fires and RTCs – the two incident types represent where the majority of our life-risk incidents occur and where we typically send 2 pumping appliances as part of the initial PDA. It can be seen that, compared to other wholetime shift areas, the average lag time is lower for dwelling fires by approximately 20 seconds, and is the same for RTC incidents.

Incident Type	Ave. Lag Time in Hove	Ave. Lag Time across all Wholetime Shift areas	Ave. Lag Time across ESFRS area
Primary Fire - Dwelling	01:55	02:15	03:21
Special Service - RTC	03:04	03:04	04:17

Between April 2013 and March 2018, 68% of incidents within the Hove station area were attended by a single fire appliance, which is in-line with the ESFRS total of 72% of incidents.

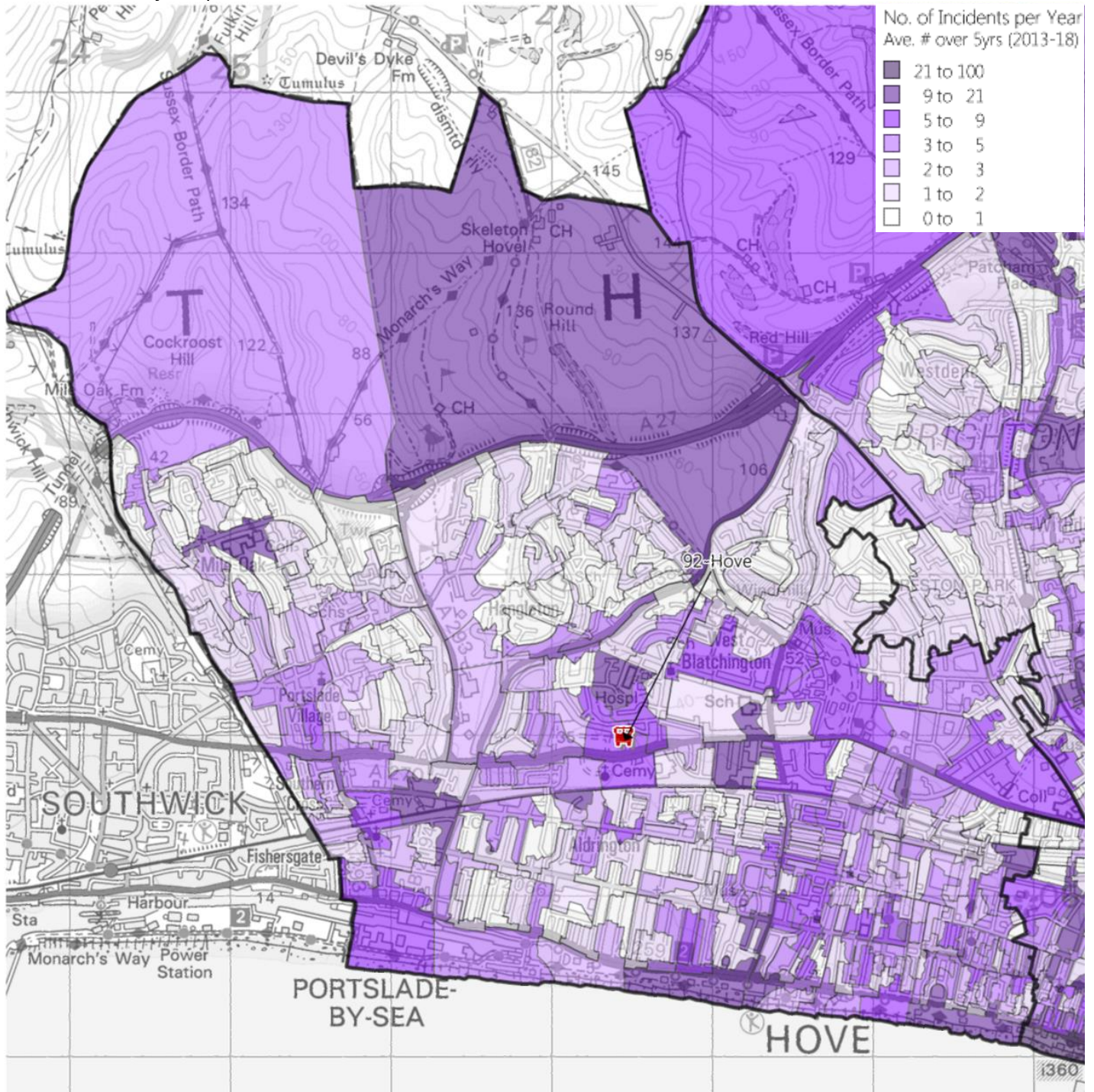
The table below shows, when there was a 2nd pump attendance, which appliances attended. FJE92P4 was, as you would expect, the 2nd pump attendance on 39% of occasions (however, this only applies between April 2013 – March 2016. Since the removal of 92P4, the two pumping appliances at Preston Circus have primarily picked up the additional workload). FJE92P1 was the 2nd pump attendance on 33% of occasions, Preston Circus provided the 2nd pump on 26% of occasions, Roedean 1% of occasions and OTB appliances were the 2nd pump on 1% of occasions.

FJE92P4 (39%)	FJE92P1 (33%)	FJE91P4 (20%)	FJE91P1 (6%)	OTB Appliance (1%)	FJE90P1 (1%)
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The following map shows, by output area, the average number of incidents to which it is mobilised per year (based on a 5 year average). An Output Area (OA) is a geographic area, designed specifically for statistical purposes by the Office of National Statistics and used to aggregate Census information. An OA contains approximately 130 households, so output areas in rural communities can cover a large geographic area but an inner-city output area might only cover a street or a cluster of densely populated high-rise premises. The map seeks to demonstrate the areas where there have been the most incidents within the Hove station area over the past five years. The darker the shade, the more incidents have occurred in the area. The ranges have been calculated statistically using the 'natural breaks' algorithm.

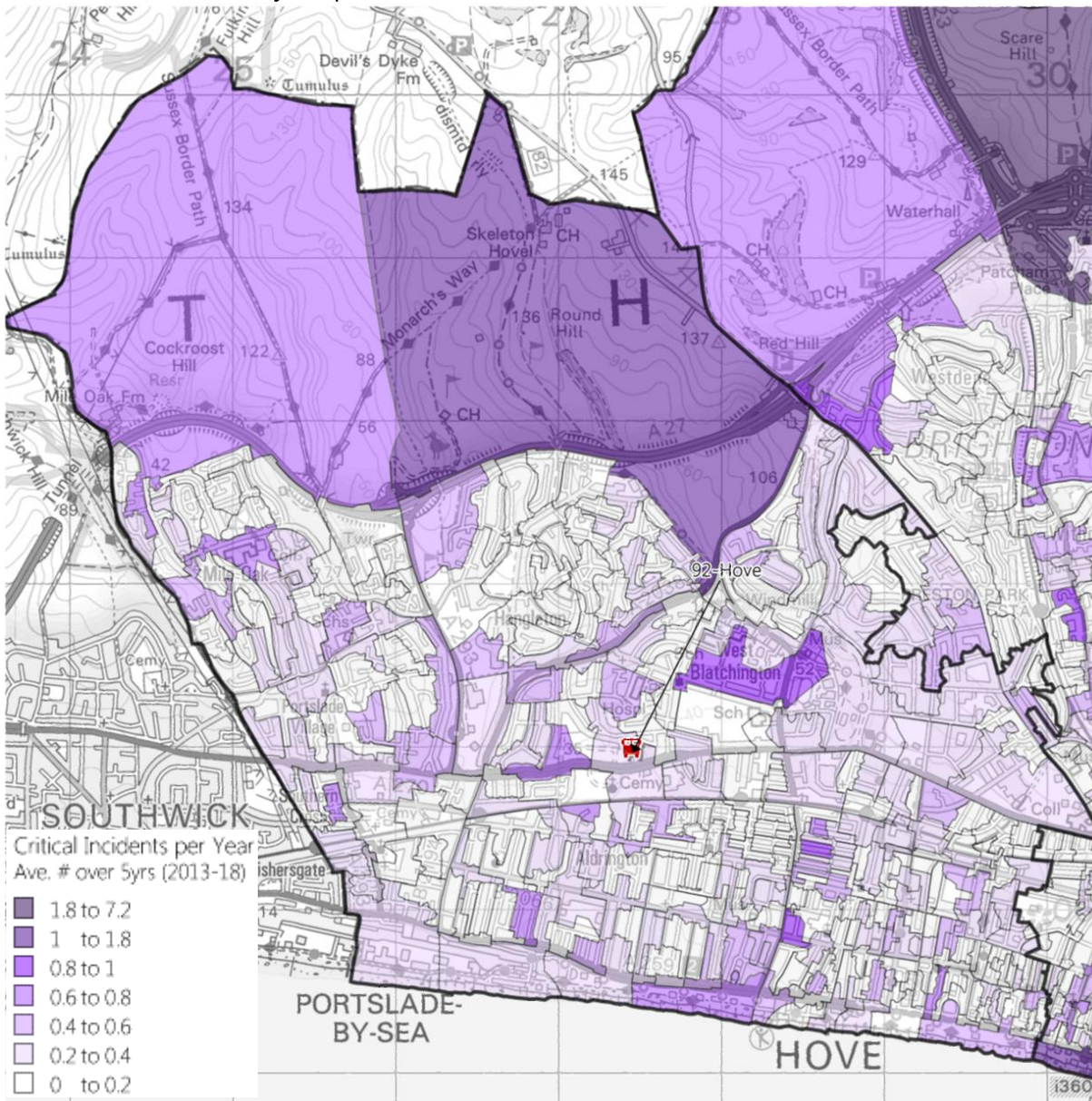
It can be seen that incident density is widely dispersed across the station area. The two large areas in the north appear to have a high incident density but this is likely to be incidents occurring along the A27 which is contained within those output areas.

Incident Density Map



The following map shows, by output area, the average number of critical incidents to which it is mobilised per year (based on a 5 year average). It can be seen that the areas through which the A27 is located contain a high number of critical incidents. Please note, due to different ranges between the map below and the map above, direct colour comparisons should not be made.

