

Minutes of the OVERVIEW AND PERFORMANCE COMMITTEE of the BUCKINGHAMSHIRE AND MILTON KEYNES FIRE AUTHORITY held on FRIDAY 11 MARCH 2010 at 10.00 am

Present: Councillor Tallack (Chairman)
Councillors Anson, Busby, Cartwright and Davies

Officers: B Dugdale (Assistant Chief Fire Officer), R Harold (Assistant Chief Fire Officer), S Caul (Area Manager Performance and Planning), G Barry (Business Support Manager), S Gowanlock (Group Manager - Performance and Planning) and S Heap (Democratic Services Manager)

Apology: Councillor Woollard

Also Present: Councillor Rogerson

OP13 MINUTES

RESOLVED –

That the Minutes of the meeting of the Committee held on 15 January 2010 be approved and signed by the Chairman as a correct record.

OP14 INTEGRATED RISK MANAGEMENT PLAN 2009/12 – PERFORMANCE TARGET SETTING FOR 2010/11

Further to Minute OP10 of the Committee’s meeting on 15 January 2010, the Committee considered the draft performance targets for the Integrated Risk Management Plan 2010/11, following consultation on the draft targets with Local Strategic Partnerships, staff, staff representative bodies, the public and the Authority’s Safety Panel. The Committee received the detailed responses to the consultation and in doing so noted that no responses had been received from the public, despite a considerable number of people accessing the information on the Authority’s website.

The Committee noted that a number of the targets had been amended as a result of the consultation, as follows:

Objective	Target No.	Reason for Change and Proposed Change
Safer Homes	1.4 (Amended)	Following the introduction of the new Incident Recording System the Authority, alongside other Fire and Rescue Services in the Authority’s family group, had experienced an apparent fall off in performance against the Fires

Objective	Target No.	Reason for Change and Proposed Change
Safer Homes	1.4 (Amended) (cont)	confined to Room of Origin measure. As it was believed that this was a function of the new system rather than of real reductions in performance on the fire ground the target should be recalibrated to 88%.
Safer Roads	3.1 & 3.2 (Amended)	National targets up to 2020 were still subject to national consultation. The target should be amended to adopt the existing national targets which terminate on 31 December 2010.
Safer Roads	3.3. (Remove)	Increasing the seat belt wearing rate was no longer a priority for the Thames Valley Safer Roads Partnership.
Safer Communities	4.6 (Remove)	The proposed target superseded by new Environment Agency flood warning initiative. Consultations with the Environment Agency ongoing on potential to support this initiative.
Safer Communities	4.8 (Amended)	Target to be refined to focus at output rather than super-output level to enable identification of higher risk areas at neighbourhood level.
Safer in an Emergency	5.1 (Amended)	Change the wording of this target to replace the words "serious injuries" with "major injuries"
Safer in an emergency	5.9 (Remove)	Further work needed to develop a SMART target.

The Committee also noted that officers believed that the new targets were now more challenging as a number of the existing targets had become out of date.

In answer to questions the Committee noted that:

- (a) target 5.6 would need to be revised once the new Rostering for Duty System was introduced;

- (b) a risk reduction strategy had been introduced for sheltered accommodation which included thematic audits and training for residential managers on fire safety issues;
- (c) a fire risk check on a house in multiple occupation counted as one check towards the Target at 1.7, but included each individual room;
- (d) the targets at 3.1 and 3.2 relating to Road Traffic Collisions and persons killed or seriously injured, would be aligned to the national targets as used by the Thames Valley Safer Roads Partnership;
- (e) the existing targets relating to arson were being brought together to form fewer targets and reflect national indicators; and
- (f) with regard to target 4.8, individual Stations had a neighbourhood plan and undertook specific community initiatives which addressed the target.

In reviewing the targets the Committee made the following comments:

- (a) that there should be a breakdown between urban and rural fires; and
- (b) that there should only be one standard at target 5.2 which related to attendance times.

It was reported that Buckinghamshire County Council had established a 'task and finish' group on winter maintenance which, amongst other things, would address how repairs were prioritised. It was suggested that any specific instances which had caused concern to Members could be reported to that Group. It was noted that the Authority would be submitting evidence.

