



**HAMPSHIRE  
FIRE AND  
RESCUE  
AUTHORITY**

Purpose: Noted

Date: 20 February 2019

Title: **BLUE LIGHT COLLABORATION**

Report of Chief Fire Officer

### SUMMARY

1. This report summarises the progress Hampshire Fire and Rescue (HFRS) has made in collaborating with our Blue Light partners. Success in collaboration has occurred when we have had shared, vision, trust and understanding between our Blue Light partner organisations.
2. The Police and Crime Act 2017 placed a duty on Emergency Services to keep collaboration under review in the interest of efficiency and effectiveness. Hampshire has a now, well established programme of collaboration involving Hampshire Fire and Rescue Service (HFRS), Hampshire Constabulary (HC) and South Central Ambulance Service (SCAS).
3. The purpose of this report is to update the Hampshire Fire and Rescue Authority (HFRA) on the progress of collaboration for which HFRS are a key part of in Hampshire.

### BACKGROUND

4. The Policing and Crime Act 2017 introduced a new duty on Police Forces, Fire and Rescue Services and Ambulance Services to keep collaboration opportunities under review where it is in the interests of efficiency or effectiveness, and to put those collaboration opportunities into practice. The duty is deliberately broad to allow for local discretion so that the emergency services themselves can decide how best to collaborate for the benefit of their own communities.
5. Demand on Blue Light Services is changing, and collaboration provides us with a real opportunity to create innovative responses to these challenges whilst strengthening future resilience, effectiveness and efficiency.
6. Collaboration is well established in Hampshire. Numerous examples have been delivered during the past decade and Hampshire is well regarded with collaboration; evidenced within national summary documents and at national events.
7. Examples include:

- (a) Sharing of estates by Fire, Police and Ambulance;
  - (b) Sharing of strategic HQ site by Fire and Police;
  - (c) Arson Task Force;
  - (d) Co-responding;
  - (e) Shared Services, with Fire and Police joining County Council colleagues.
8. Primarily, collaboration in Hampshire emergency services exists between HFRS, HC and SCAS. However, work also extends to:
- (a) Other Fire and Rescue Services such as with Isle of Wight FRS and our Networked Fire Services Partnership (NFSP) partners Dorset and Wiltshire FRS and Devon and Somerset FRS;
  - (b) Police Forces such as Thames Valley Police and their Joint Operations Unit with HC;
  - (c) Ambulance Services such as South East Coast Ambulance Service (SECAMB).

#### PROGRESS AND PERFORMANCE

9. The Hampshire Blue Light Collaboration programme has developed the relationship to further both strategic and operational opportunities.
10. The following items set out the current working opportunities which are at various stages including conceptual, through developing to business as usual for HFRS. Each opportunity is annotated with their business stage in the title:
11. Co-responder crewing model Emergency Medical Response. (Full partnership agreement in place)
- a. In 2004 HFRS set up a Co-responder Scheme with Hampshire Ambulance Service which later became South Central Ambulance Service NHS Foundation Trust (SCAS). This crewing model uses dedicated response cars in specific rural localities where, due to geographical locations, the Ambulance Service were encountering difficulty in achieving the eight-minute government response target time.
  - b. The Co-Responder partnership has been running for more than 14 years and accounts for 40 percent of all Co-Responder calls across the UK. There are currently 19 co-responder vehicles operating from 22 on call fire stations across Hampshire.
12. Gaining entry to patients for the Ambulance Service and the Police Force. (Full partnership agreement in place)
- a. Our gaining entry work sees HFRS being deployed instead of Hampshire Constabulary to assist SCAS and SECAMB, as we have specialist

equipment and expertise which are more readily available. This builds and extends the ad hoc deployments to rescue people.

- b. HFRS have proven a quicker response to these types of calls providing better care to patients. Most notably, by using HFRS equipment and expertise, there has been a dramatic reduction in boarding up costs following 'gained entry' processes.