Critical Incident Density Map



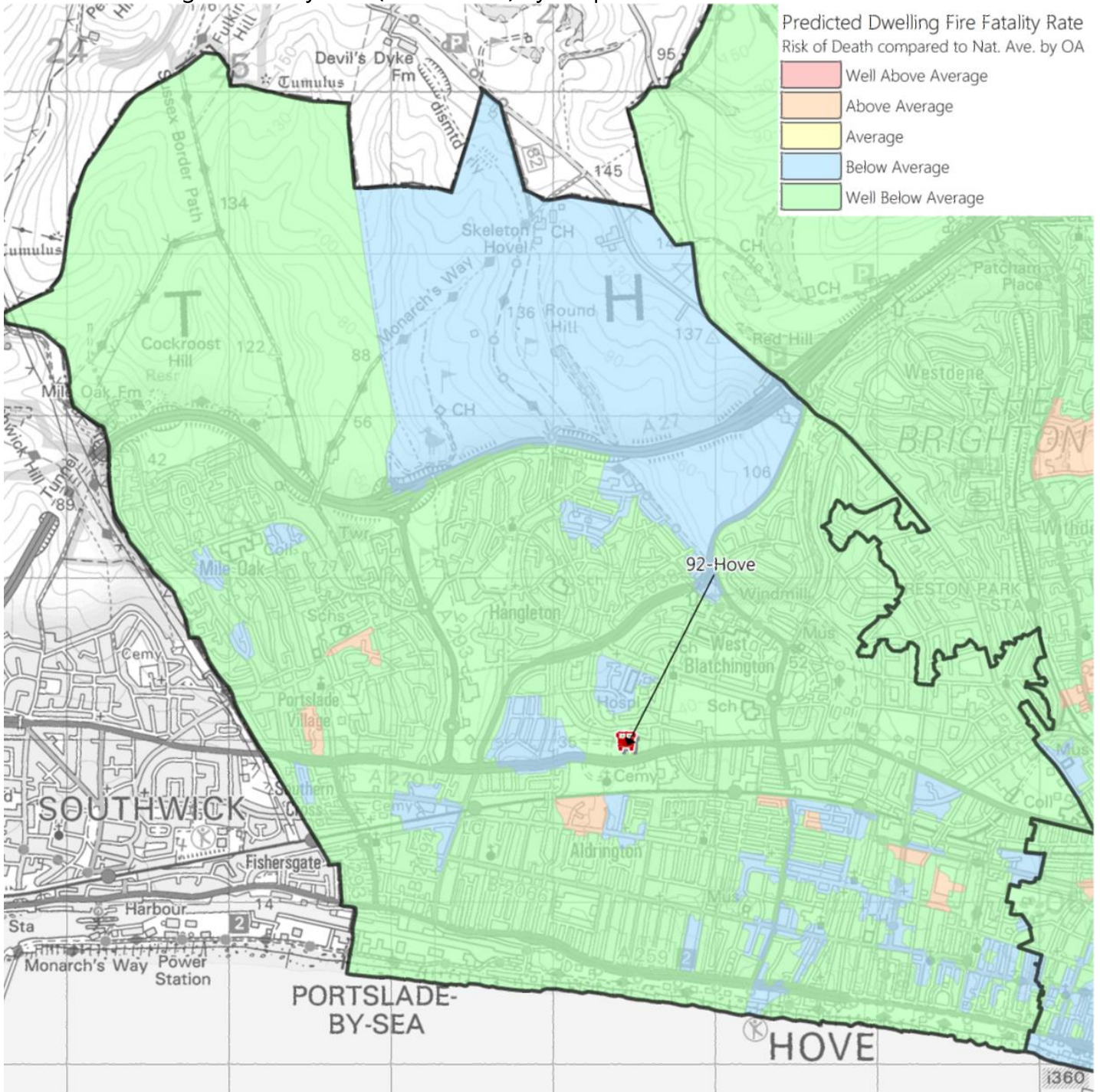
The following table illustrates the number of level 3 and 4 incidents that have occurred over the past 9 years within Hove station area. A level 3 incident is where between 7-9 pumping appliances are in attendance at the incident, whereas a level 4 incident represents where 10 or more pumping appliances attended. These incidents denote where significant resource was required in order to deal with a particular incident. There have been 1 Level 4, and 4 Level 3 incidents over the past 9 years.

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	Grand Total
Level 3 (7-9 pumps)	1	0	0	1	0	0	0	0	2	4
Level 4 (10+ pumps)	0	0	0	0	0	0	0	0	1	1
Total	1	0	0	1	0	0	0	0	3	5
ESFRS Total	17	11	9	10	11	9	7	7	12	93

The following map shows the predicted dwelling fatality rate by output area, produced by the Fire Service Emergency Cover Toolkit (FSEC). FSEC calculates the predicted risk of sustaining fatal injuries in a dwelling fire taking into account fire factors in census demographics, historical incident activity and response times. The map shows where the risk is higher and/or lower than the national average.

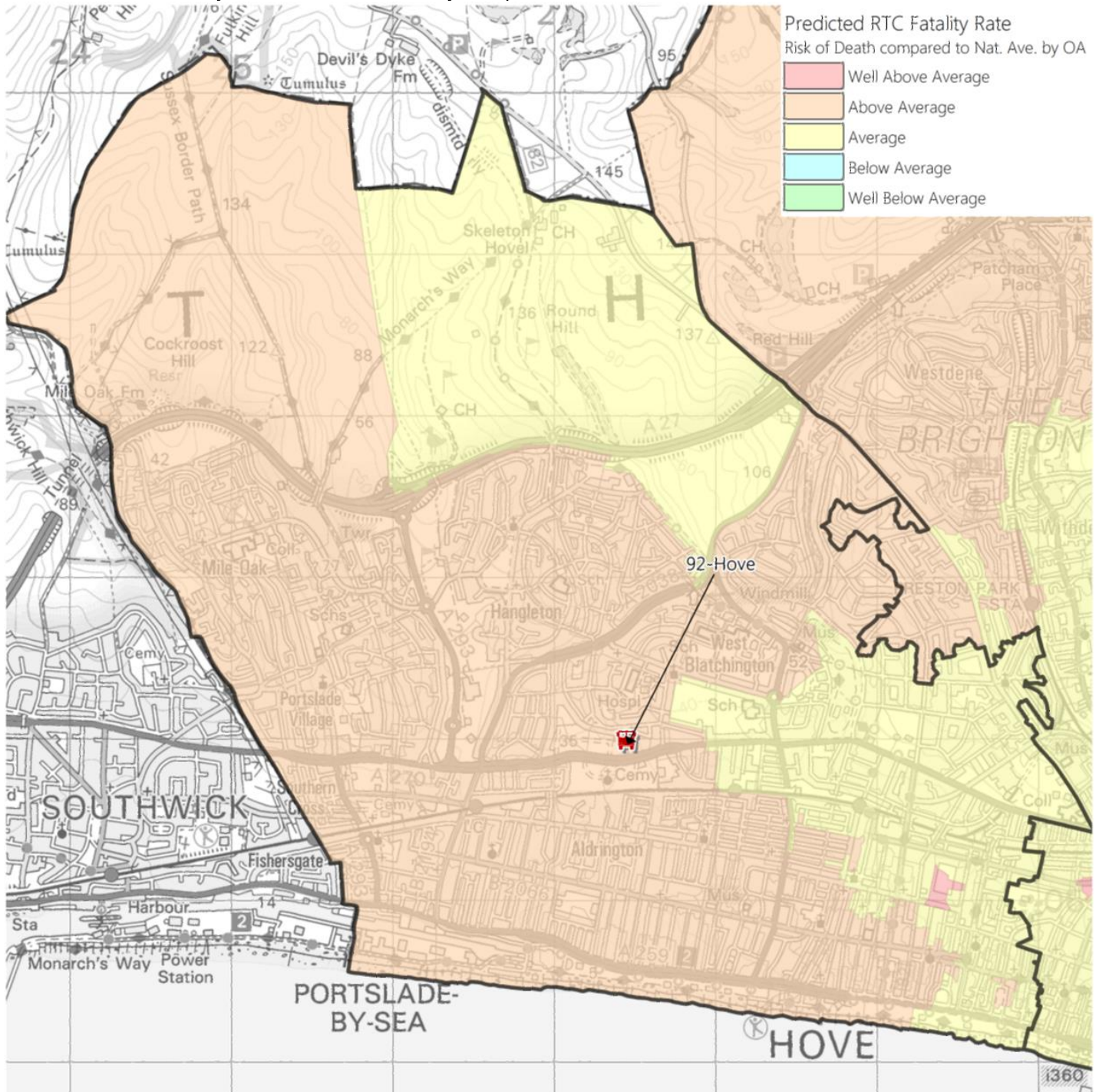
It can be seen that Hove station area predominately has a well below average risk of sustaining fatal injuries in a fire compared with the national average. There are some areas that are described as below average, and 7 output areas that are described as above average.

Predicted Dwelling Fire Fatality Rate (risk of death) by Output Area



The following map shows the predicted RTC fatality rate by output area, produced by the Fire Service Emergency Cover Toolkit. Hove station area is predominantly described as above average risk of death compared with the national average. Towards the east of the station area, and one output area in the north are described as an average risk of death compared to the national average.

Predicted RTC Fatality Rate (risk of death) by Output Area



Congestion

According to the TomTom Traffic Index, Brighton & Hove ranks as the 6th most congested city in the UK (62 out of 403 worldwide), based on 2018 data. As the 6th most congested city, Brighton & Hove has an average journey time 34% slower than if traffic was flowing freely. This increases to over 60% during peak times during the rush-hour and add an additional 18 minute per 30 minute trip in the morning and evening.

Incidents to which Hove appliance(s) were mobilised

Whilst the previous section dealt with incidents within Hove station area irrespective of which appliances were mobilised, this section deals with incidents to which Hove appliances have mobilised irrespective of the geographical location of the incident. Please note that FJE92P4 was removed from service in April 2016.

The table below shows the average turn-out times of each pumping appliance at Hove. Average turn-out times have been calculated using a trim mean. Any turn-out time quicker than 30 seconds or longer than 12 minutes were not used in the calculation. The average turnout times (both day and night) for 92P1 had been decreasing, however they have increased from 2012/13 onwards – resulting in the 2009/10 and 2017/18 averages being similar. The average day (7am-midnight) turn-out time for 92P1 is 01:20, and at night (midnight-7am) the average is 01:53. The average turnout times for 92P4 had been decreasing until its removal in 2016, its average day turn-out time was 01:27 and at night the average was 02:03.

Average turn-out times of Hove appliance(s)

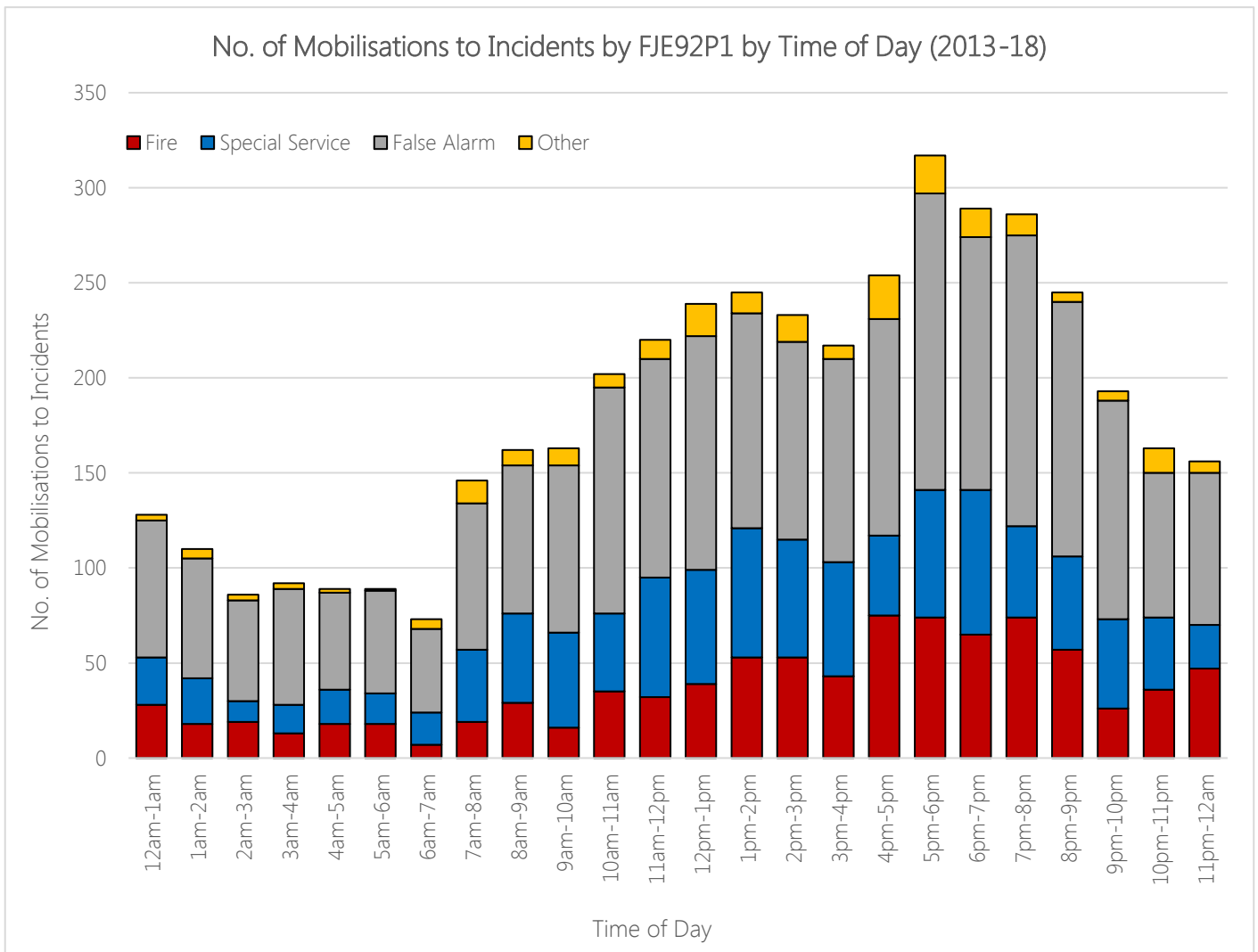
Callsign	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
FJE92P1 (7am-midnight)	01:32	01:25	01:17	01:10	01:12	01:18	01:14	01:23	01:30
FJE92P1 (midnight-7am)	02:04	01:54	01:48	01:41	01:41	01:49	01:50	02:00	02:09
FJE92P4 (7am-midnight)	01:40	01:27	01:25	01:25	01:19	01:31	01:25	-	-
FJE92P4 (midnight-7am)	02:14	02:04	02:00	01:58	01:58	02:08	02:01	-	-

