



Human Resources Committee

22 September 2022

Health and Safety Performance

Quarter One 1 April 2022 – 30 June 2022

Report of Health and Safety Manager

1. Purpose of Report

- 1.1. The purpose of this report is to present a summary of the Service's health and safety performance to the end of the first quarter of the 2022/23 reporting period.

2. Background

- 2.1. The Health and Safety Team are positioned and work in Corporate Resources and are responsible for health and safety within County Durham and Darlington Fire and Rescue Service (CDDFRS). The Health and Safety Team's performance is measured through four performance indicators (PI) which are outlined below:

- PI69 number of accidents to personnel
- PI71 number of vehicle accidents classified as CDDFRS driver's fault
- PI73 number of local health and safety investigations incomplete after 28 days
- PI74 number of health and safety investigation actions overdue their specified completion date.

- 2.2 A summary of performance for indicators PI69 and PI71 for the previous five years is outlined below. PI73 and PI74 are monthly indicators introduced in 20/21 and are not designed to be comparable year by year.

	2018/19	2019/20	2020/21	2021/22	2022/23
PI 69 Number of Accidents to Personnel	6	5	3	3	3
PI 71 Number of Vehicle Accidents (CDDFRS Fault)	9	8	5	5	7

Table. 1 Health and safety performance for the previous 5 years

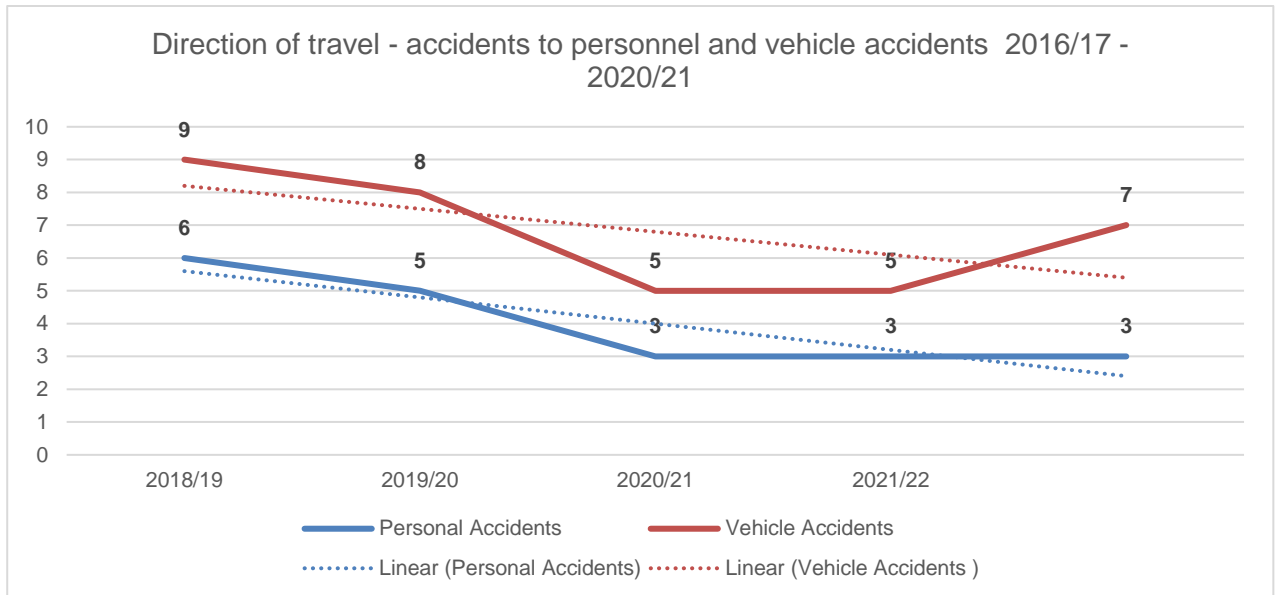


Figure. 1 direction of travel for accidents to personnel and vehicle accidents year end totals 2018/19 – 2022/23.

