



**DEVON & SOMERSET
FIRE & RESCUE AUTHORITY**

**M. Pearson
CLERK TO THE AUTHORITY**

**To: The Chair and Members of the
Community Safety & Corporate
Planning Committee**

(see below)

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**COMMUNITY SAFETY & CORPORATE PLANNING COMMITTEE
(Devon & Somerset Fire & Rescue Authority)**

Friday 11 December 2020

A meeting of the Community Safety & Corporate Planning Committee will be held on the above date, **commencing at 10.00 am by video conference via Webex** to consider the following matters.

M. Pearson
Clerk to the Authority

PLEASE NOTE: This meeting will be livestreamed on the Devon & Somerset Fire & Rescue Service YouTube channel. This can be accessed by following the link below and then clicking on the Videos and Livestream buttons:

<https://www.youtube.com/dsfireupdates>

AGENDA

PLEASE REFER TO THE NOTES AT THE END OF THE AGENDA LISTING SHEETS

1 Apologies

2 Minutes (Pages 1 - 4)

of the previous meeting held on 14 October 2020 attached.

3 Items Requiring Urgent Attention

Items which, in the opinion of the Chair, should be considered at the meeting as matters of urgency.

PART 1 - OPEN COMMITTEE

4 Safer Together Programme Update (Pages 5 - 12)

Report of the Director of Service Improvement (CSCPC/20/6) attached.

5 Grenfell Recommendations Progress Report (Pages 13 - 16)

Report of the Director of Service Delivery (CSCPC/20/7) attached.

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

Membership:-

Councillors Redman (Chair), Colthorpe, Corvid, Eastman (Vice-Chair),
Radford and Trail BEM

NOTES

1. **Access to Information**

Any person wishing to inspect any minutes, reports or lists of background papers relating to any item on this agenda should contact the person listed in the “Please ask for” section at the top of this agenda.

2. **Reporting of Meetings**

Any person attending a meeting may report (film, photograph or make an audio recording) on any part of the meeting which is open to the public – unless there is good reason not to do so, as directed by the Chair - and use any communication method, including the internet and social media (Facebook, Twitter etc.), to publish, post or otherwise share the report. The Authority accepts no liability for the content or accuracy of any such report, which should not be construed as representing the official, Authority record of the meeting. Similarly, any views expressed in such reports should not be interpreted as representing the views of the Authority.

Flash photography is not permitted and any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

3. **Recording of Meetings**

Given the social distancing measures introduced in response to the Covid-19 pandemic, Authority meetings will be held virtually and livestreamed on the Devon & Somerset Fire & Rescue Service YouTube channel. The meetings may also be recorded for subsequent viewing on the YouTube Channel. Any such recording does not constitute the official, Authority record of the meeting.

4. **Declarations of Interests at meetings (Authority Members only)**

If you are present at a meeting and you are aware that you have either a disclosable pecuniary interest, personal interest or non-registerable interest in any matter being considered or to be considered at the meeting then, unless you have a current and relevant dispensation in relation to the matter, you must:

- (i) disclose at that meeting, by no later than commencement of consideration of the item in which you have the interest or, if later, the time at which the interest becomes apparent to you, the existence of and – for anything other than a “sensitive” interest – the nature of that interest; and then
- (ii) withdraw from the room or chamber during consideration of the item in which you have the relevant interest.

If the interest is sensitive (as agreed with the Monitoring Officer), you need not disclose the nature of the interest but merely that you have an interest of a sensitive nature. You must still follow (i) and (ii) above.

Where a dispensation has been granted to you either by the Authority or its Monitoring Officer in relation to any relevant interest, then you must act in accordance with any terms and conditions associated with that dispensation.

