



Performance and Programme Board – Programme Health Report

All data supplied in the report has been populated directly from the Cheshire Planning System.

Reporting Period	FROM	1st January 2021	TO	31st March 2021
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DECISIONS TAKEN AT PERFORMANCE AND PROGRAMME BOARD



The following PIDs were approved:

Sprinklers Save Lives



Specials Review



Houses in Multiple Occupation

Governance and Commissioning

1226		BLUE LIGHT COLLABORATION PROGRAMME		
PROGRAMME SPONSOR		Chief Fire Officer	PROGRAMME MANAGER	Director of Governance and Commissioning
Previous status	Current status	Explanation (where status is red or amber)		
				
Programme Update				
It has been agreed that the Programme will go into Close Down phase. Report to be produced during Quarter 2.				



1544		REPLACEMENT OF CHESTER FIRE STATION			
PROJECT SPONSOR		Director of Governance and Commissioning	PROJECT MANAGER		Group Manager Cheshire West and Chester
Previous status	Current status	<u>Explanation</u> (where status is red or amber)			
					
Project Update					
<p>All departmental teams from Chester have now returned and are using the new facilities and some very positive feedback has been received, with only a few areas to be addressed.</p> <p>The operational teams have settled in well and arrangements involving the second appliance and ALP are working smoothly.</p> <p>The landscaping work has now taken place and wild seed sown. The wild meadow area to the front of the station has allowed a link in with the local community and local partners to have this area form part of the Chester Wildlife Connections Trail. The trail starts at Chester Zoo and spans across Chester visiting different way points along the way of which Chester's wild area at the front of the station will be one. A bespoke sign is being created talking about the wild meadow and how members of the community can create their own but will also direct people to safety advice.</p> <p>Owing to the Prime Minister's announcement on Monday, the opening ceremony has been postponed until a later date and we are now looking at reverting back to a virtual open day as opposed to a physical one.</p> <p>The lessons learned survey is underway.</p>					

1558		REPLACEMENT OF CREWE FIRE STATION			
PROJECT SPONSOR		Director of Governance and Commissioning	PROJECT MANAGER		Group Manager Governance and Commissioning
Previous status	Current status	<u>Explanation</u> (where status is red or amber)			
		The status indicator is for the pre-construction stage. Until the contractor tender exercise has been completed the affordability will not be known – this will be the next decision point.			
Project Update					
<p>The contractor has now been appointed. The team is now working with the contractor on the pre-construction activity. This will, ultimately lead to a design and planning application. The budget will also be settled during this stage. Members will then determine whether the project should proceed to the build phase.</p>					





1557		STATION MODERNISATION PROGRAMME		
PROGRAMME SPONSOR		Director of Governance and Commissioning	PROGRAMME MANAGER	Group Manager Governance and Commissioning
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
Programme Update				
<p>The works to the fire stations in Year 2 (2020-21) are almost complete (Audlem, Holmes Chapel, Northwich, Widnes). Pre-construction activity in relation to Year 3 (2021-22) is now ongoing (Congleton, Ellesmere Port, Knutsford and Malpas). The currently available capital allocation is £4.5m. Additional £3m tranches are contained in the Capital Strategy, but these sums have not been released for the Programme at this point. The end of Year 2 marks half way, almost, with 10 of 21 fire stations completed.</p>				



1575		WILMSLOW FIRE STATION TRANSITION TO DAY CREWING		
PROJECT SPONSOR		Director of Governance and Commissioning	PROJECT MANAGER	Project Manager, Governance and Commissioning
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
		The Status relates to phase 1 feasibility stage.		
Project Update				
<p>The Phase 1 feasibility study is nearly completed.</p> <p>Options and recommendations for the Wilmslow site development have been presented to the Blue Light Collaboration Executive Board together with some preliminary costs for each. Feedback on the options has been requested and a meeting takes place on the 24th June 2021 to discuss in more detail. This will be fed back into the Feasibility report once received.</p> <p>If the options developed are agreed feasible and interest from all parties is established, then the project will look to move into the 2nd Phase in August 2021. An end of Phase review will be conducted in late July 2021.</p>				





