

AGENDA ITEM:

REPORT TO:	MERSEYSIDE FIRE & RESCUE AUTHORITY
DATE:	TUESDAY 9TH APRIL 2013
REPORT NO.	CFO/047/13
REPORTING OFFICER:	CHIEF FIRE OFFICER
CONTACT OFFICER:	DEPUTY CHIEF EXECUTIVE
OFFICERS CONSULTED:	LEGAL SERVICES
SUBJECT:	MERSEYSIDE JOINT CONTROL CENTRE (JCC) PROJECT UPDATE

APPENDIX (A)	TITLE	COMMUNITY ENGAGEMENT STRATEGY DOCUMENT
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ATTACHED – HARD COPY

Purpose of Report

1. To provide a summarised update for Members on all the work-streams associated with the JCC development at SHQ Bridle Road and to look ahead at the key programme milestones between now and practical completion forecast for May 2014.

Recommendation

2. That Members Note the report and the progress to date.

Executive Summary

The Authority has previously approved in principle the development of a joint Merseyside Command and Control Centre (JCC) at SHQ Bridle Road and also the award of the first stage (design) and second stage (construction) contract with Kier Construction.

Kier's design team has worked with the combined fire/police project team to achieve all first stage objectives and deliverables. (A firm design and cost)

Partners have agreed the terms and conditions of a Development Agreement & Lease together with a service-charge and MFRA & PCC signed-off on 8th March 2013.

MFRA has agreed the terms of the contract with Kier (PSCP6) and the parties signed-off on 15th March 2013. The team are now poised to start construction work

on 8th April 2013, subject to planning permission being granted on 3rd April 2013.

As a design & build project design requirements have continued to evolve and in particular revised requirements around security, the diversity and resilience of site power supply, provision of structured cabling and renewable energy requirements of Sefton Planning department have resulted in an uplift in "Build Cost" which represents an increase to MFRA of £250,000. This can be contained within the reserves allocated by the Authority to support the project budget.

The works will be carried out in two stages with the first stage being the new two-storey extension which will be completed by 27/1/14. PCC will then be granted a licence to partially occupy the new extension in order to train and install additional kit.

Second stage works then commence and the remaining building will be completely refurbished by 12/5/14 and the PCC's tenancy will start on 22/5/14.

Introduction & Background

3. Members will recall that the outcome of the feasibility study to determine the optimum site for the JCC concluded that the facility should be located at MFRA's HQ site and would be a mixture of refurbishment and new build. This option satisfied all key-criteria and was the most cost effective by a significant margin.
4. The Fire Authority then directed the Chief Fire Officer to undertake a procurement exercise through the North West Construction Hub (NWCH).
5. The mini-tender competition was won by Kier Construction Ltd and the Chief Fire Officer approved the award of contract for the first stage to Kier under delegated powers which had been granted.
6. Kier's design team worked with the combined fire/police project team to achieve all first stage objectives and deliverables – this being an outline design and firm price.
7. Members then approved report CFO/150/12 which confirmed the award of the second stage of the contract to construct the JCC (NWCH PSCP6 processes) to Kier Construction Ltd. (The building contract).

Community Engagement

8. Pulse Regeneration was appointed by Kier Construction to act as the Community Engagement Champion on the project. During the pre-construction period this role has included consultation with key partners in order to develop a community engagement plan for the project to ensure that the local and wider community within Sefton benefits from the scheme in the longer term.
9. Initially Kier had offered to provide paid apprenticeships for 6 local young people. Kier has now agreed to increase this to 8 apprenticeships based on our

experience at the Toxteth FireFit Hub and this is to be a contract obligation via the change control notice process.

10. Kier are continuing to work towards their target of employing 90% of staff from the Merseyside area and 50% of those from within Sefton.
11. The full Engagement Strategy document can be found at Appendix "A"