13. Assisting Police with searching for High Risk Missing Persons. (Full partnership agreement in place)

- a. Every year Hampshire Constabulary receive numerous calls relating to incidents where there is a concern for the safety of an individual, where that person/s have gone missing and are vulnerable.
- b. HFRS assist the Police in searching for vulnerable High Risk Missing Persons using the existing skills of our people and the equipment we carry. This formalises our rescue work in this area.

14. Non-Injury Mechanical Falls. (Pilot Memorandum of Understanding (MOU) in place)

- a. HFRS and SCAS have implemented a 6-month trial, utilising 3 front-line fire engines, to respond to Non-Injury Mechanical Falls incidents. These are falls where people are not injured but are too weak to get themselves up.
- b. In the pilot, HFRS have successfully responded to 105 people who have had a non-injury fall, improving the patient outcome by delivering a faster response.

15. Shared Estates. (Agreements and contracts in place)

- a. HFRS have leased available space to Blue Light partners. This move is part of the Police and Crime Commissioner's wider Estate Strategy to replace some Police premises with modern fit for purpose buildings at no extra cost to the tax payer. It is the first time in the country that a senior police team have moved into a fire headquarters.

16. Data Sharing and Demand Profiles. (Memorandum of Understanding (MOU) in place)

- a. This work will seek to establish a common picture of the people which HC, SCAS and HFRS attend, sometimes together, sometimes separately. This analysis will feed the prevention work stream of the programme to consider the actions taken and seek to reduce risk to high users. It is likely the type of person we all interact with has the same “vulnerable qualities”.

17. Joint Services Marine Unit. (Developing business case)

- a. The Solent remains one of the busiest waterways in the UK, with Southampton the leading deep-sea cargo port on the English Channel and Portsmouth naval base is home to two-thirds of the Royal Navy's surface ships. The Solent also contains 3 forts which HFRS must be able to deploy to if a fire occurs. Additionally, the arrangements with the Isle of Wight Fire and Rescue Service means officers need to rely on being able to transfer to the Isle of Wight three-hundred and sixty five (365) days per year.
- b. A feasibility study has identified a number of proposals for a shared Marine capability between Hampshire Constabulary, HFRS and the Ministry of Defence Police.

18. Drone Procurement and Operations. (Developing business case)

- a. HFRS and Hampshire Constabulary are seeking joint procurement, training and deployment of Drone capabilities across Hampshire and Thames Valley (TVFRS).
- b. Drones may be used to support live fire and rescue operations to provide:
  - i. Dynamic Risk Assessments at an incident;
  - ii. Identification and reassessment of hazards;
  - iii. Survey of incident ground/operating area;
  - iv. Identification of appropriate entry control locations;
  - v. Access/Egress Planning;
  - vi. Locating High Risk Missing Persons;
  - vii. Supporting implementation of operational plans.

19. Cardiac Arrest response. (Operationally ready awaiting Formal agreements)

- a. HFRS are working with SCAS, preparing to respond to Cardiac Arrest calls on fire engines using HFRS Immediate Emergency Care skills, equipment and defibrillator to significantly increase a patient's chance of survival by providing a faster response.

20. Automatic Vehicle Location System (AVLS). (Operationally ready, awaiting formal agreements)

- a. HFRS and SACS have implemented sharing of HFRS fire appliance

automatic vehicle locations (AVLS) from the HFRS fire control system to South Central Ambulance Service control system.

21. Trauma Risk Management. (TRiM) (MOU in place)

- a. All three emergency services in Hampshire use the critical diffusion methodology of Trauma Risk Management (TRiM). The teams communicate and train together and have the resilience of each other to cope with any peak in demand. HFRS and Hampshire Constabulary regularly carry out joint training and CPD events, share TRiM staff handbooks and promotional materials.

22. Prohibition Notices Served under Article 31 of the Regulatory Reform (Fire Safety) Order. (MOU in place)

- a. This work achieves a structured joint agency approach in relation to safeguarding the community following the serving of a Prohibition Notice on behalf of HFRA under the Regulatory Reform (Fire Safety) Order 2005. This joint working keeps those identified as most vulnerable from serious harm from fire safer.

