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To: Members of the Fire Authority	Enquiries to: Gareth Naidoo Email: gareth.naidoo@eastriding.gov.uk Tel. Direct: (01482) 393206 Date: 8 March 2019
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Dear Member

Humbleside Fire Authority - Agenda 15 March 2019 - Urgent Item

Further to the agenda for the above meeting, please find enclosed an additional report for the meeting of HUMBERSIDE FIRE AUTHORITY on FRIDAY, 15 MARCH 2019 at 10.30AM.

Item No.	Agenda Item
20(i)	Driffield Fire Station – ‘Blue Lights Collaboration’

It was agreed by the Chairperson for this item to be treated as urgent in order for the proposals to progress in a timely manner.

If you have any queries or require any further information, please do not hesitate to contact me.

Yours sincerely



Mathew Buckley
Monitoring Officer & Secretary to Fire Authority

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DRIFFIELD FIRE STATION – 'BLUE LIGHTS COLLABORATION'

SUMMARY

1. Members at the meeting of the Fire Authority on the 8th December 2017 approved the inclusion of a budget allocation 'Co-location Fund' within the Capital Programme 2018/19 Onwards – Vehicles, Estates and ICT', with the objective of progressing co-location schemes with other blue-light services as an element of the broader collaboration agenda.
2. In line with this, the Joint Estates Service (JES) has undertaken a preliminary review of all Humberside Fire and Rescue Service's premises, with a view to identifying potential sites for collaboration with blue-light partners.
3. Following the review, three sites including Pocklington, Driffield and Hornsea were identified as priority locations to undertake further feasibility work associated with their development.
4. Whilst feasibility work concluded that a co-location scheme at Hornsea would be unviable due to space and cost constraints, schemes for Pocklington and Driffield have been further developed in conjunction with respective operational teams and approval was given to progress the scheme at Pocklington by Members of the Fire Authority on 7th December 2018.
5. This report details the plans for Driffield fire station for re-modelling the facility and seeks formal approval to progress a scheme intended to facilitate greater integration between front-line 'blue-light' services allowing the realisation of financial efficiencies for the public purse and ensuring we make best use of our available resources.

RECOMMENDATIONS

6. a) That Members approve the proposals to develop and implement a collaborative project with Humberside Police (HP) and Yorkshire Ambulance Service (YAS) to co-locate services at Driffield Fire Station.
- b) That Members approve the use of the co-location budget to fund HFRS's contribution to the scheme.

REPORT DETAIL

7. As Members will be aware, the Policing and Crime Act 2017 introduced a duty on Fire and Rescue and Police Forces to explore opportunities for collaboration to facilitate better integration of services and realise efficiencies.
8. In addition, the Government's 'One Public Estate' agenda encourages public sector organisations to make the best use of their assets by working in partnership to review opportunities for service improvement and the realisation of efficiencies by rationalisation of their estates portfolios.

9. Both the Strategic Leadership Team (SLT) HFRS and the Chief Officer Group of HP have previously indicated their desire to explore all such opportunities for collaboration and the Authority, within their Strategic Plan, are committed to 'working seamlessly with other emergency responders to benefit communities'.
10. The proposed scheme demonstrates HFRS's pro-active exploration of potential opportunities for collaboration and working with others to reduce costs links to HMICFRS Judgement Criteria, (2.1 and 2.2 refer). The co-location of HFRS, HP and YAS services on to one site and the creation of a 'triple badged' Station is an ideal opportunity to better integrate local emergency service provision and the realisation of public sector efficiencies.

