

Maryport Fire Station
Risk Based Evidence Profile 2018
Risk Review



**Prepared by Cumbria County Council
Performance and Intelligence Team**

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Introduction

This document forms part of the Risk-Based Evidence Profile 2018 (RBEP 2018). The RBEP 2018 is comprised of a 'core' document profiling risk and demand across the county, and 38 individual station profiles (of which this is one).

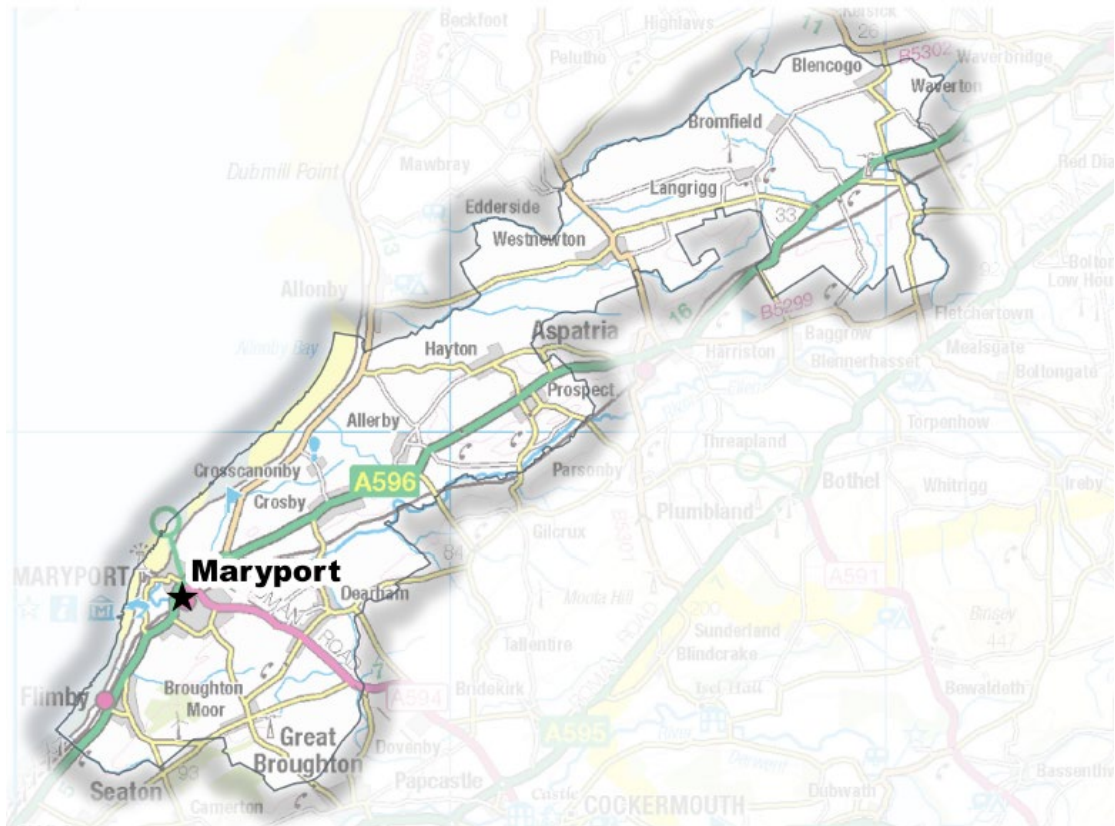
The RBEP 2018 is developed to support the Integrated Risk Management Plan (IRMP) 2019-23. The purpose of the IRMP 19-23 is to identify and assess fire and rescue related risks for the next four years, and set out what the service is going to do to address them.

Each station profile details the station area and its available resources, alongside the demand and risk for that station. Prevention and protection activities are also provided to evaluate the scope of mitigating actions that have been taken to address high priority risks.

Horizon scanning is conducted to identify any significant infrastructure, economic and housing developments which need to be taken into account for future service provision.

Station Area and Resources

The fire station is situated in Maryport. A map of the 'station area'¹ is shown below. The station in 17/18 was crewed by 15 firefighters working the On-call duty system.



Station Area	17,000 population
Crewing Type	On-call
Fire Engines	2 fire engines

The following table indicates the travel distance in miles from Maryport Fire Station to the next nearest three CFRS fire stations.