Operational Policy Assurance

1490		SADLER ROAD TRAINING CENTRE PROGRAMME	
PROGRAMME SPONSOR		Deputy Chief Fire Officer, Operational Assurance and Service Improvement	PROGRAMME MANAGER
PROGRAMME SPONSOR		Group Manager Operational Policy and Assurance	
Previous status	Current status	Explanation (where status is red or amber)	
			
Programme Update			
<p>ISG continues to complete any outstanding defects reported through Estates and meet quarterly on site to review any outstanding items. They have also completed some outstanding main contractual work on site.</p> <p>An additional familiarisation session is available to train staff on the facilities and props installed and this will be programmed in for July 2021.</p> <p>The site is being utilised since all Operational Assurance Training teams have relocated back to site and several courses have been completed using the new facilities with positive feedback.</p> <p>The smoke cleansing unit has been discussed through a soft market testing procurement process. Four companies have expressed an interest and several options have been explored for this smoke cleansing unit on the fire behaviour containers at Sadler road. It is apparent that a number of these would require substantial ground infrastructure and services upgrade. A summary of all these costs are being drawn up to evaluate which option is suitable for the site. All the options are being explored with one supplier developing a new design and technology unit which may not require the procurement route, this will be discussed following observation of the unit working in practice in the next month or so.</p> <p>No major issues have been identified with the use of the site.</p> <p>The opening event will hopefully take place later this year. A new bid has been submitted to the Lord Lieutenant's office for a member of the Royal family to open the Training Centre.</p> <p>The project closedown has also been deferred for a couple of months to enable a lessons learned session to be held with all stakeholders. A survey is out to all staff and contractors to compile a list of any lessons learned from all phases of the programme; this concludes in July 2021. The project closedown report is complete apart from the outcomes from the lessons learned.</p>			



1553		OPERATIONAL TRAINING GROUP REVIEW		
PROJECT SPONSOR		Deputy Chief Fire Officer, Operational Assurance and Service Improvement	PROJECT MANAGER	
		Service Delivery Station Manager		
Previous status	Current status	Explanation (where status is red or amber)		
				
Project Update				
<p>In response to the on-going Pilot, two additional Watch Managers have joined the Operational Assurance Training Team (OATT), and a further two members of staff have joined the team as Crew Managers. These appointments have increased the establishment to eighteen (this includes the Training Manager role and the ICTS Coordinator).</p> <p>Fortnightly meetings continue with the Training Manager, Training Staff and the Head of Assurance. Monthly meetings are also held with the representative bodies and the Head of Department.</p> <p>No issues have been reported at this stage. An evaluation of the Pilot is anticipated late summer 2021</p>				

1567		CHESHIRE FIRE DRONES		
PROJECT SPONSOR		Head of Operational Policy and Assurance	PROJECT MANAGER	
		Group Manager Operational Policy and Assurance		
Previous status	Current status	Explanation (where status is red or amber)		
		<p>There have been some delays in the project moving forward for a variety of reasons. Covid-19 has impacted the levels of training required to maintain competency on the drone, there has also been a change in the legislation moving from the Civil Aviation Authority (CAA) to the European Union Safety Agency (EASA). This has led to the project becoming Amber.</p>		
Project Update				
<p>The drone project is currently on hold.</p> <p>As from the 1st January 2021 new regulations came into force (the governing body moved from the Civil Aviation Authority to European Union Aviation Safety Agency). Part of these changes mean that the training completed by the Pilots is no longer valid for commercial operations and further training and assessment will be required. The drone has also been away for two months for a repair under warranty to the camera system.</p> <p>There have also been developments with Cheshire Police. They also now have a drone capability and have resourced a full-time drone unit (four people).</p> <p>The Fire Drone options paper was presented to Service Management Team (SMT) in May 2021. Further detail has been requested around the preferred option which will be prepared and submitted to SMT in July 2021.</p>				



