



SERVICE LEADERSHIP TEAM

MAY 2023

HEALTH AND SAFETY REPORT – 2022/23

REPORT OF DIRECTOR OF CORPORATE RESOURCES

1. Purpose of Report

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

2. Background

- 2.1. The Health and Safety team (H&S) work under Corporate Resources and have ownership of four performance indicators (PI), PI 69 Number of Personal Accidents, PI 71 Number of Vehicle Accidents, PI73 – Local investigation not complete in 28 days and PI74 – Actions overdue from specified completion date.
- 2.2. H&S work proactively with all personnel to prevent unwanted incidents occurring. Following any adverse event, H&S quality assure all investigations to ensure that appropriate measures are taken, and investigations are conducted to the appropriate standard.

3. Current Performance

- 3.1. An overview of the 2022/2023 performance for personal and vehicle accidents is as follows:

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
PI69 Number of Personal Accidents	0	1	2	0	1	0	0	1	2	0	1	0	8
PI71 Number of Vehicle Accidents (CDDFRS driver fault)	1	2	4	5	2	0	2	4	1	1	2	1	25

Table 1 number of personal accidents and vehicle accidents month by month for 2022/23.

4. PI 69 Number of Personal Accidents

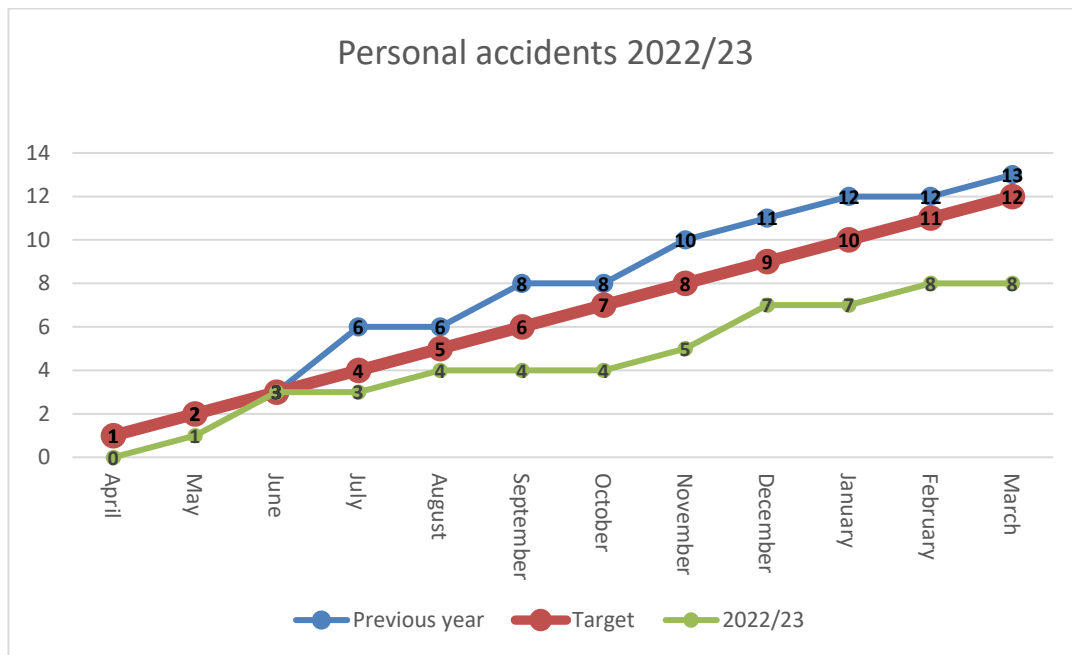


Figure 1 personal accidents running total against the target set by the Service and previous year's performance 2022/23.

- 4.1. This reporting year has seen a decrease in numbers against the set target and previous year.
- 4.2. During the reporting period, two of the personal accidents occurred at the same operational incident. Following investigations, remedial actions have been addressed to minimise these occurrences in the future.
- 4.3. Six accidents were reported as RIDDOR during the year. All of these were for over 7-day absence from work, because of the incident.
- 4.4. Table 2 compares the previous five-year figures.