PROPOSED SCHEME

11. The Joint Estates Service (JES) has worked in consultation with operational staff from all three services to prepare sketch plans for the scheme, see Appendix 1.
12. The layouts have been based on the ethos of sharing space and integration where possible, with teams sharing rest areas, reception provision, welfare facilities, toilets/showers and potentially the gymnasium. Other areas are service specific and plans have been devised to ensure that any affect on operational delivery for all parties is minimised.
13. The planned works include internal re-modelling and conversion of a spare appliance bay to create additional accommodation. Improvements to changing and welfare facilities have also been included and an external extension provides a link corridor to additional locker space from conversion of a rear garage and ancillary accommodation.
14. HP's neighbourhood policing team (6 staff per shift), would relocate from their current premise on Wansford Road. This would allow the existing site to be sold, to realise a capital receipt in the region of £150k based on current valuation.
15. Given the poor condition of their current accommodation YAS are extremely keen to relocate as soon as possible and the JES are currently working with YAS to facilitate a temporary base for ambulance crews on HP's Wansford Road site pending completion of any new facility at the fire station.
16. The proposed tri-service plans incorporate a front-counter/reception provision which as well as serving as a Police Contact Point (PCP), could be utilised by HFRS Public Safety for a hot desk base in the provision of safety advice and information if required.
17. The scheme includes the provision of a small ambulance base for YAS, incorporating three double-crewed ambulances. Staff would transfer from their current base on St. John's Road, which would also be sold to generate a capital receipt, estimated at £100k. YAS have agreed to commit funds to pay for their share of costs.
18. From an HFRS perspective, the scheme affords the opportunity to significantly improve facilities on site, with the creation of new muster bay areas for both male and female changing, both of which are currently inadequate in size and layout. The new plan provides for an increase of approximately 40% on existing areas. Similarly, a new watch-office will be created improving the working environment and again increasing space by over 20%. The creation of a link corridor between the main and rear buildings will improve access to the gym which could also be shared with partners.

19. In addition to the above, the scheme will include general refurbishment/decoration works, to modernise and improve the overall environment to the benefit of all staff operating from the building.
20. In order to ensure that the impact on operational requirements, including both response and training activities is kept to a minimum, careful planning of external access/security, vehicle flow and parking requirements is being undertaken. The site is currently used by Driver Training to undertake a variety of training, including HGV, ALP and Hook lift courses; these services will now be located to an alternative venue in order to facilitate the development.

OUTLINE COSTS, SAVINGS AND PROPOSED FUNDING

21. A feasibility cost estimate of construction works has been prepared which resulted in an estimated total of £352K, inclusive of £30k fees but excluding contingencies. A split of costs by service based on the ratio of the areas being refurbished, re-modelled or new, as indicated by the proposed layout in Appendix A, is as follows:

Service	% contribution for capital works	Estimated capital contribution	Existing running costs	% contribution for running costs	Estimated new running costs for office & ancillary*
Fire	23%	£80,960	£24,100	38%	£10,520
Police	48%	£168,960	0	29%	£8,600
YAS	29%	£102,080	0	29%	£8,600

*Running costs exclude maintenance works

22. It should be reiterated that these costs are pre-tender estimates and will be refined as detailed design and specifications are prepared, subject to scheme approval. Estimates also based on the assumption of reasonable ground conditions, existing services and take no account of potential abnormalities and consequential risks at this stage.
23. At their meeting on 8th December 2017, Humberside Fire and Rescue Authority approved a £100K capital budget allocation for co-location of services as a part of the 2018/19 Onwards Capital Programme. It is proposed that this allocation be utilised to progress this scheme.
24. HP, at their Corporate Governance Group meeting on June 15th approved a combined capital allocation of £350k for the potential co-location schemes at Driffield and Pocklington. This will be used to fund the HP's contribution to the Driffield scheme.
25. YAS have also confirmed their commitment to the scheme and have secured a capital allocation based on the sale of their existing site, valued at £100k, to cover their share of the capital costs. They have indicated a preference to enter into a long-term rental agreement, with an up-front payment equivalent to total annual rentals over the lease term. This will need to be built in to the legal agreement.
26. The current running costs of the existing fire station, derived from an average across 3 years, is £24,100 p.a. The remodel will increase the building area by 15%, therefore anticipated running costs would be £27,720 p.a. (excludes maintenance costs). Based on this it is envisaged that there will be recurrent revenue savings for HFRS of approximately £13,580 p.a. The works will also reduce the need for ongoing maintenance which will also result in a modest saving to HFRS. The net revenue savings across all three services is envisaged to be in the region of £32,000. Costings have been based on the useable office and ancillary accommodation, with the appliance bay areas excluded.