The following table shows the number of times each Hove appliance has mobilised to an incident. Over the past 9 years the number of incidents attended by ESFRS have reduced by 24%. In the same period, the number of mobilisations of FJE92P1 have increased by 8%, it can be seen that the largest increase was in 2016/17 when the second appliance was removed from service. Before that 92P1 had been experiencing a steady decline in the number of incidents.

Mobilisations to Incidents per year by Appliance

Appliance	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	% increase / decrease
FJE92P1	1,024	979	941	798	827	752	651	1,060	1,107	8
FJE92P4	1,113	1,097	1,063	903	937	892	910	-	-	-
All ESFRS Incidents	12,759	11,675	10,376	9,516	9,772	9,090	9,215	9,405	9,737	-24

The following chart(s) show the incidents to which the Hove appliance(s) have mobilised to by time of day.



The following tables illustrate the types of incidents to which each Hove appliance has mobilised to over the past 5 years (3 years for 92P4). FJE92P1 mobilised to a higher proportion of false alarms compared with the rest of ESFRS – approximately 3.5% more, but proportionally 1.4% fewer fire incidents. Before FJE92P4 was removed, it was mobilised to a greater proportion of fires and fewer false alarms than the P1.

Mobilisations to Incidents by Appliance (Apr 2013 - Mar 2018)

Incident Type	FJE92P1	%	FJE92P4	%	All ESFRS Incidents	%
Fire	894	20.3	752	27.5	10,263	21.7
Special Service	1,005	22.9	645	23.5	13,332	28.2
False Alarm	2,283	51.9	1,160	42.4	22,838	48.4
Other	215	4.9	182	6.6	786	1.7
All Incident Types	4,397	-	2,739	-	47,219	-

Detailed Breakdown of Incident Types by Appliance (Apr 2013 - Mar 2018)

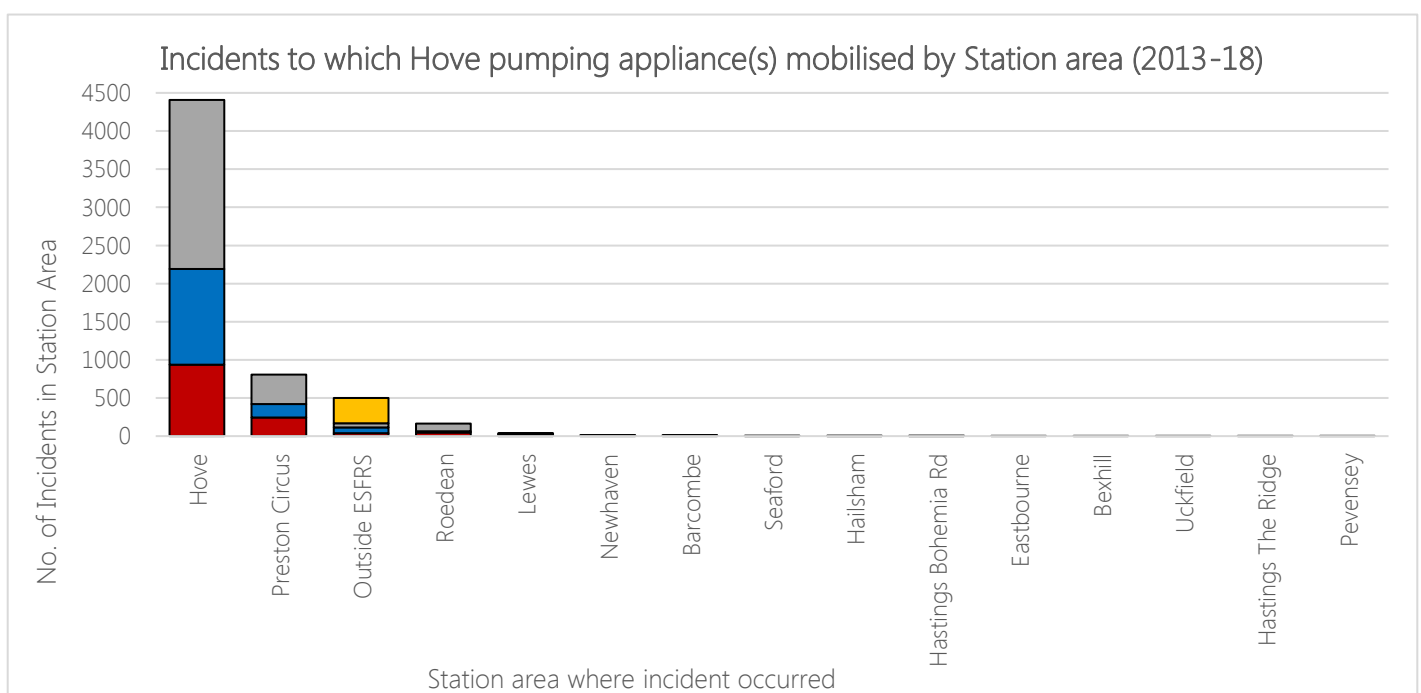
Incident Type	FJE92P1	%	FJE92P4	%	All ESFRS Incidents	%
Primary Fire - Dwelling	448	10.2	327	11.9	2,871	6.1
Primary Fire - Non Residential	113	2.6	87	3.2	984	2.1
Primary Fire - Other Residential	44	1.0	35	1.3	265	0.6
Primary Fire - Other transport vehicle	1	0.0	0	0.0	14	0.0
Primary Fire - Outdoor	23	0.5	24	0.9	396	0.8
Primary Fire - Road Vehicle	59	1.3	64	2.3	1,256	2.7
Chimney Fire	10	0.2	10	0.4	717	1.5
Secondary Fire - Dwelling	0	0.0	1	0.0	25	0.1
Secondary Fire - Non Residential	2	0.0	1	0.0	64	0.1
Secondary Fire - Other Residential	0	0.0	0	0.0	0	0.0
Secondary Fire - Other transport vehicle	0	0.0	0	0.0	2	0.0
Secondary Fire - Outdoor	189	4.3	201	7.3	3,561	7.5
Secondary Fire - Road Vehicle	2	0.0	1	0.0	58	0.1
Fire - Classification Not Recorded	3	0.1	1	0.0	50	0.1
Special Service - Advice Only	11	0.3	14	0.5	150	0.3
Special Service - Animal assistance incidents	37	0.8	48	1.8	1,050	2.2
Special Service - Assist other agencies	68	1.5	15	0.5	767	1.6
Special Service - Effecting Entry/Exit	123	2.8	122	4.5	1,817	3.8
Special Service - Evacuation (no fire)	3	0.1	1	0.0	13	0.0
Special Service - Flooding	145	3.3	166	6.1	1,956	4.1
Special Service - Hazardous Materials	10	0.2	14	0.5	133	0.3
Special Service - Lift Release	203	4.6	38	1.4	1,728	3.7
Special Service - Making Safe (not RTC)	34	0.8	56	2.0	834	1.8
Special Service - Medical Incident	4	0.1	6	0.2	101	0.2
Special Service - No action (not false alarm)	29	0.7	13	0.5	325	0.7
Special Service - Other rescue/release of persons	31	0.7	12	0.4	447	0.9
Special Service - Other Transport	4	0.1	2	0.1	136	0.3
Special Service - Removal of objects from people	17	0.4	20	0.7	261	0.6
Special Service - Removal of people from objects	19	0.4	3	0.1	146	0.3
Special Service - Rescue or evacuation from water	0	0.0	0	0.0	43	0.1
Special Service - RTC	202	4.6	62	2.3	2,374	5.0
Special Service - Spills and Leaks (not RTC)	28	0.6	31	1.1	495	1.0
Special Service - Stand By	0	0.0	0	0.0	6	0.0
Special Service - Suicide	8	0.2	2	0.1	71	0.2
Special Service - Unknown	29	0.7	20	0.7	471	1.0
Special Service - Water provision	0	0.0	0	0.0	8	0.0
False Alarm - Apparatus	1,604	36.5	758	27.7	15,820	33.5
False Alarm - Good Intent	603	13.7	369	13.5	6,255	13.2
False Alarm - Malicious	71	1.6	30	1.1	601	1.3
False Alarm - Unknown	5	0.1	3	0.1	162	0.3
Other	215	4.9	182	6.6	786	1.7
Total	4,397	-	2,739	-	47,219	-

The following table demonstrates the number of times each pumping appliance at Hove has been mobilised to an incident between 2013 and 2018, broken down by the station area to which it was mobilised. This includes incidents where the Hove appliance(s) may not have arrived at the incident due to being stood-down en-route.

No. of mobilisations to ALL incidents (Apr 2013- March 2018)

Station Area	FJE92P1			FJE92P4		
	5 Year Total (2013-18)	Ave. Per Year	% by Station Area	3 Year Total (2013-16)	Ave. Per Year	% by Station Area
Barcombe	5	1	0.1	1	0	0.0
Bexhill	1	0	0.0	0	0	0.0
Eastbourne	1	0	0.0	-	-	-
Hailsham	2	0	0.0	-	-	-
Hastings Bohemia Rd	2	0	0.0	-	-	-
Hastings The Ridge	1	0	0.0	-	-	-
Hove	3,436	687	78.1	1,948	649	71.1
Lewes	31	6	0.7	9	3	0.3
Newhaven	3	1	0.1	4	1	0.1
Pevensey	1	0	0.0	-	-	-
Preston Circus	506	101	11.5	393	131	14.3
Roedean	74	15	1.7	109	36	4.0
Seaford	2	0	0.0	1	0	0.0
Uckfield	1	0	0.0	1	0	0.0
Outside ESFRS	331	66	7.5	273	91	10.0
Grand Total	4,397	879	100.0	2,739	913	100.0

It can be seen that the primary pumping appliance at Hove (92P1) is mobilised to an incident, on average, 879 times per year and on 78% of occasions, this is to its own station area. 12% of occasions it is to Preston Circus, and 8% of mobilisations are to incidents that are outside of ESFRS. When 92P4 was in service, it was mobilised 913 times per year, and on 71% of occasions this was to its own area, 14% were to Preston Circus, and 10% were over the border outside of ESFRS. Between April 2013 and March 2018 there have been 7,136 mobilisations to incidents by a Hove appliance, as shown in the graph below.