1585		PROCURE AND IMPLEMENT HIGH PRESSURE MISTING LANCES AND DRILLS		
PROJECT SPONSOR		Head of Operational Policy and Assurance	PROJECT MANAGER	Group Manager Operational Policy and Assurance
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
Project Update				
<p>SMT made the decision on 14th December 2020 not to pursue an Ultra High Pressure (300 bar) lance at this time. This equipment is constantly evolving and 2nd generation lithium ion battery powered equipment maybe more appropriate when development is completed.</p> <p>35 quick release high pressure (24 bar) lances and extension pieces are currently being purchased from Angloco Mist-tech (£10,782). Along with Milwaukee drills and drill bits for masonry, wood and steel (£12,596).</p> <p>This will place a high-pressure lance and drill on each appliance allowing crews to alter conditions within a fire compartment prior to entry and to apply water into roof and wall cavities.</p> <p>Contracts for the above purchases were drawn up and signed by all parties. Delivery took place at the end of May 2021. Associated e-learning training videos went live on 17th June 2021. Stowage on the appliances is expected early July 2021.</p>				

1586		PURCHASE A WATER CARRIER		
PROJECT SPONSOR		Head of Operational Policy and Assurance	PROJECT MANAGER	Group Manager Operational Policy and Assurance
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
Project Update				
<p>Following two presentations to SMT the decision to procure a water carrier from PrimeX for @ £12,500 was made with the associated equipment being sourced from the fireground i.e. LPP, suction hose and lay-flat hose.</p> <p>The stipulation of being able to carry at least 9000L of water was made. Lancashire Fire and Rescue Service are in the process of procuring such a water carrier and have been conducting drop and lift tests with the empty vessel as its fabrication is not yet complete.</p> <p>Accurate finished product weights have been requested from PrimeX, this is estimated at 11.4 ton but is to be confirmed. The ability to place a dam on the skid would enhance its capabilities but this is subject to available space and ultimate weight.</p>				





HIAB have confirmed the removal of the roof and curtain sides and shortening of the vehicle by 1m. Due to having to lift an estimated 12 ton the engineer has suggested a single jockey wheel will be required at the rear of the truck for stability when dropping and lifting a full tank of water. Once these modifications have taken place a more accurate estimate of the vehicles lifting capacity can be made, the maximum gross weight cannot exceed 26 ton.

HIAB have signed contracts to perform the alterations to one IRU. The vehicle is ready for collection by HIAB however there is delay from HIAB in providing the extra costings for a single stabilisation wheel required at the rear of the chassis. HIAB have also identified the front axle needs upgrading from the existing version to manage the weight distribution of the load. Quotes for the two additional modifications are expected week commencing 14th June 2021.



The stillage's have been removed and sold through an auction house raising £1500. The Moffatt forklift truck sold for £8800.

The HIAB contract states a 30 week turn around for complete works however the HIAB engineer suggested verbally the work may not take that long.



A visit to see the finished Lancashire water carrier will be arranged once it's in a position to be filled with water.

1587		PURCHASE OF A HIGH REACH FIRE ENGINE		
PROJECT SPONSOR		Head of Operational Policy and Assurance	PROJECT MANAGER	Group Manager Operational Policy and Assurance
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
		This project is amber as it has slipped from the original timescales, due to Covid-19 restrictions preventing visits to appraise vehicles.		
Project Update				
Due to the easing of some of the Covid-19 restrictions the project is now progressing.				
A visit to Lancashire Fire & Rescue took place on the 28 th April 2021 to view the Rosenbauer (Stinger) appliance in use and engage with Lancashire Fire and Rescue Service crews.				
The staff engagement events at Chester & Macclesfield fire station took place on the 14 th & 15 th April 2021 where the E1 (Scorpion) appliance was demoed by the manufacturer. The appliance also visited Sadler Road on the 9 th June 2021 where a full load test of regular appliance equipment was successfully carried out. The appliance weight was checked on a weighbridge both empty and fully laden with equipment.				
The Fleet Manager is presenting an options paper to SMT on the 21 st June 2021 for a final decision prior to procurement.				