Station Name	Distance by Road (MILES)
Workington	8 miles
Cockermouth	7 miles
Aspatria	8 miles

¹ This is a nominal area which distributes the county across its 38 stations for the purposes of management and performance benchmarking.

Fire Engine Availability

During 2017/18 the Maryport On-call fire engine (C08P1) had been off duty for 0% of the time.

C08P1	2015/16	2016/17	2017/18
Total Availability	95.77%	87.23%	90.69%
Mon - Fri (08:00 - 18:00)	91.74%	75.09%	86.91%
Mon - Thurs (18:00 - 08:00)	99.54%	97.54%	98.56%
Fri - Mon (18:00 - 08:00)	95.60%	87.75%	86.66%

During 2017/18 the Maryport On-call fire engine (C08P2) had been off duty for 84.21% of the time.

C08P2	2015/16	2016/17	2017/18
Total Availability	33.94%	15.65%	15.79%
Mon - Fri (08:00 - 18:00)	14.69%	1.66%	3.64%
Mon - Thurs (18:00 - 08:00)	50.61%	36.56%	36.88%
Fri - Mon (18:00 - 08:00)	32.76%	8.13%	6.61%

Station Fire Engine Response Times

Maryport fire engines have been called to the following number of incidents over the last three years with the associated response times. Some of the incidents attended may have been in neighbouring station areas.

Between 2015/16 and 2017/18 the Maryport On-call fire engine (C08P1) had the following response times below

C08P1	2015/16	2016/17	2017/18
Average crew turnout time (time it takes the crew to respond to the station)	4 mins 48 secs	4mins 39 secs	4mins 01 secs
Average response time (time it takes the crew to arrive at the incident from the station)	3 mins 55 secs	5 mins 56 secs	5 mins 50 secs
Number of incidents attended by fire engine C08P1	183	127	128

Between 2015/16 and 2017/18 the Maryport On-call fire engine (C08P2) had the following response times below

C08P2	2015/16	2016/17	2017/18
Average crew turnout time (time it takes the crew to respond to the station)	5 mins 29 secs	3 mins 40 secs	8 mins 16 secs
Average response time (time it takes the crew to arrive at the incident from the station)	4 mins 31 secs	4 mins 46 secs	5 mins 20 secs
Number of incidents attended by fire engine C08P2	28	4	6

Station Area Response Priorities

A 3 year profile of demand within the station area, with associated number of fatalities and seriously injured casualties, is detailed in the table below.

Table 1: Prevention, Protection and Response Priorities: Maryport

Fire, Rescue and Road Safety Priorities 2018/19	Incidents			Fatalities				Seriously Injured Casualties				PRIORITY	2017/18 compared to 3yr average ³
	2015/16	2016/17	2017/18	2015/16	2016/17	2017/18	Average per 100 incidents	2015/16	2016/17	2017/18	Average per 100 incidents		
All incidents	180	127	108	1	-	1	0.05	-	1	1	0.5	n/a	↓
Injury Road Traffic Collisions ¹	2	4	1	-	-	-	0.0	-	1	-	14.3	Very High	↓
Primary Fires ²	34	20	28	-	-	-	0.0	-	-	-	0.0	Very High	↔
Flooding and water incidents	56	2	5	-	-	-	0.0	-	-	-	0.0	High	↓
Gas incl Carbon Monoxide	-	-	-	-	-	-	50.0	-	-	-	0.0	Medium	↔
Automatic Fire Alarms	41	56	39	-	-	-	0.0	-	-	-	0.0	Standard	↓
Wildfires ⁴	-	-	-	-	-	-	0.0	-	-	-	0.0	Standard	↔
Animal Assistance Incidents	-	-	-	-	-	-	0.0	-	-	-	0.0	Standard	↔

↔ = No Difference +/-5% ↑ = Higher ↓ = Lower

¹Injury Road Traffic Collisions include RTCs attended by CFRS where there was a fatality or a rescue with injury

²Primary fires include all fires in buildings, vehicles and outdoor structures or any fire involving casualties, rescues or fires attended by five or more appliances

³Increase or decrease if greater than 5% of three year average

⁴Wildfire is defined as any uncontrolled vegetation fire which requires a decision, or action, regarding suppression, plus any one of the following criteria (i) involves a geographical area of greater than 1 hectare (ii) has a sustained flame length of 1.m (iii) requires a committed resource of 4 or more appliances (iv) requires resources to be committed for over 6 hours (v) presents a serious threat to life, environment, property and infrastructure

Primary Fire Response Profile

Incident and Risk Profile

In 2017/18, there were 108 incidents within Maryport Fire Station area with 1 fatality. This included 1 Injury RTCs, 28 primary fires and 5 flooding and water incidents.