	2018/19	2019/20	2020/21	2021/22	2022/23
PI69 Number of Personal Accidents	23	17	12	13	8

Table 2 number of personal accidents from 2018/19 – 2022/23

4.5. The Service continuously analyses adverse health and safety incidents to identify and react to any trends which are identified. Personal accidents are categorised in line with the following HSE reporting categories:

Accident causation	Frequency
Cut	0
Musculoskeletal disorders	4
Struck (by or against)	1
Burn	0
Slips, trips and falls	3
Injection / Puncture	0
Exposure to Hazardous Substance	0
Total	8

Table 3 personal accident causation analysis 2022/23

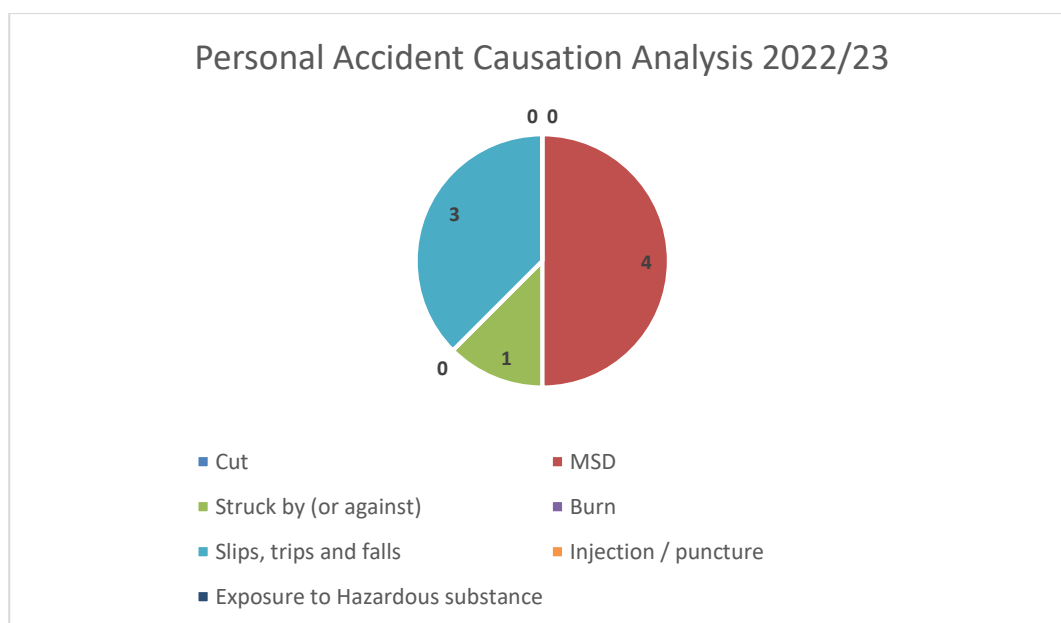


Figure 2 Chart personal accident causation analysis 2022/23.

4.6. The information submitted to the Home Office is broken down into a number of areas outlined below (operational staff only):

	2018/19	2019/20	2020/21	2021/22	2022/23
Operational incidents	3	6	2	2	7
Training	2	3	3	10	0
Routine duties	6	7	3	1	1
Total	11	16	8	13	8

Table 4 personal accidents for the environment of operational incidents, training, and other routine duties from 2018/19 - 2022/23.