N.B. The overborder figure will likely be higher as these figures are calculated from data held within ESFRS Incident Recording System only. For over-border incidents where both Hove and an over-border FRS attend, the incident is recorded in the over-border FRS's Incident Recording System.

The following table demonstrates the number of times each pumping appliance at Hove has been mobilised to a critical incident between 2013 and 2018, broken down by the station area to which it was mobilised. This includes incidents where the Hove appliance(s) may not have arrived at the incident due to being stood-down en-route. 92P1 mobilises to a critical incident, on average, 49 times per year and on 72% of occasions, this is within the Hove station area. 24% of occasions it is to other ESFRS areas and 5% of mobilisations are to incidents that are outside of ESFRS. 92P4 mobilised to a critical incident, on average, 39 times per year and on 66% of occasions, this was within the Hove station area. 32% of occasions it was to other ESFRS areas and 2% of mobilisations were to incidents that are outside of ESFRS.

No. of mobilisations to **CRITICAL** incidents (Apr 2013 – Mar 2018)

No. of Mobilisations to Critical Incidents	Appliance Callsign	Barcombe	Hove	Lewes	Preston Circus	Roedean	Seaford	Outside ESFRS	Grand Total
5 Year Total (2013-18)	FJE92P1	1	176	4	43	10	-	11	245
Ave. Per Year	FJE92P1	0	35	1	9	2	-	2	49
% by Station Area	FJE92P1	0.4	71.8	1.6	17.6	4.1	-	4.5	100.0
3 Year Total (2013-16)	FJE92P4	1	77	2	28	5	1	2	116
Ave. Per Year	FJE92P4	0	26	1	9	2	0	1	39
% by Station Area	FJE92P4	0.9	66.4	1.7	24.1	4.3	0.9	1.7	100.0

The table(s) below show the performance over 5 years of each pumping appliance when it is the first arriving appliance at an incident. Attendance times are calculated from time of call to time of arrival of the first fire appliance. Given that our attendance standards for the first-arriving fire appliance are:

- On-station response: 10 minutes 70% of occasions
- On-call response: 15 minutes 70% of occasions

It can be seen that over the last 5 years, FJE92P1 has met this standard, reaching 89% of all incidents within 10 minutes, and 89% of critical incidents within 10 minutes. FJE92P4 met the standard, with 85% of all incidents attended with 10 minutes, and 92% of critical incidents attended within 10 minutes.

Incidents attended within X minutes by **FJE92P1** where first-arriving appliance (Apr 2013 – Mar 2018)

Performance of FJE92P1 as first arriving appliance	< 5 mins	< 8 mins	< 10 mins	< 13 mins	< 15 mins	< 20 mins	Total Incidents
All Incidents	587 (18%)	2444 (74%)	2921 (89%)	3122 (95%)	3182 (97%)	3233 (98%)	3,290
Critical Incidents	35 (21%)	129 (77%)	150 (89%)	154 (92%)	157 (93%)	161 (96%)	168

Incidents attended within X minutes by **FJE92P4** where first-arriving appliance (Apr 2013 – Mar 2016)

Performance of FJE92P4 as first arriving appliance	< 5 mins	< 8 mins	< 10 mins	< 13 mins	< 15 mins	< 20 mins	Total Incidents
All Incidents	255 (16%)	1100 (70%)	1323 (85%)	1457 (93%)	1490 (95%)	1527 (98%)	1,563
Critical Incidents	12 (31%)	32 (82%)	36 (92%)	37 (95%)	37 (95%)	38 (97%)	39

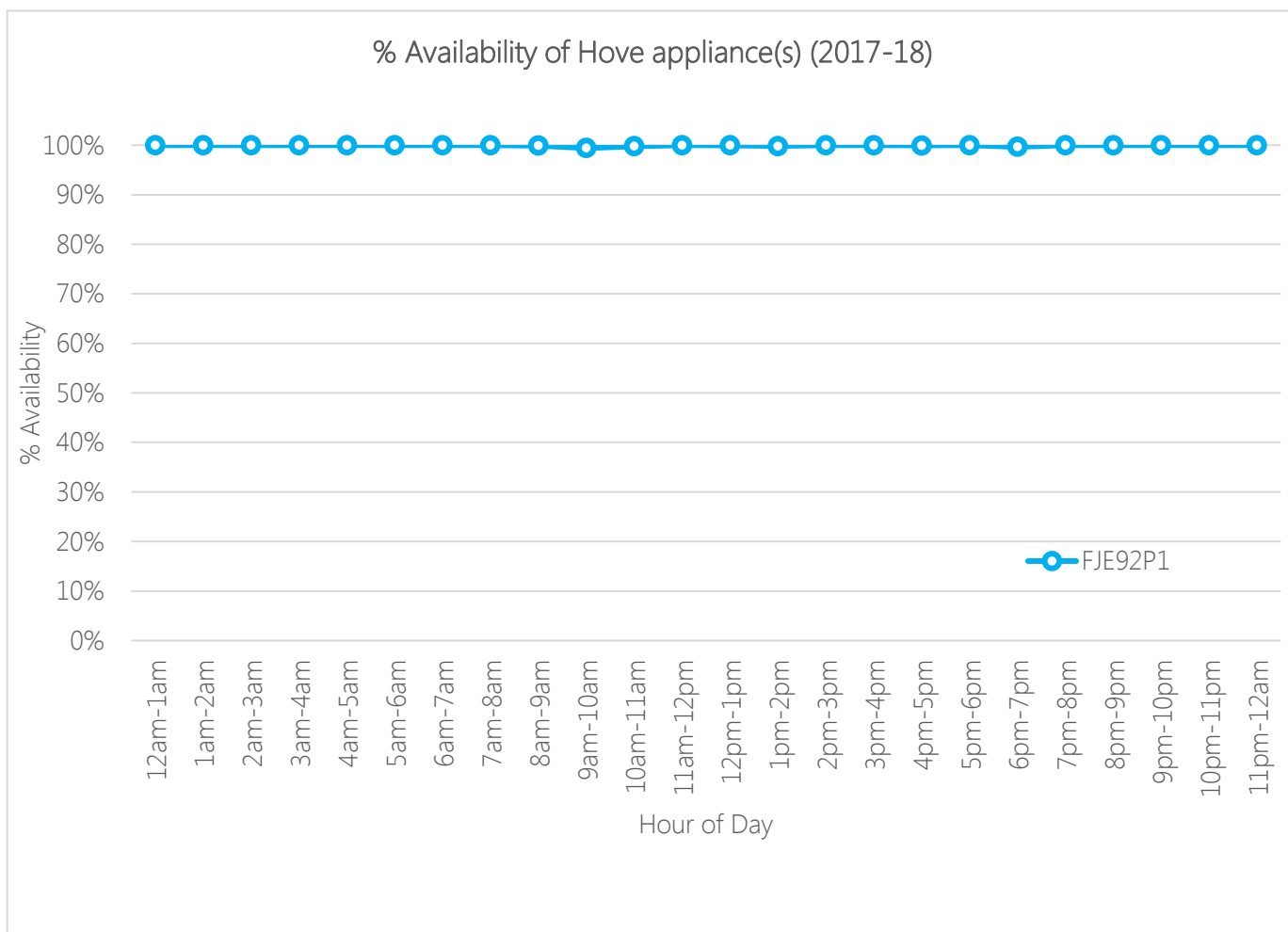
The table below shows appliance availability between April 2009 and March 2018. The data is calculated on unavailability due to staffing and does not include when appliances are off-the-run due to mechanical issues.

Whilst the primary pumping appliance has remained available nearly 100% of the time over 9 year period, it can be seen that the availability in 2014/15 was 98%.

Appliance Availability

Callsign	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
FJE92P1	100.0	100.0	100.0	100.0	100.0	98.3	100.0	100.0	99.9

The chart below shows the percentage availability of the appliance(s) at Hove for each hour of the day during the most recent year (2017/18).



OTB attendances into Hove (where ESFRS did not attend)

West Sussex FRS attended 107 incidents in Hove station area, where ESFRS did not attend, from 2009-2018. This information is stored in West Sussex's IRS system. This means that for all the incidents in Hove from 2009-2018, West Sussex FRS solely attended 1.2%.

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Total
West Sussex into Hove Area	13	13	12	25	18	7	4	1	14	107
Total OTB FRS into ESFRS	64	57	73	83	84	53	66	60	77	617

Standby cover moves

The following section provides details of standby moves between April 2009 and March 2018. Please note, the figures do not represent actual incidents where we have attended (e.g. standby no action). Rather, the figures below constitute the non-emergency cover moves that are made as part of SCC fire cover and policy decisions.

Hove appliances made 786 standby moves between April 2009 and March 2018, accounting for 7.7% of all standby moves for ESFRS. 92P4 was removed in April 2016, and it can be seen that the number of standby moves completed by 92P1 (and therefore the whole station) dropped in 2016/17 and 2017/18. Therefore overall, the number of standby moves has reduced over the 9 years.

Standbys (% Service Wide Within Year)										
	2009 /10	2010 /11	2011 /12	2012 /13	2013 /14	2014 /15	2015 /16	2016 /17	2017 /18	Grand Total
92P1	19 (2.5%)	24 (3%)	37 (4.2%)	62 (6.5%)	60 (5.9%)	35 (4.2%)	66 (6.1%)	9 (0.6%)	21 (0.9%)	333 (3.3%)
92P4	85 (11%)	74 (9.3%)	72 (8.2%)	48 (5.1%)	46 (4.6%)	63 (7.5%)	65 (6%)	-	-	453 (4.4%)
Hove	104 (13.5%)	98 (12.3%)	109 (12.4%)	110 (11.6%)	106 (10.5%)	98 (11.7%)	131 (12.1%)	9 (0.6%)	21 (0.9%)	786 (7.7%)
ESFRS Total	773	795	877	947	1,010	835	1,086	1,556	2,301	10,180

57% of Hove's standbys are in Lewes, with 448 moves accounting for 39% of all the standbys at Lewes station. 29% of Hove's standby moves are to Roedean, with 224 moves accounting for 18% of all the standby cover moves at Roedean station. 10% of standby moves have been to West Sussex, with 8% going to Shoreham.