1313		EMERGENCY SERVICES MOBILE COMMUNICATIONS PROGRAMME (ESMCP)		
PROJECT SPONSOR		Head of Operational Policy and Assurance	PROJECT MANAGER	Group Manager Operational Policy and Assurance
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
		Internally the project is meeting project timescales, however the National programme continues to experience major delays.		
Project Update				
Revised Full Business Case for Emergency Services Network Project (ESN) is still with the Home Office. Full transition is now expected 2023-2026.				
Internally, CFRS have commenced coverage testing of the internal estate under the Assure 1.1 testing parameters. This is essentially testing EE Commercial Network's ability to accept calls from an ESN device. Assure 2.0, which will test full ESN functionality and encryption, will not currently commence until Q3 2022. Some concern that 50% of the Fire Stations were shown to have unacceptable coverage levels. CFRS are working closely with the Regional Coverage Team to ensure all areas of concern are raised with the Programme and forwarded to EE for solutions where appropriate.				
Testing of CFRS COLs under Assure 1.1 (Critical Operational Locations) is due to commence. Any solution for COLs with unacceptable coverage levels may financially fall on the User Organisation and Owner of the Site. CFRS ESN Project Manager will monitor this as currently there is no clarity provided by the National Team.				
CFRS are working closely with Cheshire Police as a Pathfinder organisation and fully utilising shared intelligence through Joint Corporate Services to ensure a robust coverage strategy is in place.				

Service Delivery

1556		ON-CALL PROGRAMME		
PROGRAMME SPONSOR		Head of Service Delivery	PROGRAMME MANAGER	Group Manager Cheshire West and Chester
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
				
Programme Update				
Overall On-Call availability figures are at 77% for Quarter 4, YTD availability figure is 75%. In comparison with 2019/20, availability has generally increased across the county.				
Q4 Primary On-Call availability was 77%, the highest performing stations during the Quarter were Nantwich and Bollington (97%) and Alsager (96%), lowest performing stations were Holmes Chapel (26%) and Frodsham (34%). The 13 Primary On-Call Stations YTD availability is 74%.				



Q4 Secondary On-Call availability was 64%, the highest performing station during the Quarter was Northwich (78%), the lowest performing station was Winsford (49%). The On-Call team at Winsford has seen the introduction of a number of new employees equating to a number of development Firefighters at different stages. The migration of an On-Call Crew Manager into wholetime at the start of the year has also provided challenges regarding skills coverage at Winsford. The 5 Secondary On-Call Stations YTD availability is 62%.

The coronavirus pandemic has had a significant impact on availability performance this year, with increases observed during lockdown periods and then a negative “bounce back” when staff have returned to primary employment, reducing their availability. With the opening of businesses from the 12th April 2021, we may see a change in the stabilised availability across On-Call stations with more staff returning to primary employment. However, we are also aware that many people may be working from home now and into the future as a legacy of the pandemic and this factor may assist with increasing availability. This is a key area of focus for future recruitment campaigns.

Q4 sees the introduction of Departmental Latent Resource for all grey book dual role staff, in the first two days 145 positive hours were provided by six individuals. This will be monitored on a weekly basis to track organisational effectiveness and On-Call availability.

Covid-19 has had a significant impact on recruitment during 2020/21 due to lockdown periods, the temporary suspension of recruitment nationally and the introduction of amended recruitment practices. Additionally, the Recruitment team also met with challenges during the pandemic and this negatively impacted the recruitment of On-Call firefighters throughout the year. In total the Service have recruited 27 new firefighters in 2020/21 with positions filled around the county, however the Service have experienced 28 leavers, a deficit of one. In comparison, 2019/20 the Service recruited 60 new firefighters.