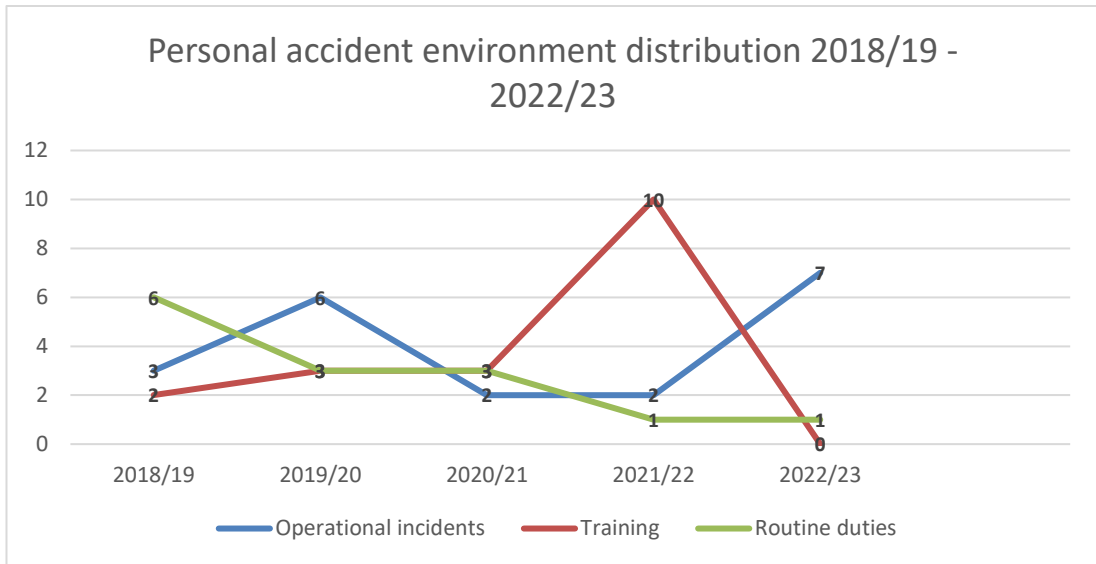


Figure 3 personal accidents for the environment of operational incidents, training, and other routine duties from 2018/19–2022/23.

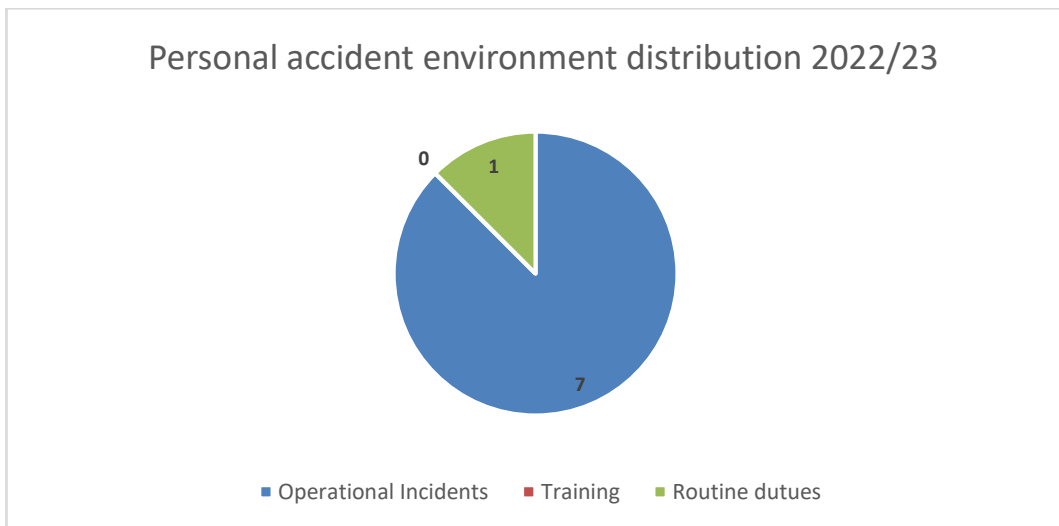


Figure 4 personal accidents for the environment of operational incidents, training, and other routine duties from 2022/23.