23. Crime Hot Spots. (MOU being developed)

- a. This initiative is being developed where information is shared by Hampshire Constabulary with HFRS regarding areas of known criminal activity. HFRS fire crews ensure high visibility patrols take place; with fire engines, showing a presence in the area after incidents, during community safety activities and training events, and will build upon our Environmental Visual Audit (EVA) work to safeguard areas of Hampshire.

24. Community Safety. (MOU being developed)

- a. **Volunteers** – HFRS and Hampshire Constabulary are currently reviewing the Volunteer model used by the Lancashire Volunteer Partnership as part of the Blue Light Collaboration's long-term aspirations to jointly recruit and manage volunteers. A Public volunteer platform will be discussed with the Office of the Police and Crime Commissioner (OPCC) for review and feedback.
- b. **Children and Young People** – HFRS and Hampshire Constabulary are currently seeking joint opportunities which includes all CYP activities. This includes governance, policies, procedures and peer review. The future goal is to share instructors and resources.
- c. **Community Safety** – HFRS and Hampshire Constabulary have engaged in a job shadowing experience using a Police Community Support Officer and Community Safety Officer to identify areas of synergy. Community Safety management teams will begin sharing an

office at the joint Strategic Police and Fire Headquarters to aid collaboration across the Community safety work, joint messaging and resource management.

- d. **Road Safety** – This joint initiative is in the early stages and will link with Hampshire Road Safety Partnership.

#### SUPPORTING OUR SERVICE PLAN AND PRIORITIES

- 25. This work underpins our Risk Review proposals and fully supports our Service Delivery Priorities as set out in the Service Plan 2015 – 2020, especially with regards building pioneering partnerships.
- 26. This work aligns to the priorities of the Fire and Rescue National Framework document and the duty to keep collaboration with emergency services under review to increase the efficiency and effectiveness of the service they provide.

#### COLLABORATION

- 27. All work within the Blue Light Collaboration Programme is collaborating with our blue light and health partners in the interests of efficiency and effectiveness and to put those collaboration opportunities into practice.

#### RESOURCE IMPLICATIONS

- 28. The HFRA agreed specific funding to develop and lead Blue Light Collaboration in 2017. This has significantly helped to develop the programme in Hampshire.
- 29. Blue Light Collaboration will now form part of normal business under the accountability of the Director of Operations. The resource model and funding for this are being developed by the Director of Operations.

#### LEGAL IMPLICATIONS

- 30. The Policing and Crime Act 2017 introduced a new duty on the Police Forces, Fire and Rescue Services and Ambulance Services to keep collaboration opportunities under review where it is in the interests of their efficiency or effectiveness.
- 31. Section 1, paragraph 1 of The Policing and Crime Act 2017 describes the formation of collaboration agreements, setting out how organisations work together. The Hampshire Blue Light Collaboration programme fulfils this agreement within the executive terms of reference.

#### EQUALITY IMPACT ASSESSMENT

- 32. Each project is subject to an impact assessment. These impact assessments are managed and monitored by the Hampshire Blue Light Collaboration Executive Board.

33. The proposals in this report are considered compatible with the provisions of the equality and human rights legislation.

#### RISK ANALYSIS

34. The risks associated within the Blue Light Collaboration are managed by the Hampshire Blue Light Collaboration Executive Board.

#### CONCLUSION

35. The Hampshire Blue Light Collaboration Programme is well developed and has proved successful in delivering more efficient and effective outcomes for the public of Hampshire.

36. HFRS continue to drive the collaboration work in Hampshire. A programme of projects has been developed and are at various stages of normal business.

37. The Hampshire Blue Light Executive Group comprises of Chief Officers from HFRS, HC and SCAS, whom set strategic direction and manage the risks and opportunities which are presented.

#### RECOMMENDATION

38. That the Hampshire Blue Light Collaboration Programme is noted by Hampshire Fire and Rescue Authority, as delivering better services to the people of Hampshire.

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