CFRS Risk Profile identifies the levels of risk within an area (Lower Super Output Area²) of incident types occurring – this is based on the likelihood of an incident occurring and also on the likelihood of that incident being of a life-threatening or serious nature. Full details of the risk model calculations used are in Appendix B of RBEP 2018.

The fire risk model shows decreasing fire risk for Maryport Fire Station with no high level risk LSOAs, and overall risk score decreasing from 388 in 2014/15 to 372 in 2018/19, a decrease of 4%.

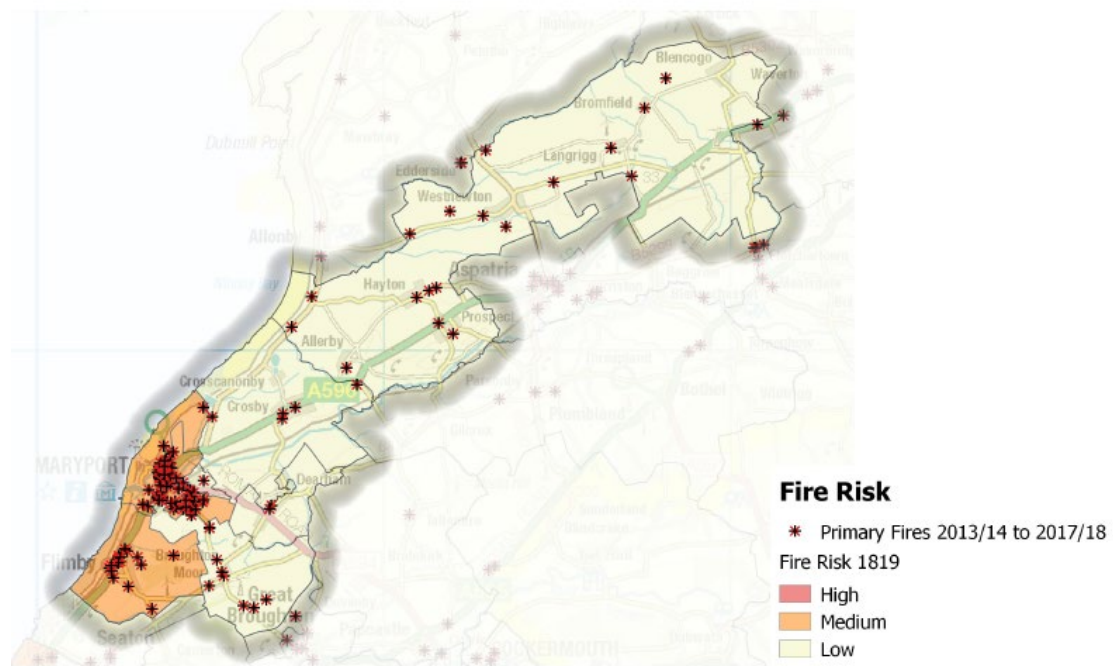
Table 2: 18/19 Primary Fire Risk – Maryport

Maryport Risk Profile		Incidents 2009/10 - 13/14		Incidents 2010/11 - 14/15		Incidents 2011/12 - 15/16		Incidents 2012/13 - 16/17		Incidents 2013/14 - 17/18	
		2014/15 Risk		2015/16 Risk		2016/17 Risk		2017/18 Risk		2018/19 Risk	
Score	Risk Grade	Risk Score	No of LSOAs	Risk Score	No of LSOAs	Risk Score	No of LSOAs	Risk Score	No of LSOAs	Risk Score	No of LSOAs
>=76	High	0	0	0	0	0	0	0	0	0	0
35- 75	Medium	220	4	196	4	218	5	232	5	246	5
<=34	Low	168	6	164	6	130	5	130	5	126	5
TOTAL		388	10	360	10	348	10	362	10	372	10

The map of Fire Risk below shows levels of Fire Risk with half of its 8 LSOAs medium risk and the other half low risk, with the last 5 years of primary fire incidents clustering within Maryport town centre.