3. Current Performance

3.1. The current performance year to date (YTD) is as follows:

2022/23	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
PI 69 Number of Accidents to Personnel	-	1	2	-	-	-	-	-	-	-	-	-	-
PI 71 Number of Vehicle Accidents (CDDFRS Driver's Fault)	1	2	4	-	-	-	-	-	-	-	-	-	-
PI 73 Number of local Health and Safety Investigations Incomplete after 28 days	0	0	3	-	-	-	-	-	-	-	-	-	-
PI 74 Number of Health and Safety Actions Overdue Their Specified Date	1	1	0	-	-	-	-	-	-	-	-	-	-

Table. 2. Year to date performance (*note PI73 and PI74 are not cumulative indicators)

PI 69 Number of accidents to personnel

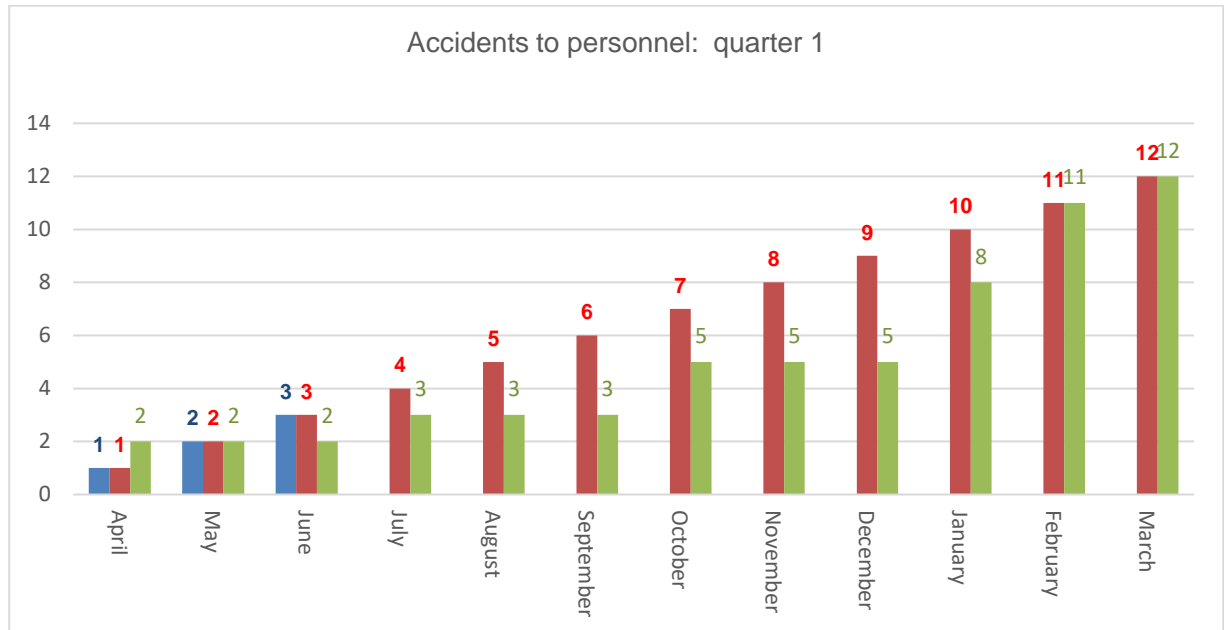


Figure. 2 Number of accidents to personnel (running total) for the current year (blue) and the target (red) previous year (green)

- 3.2. Three accidents to personnel have been reported during the quarter 1 reporting period. This is aligned to the set Service target for accidents to personnel although at this stage of reporting performance is above last year's figures. One of these events was RIDDOR reportable.
- 3.3. These incidents were recorded as:
- Injury to a Firefighter at an operational incident involving a fire outside. They turned their ankle sustaining a lower limb muscular skeletal injury.
 - Injury to a Firefighter operating at Lee House in Peterlee. The firefighters at this incident were working in demanding conditions. The Firefighter sustained a lower limb muscular skeletal injury to the ankle after stumbling whilst descending stairs. This incident is RIDDOR reportable due to the resulting absence period being over 7 days.
 - Injury to a Firefighter operating at Lee House Peterlee. Same detail as above regarding conditions of the working environment at the scene. The Firefighter was involved in moving equipment to the scene of operations. This incident was initially reported post incident as a notification only as the Firefighter experienced no discomfort or pain on scene. Discomfort in the neck region was felt some hours later and subsequently resulted in an absence from work which changed the classification of this incident to a personal accident.