	NOTES
	Where you declare at a meeting a disclosable pecuniary or personal interest that you have not previously included in your Register of Interests then you must, within 28 days of the date of the meeting at which the declaration was made, ensure that your Register is updated to include details of the interest so declared.
5.	<u>Part 2 Reports</u> Members are reminded that any Part 2 reports as circulated with the agenda for this meeting contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Committee Secretary at the conclusion of the meeting for disposal.
6.	<u>Substitute Members (Committee Meetings only)</u> Members are reminded that, in accordance with Standing Order 37, the Clerk (or his representative) must be advised of any substitution prior to the start of the meeting. Members are also reminded that substitutions are not permitted for full Authority meetings.
7.	<u>Other Attendance at Committees (Standing Order 38)</u> Any Authority Member wishing to attend a meeting of a Committee of which they are not a Member should contact the Democratic Services Officer (see “please ask for” on the front page of this agenda) in advance of the meeting to obtain details of the Webex meeting invitation.

COMMUNITY SAFETY & CORPORATE PLANNING COMMITTEE

(Devon & Somerset Fire & Rescue Authority)

14 October 2020

Present:

Councillors Redman (Chair), Colthorpe, Corvid, Eastman (Vice-Chair) and Saywell (vice Radford).

Apologies:

Councillors Doggett, Radford and Trail BEM

In attendance:

Councillors Randall Johnson (Authority Chair) and Wheeler (Authority Vice Chair) in accordance with Standing Order 38(1)

* **CSCPC/9** Minutes

RESOLVED that the Minutes of the meeting held on 16 July 2020 be approved.

* **CSCPC/10** Safer Together Programme Update

The Committee received for information a report of the Director of Service Improvement (CSCPC/20/4) that provided a high level overview of the progress made in respect of the Safer Together Programme.

The key achievements and progress made thus far on the four key workstreams included:

- Service Delivery Operating Model
 - Pay for Availability (P4A) had been implemented with effect from 1 October 2020 with the first group of six stations moving over to the new system. It was anticipated that a second group of stations would move across to P4A from 1 January 2021;
 - Risk Dependent Availability - a schedule for rollout was being considered;
 - Roving appliances – a three phase approach to this had been introduced and the Service was interviewing for Firefighter positions currently to achieve full establishment with rollout aimed to be 1 January 2021;
 - Removal/replacement of P2 appliances and L4P rollout was progressing well with the new 4x4 Ford Rangers (L4Ps) in place at 8 stations with a further 3 vehicles expected shortly;
 - Budleigh Salterton station sale had been completed now;
 - Topsham relocation was progressing well and building works had been commenced;

- Fleet Replacement:
 - The new chassis for Medium Rescue Pumps (MRPs) had been ordered with delivery anticipated for Spring 2021;
 - The Service was now in receipt of all of the All-Terrain Vehicles (ATVs) which would be rolled out between November 2020 and January 2021;
 - Phase 1 of the Asset Management project was progressing with an upgrade of the functionality on fleet management systems being implemented currently;
- Data and Digital:
 - The Management of Risk Information (MORI) project was progressing again now. The first of the applications to be completed would be the MORI protection app which enabled increased capability for case management in business safety activity;
 - Digital transformation of data architecture also continued;
- People Development:
 - A Watch Manager log book was being developed currently which would be followed for a version for each rank. Work to explore apprenticeships for leadership and management at all levels within the organisation was also being progressed.

The Chair reiterated thanks on behalf of the Committee at this point to all of the staff in the organisation who were going above and beyond the call of duty. The pandemic was ongoing but the Service was working through these difficult times.

The question was raised as to how long it might be before the Service had sufficient and reliable data upon which to measure any improvements to On Call availability. The Director of Service Delivery advised that the Audit & Performance Review Committee had been tasked with setting up a Working Group to look at the new Emergency Response performance measures in future but he acknowledged that the availability of P1 fire appliances was key to this although with rostering of On Call staff under P4A, this may have a negative impact.

Reference was also made to the position on Aggregate Crewing. The Director of Service Delivery advised that this was progressing but the Service wished to move to Asset Based Responding ultimately and was working towards implementation of an upgrade of the mobilisation system to achieve this in conjunction with the supplier.