In Q4 the Service recruited six firefighters, however seven resigned. The On-Call Programme Team (OCPT) are currently exploring the reasons as to why these employees have left the Service. In order to identify and capture the reasons for leaving the Service, the OCPT are reviewing the exit interview process for On-Call personnel.

The OCPT are exploring the identified issues surrounding retention. The fixed 50-hour contract band has been cited as the main reason for leavers over the last five-year period. Consultation with Dorset & Wiltshire, Lancashire, South Wales and Cumbria is ongoing exploring variable working arrangements. The development of reward and recognition incentives is ongoing in order to improve retention rates.

There are currently 38 applicants at varying stages within the recruitment process. Modifications to the recruitment process to allow for COVID secure working arrangements were adopted and introduced in Q2.

Recruitment is continuing with the use of social media platforms utilising short videos of On-Call firefighters.

The OCPT identified 149 individual Alerter Failures across the county and explored several remedial options considering any potential financial implications. IT are undertaking market research and will provide an update to the team when this is completed.

The OCPT are undertaking an assessment of station budgets in order to identify potential effective practices and efficiency savings which would support OCPT re-investment opportunities.

Initial meetings with the Finance department have identified historical budget alignment and coding issues relating to On-Call provision. This will be addressed through an action plan enabling accurate On-Call activity to be reflected in future budget provision.



On-going work to support availability at Frodsham Fire Station by the On-Call Support Crew Managers. Current Availability for Q4 stands at 34% and Frodsham as seen an increase for turnouts to incidents this period.

A job advertisement for one On-Call Support Crew Manager has been agreed to enable the OCPT to recruit and maintain a cohort of six.

1576		RELOCATE THE SECOND FIRE ENGINE AT ELLESMERE PORT FIRE STATION TO POWEY LANE		
PROJECT SPONSOR		Head of Service Delivery	PROJECT MANAGER	Station Manager - Chester and Ellesmere Port Community Fire Stations
Previous status	Current status	Explanation (where status is red or amber)		
Project Update				
<p>The project has now successfully been undertaken and moved into the closedown phase with lessons learned being developed.</p> <p>Any incidents that may have been impacted by the moves are being closely monitored. To date there have been two examples, both of which were impacted positively by the asset movements.</p> <p>Feedback from staff is encouraged; apart from a few minor initial issues with North West Fire Control, the feedback has been positive.</p>				

1578		EXPANSION OF RAPID RESPONSE RESCUE UNITS		
PROJECT SPONSOR		Head of Service Delivery	PROJECT MANAGER	Service Delivery Manager – Halton and Warrington
Previous status	Current status	Explanation (where status is red or amber)		
Project Update				
<p>During this quarter the project team and On-Call Working Group have continued to develop the concept. The project is progressing well.</p> <p>New milestones have been added, some existing milestones have been reforecast based on the project delivery. The target commencement of the roll out remaining the same in Q2 2021/22.</p> <p>The inventory of equipment has been ordered and a great deal of the equipment has started to arrive.</p>				





A Hilux vehicle has been leased to facilitate driver training. This is the same model as those ordered (brand new). The vehicle will be fully stowed to test capacity and represent working weight for driver training. The driver training course is therefore being developed based on the vehicle and working with Police colleagues to develop the off-road aspect. Fleet Services have prepared the vehicle for emergency response driving with blues and twos and markings. This was developed in conjunction with Driver Training.

The priority order for driver training has been analysed, based on a number of data sets, and a roll out plan. The roll out plan maps out which stations get the RRRU in order, and to which the driver training plan has been aligned. It has been agreed that all station drivers will be trained before moving onto next station. Refresher training will be covered as vehicles are delivered to stations. Driver training commenced on 12th April 2021 and all on-call Emergency Fire Appliance Drivers will be trained by mid-October 2021.