Standby Locations (% Within Area / Appliance)				
Standby Location	92P1	92P4	Hove Total	Total Standbys at Location
Lewes	266 (79.9%)	182 (40.2%)	448 (57%)	1142
Roedean	25 (7.5%)	199 (43.9%)	224 (28.5%)	1272
Shoreham	18 (5.4%)	48 (10.6%)	66 (8.4%)	69
Preston Circus	15 (4.5%)	4 (0.9%)	19 (2.4%)	371
Newhaven	2 (0.6%)	5 (1.1%)	7 (0.9%)	507
Burgess Hill	1 (0.3%)	5 (1.1%)	6 (0.8%)	29
Worthing	1 (0.3%)	4 (0.9%)	5 (0.6%)	7
Other	1 (0.3%)	2 (0.4%)	3 (0.4%)	13
Crowborough	0 (0%)	2 (0.4%)	2 (0.3%)	598
Uckfield	2 (0.6%)	0 (0%)	2 (0.3%)	730
Henfield	1 (0.3%)	0 (0%)	1 (0.1%)	2
Hove	1 (0.3%)	0 (0%)	1 (0.1%)	450
Haywards Heath	0 (0%)	1 (0.2%)	1 (0.1%)	34
Eastbourne	0 (0%)	1 (0.2%)	1 (0.1%)	669
Total	333	453	786	-

Special Appliances

The following section provides details of mobilisations and attendances of special appliances based at Hove fire station over the past 9 years. The following table illustrates the total number of mobilisations for each special appliance, broken down by year.

	Callsign	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Prime Mover(s)	FJE92C1	0	1	0	2	2	3	2	0	3
	FJE92T5	2	0	0	4	3	0	1	0	1
	FJE92T6	1	0	0	3	2	0	1	0	0
	FJE92W2	0	0	0	3	2	0	2	0	0
	FJE92W4	2	0	0	4	4	1	1	1	2
	Total	5	1	0	16	13	4	7	1	6
	FJE92T3	3	0	0	4	4	2	3	1	2

The prime mover(s) at Hove station have been mobilised 53 times from 2009-2018, averaging 6 mobilisations per year, however this figure was much higher in 2012/13 and 2013/14. The HVP module (92W4) was used the most, mobilising 15 times during the 9 years, the command module (92C1) was mobilised 13 times, Prime Mover 1 (without any modules) (92T5) was mobilised 11 times and Prime Mover 2 (without any modules) (95T6) was mobilised on 7 occasions. The HVP support vehicle (92T3) was mobilised 19 times during the 9 years.

The prime mover(s), on average, only attended the incident on 58% of mobilisations.

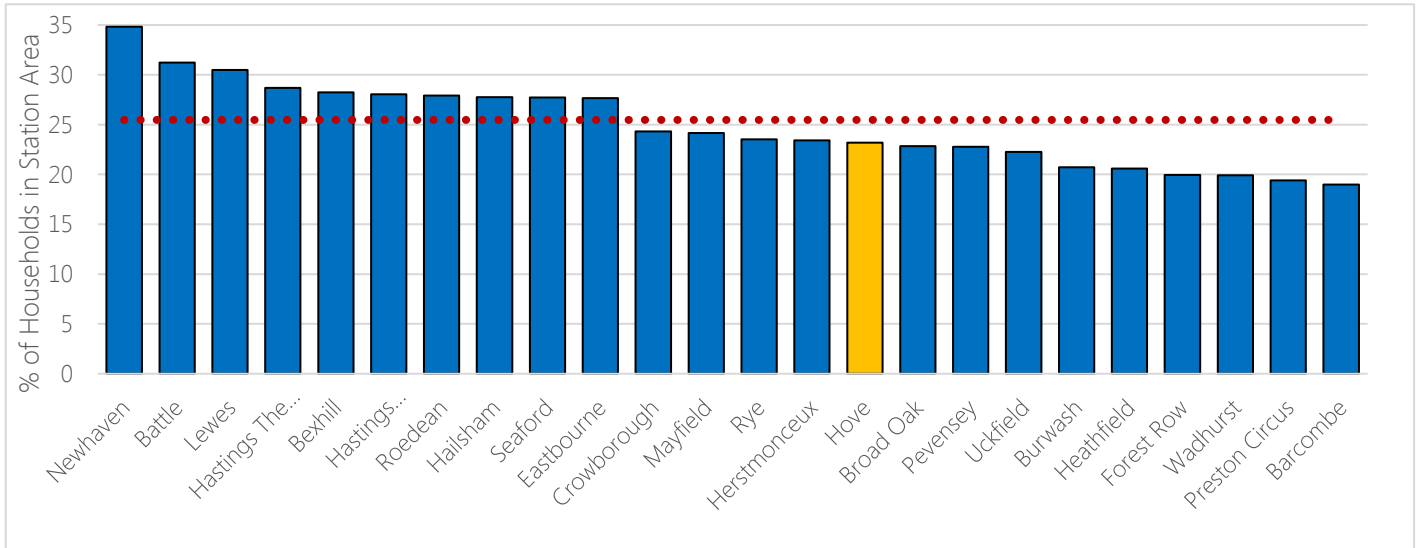
The following tables shows the total number of mobilisations, and what station area they were mobilised to (April 2009 – March 2018).

Station Area		Eastbourne	Hastings Bohemia Rd	Hastings The Ridge	Hove	Newhaven	Preston Circus	Roedean	Seaford	Outside ESFRS	All Mobilisations	
Prime Mover	FJE92C1	Total Mobs (% Tot. Mobs)	1 (7.7%)	0 (0.0%)	0 (0.0%)	2 (15.4%)	0 (0.0%)	6 (46.2%)	4 (30.8%)	0 (0.0%)	0 (0.0%)	13
		Total Att. (% Tot. Att.)	1 (100.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1
		% Did Not Arrive	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 (100.0%)	0 (0.0%)	6 (100.0%)	4 (100.0%)	0 (0.0%)	0 (0.0%)	12 (92.3%)
	FJE92T5	Total Mobs (% Tot. Mobs)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 (18.2%)	0 (0.0%)	0 (0.0%)	1 (9.1%)	8 (72.7%)	11
		Total Att. (% Tot. Att.)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (20.0%)	0 (0.0%)	0 (0.0%)	1 (20.0%)	3 (60.0%)	5
		% Did Not Arrive	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (50.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	5 (62.5%)	6 (54.5%)
	FJE92T6	Total Mobs (% Tot. Mobs)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (14.3%)	0 (0.0%)	1 (14.3%)	1 (14.3%)	4 (57.1%)	7
		Total Att. (% Tot. Att.)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (20.0%)	1 (20.0%)	3 (60.0%)	5
		% Did Not Arrive	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (100.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (25.0%)	2 (28.6%)
	FJE92W2	Total Mobs (% Tot. Mobs)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (14.3%)	0 (0.0%)	0 (0.0%)	1 (14.3%)	5 (71.4%)	7
		Total Att. (% Tot. Att.)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	3 (100.0%)	3
		% Did Not Arrive	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (100.0%)	0 (0.0%)	0 (0.0%)	1 (100.0%)	2 (40.0%)	4 (57.1%)
	FJE92W4	Total Mobs (% Tot. Mobs)	0 (0.0%)	1 (6.7%)	0 (0.0%)	0 (0.0%)	2 (13.3%)	0 (0.0%)	1 (6.7%)	1 (6.7%)	10 (66.7%)	15
		Total Att. (% Tot. Att.)	0 (0.0%)	1 (12.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	7 (87.5%)	8
		% Did Not Arrive	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 (100.0%)	0 (0.0%)	1 (100.0%)	1 (100.0%)	3 (30.0%)	7 (46.7%)
FJE92T3	Total Mobs (% Tot. Mobs)	0 (0.0%)	1 (5.3%)	0 (0.0%)	1 (5.3%)	2 (10.5%)	1 (5.3%)	1 (5.3%)	1 (5.3%)	12 (63.2%)	19	
	Total Att. (% Tot. Att.)	0 (0.0%)	1 (8.3%)	0 (0.0%)	1 (8.3%)	1 (8.3%)	1 (8.3%)	1 (8.3%)	1 (8.3%)	6 (50.0%)	12	
	% Did Not Arrive	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (50.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	6 (50.0%)	7 (36.8%)	

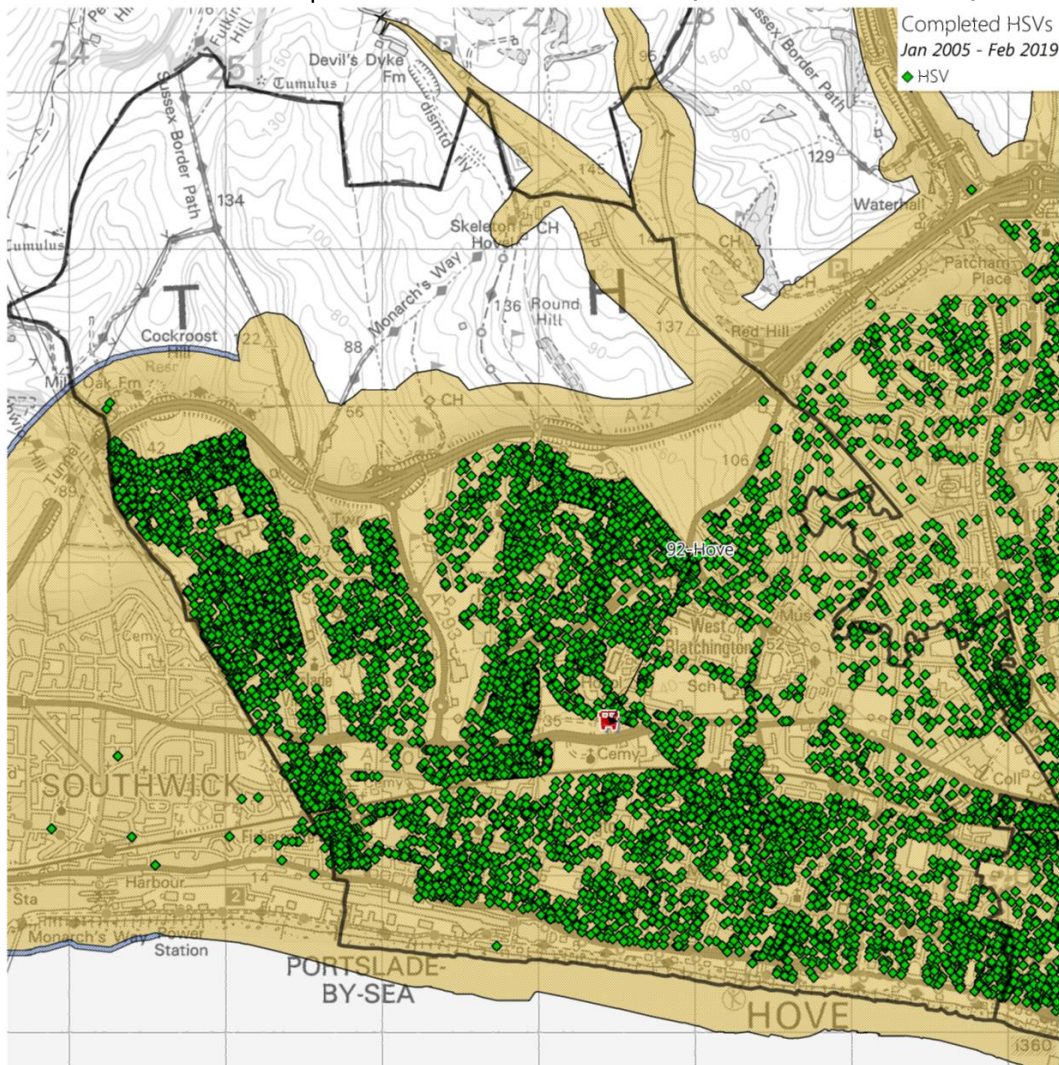


Prevention – Home Fire Safety

Between January 2005 and February 2019, a total of 9,327 HSVs have been undertaken within Hove Station Admin area. These figures includes re-visits to the same property over the years. This equates to 5,220 unique households which have had a Home Safety Visit. Over the last five years (Apr 2013 – Mar 2018), an average of 1,179 HSVs were undertaken each year – making up approximately 12% of all HSVs undertaken across the ESFRS area. All HSVs undertaken were within the attendance standard isochrones, as only 2 out of the 43,000 households in the station area actually fall outside. 23.2% of all households in Hove station area have had a Home Safety Visit; slightly below the ESFRS total of 25.5%.