* **CSCPC/11 Grenfell Recommendations Progress Report**

The Committee received for information a report of the Director of Service Delivery (CSCPC/20/5) that set out the progress made by the Service with implementation of the recommendations arising out of the Grenfell phase 1 Inquiry together with details of the grant funding available to cover this work.

Following publication of the Phase 1 report, there were 44 recommendations made which were divided into two main groups:

- National Fire Chief's Council (NFCC)/legislative changes; and
- Recommendations/improvements for all fire and rescue services and other agencies.

It was noted that 17 of the 44 recommendations made required primary legislation to be enacted and that a consultation was due to commence on a Fire Safety Order during week commencing 21 October 2020. A Building Safety Bill was also expected to become law in January/February 2021. 27 of the 44 recommendations which were sector wide impacted on the competencies of staff and thus the training. Of these, 4 had been completed to date and the remaining 23 were in progress.

In terms of the available funding, grants totalling £0.455m were available, of which £0.256m related to the Protection Uplift Programme Grant. This funding had to be used for a locally agreed, risk based inspection programme to build long term capability within services. It was intended, therefore, that this funding would provide increased resources, upskilling of operational staff and improved competencies, accreditations and training, amongst other matters. The Committee asked to be kept apprised of the levels of competency and qualifications achieved by staff.

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 2.00 pm and finished at 3.06 pm

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Agenda Item 4

REPORT REFERENCE NO.	CSCPC/20/6
MEETING	COMMUNITY SAFETY & CORPORATE PLANNING COMMITTEE
DATE OF MEETING	11 DECEMBER 2020
SUBJECT OF REPORT	SAFER TOGETHER PROGRAMME UPDATE
LEAD OFFICER	Director of Service Improvement, ACFO Gavin Ellis
RECOMMENDATIONS	<i>That the report be noted.</i>
EXECUTIVE SUMMARY	The purpose of this report is to provide the Committee with a high level overview and update on current progress on the Safer Together Programme.
RESOURCE IMPLICATIONS	The Service has reinstated elements of the programme and is currently reviewing the impact of external suppliers and internal resource availability.
EQUALITY RISKS AND BENEFITS ANALYSIS	Each workstream has undertaken equality and risk benefits analysis at the business case stage.
APPENDICES	None
BACKGROUND PAPERS	None

1. INTRODUCTION

- 1.1 The purpose of this report is to provide a high level overview and update of current progress on the Safer Together Programme. At the previous meeting of the Committee on 14 October 2020, it was reported that the Safer Together Programme had not escaped the impacts of the Coronavirus pandemic, however, supply chains and work re-commenced across the Programme and progress was made. The second wave of the pandemic and lockdown which commenced on 5 November 2020 has impacted again and this is referenced in this report.
- 1.2 The Safer Together Programme consists of the following key workstreams, namely:
- Service Delivery Operating Model (SDOM);
 - Fleet & Equipment (replacement);
 - Data and Digital Transformation; and
 - People Development.
- 1.3 The progress on each of these key workstreams is set out in this report.

2. SERVICE DELIVERY OPERATING MODEL (SDOM)

- 2.1. This workstream is made up of a number of strands of work which align to the decisions made by the Authority, following a 12 week public consultation, at its extraordinary meeting on 10 January 2020 (Minute DSFRA/32 refers). The progress made on each of these strands is described below.
- Deferral of day crewing at Barnstaple, Exmouth and Paignton (Minute DSFRA/32(a)(i))***
- 2.2. This decision was dependent on agreement with the Fire Brigades Union (FBU) to the introduction of a revised 24/7 crewing model, including roving vehicles.
- 2.3. Formal negotiations on this commenced with the Fire Brigades Union (FBU) in January 2020. Good progress was made at that time with the FBU and local representatives about to commence a series of station visits to recommend the Service proposal of changes to the start and finish times of the existing shift system and the introduction of a day duty system that complemented both the day hours of the shift system and the day hours of the Pay for Availability (P4A) system. Unfortunately, the first lockdown imposed restrictions which prevented those visits taking place in time for conclusion by the end of the 19/20 financial year.
- 2.4. The Service has encouraged the FBU to continue engagement with its members when the lockdown restrictions lifted and by remote visits. The FBU has, however, been reluctant to progress any matters relating to terms and conditions of service whilst their members are working under the provisions of the tripartite agreement being used to support communities beyond the recognised duties of the firefighter role map.