Site Layout & Building Design

12. Before arriving at the final proposal a number of other site configurations were considered but eventually ruled-out through security concerns expressed by MP. The main issue with the earlier schemes was that elements of the scheme which are deemed part of the Critical National Infrastructure by central government such as the control room/contact centre and strategic command areas were located too close to our southern boundary. As the area on the other side of our boundary is outside of our control PCC were unable to satisfy themselves that adequate measures to prevent vehicle-borne attack could be guaranteed.
13. Without any realistic chance of providing a reasonable "stand-off" distance the cost of adequately target-hardening the perimeter gable-end was prohibitively expensive.
14. Members will recall that earlier schemes also relied on securing a right of way agreement with the owners of the Atlantic Park development to access the rear of the yard via the Atlantic Park service road from Bridle Road. This is not required with the final proposal as the scheme provides three other means of access/egress to the site:
 - Existing vehicle entrance from Bridle Road is retained.
 - A new vehicle entrance from Bridle Road formed by demolishing approximately 12m of the existing stores at the end of the "Shining" corridor.
 - Access via Farriers Way on to the land acquired from Sefton MBC for additional parking.
15. The proposed design solution now involves:
 - a complete, high quality refurbishment of the accommodation located off the "Shining" corridor including extending in to the existing stores.
 - new build two-storey extension attached to the rear of the existing two-storey section of the SHQ building by means of an atrium to ensure adequate light in to both the existing and the new.
 - refurbishment/re-decoration of other areas of SHQ not directly affected by the work.
 - Re-locating the main reception from the front of the building to the rear existing entrance adjacent to the Sefton Suite.
 - Providing an access road from Farriers Way on to the newly acquired "Sefton" land.
 - Providing 200 additional car parking spaces on new land.

- Additional passive security measures in the form of a PAS 68 (a recognised standard for passive security such as bollards) vehicle exclusion zone extending to a distance of 20m around the new, two storey extension.
- An outline scheme and planning application for developing the Heritage Centre.
- A highly diverse and resilient power supply solution which eliminates any single points of failure.

Equality & Diversity Implications

18. The design of the JCC will comply in full with the requirements of the Equality Act 2011 and current Building Regulations .

Staff Implications

19. MACC staff currently located at the Derby Road site in Bootle will have to re-locate to Bridle Road, a distance of 4.2 miles by road. Bus routes run along Bridle Road and there are bus stops within 100m in both directions. Aintree train station is less than 1 mile away.
20. The re-location is not expected to cause staff any undue travel difficulties. It is expected that a negotiated solution would be reached with staff around a small amount of support for transport cost increases (for those suffering an increase) in line with Authority policy on relocation.
21. The new site will provide much improved facilities and working environment for staff.
22. The new JCC will form part of the Critical National Infrastructure. As such, it will be necessary to ensure that all staff and contractors that have access to the facility are vetted by the police to level 3 clearance. MFRA staff affected are the MACC and Operational Planning teams together with cleaners, estates and ICT/Telent who will on occasion have to enter to maintain the building. A security protocol detailing access levels and management responsibilities has been agreed with police.
23. A series of communication workshops are underway during which police staff responsible for vetting will explain the process to affected MFRS staff. MFRA HR Department is currently considering policies to meet all eventualities including circumstances where a member of staff does not receive Level 3 clearance.

Legal Implications

24. A Development Agreement has been signed by MFRA and MPA which covers the cost apportionment and responsibilities during the design and build phases of the project.

25. The Development Agreement includes an agreement for lease clause which obliges MFRA to grant a lease and MPA to enter into a lease on practical completion of the project. The Development Agreement is conditional on the following matters:

Condition	Update
The obtaining of detailed planning consent.	Sefton Planning Committee consider the application on 3 rd April with a recommendation to approve from the planning officer
Agreeing the specification of the building works with police.	Specification has now been agreed
No judicial review of the planning application being made.	To date there is no indication that a challenge will be made. An individual or organisation has 3 months from the date of approval to challenge the <i>process</i> that led to the approval.
MFRA entering into a PSCP6 Building contract with Kier	PSCP6 was signed on 15 th March 2013
MFRA acquiring the leasehold land (title number MS5488117) to the rear of Fire Service Headquarters required for car parking.	A lease has been provided and consents are awaited in line with the site assembly conditions in the Development Agreement.

23. If any of the above conditions are not met the parties will share any abortive costs of the project.
26. The form of lease is attached to the Development Agreement and will be signed in substantially the same form as that attached to the Development Agreement. The lease will deal with the terms of PCC's occupation of the JCC including a service charge for utilities, maintenance and services.

Financial Implications & Value for Money

The original budget established by the Authority was as set out below.

<u>Current Budget</u>			Total	Police	Fire
			£'m	£'m	£'m
Build Cost			6.000	3.600	2.400
Land For Parking			0.370		0.370
ICT Infrastructure			0.400	0.240	0.160
Project Management			0.270	0.162	0.108
Consistency of Building			0.250		0.250
New Backup control			0.350		0.350
			7.640	4.002	3.638

27. Since the original budget was established in October 2012 the design and build process has continued to evolve and in particular revised requirements around security, the diversity and resilience of site power supply, provision of structured cabling and renewable energy requirements of Sefton Planning department have resulted in an uplift in “Build Cost”.
28. The current overall budget is set out in the table below.

