

Item Number	5
Title of Paper	Paper 2 - Fire Standards Development Update
Decision or Information	For decision
Date of Meeting	5 November 2019
Presented by	CPO
Attachments	Appendix A – Draft Fire Standard

Summary

This paper provides the Board with an update on the pilot Fire Standards and requests a decision with regards to Fire Standards classifications.

Recommendations

The Board is asked to:

- note the update on the pilot process; and
- review the information on classification of Fire Standards and confirm it is happy with the approach being proposed.

Decisions Required

The Board is requested to:

- confirm that the CPO should adopt and apply a style guide to achieve consistency and clarity in the Fire Standards and supporting documentation; and
- review the proposed classification system and agree the approach it wishes the CPO to adopt.

Background Information

Pilot Fire Standards

At the previous meeting, the Board agreed to the testing of the Fire Standards development process by way of two pilot Fire Standards.

Emergency Response Driving

The first is Emergency Response Driver Training. This was selected because legislation is due to come into force in 2020 which relates to exemptions for high speed driving for emergency services.

There are defined Codes of Practice that have been developed by the Department for Transport (DfT) which all emergency services must adopt which includes the training of personnel in emergency response driving.

It is understood that the majority of services are already following what has been developed through the NFCC national group and is considered to be good practice.

By creating a Fire Standard in this area, underpinned by a standardised training and competency framework, not only will services achieve compliance with legislation through implementing this Fire Standard, but a more consistent approach to how services train emergency response drivers will be achieved across the country.

The draft Fire Standard is attached as **Appendix A** for information. A full consultation on this Fire Standard, with a supporting competency and training framework, is imminent. Pending the results of the consultation, the intention is to present the final Fire Standard to the Board for approval at its next meeting in early 2020.

Operational Response (National Operational Guidance)

Work has been initiated to develop the Standard that will be underpinned by the suite of National Operational Guidance (NOG).

It is now recognised that the majority of services have either adopted NOG or are in the process of aligning local procedures to it. This has been confirmed by HMICFRS' inspection findings.

There is widespread support for establishing NOG as a national Standard and therefore this will be the second pilot Standard we will be presenting to the Board.

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The consultation on this Standard is planned to start by the end of the year and, pending the results of the consultation, the intention is to present the final Standard to the Board for approval at its next meeting in early 2020.

Identification of Fire Standards and Guidance

At previous Board meetings the subject of how Fire Standards may be identified and distinguished from guidance has been discussed.

An action from the last meeting was to look at how others, specifically the College of Policing (CoP), classify their products.

From the research carried out as part of the Professional Standards Body Project, definitions¹ about the difference between standards and guidance were confirmed to help bring clarity to the purpose of having Fire Standards with stakeholders. These definitions are shown below for information and reference:

Standard

- A required or agreed level of quality and/or attainment
- A moral rule that must be obeyed
- An accepted or approved example of something against which others are judged or measured
- A level of excellence or quality

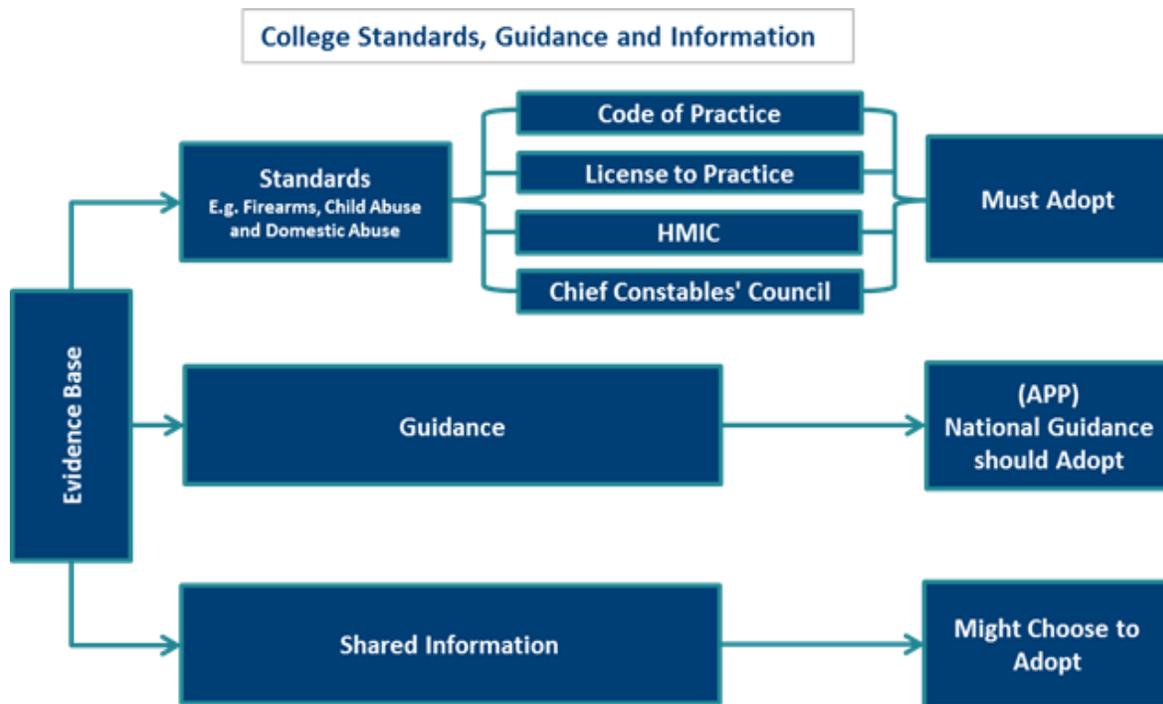
Guidance

- Advice or information aimed at resolving a problem or difficulty, especially as given by someone in authority
- The act or function of guiding; leadership; direction
- Leadership, instruction, or direction
- A document providing official guidelines for implementing a policy