NEXT STEPS

27. Subject to formal approval, the next steps will be to undertake a pre-application submission to planners and develop detailed plans and specification to proceed to tender. Humberside Police have already committed capital funds which will be used to cover consultant costs.
28. A full survey of the existing site will also be carried out to ensure details of all services are ascertained for the proposed build area. To date, no pre-application consultation has taken place to date; planners will need early engagement to test any site/boundary concerns with proposed building lines.
29. Careful consideration will need to be given of the need to mitigate any potential disruption to the site and adverse impact upon operational staff during the course of construction. Appropriate temporary arrangements will be developed as a part of scheme planning.

STRATEGIC PLAN COMPATIBILITY

30. The scheme proposals directly contribute to the Authority's strategic aims of making the best use of its resources, both physically and financially. Equally, the proposal will allow for much closer integration of local blue-lights services and as such visibly demonstrates the Service working collaboratively with others to benefit the community as pledged within the current Strategic Plan.

FINANCIAL/RESOURCES/VALUE FOR MONEY IMPLICATIONS

31. The financial implications, both capital and revenue are detailed within the body of the report. Following scheme approval, costings will be refined and reviewed in conjunction with finance support to ensure value for money is demonstrated for all three organisations.

LEGAL IMPLICATIONS

32. Due diligence work around governance and funding will need to be undertaken post-approval, with all parties to instruct legal support to advise on appropriate lease or asset-sharing agreements and operating arrangements.

EQUALITY IMPACT ASSESSMENT/HR IMPLICATIONS

33. An equality impact analysis was completed in the early stages of scheme planning and the re-modelling plans have been designed to ensure that appropriate dignity and privacy requirements are in place and issues around accessibility are considered.

CORPORATE RISK MANAGEMENT IMPLICATIONS

34. As outlined above, final scheme plans, construction phase planning and subsequent ways of working will be designed to ensure that operational response is not compromised. This scheme also capitalises on the opportunity to enhance services by closer partnership working and delivery of efficiencies.

HEALTH AND SAFETY IMPLICATIONS

35. As well as considering health and safety considerations in buildings design and external site management, health and safety considerations will be paramount during the construction phase itself given the objective of the station remaining operational during the course of the works.

COMMUNICATION ACTIONS ARISING

36. Following scheme approval, officers of JES will work alongside operational managers and corporate communications teams from all three organisations to develop a communications plan for the scheme to ensure key stakeholders are informed of plans and progress.

DETAILS OF CONSULTATION AND/OR COLLABORATION

37. The proposed plans have been developed in consultation and engagement with local teams from HFRS, HP and YAS in order to ensure they are fit for purpose from an operational perspective and are tailored to user's needs. Ongoing involvement of local teams will be an integral part of scheme progression.

BACKGROUND PAPERS AVAILABLE FOR ACCESS

38. Report 'Capital Programme 2018/19 Onwards – Vehicles, Estates and ICT' - Fire Authority 8th December 2017

Report 'Driffield Fire Station – Blue Lights Co-location' - SLT 5th September 2018

RECOMMENDATIONS RESTATED

39. a) That Members approve the proposals to develop and implement a collaborative project with Humberside Police (HP) and Yorkshire Ambulance Service (YAS) to co-locate services at Driffield Fire Station.
- b) That Members approve the use of the co-location budget to fund HFRS's contribution to the scheme.