- 2.5. In the meantime and to continue to make progress, the Service has recruited 34 Firefighters on new contracts which will provide the flexibility that the Service requires from the new ways of working. These staff were previously on-call firefighters who transitioned to the whole-time duty system on different contracts to those used for existing staff. In addition, an external recruitment process will be undertaken in 2021 with the firefighters so recruited being deployed on the new contracts. The Service also maintains a 'crewing pool' of staff with a range of skills who are able to crew fire engines. The crewing pool provides the Service with the flexibility to fill gaps (sometimes at short notice) as necessary and to provide additional staff for other duties, such as on roving vehicles.
- 2.6. Further internal discussions are taking place to consider centralising leave/training and sickness management arrangements whilst still continuing to provide the required number of firefighters at station level to crew fire engines. In doing so, the Service is able to provide a more efficient way of matching resources to risk and support HMICFRS expectations in this regard.
- 2.7. In terms of roving vehicles, the Service has engaged an external data visualisation company which has worked with Service data analysts using historical data. The Service can now forecast where roving vehicles should be deployed (and when) to generate the best effect. The crewing for these vehicles is most likely to come from staff rostered off from whole-time stations or from the crewing pool outlined above. The vehicles will either be existing fire engines or training/spare fire engines. These will provide additional 'primary crewed' vehicles (i.e. ready for immediate deployment rather than being on-call) when needed and this will again support the risk-based approach HMICFRS has identified is required. Roving vehicles provide significant flexibility and will be a cornerstone of the Service risk-based approach moving forward.

Closure of Budleigh Salterton fire station (Minute DSFRA/32(a)(ii))

- 2.8. Operational use of Budleigh Salterton fire station ceased at the beginning of April 2020 and all firefighters who wished to remain with the Service have transferred to Exmouth fire station.
- 2.9. As reported to the last full Authority meeting on 23 October 2020, (Minute DSFRA/49 refers), given the impact of the COVID-19 pandemic the Chief Fire Officer (following consultation with the Authority Chair as required by Standing Order 27), approved the disposal of the fire station building at Budleigh Salterton on 3 July 2020.
- 2.10. Subsequent to this decision, the station has been sold with contracts exchanged. In the event, the sale of the station realised a capital receipt of £366,666. In accordance with accounting regulations, the capital receipt has now been included in the Authority's capital funding.

Relocation of Topsham fire station (Minute DSFRA/32(a)(iii))

- 2.11. The relocation of Topsham fire station to Service Headquarters fire station (Stn 60) is due to be completed on 8 December 2020. This will involve the redeployment of one fire engine to the SHQ site with an on-call section to crew this vehicle.

