

CHESHIRE FIRE AUTHORITY

MEETING OF : CHESHIRE FIRE AUTHORITY
DATE : 7TH DECEMBER 2016
REPORT OF : HEAD OF LEGAL AND DEMOCRATIC SERVICES
AUTHOR : ANDREW LEADBETTER

**SUBJECT : BLUE LIGHT COLLABORATION – FURTHER
CHANGE TO SCOPE**

Purpose of Report

1. To propose a further change to the scope of the Blue Light Collaboration (BLC) Programme.

Recommended That Members:

- [1] Agree to remove from the Blue Light Collaboration Programme the creation of a joint vehicle workshop, retaining the facility at Sadler Road and workshop staff as Fire Authority employees.

Background

2. Members agreed changes to the BLC Programme at the Fire Authority meeting in September 2016. Since then there has been further work to develop firm costs associated with the Programme (both for implementation and in respect of revenue savings). This has led officers to conclude that one element of the Programme should be removed from scope. Changes to scope are reserved to the Fire Authority.

Information

3. The BLC Programme includes a requirement to deliver a joint vehicle workshop at the Clemonds Hey site. The existing facility at Clemonds Hey, referred to by the police as the Vehicle Maintenance unit (VMU) does have some spare capacity. However, the VMU is not designed to accommodate the larger vehicles dealt with in the workshop at Sadler Road.
4. There have been a number of meetings involving various advisers and officers which enabled police and fire to establish the requirements associated with a joint vehicle workshop and how it could be developed on the Clemonds Hey site. Initially, it was thought that the VMU building would need to be extended in order for the requirements to be successfully delivered. However, in recent months it was agreed that,

with internal changes only, the VMU could be made to accommodate police and fire. This did involve some compromises.

5. The Business Case which preceded the BLC Programme included implementation costs for the joint vehicle workshop of £1.8m (involving the extension of the VMU building). The revenue savings associated with the joint vehicle workshop were stated to be circa £118k.
6. The current cost of delivering the joint vehicle workshop are anticipated to be approaching £1.7m. The revenue savings associated with the joint workshop are now stated to be in the region of £66k. Unfortunately, this figure is almost certainly overstated because PFI lifecycle costs will have an impact on the overall costs and savings.

Conclusion

7. The joint vehicle workshop would involve some compromises for police and fire.

It would be costly to create and savings, if any, would be minimal. There would be a much extended payback period.

As a result, officers have concluded that the joint vehicle workshop should be removed from the BLC Programme.

Legal Implications

8. The vehicle workshop will be retained at Sadler Road. Staff working in the vehicle workshop will continue to be employed by the Fire Authority.

Financial Implications

9. The figures associated with the joint vehicle workshop appear in the body of the report. Given the overarching fiduciary duty that applies to officers and Members it is difficult to see, given the figures, that it would be appropriate to proceed with the joint vehicle workshop.

Equality & Diversity Implications

10. There are no equality and diversity implications arising from this decision.

Environmental Implications

11. Whilst it is arguable that the retention of two vehicle workshops will have an adverse environmental impact, this is not certain.

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BACKGROUND PAPERS: None