Total No. of HSVs completed in Hove Station Area (Jan 2005 – Feb 2019)

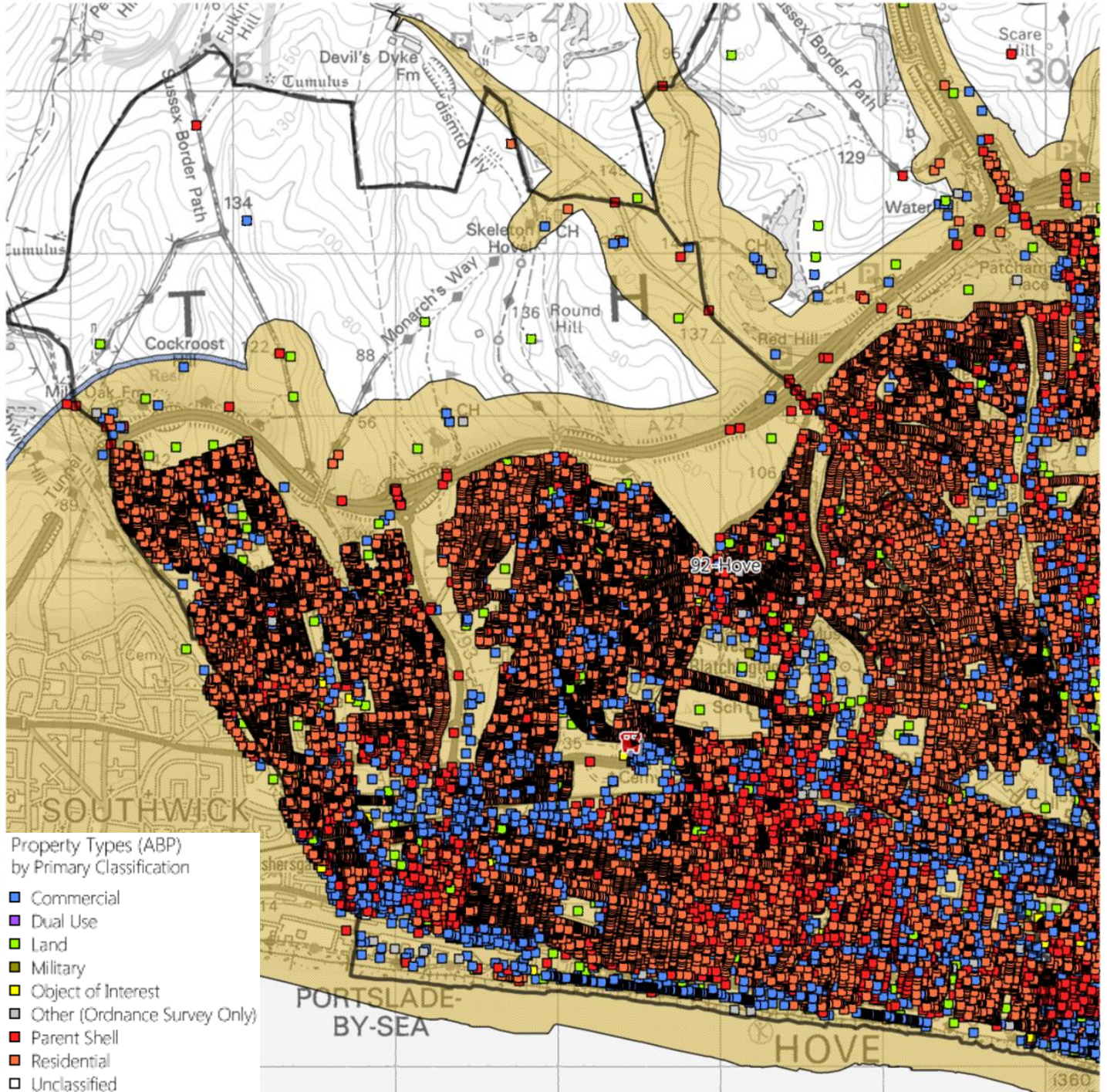




Protection – Business Safety

The map below shows all addressable objects, as found in AddressBase Premium (ABP). AddressBase Premium is the most current, comprehensive and accurate geographic dataset available of addresses, properties and land areas where services are provided. Properties that have been demolished and those yet to be built have been excluded from this dataset. Using ABP, allows us to identify all commercial properties, based on the primary classification of the property.

All Property Types by Primary Classification (AddressBase Premium Epoch 62)



Station Admin Area	Total No. of Commercial Properties	Within Attendance Standard (Day)	%	Within Attendance Standard (Night)	%
Hove	5,051	5,049	100.0	5,049	100.0

BLPU State: In use, Unoccupied, Unknown or Not Applicable, Logical Status: Approved, Primary Classification: Commercial, Distinct UPRN: Yes

2 commercial properties are outside the attendance standards – both located north of the A27.

Property Types with higher societal life risk (FSEC A through G).

Hospital	Care Home	Hostel	Hotel
8	75	2	11

Based on ABP Epoch 62 Classification.

HMOs, Purpose-Built Flats and Houses Converted to flats are not shown here as not all are classified in this way in ABP

The following table illustrates the total number of Business Safety Audits that have been undertaken across Hove Station area. An average of 75 Business Safety Audits are completed per year, which makes up approximately 13.8% of audits undertaken by ESFRS each year.

Business Safety Audits by Property Type (% within area)

All audits in CRM up to 04/2019 (Excludes 'In Progress')

Property Type	Hove	ESFRS
A - Hospitals & Prisons	19 (2.3%)	180 (2.4%)
B - Care Home	271 (32.5%)	1,595 (21.4%)
D - Purpose Built Flats > 3 Stories	65 (7.8%)	398 (5.4%)
E - Hostel	24 (2.9%)	139 (1.9%)
F - Hotel	80 (9.6%)	1,379 (18.5%)
G - House Converted to Flats	15 (1.8%)	240 (3.2%)
H - Other Sleeping Accom.	67 (8%)	1,009 (13.6%)
J - Further Education	4 (0.5%)	31 (0.4%)
K - Public Building	2 (0.2%)	25 (0.3%)
L - Licensed Premises	81 (9.7%)	890 (12%)
M - School	24 (2.9%)	148 (2%)
N - Shop	48 (5.7%)	562 (7.6%)
P - Other Public Premises	31 (3.7%)	231 (3.1%)
R - Factory/Warehouse	14 (1.7%)	147 (2%)
S - Office	46 (5.5%)	216 (2.9%)
T - Other Workplace	22 (2.6%)	87 (1.2%)
W - Land & Sea	0 (0%)	16 (0.2%)
Z - Single Private Dwelling	22 (2.6%)	143 (1.9%)
Total	835	7,436

Business Safety Audits by Year

Station Area	2013/14	2014/15	2015/16	2016/17	2017/18	Total	Ave. per Yr	%
Hove	92	62	64	64	93	375	75	13.8



Developments

Residential

Details of residential development site allocations have been provided from the local planning office and are shown on the map below. There are three main development areas in Hove station area, with a total of 1,725 dwellings. All of the following development areas fall within the attendance standard isochrones.

The development area to the east of the fire station, along the A270, is a mixed development area which is set to have 575 residential units developed.

The development area to the north, bordering the A27 and A2038, is set to have 750 residential units developed. Additionally, there will also be a new primary school, eco-centre, sports facility, shops/cafes and doctors surgery developed on the site.

The development area in the south west, and extending into West Sussex is a mixed development area which is set to have 400 resident units developed within Brighton & Hove.

Commercial

Details of commercial developments have been supplied from the local planning office which are shown on the map below. Within the three main development areas in Hove station area, there is a total allocated commercial floorspace of 41,500 m².

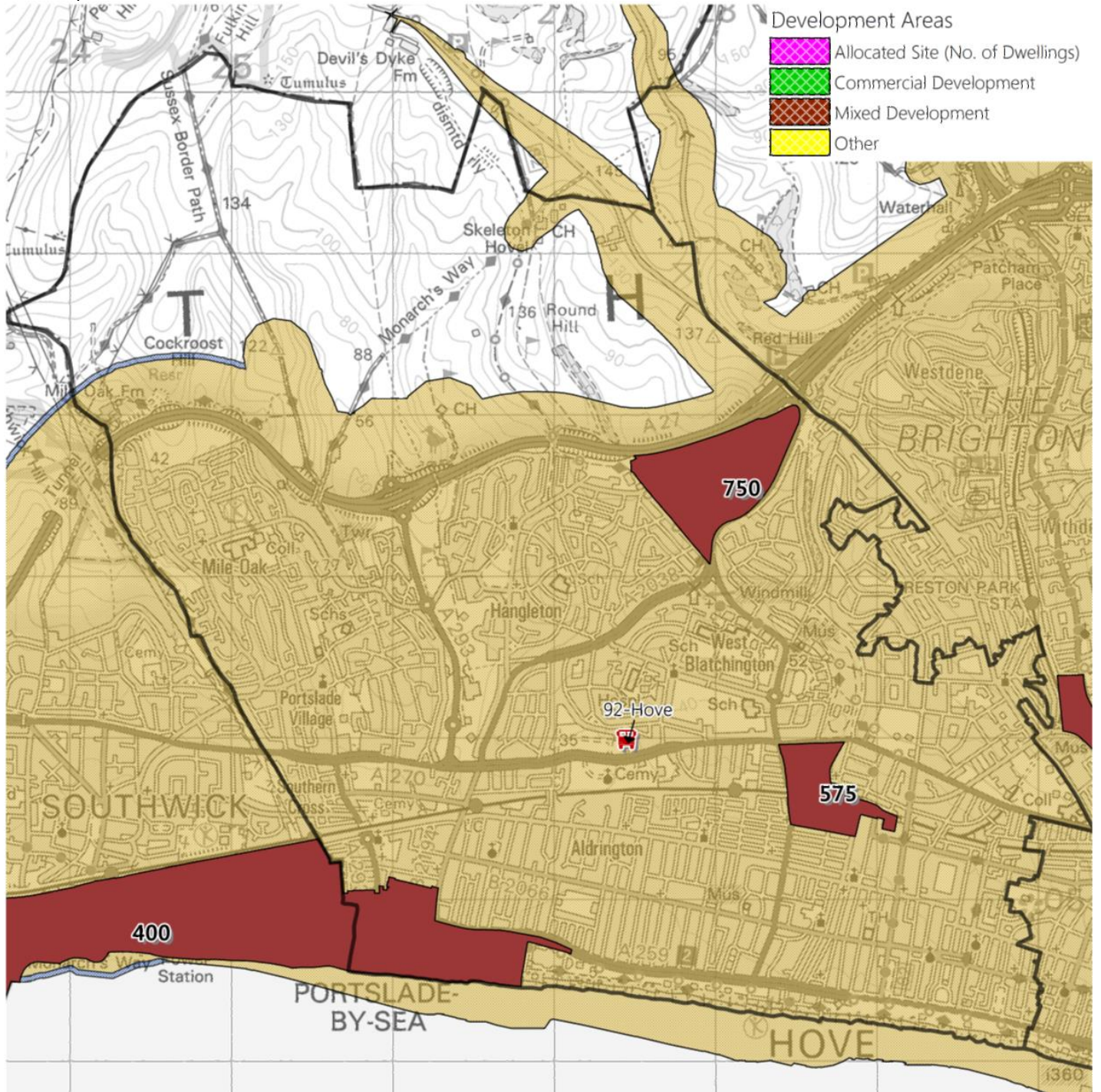
The development area to the east of the fire station, along the A270, is a mixed development area which is set to have 4,000m² of employment floor space developed.