- 2.12. In parallel, work has progressed to recruit and establish a new on-call section at Middlemoor fire station. The newly-established crew have been familiarising themselves with the second fire engine from Topsham and training on it and the vehicle is due to be “on the run” on 12 December 2020. The current Topsham Fire Station will then be closed.
- 2.13. At its last meeting, the Authority considered a report on the disposal of Topsham Fire Station and resolved that that potential options for alternative use, within the legal constraints placed on the Fire Authority, be explored and reported back to a future meeting prior to disposal of the station (Minute DSFRA/52 refers). This is currently being explored.
- Replacement of the third fire engines at Bridgwater, Taunton, Torquay and Yeovil (Minute DSFRA/32(a)(iv))***
- 2.14. The replacement of all existing third fire engines with a Light 4x4 Pump(L4P) is due to be completed by the end of January 2021. Despite impacts of the pandemic both internally and externally, the rollout of the L4P’s at Taunton and Torquay stations are on track to take place in December 2020. The L4P’s due for Bridgwater and Yeovil are currently with the supplier awaiting fit out of blue lights and the Service is awaiting confirmation that the vehicles will be received in time to keep timescales on track for replacement by the end of January 2021 (or before Christmas 2020 if possible). The supplier is currently working at reduced capacity, however, due to the COVID-19 pandemic.
- Removal of the second fire engines from Crediton, Lynton, Martock and Totnes (Minute DSFRA/32(a)(v))***
- 2.15. The removal of the second fire engines from Martock and Totnes was completed at the end of March 2020.
- 2.16. The removal of the second fire engines at Lynton and Crediton and replacement with L4P’s was completed in October 2020.
- Introduction of variable fire engine availability dependent on risk (Minute DSFRA/32(a)(vi))***
- 2.17. Facilitation of this element for the eleven identified stations has been linked to the introduction of Pay for Availability (P4A) in the first instance. Therefore, two risk-dependent availability stations transitioned in October 2020 and another is scheduled for January 2021.
- 2.18. The remaining eight stations will transition at the same time as moving to P4A should they opt to take this system. Stations that do not wish to take the P4A offer will be transitioned to risk dependent availability status later in 2021.
- 2.19. The Service began informal discussion with both the Fire and Rescue Services Association (FRSA) and the FBU on this matter in the summer of 2019. Following the Authority meeting of January 2020, all parties agreed to a period of formal negotiation with a view to securing a collective agreement on the terms and conditions for the P4A system.

- 2.20. In early March 2020 the FRSA was able to agree with the Service and signed a local collective agreement. It should be noted that, due to the complexities of trades union membership, the FRSA is not recognised to negotiate at a national level on behalf of on-call firefighters but is recognised locally for collective bargaining purposes by the Service.
- 2.21. Despite parallel progress being made with the FBU locally, the Service was informed in March 2020 that the FBU wished to refer the matter to a national negotiation level to be determined by national representatives of the FBU and the Employers.
- 2.22. The impact of the COVID-19 pandemic delayed progressing these national negotiations, with matter eventually being discussed at the beginning of September 2020. Unfortunately, this process failed to broker an agreement between the Service and the FBU.
- 2.23. Following this, local engagement continued and the Service made a revised offer to the FBU. This offer was rejected by the FBU in October 2020.
- 2.24. Having consulted with on-call staff, it appears that 44 fire stations (55%) are keen to move to the Service P4A proposal. A further 24 fire stations (30%) have asked for more information but may be interested in voluntarily moving to the new on-call proposal. Only 11 fire stations (15%) have said that they do not wish to progress the new model but it should be noted that some of these stations are currently on a legacy payment model which is being phased out. As such, this may change in the future if funds remain available for the investment.
- 2.25. As part of planning for the 2021-22 budget, it appears that the full amount allocated for P4A will now not be required as, without a collective agreement, a whole service approach is not possible. Crewing levels and performance on those stations where P4A has not been agreed will continue to be scrutinised.
- 2.26. On 1 October 2020, an initial group of six “early adopter” stations (involving eight fire engines) moved to the new system. It should be noted that the majority of the “early adopter” stations had high availability in 2019-20. As such, this is not likely to result in significant increases in availability.
- 2.27. Other fire stations who have indicated a desire to do so will transition to the P4A system as soon as possible. In addition to this, an imminent trial on selective alerting is planned to commence with an “early adopter” P4A station. This will allow on-call firefighters to be alerted for specific appliances rather than a blanket approach to mobilising resources.

3. FLEET & EQUIPMENT (REPLACEMENT)

Medium Rescue Pump (MRP) replacement

- 3.1. The new chassis are now with E1 (the Service’s supplier) and the crew cab arrangements have been agreed. The locker layout has also been agreed in principle and a stowage exercise is planned with E1 to finalise arrangements in January 2021. It is still anticipated at this point that the Service should be in receipt of the first batch of vehicles in Spring 2021.