² Lower Super Output Areas are geographic areas created by the [Office for National Statistics](https://www.ons.gov.uk/methods/geography/other-geographies/lsoas) to support statistical analysis at a more detailed geographical level . Each LSOA is designed to have similar population sizes of up to 1,200 households.

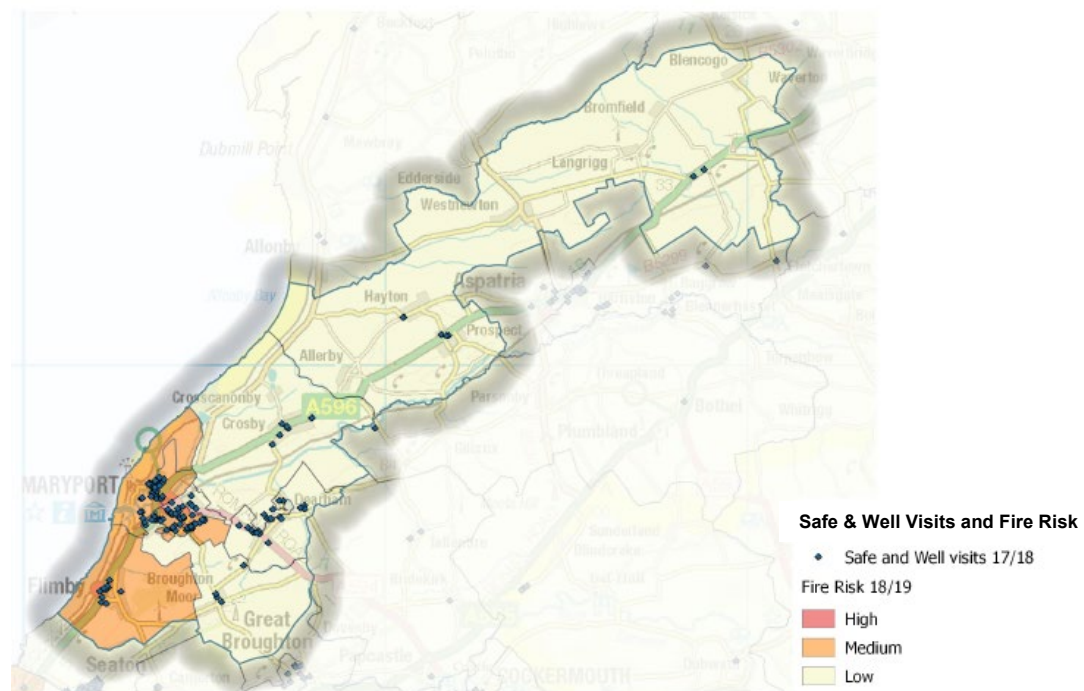
Map 1: 18/19 Primary Fire Risk –Maryport



Prevention and Protection Activity

In April 2017 CFRS implemented their new Safe and Well visits. These are targeted at individual households that are high risk, rather than areas of high risk as previously targeted in the Home Safety Visits. In 2017/18 CFRS conducted 10,432 Safe and Well visits across Cumbria.

Map 2: Safe and Well Visits 17/18 –Maryport



Injury Road Traffic Collision Response Profile

Incident and Risk Profile

The Injury RTC risk modelling shows a decreasing rate of risk for Maryport Fire Station area. There are no high risk LSOAs in 2018/19 and the overall risk score decreases from 468 in 2014/15 to 428 in 2018/19 – a drop of 9%

