



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)**

Monday, 8th March, 2021

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 11 December 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/21/1) attached.

5 Grenfell Recommendations Progress Report (Pages 13 - 18)

Report of the Director of Service Delivery (CSCPC/21/2) attached.

6 Integrated Risk Management Plan & Community Risk Management Plan

Director of Service Improvement to give an oral update at the meeting.

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)

11 December 2020

Present:

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

Also in attendance in accordance with Standing Order 38:

Councillors Randall Johnson and Wheeler.

* **CSCPC/12 Minutes**

RESOLVED that the Minutes of the meeting held on 14 October 2020 be approved as a correct record.

* **CSCPC/13 Safer Together Programme Update**

The Committee received, for information, a report of the Director of Service Improvement (CSCPC/20/6) on progress with the Service “Safer Together” Programme. The Programme had four key workstreams, namely:

1. the Service Delivery Operating Model (SDOM);
2. Fleet and Equipment (replacement);
3. Data and Digital Transformation; and
4. People Development.

The Service Delivery Operating Model (SDOM) workstream comprised a number of strands aligned to decisions made by the Authority, following a 12 week public consultation, at its extraordinary meeting on 10 January 2020 (Minute DSFRA/32 refers). The report outlined progress made against each of the following strands:

- deferral of day crewing at Barnstaple, Exmouth and Paignton (dependent on agreement with the Fire Brigades Union on the introduction of a revised 24/7 crewing model). Introduction of a new crewing model had in part been impacted by the COVID-19 pandemic but in the meantime the Service had recruited 34 firefighters on new contracts to provide the flexibility required and a further external recruitment process would be undertaken in 2021;
- closure of Budleigh Salterton fire station. This had been completed;
- relocation of Topsham fire station. This was being progressed with options for community use of the station to be disposed of being explored;

- replacement of third appliances at Bridgwater, Taunton, Torquay and Yeovil. This was due for completion in January 2021 and had been impacted by the COVID-19 pandemic;
- removal of second appliances from Crediton, Lynton, Martock and Totnes. Martock and Totnes was completed at the end of March 2020; Crediton and Lynton in October 2020; and
- introduction of variable fire engine availability dependent on risk. This was dependent on the introduction of Pay for Availability (P4A). 11 stations in total had been identified for this, with two risk-dependent stations having transitioned in October 2020, with third planned for January 2021. The remaining 8 stations would transfer at the same time as moving to P4A.

The Fleet and Equipment workstream had seen progress with medium rescue pump replacement (with the first batch of vehicles expected in Spring 2021), receipt of all-terrain vehicles (ATVs), anticipated to be in service in January to February 2021, and Phase 1 of the project to upgrade the functionality of the Service fleet management system.

The Management of Risk Information (MORI) project was now being progressed as part of the Data and Digital Transformation workstream, together with transformation of the Service's data architecture to ensure a consistent approach across all operational areas.

The People Development workstream was focussed on access to a performance toolkit to record evidence of staff progression and a review of the existing promotion processes and structure, with a number of development "talent pools" being established for uniformed and non-uniformed staff seeking progression.

In debating this report, the following points were raised:

- that, for future reports, a simplified "RAG" rating to indicate progress against each of the workstreams would be helpful;
- that Authority Members may find it helpful to receive an information briefing on the principles behind and usage of roving appliances;
- that, while developmental opportunities to date had in the main been identified by one-to-one line management meetings informing personal and professional development (PPD), moving forwards it was intended that the introduction of the new performance framework would facilitate the use of more quantitative data and analysis of subsequent effectiveness.

* **CSCPC/14 Grenfell Recommendations Progress Report**

The Committee received, for information, a report of the Director of Service Delivery (CSCPC/20/7) on progress by the Service in implementing recommendations from the Grenfell Phase 1 Inquiry and use of additional grant funding.

Some 26 of the Grenfell recommendations applied to the fire sector including the Devon & Somerset Fire & Rescue Service (“the Service”). The report indicated that 8 of these were completed. Of the 26 ongoing, 18 were due to be completed by the end of December 2020, with the remainder to be completed by 1 April 2021. There were no high-rise residential properties with aluminium composite material (ACM) cladding in the Service area. Cladding had been removed from the three Devonport Towers in Plymouth and had been fitted with sprinklers and a full evacuation system. As such, they were now designated as “low risk” by the National Fire Protection Board. Within the Service area there were 172 buildings meeting the high-rise definition for operational planning and response. These buildings included residential, student accommodation, hotels and others.