All-Terrain Vehicles (ATV) - increased wildfire capability

- 3.2. The Service is now in receipt of all of the new ATV vehicles, however, due to the impact of the pandemic on the Service's Fleet workshops, there has been reduced capacity to complete the fit out of the vehicles. As a result, the roll out of the L4P vehicles to replace the second and third fire engines was prioritised as described above. This has impacted the roll out of the ATV slightly and the Service now expects these vehicles to go on the run in January to February 2021.

Asset Management

- 3.3. Phase 1 of this project is progressing to enable the upgrade to functionality in the system that manages the Service's fleet. The additional functionality is currently in User Acceptance Testing (UAT) and the team is working with the suppliers to fix any bugs or issues that are found during this period. The formal sign off of the UAT is due at the end of November 2020, if this is successful a planned go live date is currently the beginning of December 2020.

4. DATA AND DIGITAL TRANSFORMATION

- 4.1. The Management of Risk Information (MORI) project development is now progressing again following its pause due to COVID 19 and Business Continuity. The first of the applications that will be complete will be for the MORI protection app which will enable increased capability in case management of the Service's business safety activity. The project will also be beginning sprint zero (initiation) of the next application which collates and manages operational risk information at the end of November 2020.
- 4.2. To support all of this work, digital transformation of the Service's data architecture continues to ensure that, in future, the Service can have confidence in a consistent approach to determining risk across all operational areas of the business.

5. PEOPLE DEVELOPMENT WORKSTREAM

- 5.1 This project continues to move forward and in early 2021, all staff will have access to a performance toolkit to record evidence and reflect upon progress within their current role.
- 5.2 The project is also reviewing existing promotion processes and structure, understanding how and where this can be enhanced or improved. In order to support better investment in our people, a number of development 'talent pools' have been established at all levels of the organisation and they will be accessed by both uniformed and support staff who are looking for progression through promotion.

5.3 Finally, work to explore apprenticeship for leadership and management at all levels is also in progress. All of this work aligns to moving forward the People Strategy.

ACFO GAVIN ELLIS
Director of Service Improvement

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Agenda Item 5

REPORT REFERENCE NO.	CSCPC/20/7
MEETING	COMMUNITY SAFETY AND CORPORATE PLANNING COMMITTEE
DATE OF MEETING	11 DECEMBER 2020
SUBJECT OF REPORT	GRENFELL RECOMMENDATIONS PROGRESS REPORT
LEAD OFFICER	DIRECTOR OF SERVICE DELIVERY
RECOMMENDATIONS	<i>That the report be noted.</i>
EXECUTIVE SUMMARY	This paper outlines progress with Service implementation of the recommendations from the Grenfell phase 1 inquiry and the additional Building Risk Review Grant funding.
RESOURCE IMPLICATIONS	The Service will receive a total grant of £455,125.65
EQUALITY RISKS AND BENEFITS ANALYSIS (ERBA)	Not applicable to this report.
APPENDICES	None
LIST OF BACKGROUND PAPERS	None

1. INTRODUCTION

- 1.1. Previous meetings of the Community Safety and Corporate Planning Committee (CSCPC) noted the position of the Service regarding progress against the recommendations of Grenfell Tower Inquiry Phase 1 report and the use of additional grant funding (Minutes CSCPC/20/7 and CSCPC/20/11 refer).
- 1.2. The Committee agreed to receive reviews at future meetings and this paper provides the third progress report to provide assurance on the Service's actions in regards both the Phase 1 recommendations and the use of the Home Office grant funding to support implementation of these and general improvements in fire safety standards and outcomes.