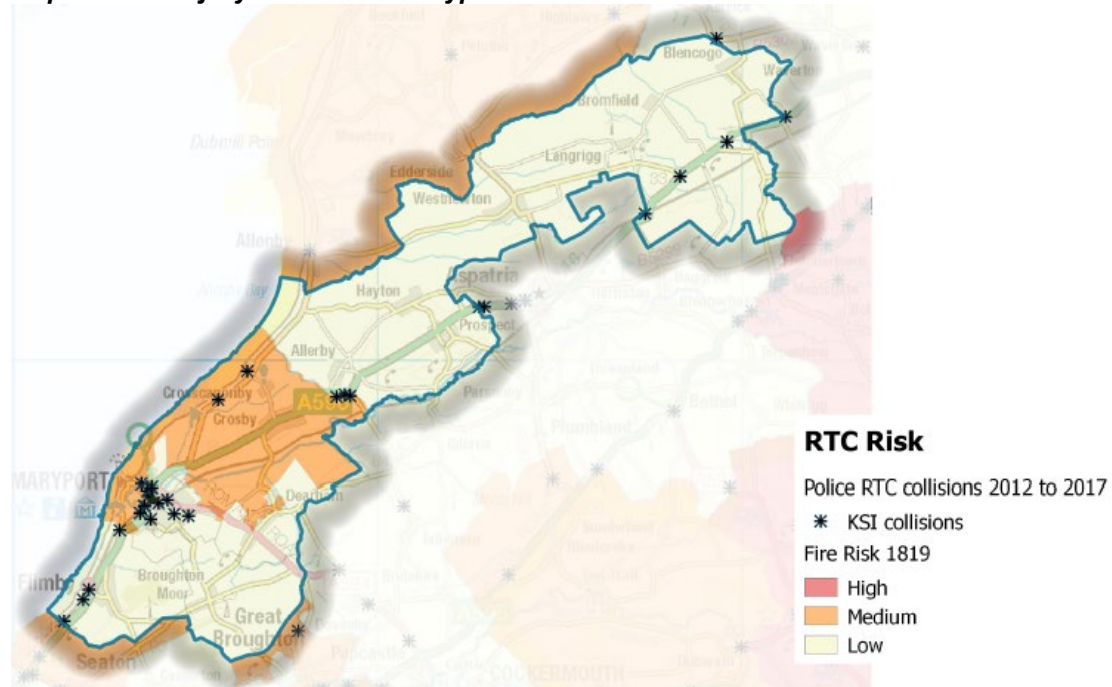
Table 3: 18/19 Injury RTC Risk – Maryport

Maryport Risk Profile		Incidents 2009/10 - 13/14		Incidents 2010/11 - 14/15		Incidents 2011/12 - 15/16		Incidents 2012/13 - 16/17		Incidents 2013/14 - 17/18	
		2014/15 Risk		2015/16 Risk		2016/17 Risk		2017/18 Risk		2018/19 Risk	
Score	Risk Grade	Risk Score	No of LSOA	Risk Score	No of LSOAs	Risk Score	No of LSOAs	Risk Score	No of LSOAs	Risk Score	No of LSOAs
100	High	0	0	100	1	0	0	0	0	0	0
24-100	Med	328	5	316	5	416	6	348	5	144	2
<=24	Low	140	5	92	4	92	4	116	5	284	8
TOTAL		468	10	508	10	508	10	464	321	428	10

Datasources: Cumbria Constabulary RTC Data, FireCore Incident data

The map below shows the risk levels by LSOA for Cumbria, overlaid with Killed/ Seriously Injured (KSI) incidents between 2012 and 2017. There are 2 medium and 8 low risk LSOAs.

Map 3: 18/19 Injury RTC Risk – Maryport



Prevention and Protection

CFRS provide Road Awareness Training (RAT) sessions targeted at drivers aged 18 to 25 years, as these are at highest risk of being involved in a collision. We also currently provide RAT sessions targeted at those aged 55 years and older.

In Allerdale District, 27 RAT sessions were provided throughout 2017/18 to a total of 305 attendees.

Table 4: Number of RAT sessions 2017/18 by District

Road Traffic Awareness Training Sessions completed 2017/18		
District	Number of RATs	Number attended
Allerdale	27	305
Barrow-in-Furness	7	257
Carlisle	24	629
Copeland	11	329
Eden	3	120
South Lakeland	10	507
Cumbria	82	2,147