The on-call and project working groups have recently been discussing the roll out plan, driver training, and mobilisation and incident types for the RRRU. This is out for discussion within these groups and once feedback has been received it will be discussed with the project sponsor. Once agreed the mobilisation rules can be worked into Gartan and risk assessment and Standard Operation Procedures developed.

During the next quarter, the driver training programme is expected to be running at capacity, all inventory items to be delivered, mobile phones to be ordered and mobilisation processes, risk assessments and policies to be finalised.

1582		REVIEW OF FLOOD/WATER RESPONSE PROVISION		
PROJECT SPONSOR		Head of Service Delivery	PROJECT MANAGER	Group Manager - Cheshire East
Previous status	Current status	Explanation (where status is red or amber)		
				
Project Update				
Refreshed historical incident data has now been received and reviewed from Fire Research and Analysis team including maps.				
The data now covers the period in 2014 from the point that North West Fire Control went live, up to and including the start of February and the Storm Christoph flooding incidents.				
The data and maps have facilitated a review of operational activity and risk over that period and to assess potential optimal configurations using professional judgement.				
The structured debrief has also taken place for the major incident Storm Christoph, this was considered as part of the project review meeting which took place on 12th March 2021. Following this, further data has now been requested to look at average response times, a more detailed breakdown of activity levels specifically in relation to spate conditions and the Operational Discretion Incident log.				
The review is now complete subject to SMT feedback, the review and report is on the agenda for SMT on 21 st June 2021.				







1588		DEVELOP A NEW WILDFIRE CAPABILITY		
PROJECT SPONSOR		Head of Service Delivery	PROJECT MANAGER	Station Manager - Macclesfield and Wilmslow
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
Project Update				
<p>CFRS Research & Development Manager is now placing orders for all equipment, including forced air blowers, Honda handbag pumps, specialist water back packs and brush cutters.</p> <p>Equipment orders and proficiencies to be produced by Operational Policy Assurance department.</p> <p>The procurement process continues for the wildfire personal protective equipment. Three brands of clothing have been reviewed by crews at all the designated wildfire stations (Congleton, Bollington, Poynton and Macclesfield). Procurement of the all-terrain vehicle will require invitation for tenders due to the cost. This will be managed by the Procurement department.</p> <p>Liaison with the Operational Training Group continues in order to develop a training package for all firefighters on designated wildfire stations.</p>				

Prevention and Protection



1058		SPRINKLER CAMPAIGN 2014		
PROJECT SPONSOR		Deputy Chief Fire Officer, Operational Assurance and Service Improvement	PROJECT MANAGER	Head of Prevention and Protection
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
Project Update				
<p>The three Handforth installations (Onward Housing Trust) are complete.</p> <p>Commissioning paperwork for the third and final installation at Stanley Park Grange has been received and all but three flats are complete. The Trust are taking action to secure completion in the three outstanding flats.</p> <p>The funding agreements are now awaiting countersignature from CFRS prior to payment.</p> <p>This will be the third and final funding package delivered as part of this project bringing the total number of installations for this project to seven.</p>				





1549		HIGH RISE SPRINKLER CAMPAIGN 2018		
PROJECT SPONSOR		Deputy Chief Fire Officer, Operational Assurance and Service Improvement	PROJECT MANAGER	
			Head of Prevention and Protection	
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
				
Project Update				
<p>The nine installations in Cheshire West (Sanctuary) are progressing in accordance with the project plan with a number of buildings now complete.</p> <p>The Waverley Court installation is complete although four flats remain un-sprinklered due to resident refusal.</p> <p>The funding agreement documentation has been signed by Guinness Housing Trust and completion and commissioning documentation has been received by the service. The agreement now needs CFRS approval and funding will then be released.</p>				