PI 71 Number of vehicle accidents (CDDFRS Driver Fault)

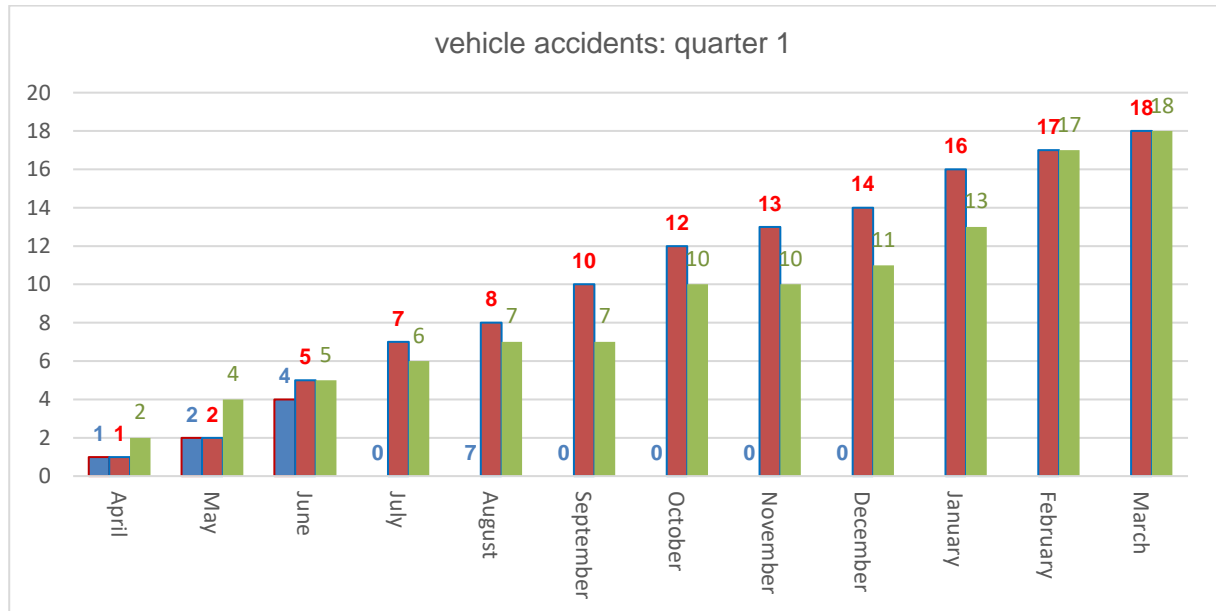


Figure. 3 Number of vehicle accidents (running total) for the current year (blue) and the target (red) Previous year (green).

- 3.4. Seven vehicle accidents have been reported during quarter 1 reporting period. This is below the set target and below last year's total which is a positive reflection on service performance and the proactive joint working between Health and Safety and Driver Training sections. It should be noted that emergency response has seen an increase of 310 fire calls in this quarter compared to the same quarter in 2021.
- 3.5. These incidents were recorded as:
- An appliance made contact with a post at a school entrance gate whilst conducting school visits.
 - The crew were carrying out fire safety audits and were mobilised to an incident. Enroute the appliance made a sharp left turn making contact with street furniture.
 - The appliance made contact with a gate post whilst attending an operational incident. The driver misjudged the tail swing resulting the contact.
 - An appliance was responding to an incident. Whilst enroute to the incident the appliance made contact with a private motor vehicle which was parked at the time.
 - The Crew were conducting a fire safety audit, the approach route was tight and due to overgrown scrub on the approach route the driver's vision was obscured for a period resulting in a nail protruding through a fence panel scrapping the side of the appliance.

- f) Upon arrival at an AFA the vehicle was manoeuvring through a narrow entrance. The vehicles wing mirror struck a wall causing a light scuff to the casing.
- g) A driver has misjudged the entrance to a station and made contact with the entrance card reader causing minor scuff to the vehicle.

3.6. The Health and Safety Team take vehicle accidents seriously and together with the Driver Training Team and FBU Health and Safety Representative look to identify solutions to the evidenced trend that the majority of vehicle incident are slow speed manoeuvring. Current working streams include:

- a) Reintroduction of Driving Standard Panels.
- b) Incident management groups.
- c) Learn Pro reminders for vehicle manoeuvring.

