

AGENDA ITEM:

REPORT TO:	MERSEYSIDE FIRE & RESCUE AUTHORITY
DATE:	THURSDAY 27TH JUNE
REPORT NO.	CFO/081/13
REPORTING OFFICER:	CHIEF FIRE OFFICER
CONTACT OFFICER:	DEPUTY CHIEF EXECUTIVE
OFFICERS CONSULTED:	LEGAL SERVICES
SUBJECT:	MERSEYSIDE JOINT CONTROL CENTRE (JCC) PROJECT UPDATE

THERE ARE APPENDICES TO THIS REPORT:

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 Joint Merseyside Fire and Police Command and Control Centre, (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 :-
 - 2.1. Note the report and progress to date.
 - 2.2. Approve the addition of training facilities at Headquarters to the scheme.
 - 2.3. Approve, in principle, the works required around Stores/Museum and grant delegated authority to the Chief Fire Officer (in consultation with the Chair and Vice Chairs) to approve a final proposal, after consultation with Police and Ambulance, subject to it being contained within current overall budget and capital programme.

Executive Summary

Since the last update report in April the project has progressed on schedule through the final stages of design, in to the enabling works and on to the construction phase.

All major legal, contractual and procurement milestones and issues have been realised/ resolved.

Planning permission was received on 4th April. A further application has to be made once we have the specification for the aerials/satellite dishes that are required on the roof of the existing two-storey SHQ building.

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. The Police and Crime Commissioner (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.

The Secondary MACC is being re-located to the Training & Development Academy and will be ready for service in September 2013.

Potential opportunities for investment in training facilities and around relocation of storage/museum will be contained within current budgets.

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. As at June 12th the following progress has been made in relation to providing 8 young people opportunities in building trade related apprenticeship schemes:
 - 9.1. Two ground worker apprenticeships secured
 - 9.2. Final selection stage for one admin post recruited via Sefton In Work
 - 9.3. Two mechanical & electrical apprenticeship positions in final stages of selection.
 - 9.4. The final three positions will be secured when “the trades” are on-site scheduled for October 2013.
10. In terms of our Localism aspirations the breakdown as at 12th June 2013 is that out of 15 staff, 10 have L Postcodes, 4 have CH and 1 has an M.

Key Areas of Progress

11. The land at the rear of SHQ has been procured from Sefton MBC and all associated legal documentation is in place.
12. An agreement has been reached with neighbours to allow builders access on to their land to facilitate the demolition of the end 2 bays of the stores in preparation for the new roadway, giving access to what will become the visitor’s car park.
13. Planning permission was granted on 4th April subject to a number of conditions including providing 10% renewable energy, a bus shelter on Bridle Road and enhancing the proposed landscaping scheme by planting an additional 200 trees.
14. Site set-up & enabling works were completed in March and early April.
15. Building Control consent for sectional discharge for approved documents was received in April.
16. Official start date of contract works was 8th April.
17. Kier commenced construction of 2 storey JCC block on 13th May.
18. Two bays of the existing stores were demolished to form a new access road to the visitor’s car park during May 2013.
19. Kier removed an existing disused underground fuel tank from the yard to the rear of the canteen in readiness for the piling work.

20. The new staff car park and hard standing for large vehicles was completed and handed over for use in May 2013.
21. A new access strip from Farriers way to the new car park was formed during the car park works.

Training Facility

22. It has been identified that, as part of the programme, it would be possible to install a training tower and associated facilities, to allow crews visiting HQ to train when, for example, one member of staff is undergoing a medical. The potential cost of this is £0.150m. The costs of this addition can be contained within the overall current Capital Programme for the project and training facilities.

Stores/Museum

23. Work is required to demolish some of the current stores building and facilities at the Museum end of the site, and to relocate the operational equipment and facilities housed there to the Engineering Centre. The costs for this “tidying” work is being finalised, but it is expected to be about £0.1m. This work can be contained within the agreed overall budget and members are asked to approve this addition, which can be contained within the approved budget.
24. As part of that work, the opportunity has been identified to potentially invest in improving the layout of the Museum, and to provide additional covered parking space for the vehicles. There has been interest from both Police and Ambulance in getting involved in that scheme. The exact costs for delivering such a project is an estimated £0.150m, for a large area including Police/NWAS.
25. If the organisations are to progress this element, the timescales for decision on such a scheme are tight if the overall project timescale is not to be compromised. It is therefore recommended that delegated authority be granted to the CFO (in consultation with the Chair and Vice Chairs) to approve an appropriate investment to a maximum £0.15m, in the Museum building after further consultation with blue light colleagues around funding arrangements.

Equality & Diversity Implications

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

Staff Implications

27. 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.