5. PI 71 Number of Vehicle Accidents

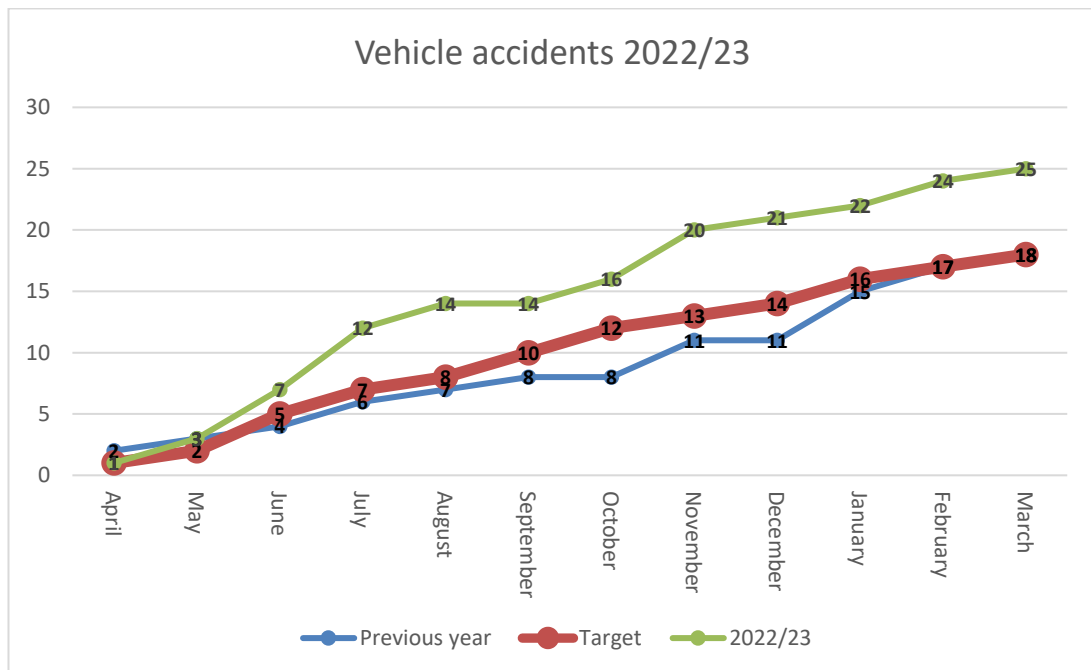


Figure 5 vehicle accidents (CDDFRS driver fault) running total against the target set by the Service and previous year's performance 2022/23.

- 5.1. The Service recorded 25 vehicle accidents during the 2022/23 period that were attributed to CDDFRS driver's fault. In addition, there were also 2 vehicle accidents that were not the CDDFRS driver's fault.
- 5.2. The majority of vehicle accidents remain 'slow speed manoeuvring' causation. H&S continue to explore measures to reduce these figures.
- 5.3. The total of 25 vehicle accidents was against a target of 18. Trajectory over the year remained constant, however there was a significant increase in incidents during the months of June and July which had a detrimental impact on statistics for the remainder of the year.
- 5.4. The rise in vehicle accidents during the months of June and July correlated with a significantly hot summer period, resulting in increased call volume to fires in the open and field fires where accessibility for responding crews and appliances was difficult.
- 5.5. H&S have regular meetings with Driver Training aimed at identifying problematic areas. Reactive and proactive topics such as driving and accessing restricted areas in vehicles has been identified and considered as being foreseeable and as such features as a topic in 22/23 H&S proactive visits.
- 5.6. H&S safety have reviewed and implemented a new procedure for vehicle accident investigation. The new procedure relies on intersection collaboration between H&S and Driver Training ensuring high importance is placed on effective communication with those involved in the vehicle accident, shared learning from the event and a commitment to continuous improvement.
- 5.7. H&S Team have introduced and developed a Vehicle Incident Group which focuses on any issues that are associated with vehicles and that may or could impact on service

performance, either negatively or positively. The group is Chaired by the H&S team and has representation from relevant sections ie; Driver Training, Assests (Workshops) and emergency response. The group focuses on horizon scanning and identifying areas for potential improvement.

5.8. Table 5 shows the year-on-year figures for vehicle accidents (CDDFRS driver's fault).

Table 5 number of vehicle accidents from 2018/19 – 2022/23

	2018/19	2019/20	2020/21	2021/22	2022/23
PI71 Number of Vehicle Accidents (CDDFRS driver's fault)	26	21	18	18	25