PI 73 investigations incomplete after 28 days

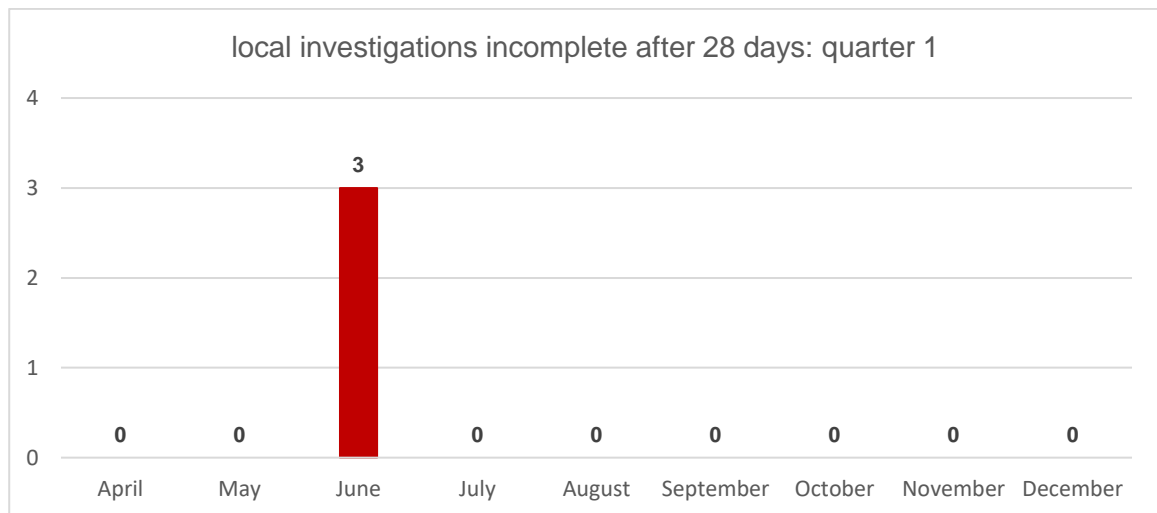


Figure. 4 number of investigations incomplete after 28 days.

- 3.7. A total of 14 investigations have been conducted in this quarter.
- 3.8. The Health and Safety Team support officers in completion of local investigations within the 28 days. Over the reporting period there are a number that have overran completion for various reasons predominantly due to leave and other workloads.

PI 74 Number of health and safety actions overdue their specific date

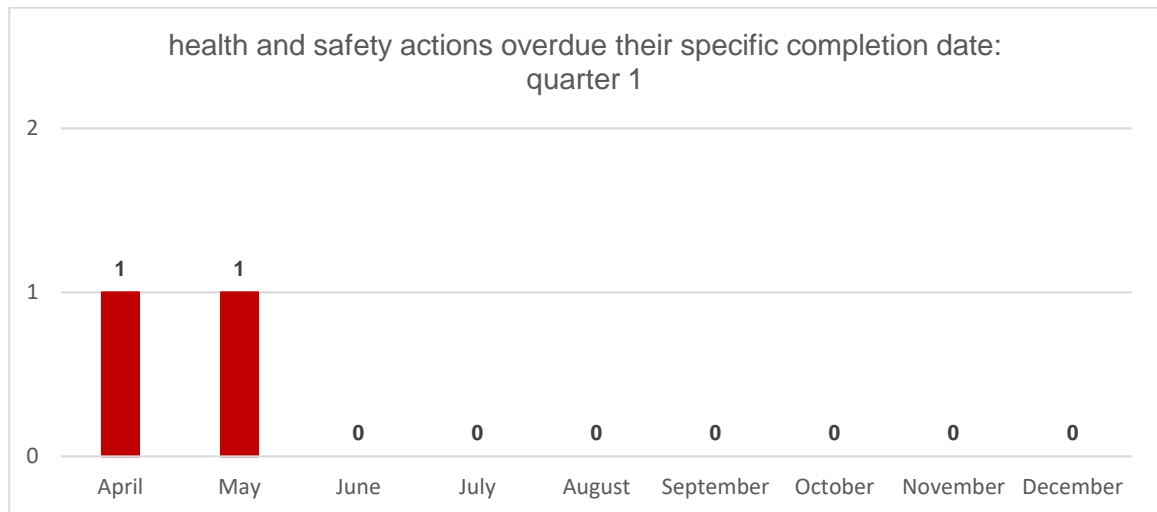


Figure. 5 Health and Safety actions overdue their specific completion date.