28. 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.
29. The new site will provide much improved facilities and working environment for staff.
30. 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/Telnet who will on occasion have to enter to maintain the building. A security protocol detailing access levels and management responsibilities has been agreed with Merseyside Police.
31. 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

32. A Development Agreement has been signed by MFRA and the PCC which covers the cost apportionment and responsibilities during the design and build phases of the project.
33. The Development Agreement includes an agreement for lease clause which obliges MFRA to grant a lease and the PCC to enter into a lease on practical completion of the project.
34. The Development agreement was conditional on a number of matters all but one of which have now been met and the only matter remaining is a judicial review of the planning decision, this risk will cease on 3rd July 2013. .
35. 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.
36. An amendment to the Development Agreement is being negotiated which will slightly increase the area demised to PCC and in return PCC will meet the cost of some additional works to the reception area.

Financial Implications & Value for Money

37. The currently approved budget was revised in April 2013 to include additional requirements around security, the diversity and resilience of site power supply, provision of structured cabling and renewable energy requirements of Sefton

Planning department.

Revised Budget as of April 2013

	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
	<u>8.71</u>	<u>4.817</u>	<u>3.893</u>

38. Members had previously recognised the risks around this project and allocated specific sums within the capital investment reserve to support the project, so the total amount set aside to fund the MFRA element was £4.2m.

Funding

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

The budget has further been adjusted to ensure the building meets Authority Policy on environmental achievement (BREEAM), the costs of planning discharge, additional hard-standing for large vehicles, further additional police security requirements and design costs for police layout changes. It also reflects savings in ICT Infrastructure and New Back-up Control and as a result remains within available funding:

Current Budget

	Total £'m	Police £'m	Fire £'m
Build Cost	7.233	4.545	2.688
Land for parking	0.390		0.390
ICT Infrastructure	0.24	0.144	0.096
Project Management	0.27	0.162	0.108
Consistency of Build	0.5		0.5
New Backup Control	0.200		0.200
	<u>8.833</u>	<u>4.851</u>	<u>3.982</u>

Further possible investments totalling a maximum £0.4m are discussed in the report. If these are approved, they can be contained within this budget and current capital programmes.

Risk Management, Health & Safety, and Environmental Implications

39. 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.
40. The design team have been briefed to incorporate construction measures which will result in a BREEAM standard of at least "Very Good"
41. The design team have liaised with the counter-terrorism unit to ensure appropriate safeguards are provided to the site.
42. 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.
43. 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"

44. Increased public perception and re-assurance that the emergency services collaboration leads to a more effective response.
45. Local knowledge and experienced control personnel enabling a speedier response to incidents (in comparison to regional centres)
46. 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.
47. Sharing of information, e.g., gazetteer building in command and control for potential 'risk sites i.e., COMAH Sites'.
48. Potential for reduction in response times through multi agency approach.
49. Enhanced staff training opportunities, which will accrue through a single, seamless approach.

Project Milestones

50. The project is proceeding on schedule. The Gantt chart below shows the Key Milestones moving forwards:

ID	Task Name	Duration	Start	Finish	January	February	March	April	May	June	July
53	Re-locate Secondary MACC	261 days?	Wed 12/09/12	Wed 11/09/13							
64	Portable accommodation ready for service	0 days	Mon 08/07/13	Mon 08/07/13							
66	Building works complete	0 days	Tue 06/08/13	Tue 06/08/13							
68	ICT works complete	0 days	Wed 04/09/13	Wed 04/09/13							
70	Testing complete	0 days	Wed 11/09/13	Wed 11/09/13							
71	Secondary MACC Ready for Service	0 days	Wed 12/09/12	Wed 12/09/12							
72	JCC/Gold & Silver/Planning	221 days?	Wed 03/04/13	Thu 06/02/14							
73	Planning Approval	0 days	Wed 03/04/13	Wed 03/04/13							
74	Start	0 days	Mon 08/04/13	Mon 08/04/13							
76	Partial Completion certificate	0 days	Mon 27/01/14	Mon 27/01/14							
77	Police Licence activates	0 days	Thu 06/02/14	Thu 06/02/14							
78	Refurb Existing "Shining" accommodation	89 days?	Fri 17/01/14	Thu 22/05/14							
80	Start	0 days	Fri 24/01/14	Fri 24/01/14							
83	Full Practical Completion	0 days	Mon 12/05/14	Mon 12/05/14							
84	Police Lease activates	0 days	Thu 22/05/14	Thu 22/05/14							
85	Post-Project	3 days	Thu 22/05/14	Mon 26/05/14							
87	Project Board Closes Project	0 days	Mon 26/05/14	Mon 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

TDA: Training and Development Academy