The Service had received grant funding totalling £455,125 to support the outcomes of Grenfell in addition to general improvements in fire safety standards and outcomes as follows:

- Building Risk Review Programme (£60,000);
- Protection Uplift Programme Grant (£256,909); and
- Grenfell Infrastructure Fund (£138,216).

The Building Risk Review Programme had been developed by the National Fire Chiefs’ Council (NFCC) to support the Fire Protection Board in reviewing fire safety arrangements for all “in scope” high rise residential buildings over 18 metres by December 2021. The Service had identified a multi-disciplinary team (protection; prevention; risk; communication and engagement) and developed an action plan to deliver the programme for the 89 buildings identified in the Service area. To date, 21 of these buildings had been inspected, with the remainder to be addressed by September 2021.

In response to a question, the Director of Service Delivery advised that none of the buildings inspected to date had any composite cladding albeit that there could be other, “hidden”, construction issues that were within the building engineering rather than fire service remit at present. Progression of the Building Safety Bill could, however, see the introduction of a new compliance regime.

In response to other issues raised during the debate, the Director of Service Delivery also advised:

- that the Service was a statutory consultee only for building developments. There was, however, the opportunity for Members to promote fire safety issues while discharging their roles (e.g. planning) at constituent authorities. Members commented that, in this respect, the provision of appropriate awareness of fire safety issues to planning committees might be beneficial;
- that a dynamic risk assessment existed for individual buildings to inform the most appropriate way of responding to an incident. While early evacuation would always be a high priority, this would need to be achieved as safely as possible. The Service adhered to NFCC guidance in this area.

The report identified that the Protection Uplift funding was for use in bolstering fire protection capability and delivery in line with the locally-agreed Integrated Risk Management Plan (IRMP) and risk-based inspection programmes. The funding could be used for a range of associated issues such as upskilling of operational staff and hardware acquisitions (e.g. tablets and body cameras). The Service was developing an action plan to provide increased numbers of Building Safety Officers alongside increasing qualifications for existing staff. Further details would be submitted to the Committee in due course.

Some 319 smoke-hoods and associated equipment had been purchased using Grenfell Infrastructure funding. The smoke-hoods would be used to complement other Service activities to secure, where required, safe evacuations from premises.

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

The Meeting started at 10.15 am and finished at 11.27 am

Agenda Item 4

REPORT REFERENCE NO.	CSCPC/21/1
MEETING	COMMUNITY SAFETY & CORPORATE PLANING COMMITTEE
DATE OF MEETING	8 MARCH 2021
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 and progressed elements of the programme and under the current situation is carrying out risk assessments to be ensure other areas can be progressed safely.
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, 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 also impacted again and this is referenced in the last report. The Nation is now currently in a third national lockdown and whilst some more progress has been made some of the same impacts remain particularly around vehicles supply, capacity for driver training and Covid restrictions.
- 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)) and Roving Vehicles

RAG STATUS: Amber – Slippage of plan will occur whilst model is reviewed to ensure most efficient model for deployment is further developed.

- 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. The Roving Vehicle phase 1 proof of concept was designed to introduce operational vehicles that would be crewed by utilising latent capacity of whole-time staff over and above standard crewing levels on a shift by shift basis that would undertake Prevention, Protection and Operational Risk Reduction activity and offer increased response capability.
- 2.4. Whilst Covid restrictions have delayed the initial planned date of the roll out for Roving vehicles, it has however given the Service greater time to identify the extent of the latent capacity available and further analysis of the data has since identified that there is not currently a consistent number of available daytime latent capacity across each GST.