In addition, the previous research established that the CoP has no enforcing powers and is not a regulatory body. Its status in terms of forces adopting or aligning to the Fire Standards they produce parallels that of the Fire Standards Board in that Chief Constables are requested to pay “due regard” to the Fire Standards produced by the CoP.

College of Policing Standards Classification

¹ PSB Project Standards Comparisons Report 2017



The following diagram illustrates the CoP's classification system:

Fire Standards' Style Guide

A Fire Standards' style guide has been established to ensure consistency in both look, language and formatting. Following the guide, and supporting others who work on the development of Fire Standards, will help deliver consistent and quality-assured products for the Board.

The principles within the style guide state that Fire Standards and their supporting documentation should be:

- concise and relevant, and the information presented should be informative, specific and clear
- easily understood by a wide audience who can apply them to their functions
- 'jargon-free' - although inevitably some words and phrases used by the fire and rescue service cannot be avoided

Fire Standards – Levels of Compliance

Must, should or may?

To avoid misunderstanding, Fire Standards and supporting documentation need to provide users with a clear understanding of what must be done, what should be done and what may (or can) be done.

For information, the NOG programme adopted the following classifications for the elements of



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ctly to Fire Standards, there is similarity.

Below is the proposed approach with regards to the requirements for levels of compliance with a Fire Standard. The Board is requested to review and discuss the proposed levels of compliance and agree the approach they wish the CPO to adopt.

Must

These are actions that fire and rescue services are required to meet to achieve a Fire Standard as required by legislation but not limited to that.

Should

These are actions that fire and rescue services are recommended follow to achieve a Fire Standard.

May

These are actions that do not fall into either of the categories above but are considered to be advisable.

Title of Standard	Emergency Response Driving		
Business Area/Capability	Response		
Sponsoring NFCC Committee	NFCC Operations Committee		
Date of approval	TBC	Date of Issue	TBC
Reference Number	TBC	Review Date	TBC
Desired outcomes			
<p>For all employees who drive using blue lights and claim any legal exemptions for a fire and rescue service purpose, to have been trained in a consistent way so that they drive safely, in line with the requirements of their role and in accordance with relevant legislation.</p> <p>For all response driver training instructors to be qualified in accordance with the relevant legislation.</p>			
What is required to meet the standard			
<p>A fire and rescue service must:</p> <ul style="list-style-type: none"> a) Comply with legislation and guidance that applies to emergency response driving <p>A fire and rescue service should:</p> <ul style="list-style-type: none"> a) Adopt and align their emergency response driver training to the <i>NFCC Emergency Response Driver and Instructor Framework</i> b) Adopt and align their emergency response driver instructor training to the <i>NFCC Emergency Response Driver and Instructor Framework</i> c) Ensure that records of driver competency and refresher training are kept and maintained d) Ensure that their driver training provision is periodically independently quality assured e) Ensure that both managers who are responsible for emergency response driving and those working as driving instructors, contribute to the continual improvement of driver training standards by communicating, sharing learning and experiences with the NFCC network of fire and rescue service driving instructors and centres through: <ul style="list-style-type: none"> i. The NFCC Workplace online forum ii. Supporting the national Driver Training Advisory Group (DTAG) through regional structures iii. Attendance at relevant national events and conferences 			

Legal requirements or mandatory duties

- [Road Traffic Regulation Act](#) (specifically Section 87)
- [Road Traffic Act](#)
- [Road Safety Act 2006 - Section 19 *Not yet enacted*](#)
- [The Road Vehicle \(Construction & Use\) Regulations](#)
- [Motorways Traffic \(England & Wales\) Regulations](#)
- [The Traffic Signs Regulations and General Directions](#)
- [High Speed Competency & Training Codes of Practice](#)

Expected benefits of the achieving the Fire Standard

1. Improved road safety for the public and employees evidenced by:
 - a. Reduction in the number of low and high-speed collisions when responding
 - b. Reduction in injuries
2. Defined route to competency by alignment to the framework and improved driver safety
3. Compliance with related legislation, guidance and DfT Codes of Practice which supports:
 - a. Interoperability through collaboration of blue light resources
 - b. Opportunity for intra-service driver training provision
 - c. More efficient transfer of appropriately trained and competent personnel between services

Linked qualifications, accreditations or Fire Standards

National Occupational Standard – FF9

[Consider what other standards this may be linked to – ethics, behaviours, service value. Can only be completed when further Standards are approved]

Guidance and supporting information

- Supporting documents – driver and instructor portfolios ([link to be added on publishing](#))
- Guidance and peer support available via the NFCC Driver Training Advisory Group (DTAG), contact with the group can be made via ([link to be added on publishing](#))