- 3.9. There is one action that has gone past the time frame this quarter. The action has been partially complete and from a H&S point of view it is suggested the remedial work carried out may not satisfy the action. This has been communicated with the action owner/s with an amended and agreed suitable time frame for completion set.

Near Misses

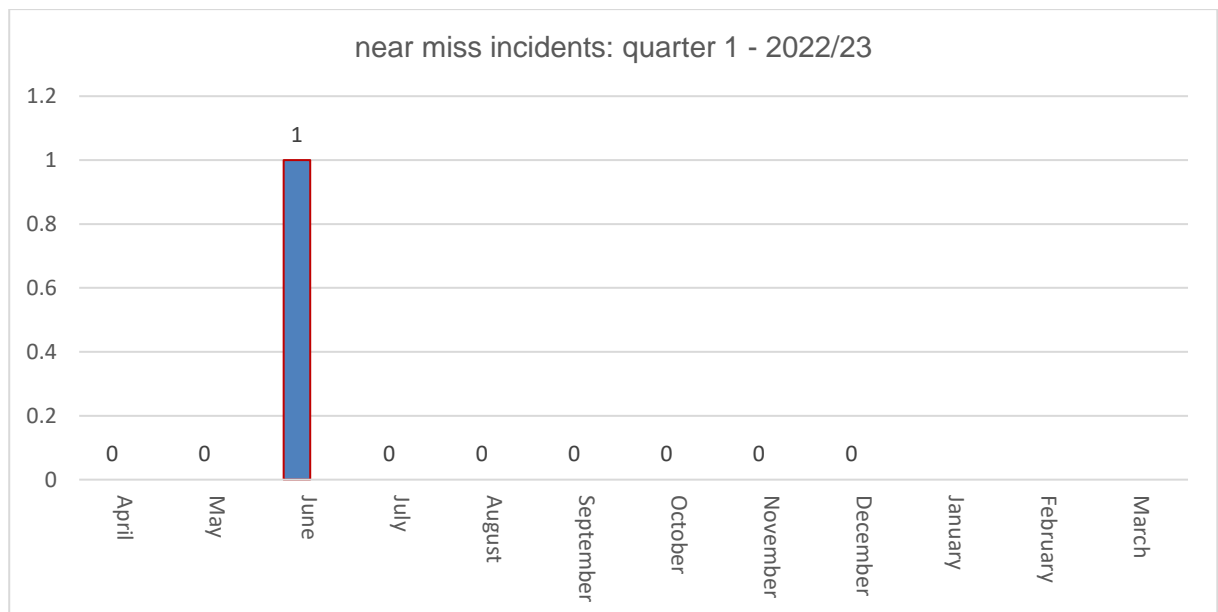


Figure. 6 Cumulative near misses

- 3.10. We had one near miss in Q1. A response service vehicle rolled back into another operational response vehicle, resulting in minimum damage to both vehicles. This occurred following a blue light run and it was suggested that it may have been down to brakes cooling. The vehicle was taken off the run and subsequently went through

several tests by our vehicle mechanics. No faults were found, and the investigation has been closed.