The development area to the north, bordering the A27 and A2038, is set to have 30,000m² of office space developed. Additionally, there will also be a new primary school, eco-centre, sports facility, shops/cafes and doctors surgery developed on the site.

The development area in the south west, and extending into West Sussex is a mixed development area which is set to have 7500m² net additional employment floorspace. All of the following development areas fall within the attendance standard isochrones

A map of the above development areas is shown on the next page, along with the number of dwellings allocated for development within each area.

Development areas





Road Risk

All UK roads (excluding motorways) fall into the following four categories:

- **A roads** – major roads intended to provide large-scale transport links within or between areas.
- **B roads** – roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network.
- **Classified unnumbered** – smaller roads intended to connect together unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Similar to ‘minor roads’ on an Ordnance Survey map and sometimes known unofficially as C roads.
- **Unclassified** – local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category.

The following table shows the total length of Road within Hove Station area, broken down by Road type. There is approximately 227km of Road within Hove station area, 11% of which are A Roads, which represents a similar proportion of A Roads to the ESFRS average. Proportionally, Hove has 12% fewer classified roads and 12% more not classified/unclassified roads, compared with the ESFRS average.

Road Type	Hove	ESFRS
A Road	25km (11%)	521km (10%)
B Road	8km (4%)	302km (6%)
Classified Unnumbered	7km (3%)	759km (14%)
Total Classified Roads	41km (18%)	3,779km (30%)
Not Classified/Unclassified	187km (82%)	1,582km (70%)
Total All Road Types	227km (100%)	5,361km (100%)

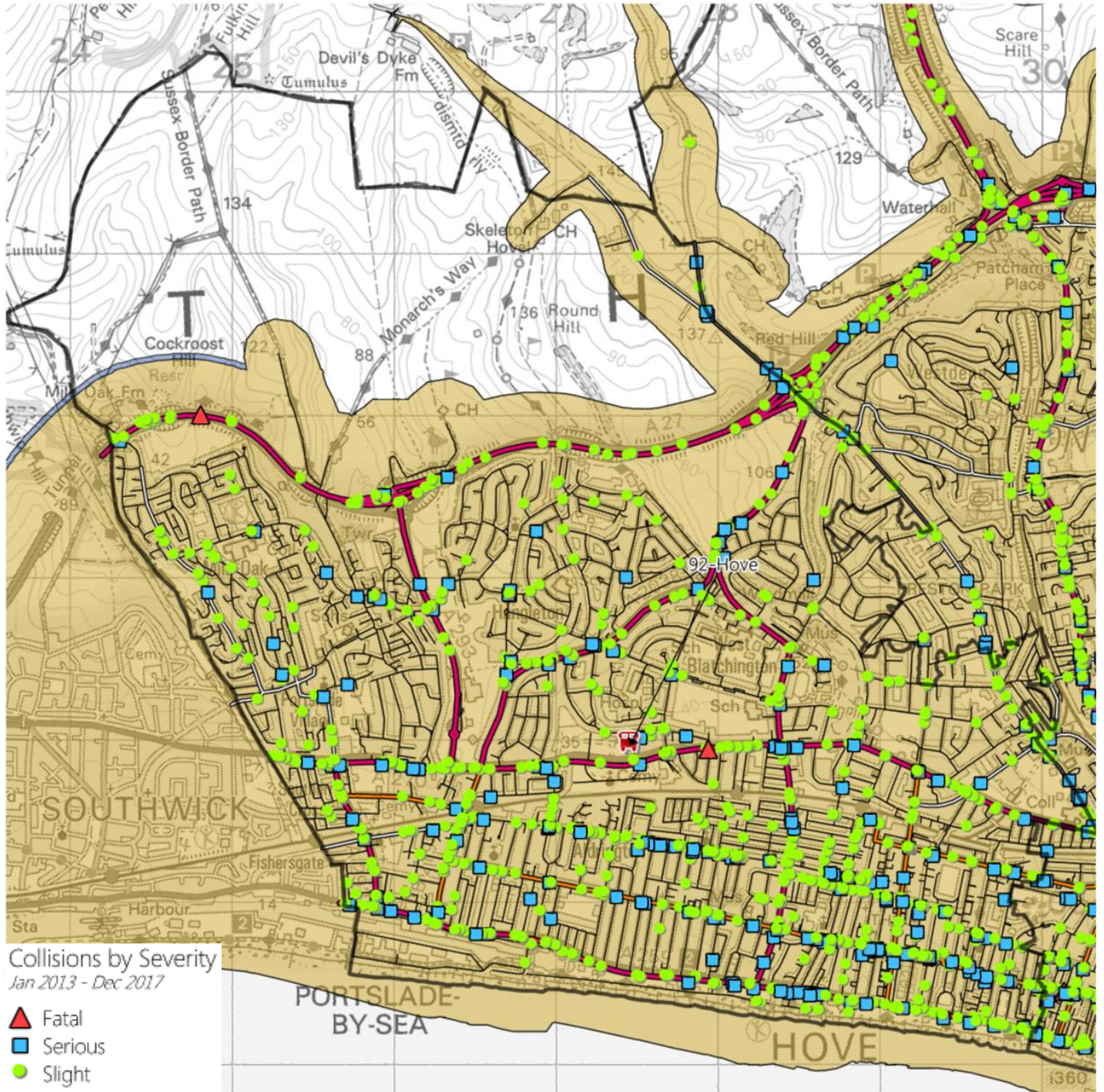
ESFRS only attends around 25% of all road traffic collisions on ESFRS roads. Therefore, data from the Sussex Safer Road Partnership (SSRP) was sourced to understand the fuller picture of road (RTC) risk. The following table and map shows RTCs in Hove station area over a five year period (January 2013 – December 2017), broken down by severity.

Collision Severity	Hove	ESFRS
Fatal	2 (0.2%)	112 (1.1%)
Serious	211 (19.1%)	2,235 (21%)
Slight	891 (80.7%)	8,307 (78%)
Total	1,104	10,654
Ave. per Year	221	2,131

There are, on average, 221 KSI collisions per year in Hove station area. 19.3% of collisions result in serious or fatal injuries and this proportion is 2.8% lower than ESFRS overall.

All of the 1,104 collisions fell within the attendance standards isochrones, as shown on the map on the next page.

KSI Collisions over five year period (January 2013 – December 2017)

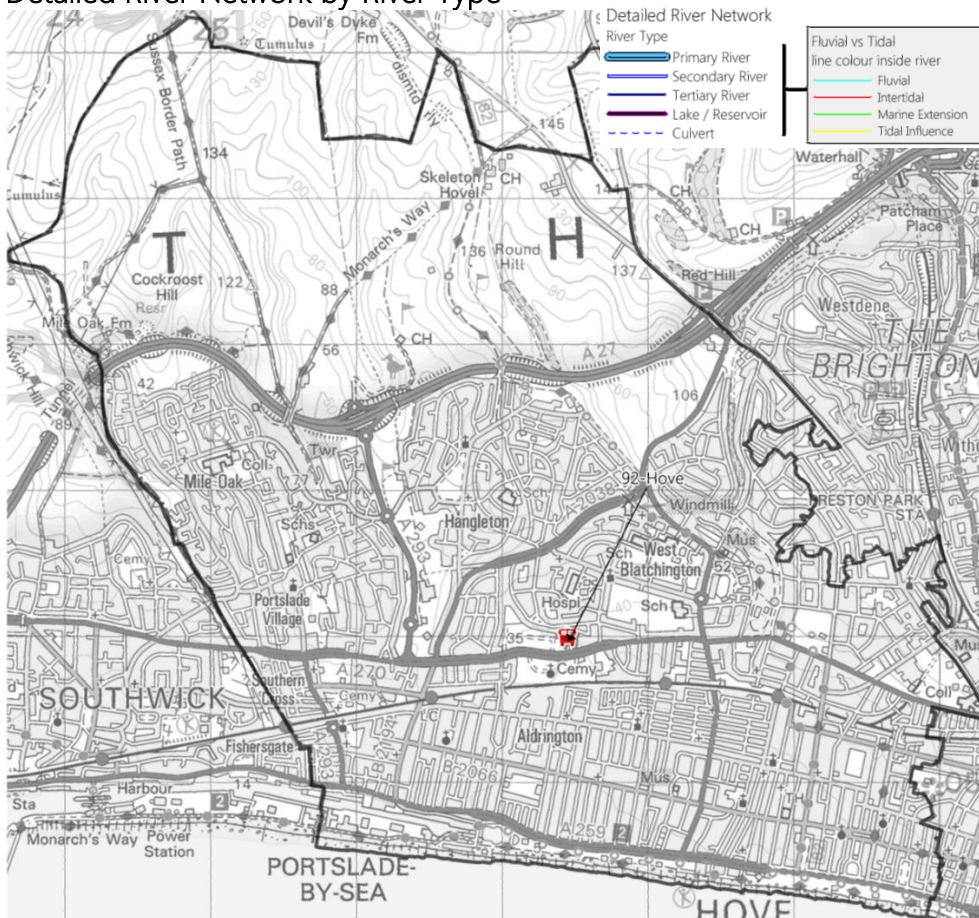




Water Risk

The following map shows the Detailed River Network (DRN), which is a large-scale, accurate and fully attributed digital river centreline covering England and Wales. The DRN is captured from the water features theme of the OS MasterMap topographic layer and built into a network using automated rules. Other input datasets and extensive local Environment Agency (EA) staff knowledge has been used to augment the core geometry to incorporate critical spatial detail and attribution, such as flow direction and path, not available from the OS mapping and to verify the accuracy of the centreline itself. Primary Rivers are usually larger rivers and streams; the secondary and tertiary rivers are 'ordinary watercourses'. The EA carries out maintenance, improvement or construction work on Main Rivers to manage flood risk. Lead local flood authorities, district councils and internal drainage boards carry out flood risk management work on ordinary watercourses.