**S TOPHAM
M KNAPP**

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Director of Service Support

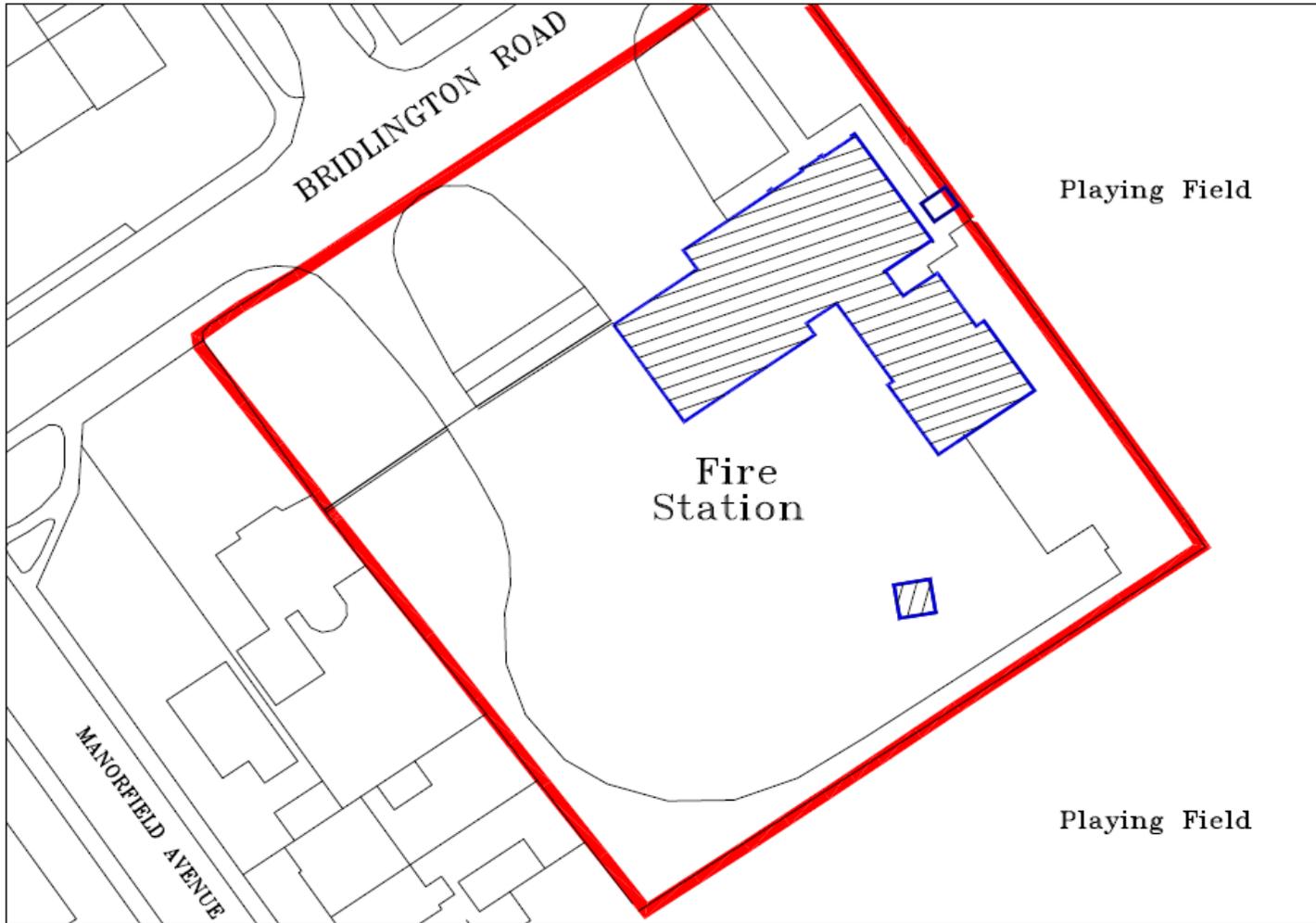
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Head of Joint Estates Service

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8 March 2019

APPENDIX 1 Driffield Fire Station Existing & Proposed Plans

EXISTING SITE



PROPOSED SITE PLAN



EXISTING GROUND FLOOR PLAN

PROPOSED GROUND FLOOR PLAN