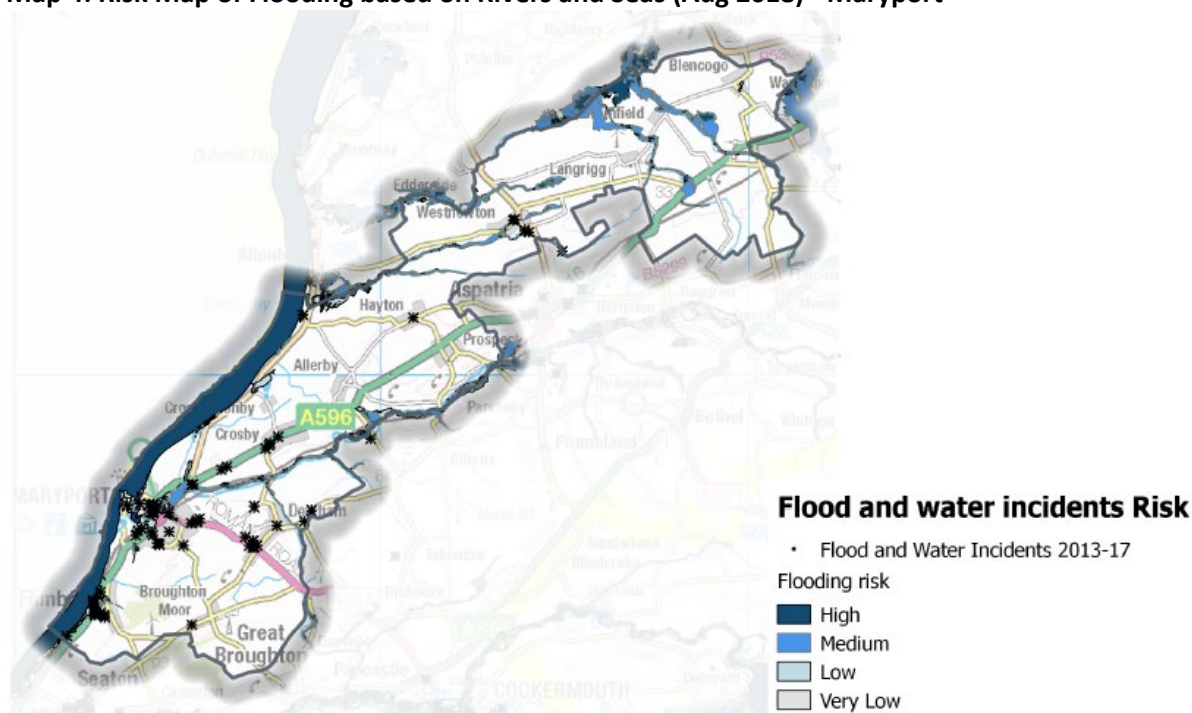
Datasource: CFRMIS

Flooding and Water Rescue - Response Profile

Incident and Risk Profile

Flood Risk is taken from the Environment Agency's Risk of Flooding from Rivers and Seas (Aug 2018). The risk of flooding is categorised into high, medium, low and very low areas. Incidents responded to by CFRS between 2013 and 2017 are overlaid on the risk areas.

Map 4: Risk Map of Flooding based on Rivers and Seas (Aug 2018) - Maryport



Prevention and Protection Activity

The [Environment Agency's Cumbria Flood Action Plan](#) (1 June 2016) details 65 areas of action for implementation across Cumbria, Eden, Derwent and Kent and Leven Catchment areas. These proposed actions fall into five key themes

- Strengthening Defences
- Upstream Management
- Maintenance
- Resilience
- Water Level Management Boards

Full details of the Cumbria 2015 Flood Events are available in the [Flood Impact Assessment](#) Dec 2015.

Other Risk information

The town of Maryport is located on the west coast of Cumbria on the Solway Firth, just outside the Lake District National Park and has a population of approximately 11,500 people.

Although most of the original large factories have closed, these have been replaced by smaller factory units. The dock and harbour area have been revitalised over recent years, with the introduction of an aquarium, museum, yachting marina, fish handling plant and new residential properties, all of which bring their own inherent risks.

Other risks associated with the area include those posed by residential properties, guest houses and hotels and the general increase in tourist activity. With large volumes of traffic on the predominantly 'B' type roads and the busy A596 trunk road running through the station area, results in significant numbers of serious road traffic collisions.