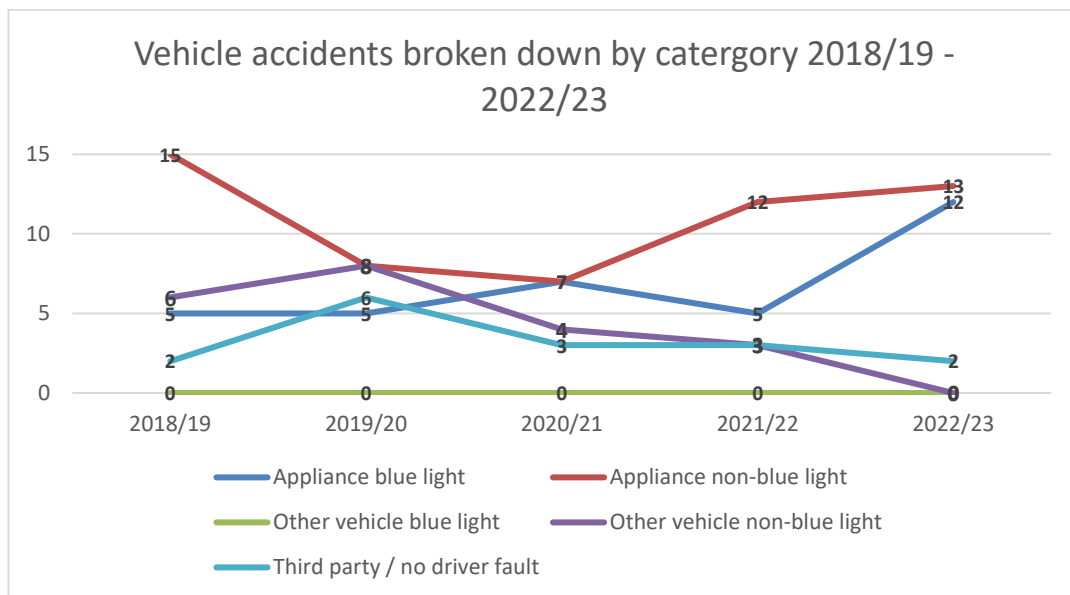


Figure 6 vehicle accidents broken down by Home Office reporting category 2022/23.

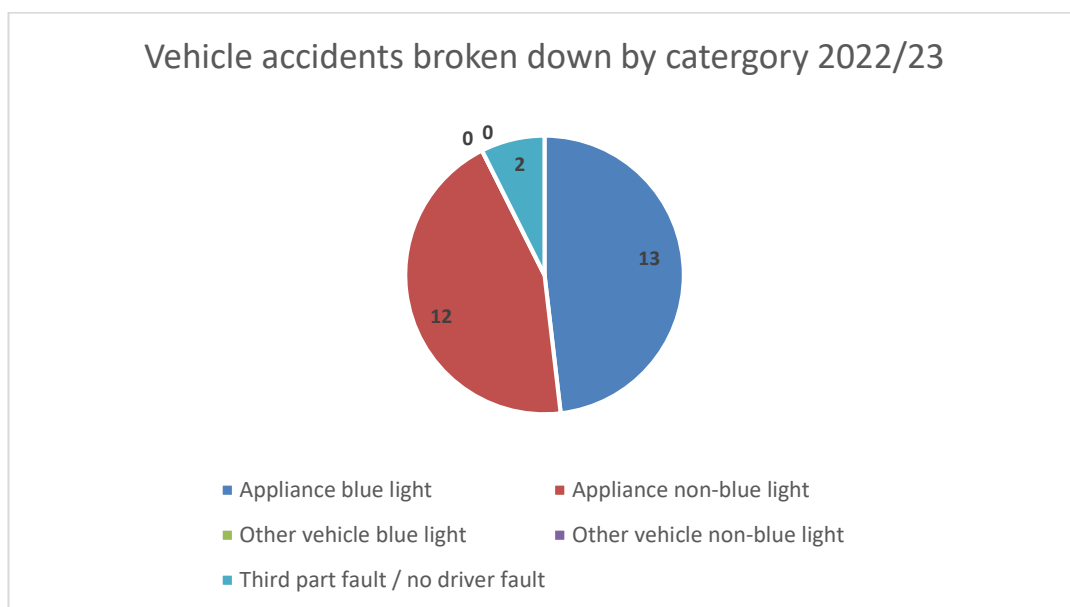


Figure 7 vehicle accidents broken down by Home Office reporting category 2022/23

6. Investigations incomplete after 28 days and actions overdue their specified completion date

6.1. An overview of the 2022/23 performance for these two indicators is as follows:

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
PI73 – Accident investigations not completed in 28 days	0	0	3	3	2	1	0	0	1	0	0	0
PI74 – Actions overdue their specified completion date	1	1	0	0	0	2	0	0	1	0	0	0

Table 7 PI73 and PI74 month by month for 2021/22.