- 2.5. Also the Service is still embedding P4A and has not yet had sufficient time to fully evaluate the impact of this change on the Service Delivery Operating model. Currently work is also taking place outside of the Safer Together Programme to identify efficiencies within the WT Shift systems to further enable an increase in prevention, protection and risk activity across the Service.
- 2.6. Therefore the Programme Board has instigated a gateway review to consider a remodel the projects both within this workstream of the programme and within BAU, to ensure that we are working alongside the FBU to design a permanent model that sees the introduction of a toolkit to enable flexible management of our resource to support an increase in Prevention, Protection and Operational Risk Reduction activity and provide enhanced response capability, of which Roving vehicles will be a key, sustainable element.
- 2.7. Opting for this approach will enable the Service to undertake an extensive review of resource availability to include latent capacity across WT watches with a view to also utilising individuals on restricted duties providing development opportunities to help support their transition back into an operational role. In addition in addition the project team are ensuring that our business processes are in place to support in the allocation of work to the crews whilst working alongside the Operational Resource Centre to maintain a holistic view and amend appliance location and work to match changing risk profiles as they evolve throughout the day.
- 2.8. To enable a more efficient way of working this approach supports a better sequencing of work through the MORI project to ensure that the right digital tooling is in place to support in the data capture of Protection and Risk activity. In conjunction with this as part of Corporate Planning, the Strategic Analysis Team are in the process of procuring a tool which will encompass risk (mapping), workload (resource planning) and cover modelling (dynamic coverage) which is expected in Q1/Q2 2021.
- 2.9. This will ensure Roving vehicles provide significant flexibility in the most efficient and effective way and will be a cornerstone of the Service risk-based approach moving forward.

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

RAG STATUS: Green - Complete

- 2.10. 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.
- 2.11. As reported previously to the 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.

- 2.12. 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))

RAG Status: Green – Complete

- 2.13. The relocation of Topsham fire station to Service Headquarters fire station (Stn 45, Clyst St George) and the establishment of an On Call compliment at Middlemoor station have both completed, and the station has been closed.

Replacement of the third fire engines at Bridgwater, Taunton, Torquay and Yeovil (Minute DSFRA/32(a)(iv))

RAG STATUS: Amber – Due to COVID delays, however expected all appliances to be complete by early part of March.

- 2.14. The replacement of all existing third fire engines with a Light 4x4 Pump(L4P) was 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 stayed on track and took place in December 2020. The L4P's due for Bridgwater and Yeovil were with the supplier awaiting fit out of blue lights and this was delayed slightly due to the suppliers reduced capacity due to the pandemic. However the Bridgewater P3 has now been replaced and dependent on our ability to resume driver training, we expect the Yeovil appliance to be replaced in the next couple of weeks which will complete the replacement of the P3 element of SDOM.

Removal of the second fire engines from Crediton, Lynton, Martock and Totnes (Minute DSFRA/32(a)(v))

RAG STATUS: Green - Complete

- 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))

RAG STATUS: Green – On track

- 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 in January 2021, followed by a further 4 stations in February 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.

Pay for Availability

RAG Status – Voluntary Roll Out On track

- 2.19. In Early March 2020 the FRSA was able to agree with the Service and signed a local collective agreement on P4A. It should be noted that, due to the complexities of trade 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.
- 2.20. 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 and unfortunately an agreement was unable to be made in October 2020.
- 2.21. Having consulted with on-call staff, a number of stations were keen to move to the Service P4A proposal on a voluntary basis. Only 10 fire stations (13%) remain 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.
- 2.22. 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.
- 2.23. On 1 October 2020, an initial group of six “early adopter” stations (involving eight fire engines) moved to the new system. In January 2021 a further group of 8 stations transitioned onto P4A and most recently on February 2021 a further 6 fire stations transitioned to the P4A system. In addition to this, a trial on selective alerting was planned to commence with an early adopter station however this has been delayed due to some delays with ICT suppliers due to COVID impacts. However the team are ready to progress this as soon as they are able. 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

RAG STATUS – Green – On Track

- 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 took place in January 2021 with E1 to finalise arrangements and keep the project on track. 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

RAG status: RED – Compromised – purely due to impact on the timeline due to Covid delays. Expected to progress in March

- 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 shortly, beginning with the first vehicle going to Bovey Tracy Station in early March. The current Incident Support Unit (ISU) positioned there is now being moved to Martock station in preparation for the new appliances arrival. The remaining stations will be booked in for driver training as soon as there is capacity to do so and the remaining vehicles will then be rolled out.

Asset Management

RAG Status – On Track

- 3.3. Phase 1 of this project was implemented with a go live date in December 2002. The project is now finalising its phase 2 requirements before engaging with suppliers.