Cause for concern incidents

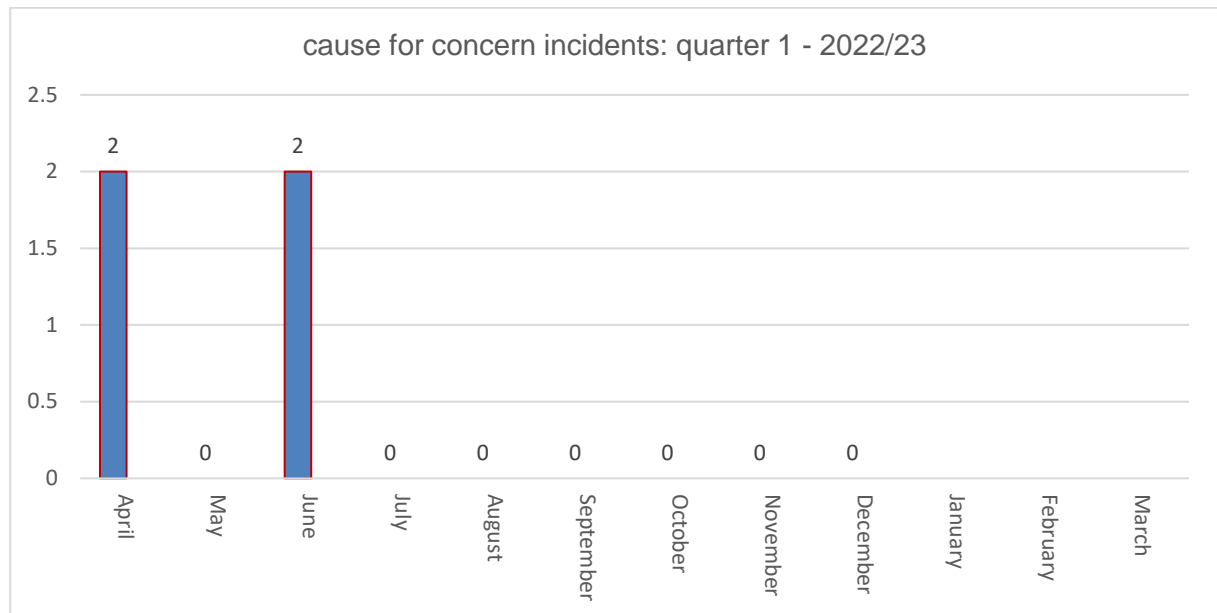


Figure. 7 Cumulative cause for concerns

3.18 There have been four cause for concerns reported in quarter 1:

- a) Cause for concern submitted by IT team regarding a non-reported IT equipment fault identified on station.
- b) Cause for concern submitted by a member of Control reference a leak from a water basin in the toilets, also reporting that the area appeared to be uncleaned and not suitable to use. Estates were informed and the issue was rectified.
- c) Cause for concern following a BA fault. The initial investigating officer requested support from Drager in identifying any problems with the BA set. An investigation has subsequently been conducted by Drager with a detailed report received by the Service.
- d) Concern around crewing and experience within the control room at any point in time. This is currently being investigated.

4. COVID-19 Update

- 4.1. All risk assessments and associated COVID guidance and documentation has been archived following the developments and government stance in reference response and recovery to the pandemic.

5. Contamination Working Group (CWG)

- 5.1 Following the implementation of full process of BA washing throughout the service it is pleasing to note that Service is now self-sufficient in this capability, and arguably well above the curve throughout the sector regarding protecting CDDFRS staff from the effects of contamination. The system is not without its issues in regard to logistics and a 100% adapted procedure. This has been discussed recently amongst the group with a number of joint working ideas planned to further embed this process throughout CDDFRS.
- 5.2 Due to the Service restructure responsibility of the group now sits under Corporate Resources and Health and Safety. This has as expected resulted in a period of flux however the CWG have reconvened and have planned to reignite and re-educate staff of and continue to raise awareness of contaminants through project PROTECT.
- 5.3 The group's overall aim, and objective is to align and evidence how we adhere to the NFCC Contaminants position statement.

6. Summary

- 6.1. The culture within the Service and overall performance comparable to the sector is of a good standard and following early completion of over 95% of our annual proactive visits the general health and safety within CDDFRS will continue to evolve and continuously improve.
- 6.2. Performance in some areas is notably not where we would like to be however new ways of internal team working should assist with monitoring and identifying performance and areas where support is required earlier to prevent underperformance in areas of the team's influence.
- 6.3. The annual health and safety visits are key to employee engagement and raising H&S awareness. The reporting process for adverse events including near misses and cause for concerns demonstrate the proactive attitude our staff have.
- 6.4. The H&S Team have received some excellent feedback from areas across the Service supporting the recently issued "Bump Cards", the new and improved monthly Health and Safety Report, as well as a newly issued Health, Safety and Wellbeing newsletter where the team work with the Health and Fitness advisor and other departments to support initiatives and campaigns in this area.

7. Recommendations

7.1. Members are asked to **note** and **comment** on the contents of this report.