- 6.2. These indicators are not cumulative and the numbers in the table are a count at the end of each month for current health and safety accident investigations and actions from previous investigations. The target for each month is zero for both indicators.
- 6.3. The indicators show a good performance across the majority of reporting months with notable improvement in performance post July. H&S are proactive in management of investigations and aim to provide timely reminders to investigation owners in regard to the completion dates for both investigations and subsequent investigation actions.
- 6.4. H&S conduct quality assurance of investigations. Occasionally investigations require further information and/or evidence and as such H&S will reopen these investigations. This can impact our performance and can add rationale and reasoning to the above statistics.
- 6.5. H&S are also considerate to external factors that may prevent an investigation being completed on time. Factors such as sickness of key witnesses can delay investigations. Each case is considered independently and are actioned according to the level of risk associated.
- 6.6. H&S offer support to action owners, requesting regular updates and ensuring the that any external influences on completion deadlines are noted. OSHENS generates a notification to all action owners upon allocation. Further notifications are sent to the owner one month prior to the set completion date and every day once the action is overdue.
- 6.7. H&S have increased the number of investigating officers over this period. Those identified during IOSH training to have the right skill set, temperament and ability to carry out investigations have been trained accordingly.

7. Cause for Concern, Near Misses and Notifications

- 7.1. The reporting of Cause for Concern, Near Misses and Notifications is encouraged as part of a positive health and safety culture.
- 7.2. A total of 77 Cause for Concern, Near Misses and Notifications were submitted this reporting year. Table 8 and figure 8 below, shows a comparison against previous years.

	2018/19	2019/20	2020/21	2021/22	2022/23
Cause for Concern	25	25	17	16	19
Near Miss	4	7	9	11	7
Notification	50	61	42	58	51