Detailed River Network by River Type



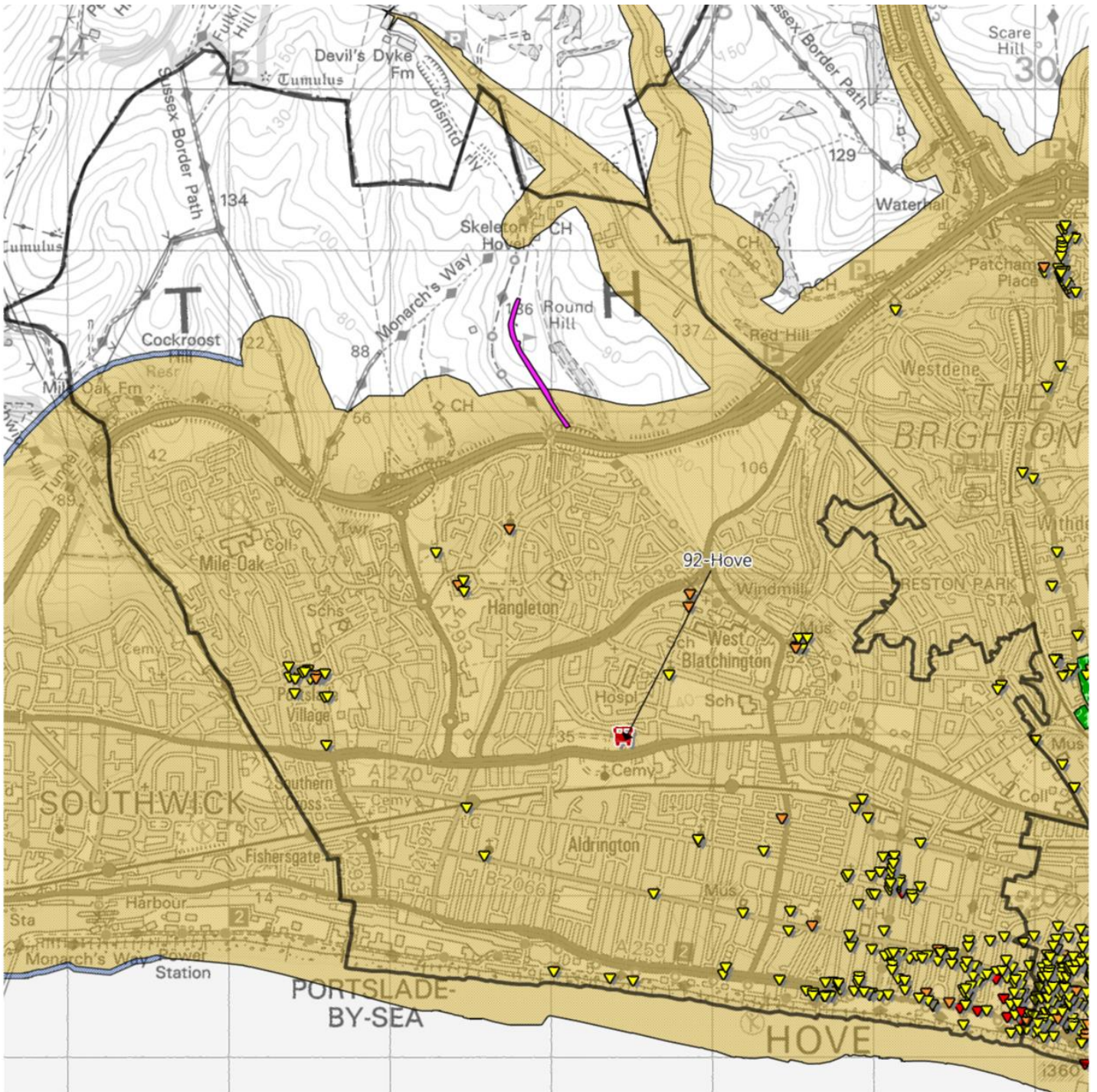
It can be seen that, according to the Detailed River Network, there are no rivers in Hove station area.

Hove station area contains approximately 4km of coastline, from Shoreham Port to just west of the i360 observation tower. Although mostly contained in West Sussex, there is a 1km stretch of Shoreham Port that is within Hove station area. Shoreham Port is a large commercial port/harbour that processes the import/export of aggregate materials, scrap and cargo, in addition to providing facilities for private vessels and fishing boats. Hove lawns and seafront is popular with locals and visitors who are looking for a quieter alternative to the busy beaches located further east towards the palace pier.

Brighton Beach and Seafront is voted one of the top 10 city beach break destinations in the world and there are therefore many day visitors and tourists that come to Brighton beaches and, combined with a vibrant night life and an array of licenced premises along the seafront, there is an increased risk of a water related injury/rescue.

Heritage Risk

The following map shows the location of different types of heritage risk dispersed across the station area.



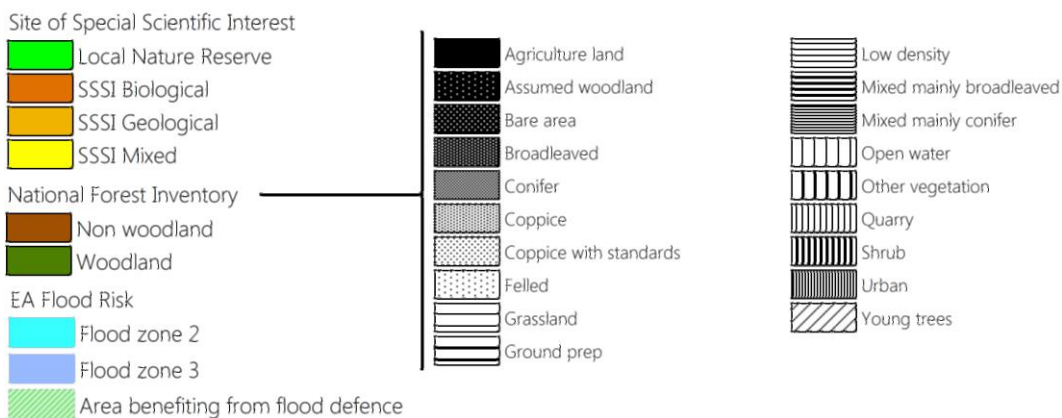
- ▼ Grade I Listed Building
- ▼ Grade II* Listed Building
- ▼ Grade II Listed Building
- Battlefield
- Park & Garden
- Protected Wreck
- Scheduled Monument

Grade	# in Area	Within Attendance Standard (Day)	%	Within Attendance Standard (Night)	%
I	8	8	100.0	8	100.0
II*	15	15	100.0	15	100.0
II	171	171	100.0	171	100.0
Total	194	194	100.0	194	100.0



Environmental Risk

The following map shows a breakdown of various environmental risks across Hove station area. There are, on average, 61 incidents per year in Hove station area classified as "special service – flooding". This equates to 6.4% of all incidents in Hove and is higher than the ESFRS proportion of 4.2% per year. There is 1 Site of Special Scientific Interest (SSSIs) in Hove station area, which is inside the attendance standards isochrone.



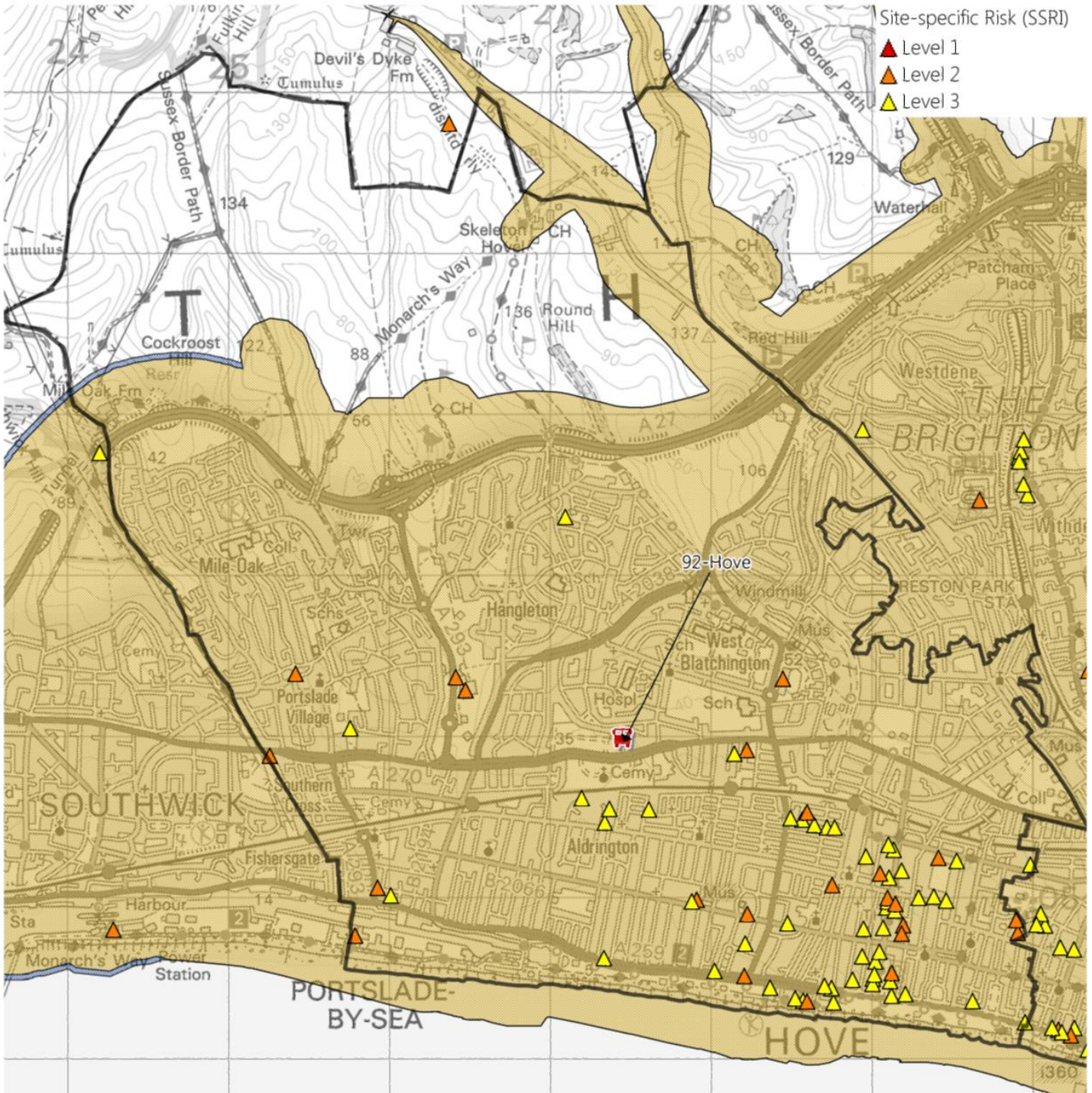
Flood Zone 2 represents land that has been assessed as having between a 1%-0.1% annual probability of river flooding, or between 0.5%-0.1% annual probability of sea flooding in any year. Flood Zone 3 represents land that has been assessed as having a >1% annual probability of river flooding, or a >0.5% annual probability of sea flooding in any year.

Special Risk (Operational Risk)

Site-Specific Risk Information (SSRI)

There are a total of 86 SSRIs (Levels 1-3) within the Hove Station Admin area, none of which are level 1, and 28 of which are Level 2. The majority of these are located in the south east of the station area.

SSRI Risk	Hove	ESFRS
Level 1	0 (0.0%)	25 (3.1%)
Level 2	28 (32.6%)	294 (36.3%)
Level 3	58 (67.4%)	461 (56.9%)
Total	86	810



High-Rise Risk

There are 75 high rise premises in Hove station area (properties ≥ 6 floors), this means that 25.5% of all the high rises premises in ESFRS are located within Hove station area.

Special Risk

There is 1 lower-tier COMAH site located approximately 2km south west of Hove fire station, in Shoreham Port, West Sussex.

Over border risks

Although mostly contained in West Sussex, there is a 1km stretch of Shoreham Port that is within Hove station area. Shoreham Port is a large commercial port/harbour that processes the import/export of aggregate materials, scrap and cargo, in addition to providing facilities for private vessels and fishing boats.

Shoreham Airport (Brighton City Airport) is located approximately 7.3km west of Hove fire station. The airport has a licence that permits flights for public transport and flying instruction.

The airport used to host an annual air show, however on 22nd August 2015 an ex-military jet taking part in the air show crashed onto the busy A27, killing 11 and injury 16. The annual show has not taken place since the disaster. 4 ESFRS appliances, 2 from Hove and 2 from Preston Circus were sent to the incident to assist West Sussex Fire and Rescue, Sussex Police and South East Coast ambulance in the search and rescue effort after the jet crashed.