1554		PROTECTION REVIEW		
PROJECT SPONSOR		Deputy Chief Fire Officer, Operational Assurance and Service Improvement	PROJECT MANAGER	
			Head of Prevention and Protection	
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
		This project is amber as it has slipped from the original timescales due to the consultation process taking longer than anticipated.		
Project Update				
<p>Five meetings have been held with representative bodies and detailed consultation has taken place including on two new Job Descriptions required for the structure.</p> <p>Agreement has been reached on the Job Descriptions. Work is now taking place to consult on the impact of the implementation on existing staff in role and to agree how this will be managed.</p> <p>The aim is to implement the structure in June 2021.</p>				



1577 REVIEW OF THE RISK BASED INSPECTION PROGRAMME (RBIP)				
PROJECT SPONSOR		Head of Prevention and Protection	PROJECT MANAGER	Protection Manager
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
		This project is Amber as it has slipped from the original timescales due to the complexities of the data interrogation and aligned application of scoring methodologies.		
Project Update				
<p>The Protection Teams have been briefed on the proposed changes to the Risk-Based Inspection Programme.</p> <p>These changes are dependent on a prioritised list of premises produced in conjunction with Business Intelligence. As well as the premises type that influence the list there are eight factors that influence the order in which the list is prioritised. Although a list has now been produced, the information requires further analysis to ensure high risk premises and premises types have not been overlooked.</p> <p>Delivery of fire safety audits by inspectors against this list is also being analysed. Once this work has been completed then approval will be sought from SMT in the coming weeks.</p> <p>Workloads for Protection Officers has been provided from the existing risk-based inspection methodology and is able to continue until the new RBIP is executed.</p>				

ROAD SAFETY STRATEGY PLAN CHESHIRE				
PROJECT SPONSOR		Head of Prevention and Protection	PROJECT MANAGER	Head of Prevention and Station Manager - Deliberate Fire Reduction and Road Safety
Previous status	Current status	<u>Explanation</u> (where status is red or amber)		
		There are significant funding issues to be resolved by the Cheshire Road Safety Group. However CFRS is limited in its ability to influence this discussion.		
Project Update				
<p>The original proposal was for the current Cheshire Road Safety Group to be restructured as a partnership between the various organisations (Road Safety Partnership) with that partnership then adopting a Strategic Road Safety Plan and employing a co-ordinator (this is a very common approach across the UK).</p> <p>The intention was that income raised from driver awareness courses could finance the Partnership activities and either remove entirely or at least reduce the costs currently funded by local authorities.</p> <p>Unfortunately, but not unsurprisingly, Covid-19 has severely affected the Cheshire Road Safety Group's financial stability with much of the built-up reserves now depleted. Local authorities are also under increased pressure to ensure their finances are protected and to review their expenditure. Revenue from the courses is at approximately 26% of expected figures.</p>				



A review of the Cheshire Road Safety Group is underway to consider the Group’s outputs and how best to stabilise its financial position in the current climate. Once this review has been completed, work towards the restructure and strategic direction will continue.

The Service is continuing to support all opportunities to reduce the numbers of those killed and seriously injured and adapting to emerging risks. Currently incidents involving cyclists are of concern, the third and fourth trials of the Close Pass initiative with Cheshire Police took place on the 14th of April and the 15th May 2021. These events will be adopted into the existing Road Safety Delivery Plan

RISK MANAGEMENT

CPS Ref	Risk Detail	Risk Owner	Risk Score	Progress Update – Mitigation / Progress
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No red risks are reported at this time. All project managers have assessed the risk of Covid-19 and Brexit where applicable and put measures in place where possible; these will continue to be monitored closely.

There are a number of projects involving procurement of vehicles and equipment where visits to other fire services have been postponed due to Covid-19 restrictions and this has the knock-on delay to placing orders. Potential suppliers may also have been ambitious in their delivery forecasts. These are currently forecast as low risks, but may increase during procurement and would be largely outside the control of the project. Cumulatively this may be of increasing concern.