Table 8 Cause for Concerns, Near Misses and Notifications 2018/19 - 2022/23

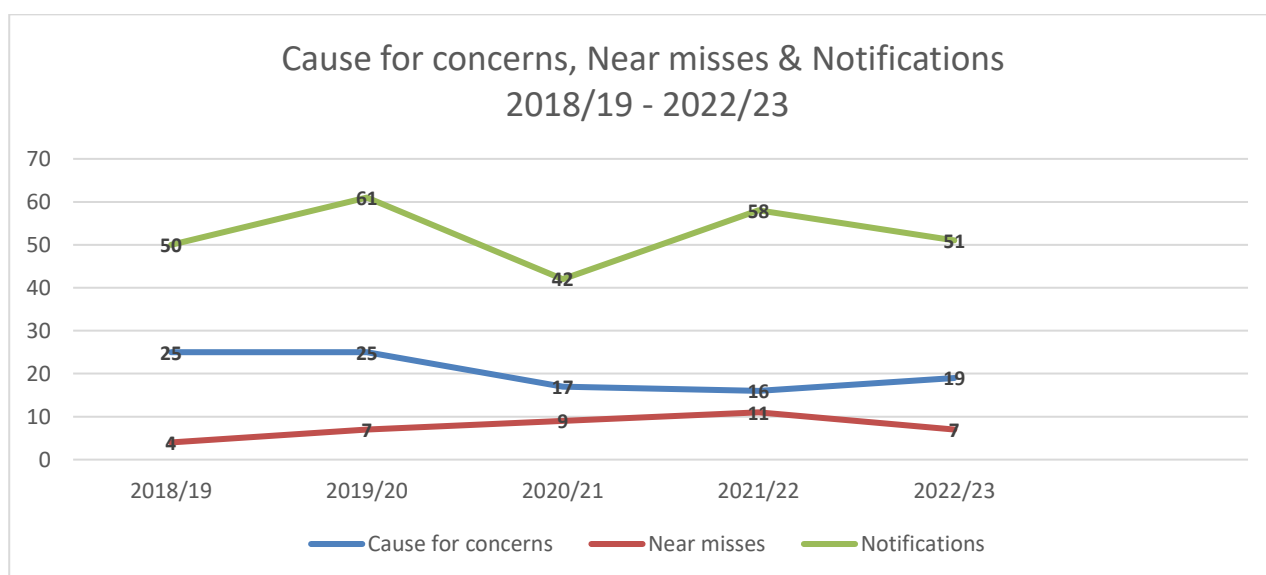


Figure 8 Cause for concerns, Near misses and Notifications 2018/19 - 2022/23

- 7.3. Reporting of near misses and cause for concerns remains fairly static. During this year's proactive health and safety visits the reporting of the above occurrences will be commended along with enforcing the correct reasoning and type of reporting.

8. The National Picture

- 8.1. The Home Office reports nationally on FRS statistics for operational adverse health and safety incidents. This allows us to compare performance against other FRS's.
- 8.2. The Home Office categorise all FRS in England as either 'predominantly rural,' 'predominantly urban' or 'significantly rural.' CDDFRS is classed as 'predominantly rural' alongside another 13 FRS.
- 8.3. A comparison of CDDFRS 2022/23 performance (operational figures only) against the most recent information available ([fire statistics](#)) for other FRS in England that have been categorised as 'predominantly rural' is outlined below

a) Vehicle Accidents:

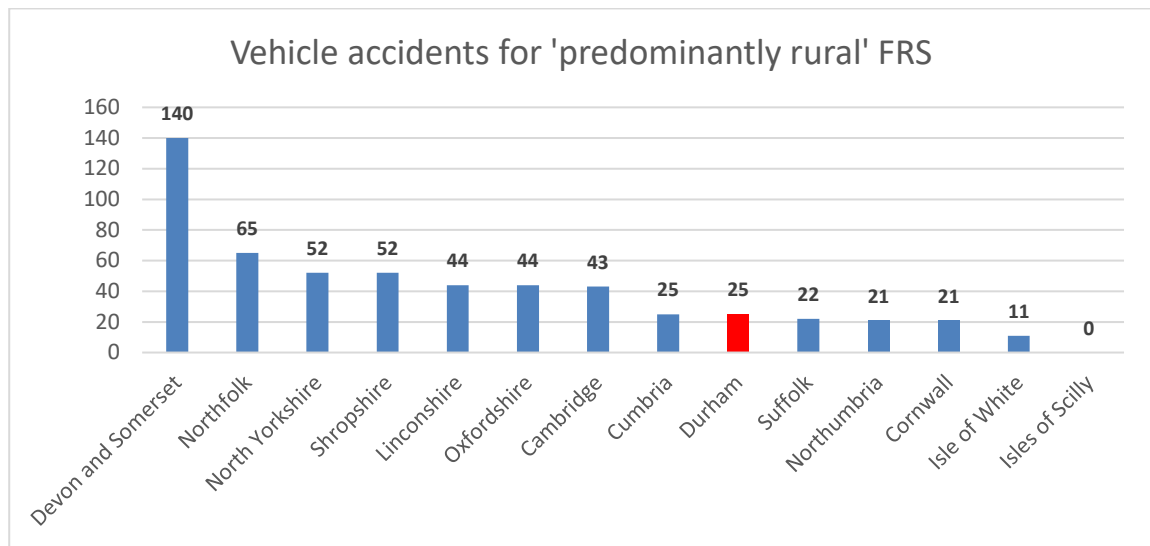


Figure 9 vehicle accidents for the FRS classified as predominantly rural recorded during the 2019/20 reporting period against CDDFRS 2022/23 performance.

b) Personal accidents:

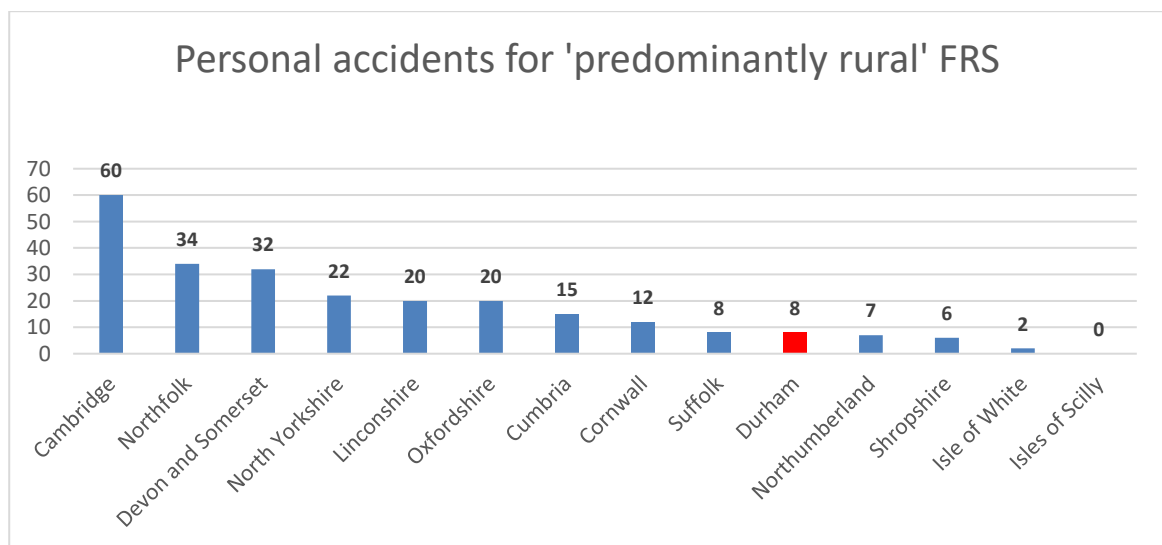


Figure 10 personal accidents for the FRS (Operational staff only) classified as predominantly rural recorded during the 2019/20 reporting period against CDDFRS 2022/23 performance.

8.4. The Service continues to represent the region at the NFCC Health and Safety Group, relaying all relevant information to the Regional Health and Safety Group, working collaboratively on several work streams to include:

- Contaminant's initiatives and positive sharing of policy/procedure and best practice
- Internal auditing of Health and Safety principles in neighbouring services and alignment to industry standards (HSG 65)

9. Summary

- 9.1. Personal accidents have decreased for this reporting year. Cause for Concerns and Near Miss' are broadly similar to previous periods. A large increase in vehicle accidents have been reported, predominantly from a spike within the summer months. Work is underway to prevent such an occurrence in 2023/24.
- 9.2. Overall performance regarding Health and Safety continues to be of a good standard. This is evidenced through considering the current available National data.
- 9.3. H&S continue to work in line with and work toward strategy. A focus on improving H&S culture remains a focus along with embedding an audit system/process, investigation training, H&S training at various levels, further decontamination development via the Contaminant Working Group and investigation opportunities to improve overall performance (PI's).
- 9.4. For 2023/24 our performance indicators remain as:
 - Total Number of personal accidents.
 - Number of vehicle accidents classified as CDDFRS driver's fault;
 - Number of local health and safety investigations incomplete after 28 days;
 - Number of health and safety investigation actions overdue their specified completion date.
- 9.5. Targets are based on a calculated average of last 5 years performance with a deduction of 5%.
- 9.6. There have been six RIDDOR reported incidents in 2022/23, all of which were due to over seven-day absences.
- 9.7. Contaminants Working Group have carried out an evaluation of the BA wash Facility and Decontamination Process. This evaluation has provided the group with tangible data to identify areas for improvement and areas of good practice.
- 9.8. The CWG have developed a 3-year workplan aligned to the current NFCC position statement regarding fire fighter decontamination. Areas for consideration include:
 - Estates improvement
 - PPE and cleaning arrangements
 - Culture awareness and change
 - Vehicles and fleet
 - Communications
 - Training

10. Recommendations

- 10.1. SLT members are requested to:
 - a) Consider and comment on the content of this report.
 - b) Continue to support a positive health and safety culture in CDDFRS.