2. GRENFELL TOWER INQUIRY PHASE 1 RECOMMENDATIONS

- 2.1. The Committee is reminded that, following the publication of the Grenfell Tower Enquiry Phase 1 report, the Service reviewed the recommendations and completed a high-level gap analysis against the Service's current position, identifying areas for immediate improvement or in preparation for future legislative or national guidance changes.
- 2.2. These recommendations have been compiled into a formal assurance tracker scrutinised by a Risk and Response Governance Board (RRGB). This Board will review progress monthly and has a nominated lead officer (Group Manager for Risk) assigned to oversee the implementation across multiple service areas.
- 2.3. Overall there were 44 recommendations which can be divided into two main groups:
 - National NFCC/Legislative changes; and
 - Recommendations/ improvements for all Services and other agencies.
- 2.4. The Grenfell recommendations are specifically focused on high rise residential buildings. Within Devon & Somerset the Service has:
 - No high rise residential buildings over 18M with aluminium composite material (ACM) cladding. The three Devonport Towers in Plymouth have had all cladding removed and are fitted with sprinklers and full evacuation system, deeming them 'low risk' by the National Fire Protection Board
 - 172 buildings that apply to the high rise definition (these numbers include residential, student accommodation, hotels and others
- 2.5. The Service's high rise definition for the purpose operational planning and response shall be defined as a building with 6 or more floors or a building of 18m or more in height (both include the level of fire service access).

2.6. Current progress is as follows:

	Complete	Due/ongoing	Total
External actions: NFCC Legislative NFSP	0	18 <i>Note:</i> Fire Safety Order consultation Due to start W/c 21/07/2020 completed by November 2020 Building Safety Bill Expected to become law in January February 2021 Previous action noted as DSFRS only identified as applicable to NFSP.	18
Internal actions: Sector wide recommendations to be implemented by DSFRS	8	18 13 due to be completed by 31/12/21 5 due to be completed by 01/04/2023	26

3. **ADDITIONAL GRANT FUNDING**

3.1 Overall grant funding to support the outcomes of Grenfell as well as general improvements in fire safety standards and outcomes totals £455,125.65. This is split into 3 grants as follows:

- Building Risk Review Programme Grant (£60,000);
- Protection Uplift Programme Grant (£256,909.34); and
- Grenfell Infrastructure Fund (£138,216.31)

3.2 The Building Risk Review funding must be used to deliver the Building Risk Review (BRR) programme as detailed by the NFCC, with continued guidance and support of the Fire Protection Board to achieve a review of the fire safety arrangements in all in scope high-rise residential buildings over 18 metres by December 2021.

3.3 The Service has established a multi-disciplined team consisting of officers from Protection, Prevention, Risk and Communication & Engagement. This recognises the skills, knowledge and experience within the Service to deliver the programme efficiently and on time and the desire to further develop team members specialised fire safety knowledge and competence to enhance future Protection Delivery activities.

3.4 There are 89 identified buildings within the Service area and these are scheduled to be visited by the team between October 2020 and September 2021.

- 3.5 As at the end of November 2020, twenty one buildings have been inspected by the Service in accordance with the proposed plan.
- 3.6 Spending against the Building Risk Review Grant amounts to £1,184 as at the end of November 2020 in order to provide information technology hardware for the team.
- 3.7 The Protection Uplift funding must be used to bolster fire protection capability and delivery in line with locally agreed integrated risk management plans and risk-based inspection programmes. The aim of the grant is to build long-term capability within fire protection functions, so there is an expectation that funding would be used to cover areas such as:
- Increasing protection resource;
 - Engaging front line crews more on low level protection;
 - Upskilling of operational staff;
 - Improving competency, accreditation, and qualifications;
 - Career pathways in protection;
 - Using an innovative approach to online training;
 - Making existing data systems work better including through the development of new data tools;
 - Digital platform (protection, prevention and risk); and
 - Hardware (tablets, body cams).
- 3.8 Spending against the Protection Uplift funding amounts to £0 as at the end of November 2020. An action plan to provide increased numbers of Building Safety Officers and increased qualifications for existing team members is being developed and further details will be provided to the Committee in due course.
- 3.9 The Grenfell Infrastructure Fund must be used to put in place a local Grenfell Inquiry recommendations function to help co-ordinate local activity and support the national work led by the NFCC; drive progress on local improvements and provide for smoke hoods and other technical investments.
- 3.10 Spending against the Grenfell Infrastructure funding amounts to £33,855.25 as at the end of November 2020 in order to provide smoke hoods and associated equipment.

ACFO PETE BOND
Director of Service Delivery