The Committee noted a specific concern of a Member relating to the potential for increased anti-social behaviour on the railway embankment at Loudwater which could lead to arson. Officers undertook to advise the British Transport Police of the concerns and also invite the British Transport Police to join the Thames Valley Arson Forum as it was not currently a partner.

RESOLVED –

That the Executive Committee be recommend to approve the Integrated Risk Management Plan 2009/12 Performance Targets for 2010/11, taking account of this Committee's comments.

OP15

**INTEGRATED RISK MANAGEMENT PLAN ACTION PLAN
2009/12 PERFORMANCE MONITORING – 1 APRIL TO 31
DECEMBER 2009**

The Committee considered a review of the third quarter performance (April to end December 2009) based on the five objectives in the Integrated Risk Management Plan (IRMP) Action Plan 2009/10.

The Committee noted that three of the five objectives; "In Their Homes", "At Work and in Public Places" and "In Communities" were on target at the end of the third quarter. Of the 27 high level targets, 20 (74%) were on target, four (15%) were Amber and three (11%) were Red.

It was reported that:

- (a) there were 289 accidental dwelling fires against a target of 314, a two per cent decrease on 2008/2009. The projected outturn for 2009/10 suggested 30 less accidental dwelling fires against a target of 417;
- (b) the number of injuries arising from accidental dwelling fires continued to be on target, with 14 injuries having been reported against a target of 27 and that officers were encouraged that smoke alarms were now fitted in a large number of the properties attended by crews;
- (c) there had been a decline in performance when it came to confining a fire to the room of origin, however it was believed that this was as a result of the new incident recording system which took into account a greater number of factors;
- (d) the number of non-domestic fires attended was 214 against a target of 263, which it was believed was as a result of better security at empty properties and greater vigilance by partner agencies;
- (e) whilst the overall number of road traffic collisions remained static, when compared to last year, the number of collisions involving the 0 to 16 age group had declined, though the 17 to 24 age group and over-65s had increased with the over-65s experiencing the highest level of increase at 26 per cent;
- (f) rubbish fires, deliberate vehicle fires and deliberate dwelling fires were continuing to decrease as were fires relating to domestic violence;
- (g) the number of malicious false alarms attended continued to decrease as a result of the robust call challenge procedures adopted by the Service;
- (h) attendance at incidents with target had declined slightly when compared to last year, but this was believed to be as a result of the bad weather before Christmas;
- (i) there had been a decline in the availability of wholetime pumping appliances over the period including the Christmas holidays, but this was now exceeding the target; and

- (j) the availability of retained duty appliances had improved as a result of the recent recruitment drive.

The Committee noted that there had been an increase in the over 65 year old age group involved in road traffic collisions and discussed whether this might be as a result of bad weather conditions, whether the road traffic collisions generally involved those persons at the older end of the age group and what measures could be taken to educate drivers in this age group. It was reported that each Fire Station had a Neighbourhood Plan which helped each Station to target areas of specific concern to the locality, which could potentially be driver education for older drivers.

The Committee did however recognise that the age group at major risk of death or serious injury in a road traffic collision remained as the 16 to 24 year olds.

Further to its meeting on 25 November 2009, the Committee received a copy of the Authority's Road Safety Strategy, having already received other information requested at its last meeting.

The Committee also noted that the targets in the Integrated Risk Management Plan 2010/11 related to Road Traffic Collisions and persons killed or seriously injured, would be aligned to the national targets as used by the Thames Valley Safer Roads Partnership;

RESOLVED –

1. That the third quarter performance against the objectives and targets set in the Integrated Risk Management Plan Action Plan 2009/10 be noted and officers requested to report further to the Committee on:
 - (a) a breakdown of road traffic collision statistics involving the over 65 year old age group; and
 - (b) possible driver education / awareness initiatives which could be undertaken for the over 65 year old age group.
2. That the responses to issues raised at the meeting of the Committee on 25 November 2009 be noted.

OP16

DATE OF NEXT MEETING

The Committee noted that the next meeting would be held on 26 May 2010.

THE CHAIRMAN CLOSED THE MEETING AT 11.25 AM