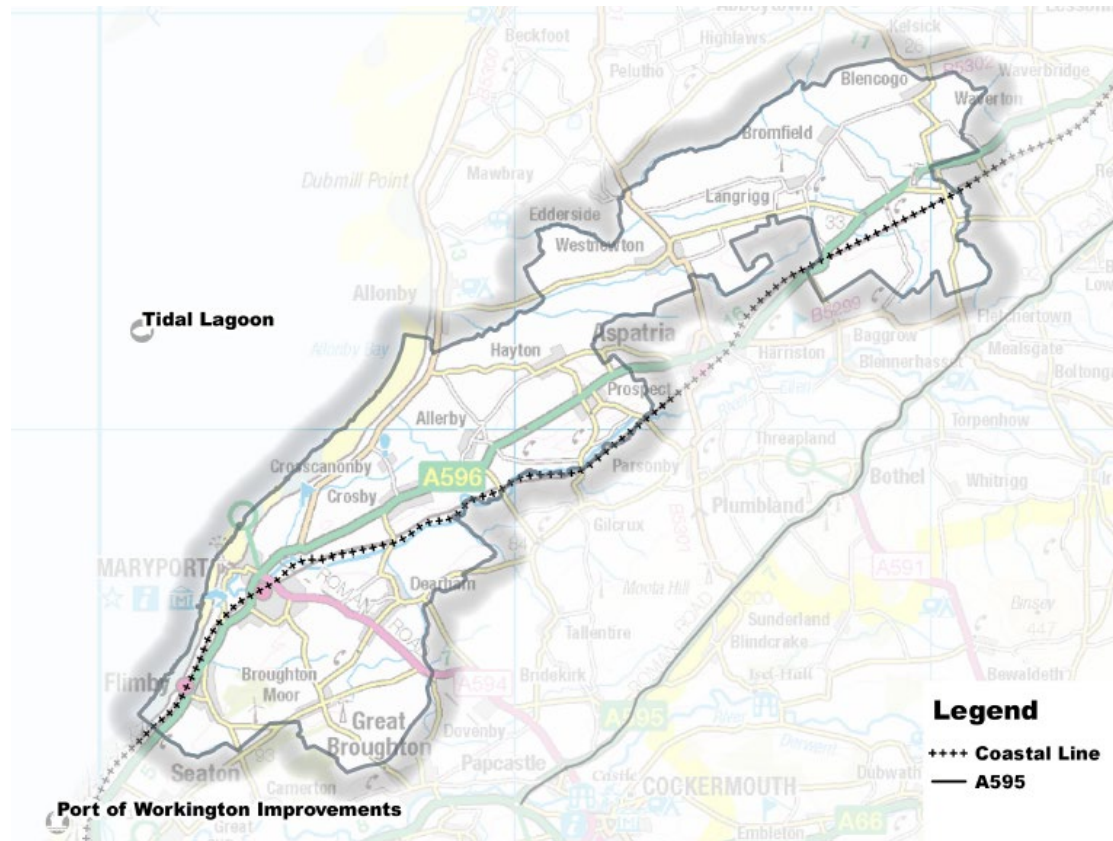
There are six schools, as well as several residential homes for elderly people located within the town. Open farmland brings the danger of barn fires and other farm related incidents, such as livestock rescues.

Maryport	Risk in station area
Heritage	<p>Grade I listed:</p> <ul style="list-style-type: none"> • Church of St John, Crosscannonby • Church of St Mungo, Dearham <p>Grade II* listed:</p> <ul style="list-style-type: none"> • Allanby House, Flimby • Flimby Hall, Flimby • Netherhall, Netherhall Road, Maryport • Senhouse Roman Museum, Maryport
Environment	<ul style="list-style-type: none"> • 2 sites of Specific Scientific Interest
Site Specific Risks	<ul style="list-style-type: none"> • No significant Site Specific Risks identified within the Station area
Rurality	<ul style="list-style-type: none"> • Of the 10 LSOAs that make up Maryport - 7 are designated 'Town and Fringe' according to DEFRA Urban/Rural classifications and 3 are 'Village and Hamlet'

Horizon Scanning

Risk and demand are constantly evolving across the county, and as such necessitate an evolving service to optimise efficiency and effectiveness. In the short to long-term a range of infrastructure and economic projects are anticipated across the county. Those that are planned within the Maryport Fire Station area are shown below.

Map 5: Future Projects and Developments within Maryport Fire Station Area



Currently there are two key infrastructure projects within Maryport Fire Station area:

- Cumbrian Coastal Railway Enhancements – Improvements to the railway to increase capacity, usage and resilience of the line through the area.
- United Utilities water supply improvement works across West Cumbria – construction of a new water treatment works, pumping stations and underground service reservoirs in order to withdraw the abstraction of water from Ennerdale.

Based on these economic and housing projects, Maryport's district's population is expected to remain relatively stable with projections of growth between 0% and +3% by 2023, which would lead to primary fires staying the same or increasing by 4. This would have no projected impact on fire casualty rates by 2023.