



NOTTINGHAMSHIRE
Fire & Rescue Service
Creating Safer Communities

Nottinghamshire and City of Nottingham
Fire and Rescue Authority
Finance & Resources Committee

OCCUPATIONAL ROAD RISK

Report of the Chief Fire Officer

Date: 11 July 2014

Purpose of Report:

To advise Members of the work being undertaken to address the risks associated with at-work driving.

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1. BACKGROUND

- 1.1 Members of the Finance and Resources Committee requested at the 4 April 2014 meeting that they receive a report on the work being undertaken by the Authority's Road Risk Group.
- 1.2 The Road Risk Group has been convened with varying degrees of regularity over at least ten years. Chairmanship of the group now sits with the Business Risk Manager, who has been tasked by the Director of Finance and Resources with addressing the 'Use of Vehicle on Authority Business' risk on the Corporate Risk Register.
- 1.3 Due to increasing motor insurance costs (both insured and uninsured) and a number of large claims in close proximity to one another, the Business Risk Manager used an insurance tender exercise in 2013 to seek assistance with the management of the Authority's road risk. The successful insurer proposed an independent 'fleet and driver' review and provided a small number of 'risk management days' to help implement the recommendations. The work of the Road Risk Group has been shaped by this independent review.

2. REPORT

- 2.1 Following the independent fleet and driver review, and a visit by the insurers' representative to Service Driving School, the Business Risk Manager prepared a report for Corporate Management Board (CMB), which was considered at their meeting on 19 May 2014. The outcomes of that debate are summarised below:
- 2.2 CMB requested a statistical analysis of accidents in order to establish if and where any changes to the current driver training regime are required. The Business Risk Manager is undertaking this work in conjunction with the Evaluations Officer and will report back to a future CMB meeting.
- 2.3 A business case is to be presented to CMB in respect of the delivery of an on-line presentation by a barrister and part-time judge covering the topic area of emergency services driver's responsibilities. This follows a viewing of the presentation by the Business Risk Manager, Transport Manager and Deputy Transport Manager at a recent Alarm road risk management seminar. The aim of this presentation will be to reinforce a positive organisational culture towards operational driving.
- 2.4 CMB agreed to the development and delivery of a 'Driver and Driving Management' course. The lack of any formal training of this nature for junior and middle managers became apparent during discussions with the insurers' representative. The Business Risk Manager and Training Delivery Manager have had positive discussions on the likely format of such training and advice will be sought from the insurers' representative, driver trainers, service

delivery and the transport department to determine the content of the courses.

- 2.5 Questions were raised in the insurers' representative's review about the robustness of the Service's motor accident investigation. Differing opinions as to the accuracy of this finding were expressed at CMB and the Road Risk Group has been tasked with reviewing the current motor accident investigation arrangements.
- 2.6 An aspect of road risk management that the Service could address immediately is the provision of general driving information covering all types of driving activity (operational, non-operational and private) to all employees, in order to refresh driving knowledge and ensure that any driving activity remains safe and legal. In order to communicate this type of information effectively, CMB gave the go-ahead for a driving 'micro-site' as part of the Service's intranet. The Business Risk Manager will meet with the Head of Corporate Communications and Admin to discuss how this can be delivered, and various stakeholders concerning the content to be delivered.
- 2.7 Overall, the insurer's review has demonstrated that there is no one single significant deficiency in the Service's current approach to work-related driving. Rather, there are a number of small changes that can cumulatively deliver a significant improvement in the risk profile of the Service and, ultimately, a reduction in insured and uninsured losses. The key changes are those covered in paragraphs 2.3, 2.4 and 2.6, which all seek to improve both the organisational culture, and individual attitudes towards driving activity.
- 2.8 The Business Risk Manager is seeking to implement these measures within the next six to nine months in order that they, and their effect, can be reported in the next invitation to tender for motor insurance, which will be written around August 2015 and sent out to the market for an April 2016 renewal.

3. FINANCIAL IMPLICATIONS

Some of the recommendations and work streams emanating from the insurers' report will require modest expenditure. However, it is felt that this expenditure can be largely contained within existing budgets. The exception to this may arise if it is felt necessary to alter the format of the EFAD refresher training. An improvement in the risk profile and claims experience of the Authority has the potential to deliver consistent insurance premium savings and a reduction in the cost of uninsured losses.

4. HUMAN RESOURCES AND LEARNING AND DEVELOPMENT IMPLICATIONS

Learning and Development will be involved in a significant portion of the work outlined above. While most of the work will be containable within existing budgets, if there is a need to significantly alter the format of the EFAD refresher training, this

may have an impact on the workload of Service Driving School and Service Delivery due to the need to commit additional person hours.

5. EQUALITIES IMPLICATIONS

An initial equality impact assessment has been completed and there are no equality implications arising directly from this report.

6. CRIME AND DISORDER IMPLICATIONS

There are no crime and disorder implications arising from this report.

7. LEGAL IMPLICATIONS

The measures outlined in this report reduce the risk of the Service being exposed to civil and/or criminal litigation resulting from at-work motor accidents.

8. RISK MANAGEMENT IMPLICATIONS

The risk arising from the use of vehicle on Authority business is one of the two highest risks on the corporate risk register. The insurers' review has been a significant initial control measure that has allowed for areas of improvement to be identified. Implementation of the recommendations made in the review will help to lower the level of risk to which the authority is exposed. The attention afforded to road risk management by both CMB and Elected Members is also demonstrable of the Authority's risk management process being effectively employed.

9. RECOMMENDATIONS

That Members note the measures being taken to reduce the Authority's exposure to the risks associated with at-work driving

10. BACKGROUND PAPERS FOR INSPECTION (OTHER THAN PUBLISHED DOCUMENTS)

None.

John Buckley
CHIEF FIRE OFFICER