4. DATA AND DIGITAL TRANSFORMATION

4.1. The Management of Risk Information (MORI)

RAG STATUS: Amber – At risk. This project was re-baselined following previously being paused, however additional time to ensure the architectural platform on which the system is being built may be required resulting in timeline slippage.

- 4.2. Project development is progressing again following its previous 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 also began sprint zero (initiation) of the next application which collates and manages operational risk information at the end of November 2020. This development is now progressing in tandem.
- 4.3. 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. This is complex work and is being developed in an agile way to ensure we build a foundation that is flexible and fit for the future.

5 PEOPLE DEVELOPMENT WORKSTREAM

People Development Project

RAG Status: Green – On track

- 5.1. The project is coordinating an approach to development and promotion currently being implemented by OD/HR.
- 5.2. The project has set up a series of development pools from Crew Manager – SLT. Mixed support and non-uniformed candidates, up to 80 candidates enrolled and virtual structured sessions being delivered at all levels. The on-going management will be picked up by OD/HR within BAU.
- 5.3. Development Toolkits are being developed utilising our existing Learning Management System. This is being rolled out currently by the project team to development cohorts (CM –SLT) with a view to give all staff access in the next year. This will link to our Skills Dashboard (developed previously as part of the Training for Competence Project) to support Service view of competence and workforce planning and is based upon NFCC Leadership Framework. It will allow line managers and individual to upload digital evidence from mobile phones, easily.
- 5.4. MindTools was a product that was identified as a requirement within the business case. This has now been procured and is launched as a trial.
- 5.5. The majority of the products of the project are being planned for transition into BAU. Once this is finalised the current people development project will begin the closure procedures and formally had over to the BAU teams for continuous development against these areas as required.

ACFO GAVIN ELLIS
Director of Service Improvement

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Agenda Item 5

REPORT REFERENCE NO.	CSCPC/21/2
MEETING	COMMUNITY SAFETY AND CORPORATE PLANNING COMMITTEE
DATE OF MEETING	8 MARCH 2021
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	Not applicable to this report.
APPENDICES	None
BACKGROUND PAPERS	None

1. INTRODUCTION

- 1.1. Previous meetings of the Community Safety and Corporate Planning Committee (the Committee) noted the reports (Minutes CSCPC/20/2 and CSCPC/20/14 refer) of the Service regarding progress against the recommendations of Grenfell Tower Inquiry Phase 1 report and the use of additional grant funding.
- 1.2. The Committee agreed to receive reviews at future meetings and this paper provides the third progress report to provide assurance of 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. At the meeting of the Committee held on 11th December 2020, a request was made to present a RAG rating against the 44 Recommendations from the inquiry and as such this report provides that detail as follows:

EXTERNAL ACTIONS			
These actions require input/collaboration with external partners including the National Fire Chiefs Council, Networked Fire Services Partnership and changes to legislation.			
Total Actions	18	Completed Actions	0
Open Actions – On Track RAG status Green	4	Due Date for completion 31/12/2021	4
Open Actions – Slightly Off Track RAG status Amber	14	Due Date for completion 31/12/2021	14
Open Actions – Off Track RAG status Red	0		

INTERNAL ACTIONS			
These actions require specific work within DSFRS.			
Total Actions	26	Completed Actions	6
Open Actions – On Track RAG status Green	13	Due Date for completion 31/12/2021	9
		Due Date for completion 01/04/2023	4
Open Actions – Slightly Off Track RAG status Amber	7	Due Date for completion 31/12/2021	3
		Due Date for completion 01/04/2023	4
Open Actions – Off Track RAG status Red	0		

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 which recognises the skills, knowledge and experience within DSFRS 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 February 2021 thirty five buildings have been inspected by the Service in accordance with the proposed plan.
- 3.6. Spending against the Building Risk Review Grant amounts to £35,622 as at the end of February 2021.
- 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);
 - Hardware (tablets, body cams).
- 3.8. Spending against the Protection Uplift funding amounts to £0 as at the end of February 2021. An action plan to provide increased numbers of Building Safety Officers and increased qualifications for existing team members has been approved by the Executive Board and a recruitment process is now underway.
- 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 £35,266 as at the end of February 2021 in order to provide smoke hoods and associated equipment.

ACFO PETE BOND
Director of Service Delivery

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