Revised Budget

	Total £'m	Police £'m	Fire £'m
Build Cost	7.07	4.415	2.655
Land for Parking	0.37		0.37
ICT infrastructure	0.4	0.24	0.16
Project Management	0.27	0.162	0.108
Consistency of Build	0.25		0.25
New Back up control	0.35		0.35
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	8.71	4.817	3.893

29. Members had already recognized the risks around this project and allocated specific sums within the capital investment reserve. The funding now available is as set out below.

Funding

	£'m
Control Room Grant	1.1
Sale of Derby Road	0.7
Capital Investment Reserve	2.4
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	4.2

Risk Management, Health & Safety, and Environmental Implications

27. In order to provide adequate controls and management of risk a PRinCE2 project management approach has been employed in line with other major projects run in recent times by the Authority. The organisational structure spans all partners. A Steering Group comprising of Elected Members and Principle Officers sits at the top of the organisational structure. A conventional PRinCE2 Project Board manages the day-day issues and risks.
28. The design team have been briefed to incorporate construction measures which will result in a BREEAM standard of at least “Very Good”

29. The design team have liaised with the counter-terrorism unit to ensure appropriate safeguards are provided to the site.
30. The Construction (Design Management) Regulations 2007 will be fully complied with at the construction phase of the project and independent consultants will be appointed to advise.
31. Suitable arrangements will be made for business continuity and in particular fall back arrangements for MACC whilst building and decant take place. Once relocated the fall back arrangements for MACC are intended to be provided at the TDA.

Contribution to Our Mission – To Achieve: “Safer Stronger Communities – Safe Effective Firefighters”

32. Increased public perception and re-assurance that the emergency services collaboration leads to a more effective response.
33. Local knowledge and experienced control personnel enabling a speedier response to incidents (in comparison to regional centres)
34. Co-location of Fire, Police, and NWAS Operational Planning Teams with Local Authority Emergency Planning Teams will foster cross-pollination of ideas and greater understanding and appreciation of service-specific issues in the context of multi-agency planning.
35. Sharing of information, e.g., gazetteer building in command and control for potential `risk sites i.e., COMAH Sites’.
36. Potential for reduction in response times through multi agency approach.
37. Enhanced staff training opportunities, which will accrue through a single, seamless approach.

Project Milestones

38. The revised programme milestones outlined below reflect the delays caused by a combination of late developments in security requirements and a deferral by Sefton’s Planning Committee .
39. Assuming that Sefton approve the application on 3rd April (and the planning officer has recommended that they should) Kier will start work on 8th April 2013 with a Practical Completion date of 12th May 2014. The PCC’s lease would activate 10 days later.

Task Name	Duration	Start	Finish
Re-locate Secondary MACC	261 days?	17/07/12	16/07/13
Portable accomodation ready for service	0 days	26/04/13	26/04/13
BA2 building works complete	0 days	23/05/13	23/05/13
ICT works complete	0 days	24/06/13	24/06/13
Secondary MACC Ready for Service	0 days	17/07/12	17/07/12
JCC/Gold & Silver/Planning	297 days?	03/04/13	22/05/14
Planning Approval	0 days	03/04/13	03/04/13
Start	0 days	08/04/13	08/04/13
Partial Completion certificate	0 days	27/01/14	27/01/14
Police Licence activates	0 days	11/02/14	11/02/14
Refurb Existing "Shining" accomodation	89 days	17/01/14	22/05/14
Start	0 days	24/01/14	24/01/14
Full Practical Completion	0 days	12/05/14	12/05/14
Police Lease activates	0 days	22/05/14	22/05/14
Post-Project	3 days	22/05/14	26/05/14
Project Board Closes Project	0 days	26/05/14	26/05/14

BACKGROUND PAPERS

NA

Glossary of Terms

JCC: Joint Control Centre

NWCH: North West Construction Hub

MFRS: Merseyside Fire & Rescue Service

MP: Merseyside Police

BREEAM: Building Research Establishment Environmental Assessment Method

COMAH: Control of major accident hazards

HR: Human Resources

PCC: Police & Crime Commissioner