



Human Resources Committee

5 September 2023

Health and Safety Performance

Quarter One 1 April 2023 – 30 June 2023

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 2023/24 reporting period.

2. Background

- 2.1. The Health and Safety Team are positioned and work in Emergency Response 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 quarter one 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.

	2019/20	2020/21	2021/22	2022/23	2023/24
PI 69 Number of Accidents to Personnel	5	3	3	3	1
PI 71 Number of Vehicle Accidents (CDDFRS Fault)	8	5	5	7	6

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

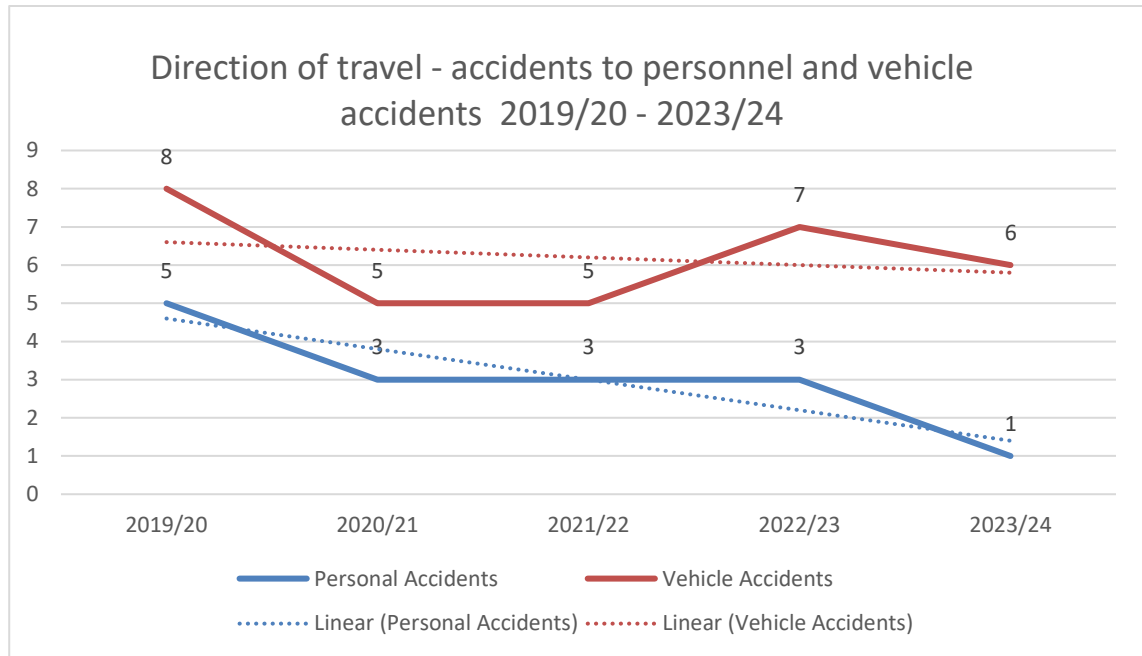


Figure. 1 Direction of travel for accidents to personnel and vehicle accidents 1st quarter totals 2019/20 – 2023/24

3. Current Performance

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

2023/24	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
PI 69 Number of Accidents to Personnel	0	1	0	-	-	-	-	-	-	-	-	-	-
PI 71 Number of Vehicle Accidents (CDDFRS Driver's Fault)	0	4	2	-	-	-	-	-	-	-	-	-	-
PI 73 Number of local Health and Safety Investigations Incomplete after 28 days	0	0	2	-	-	-	-	-	-	-	-	-	-
PI 74 Number of Health and Safety Actions Overdue Their Specified Date	2	1	0	-	-	-	-	-	-	-	-	-	-

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

PI 69 Number of accidents to personnel

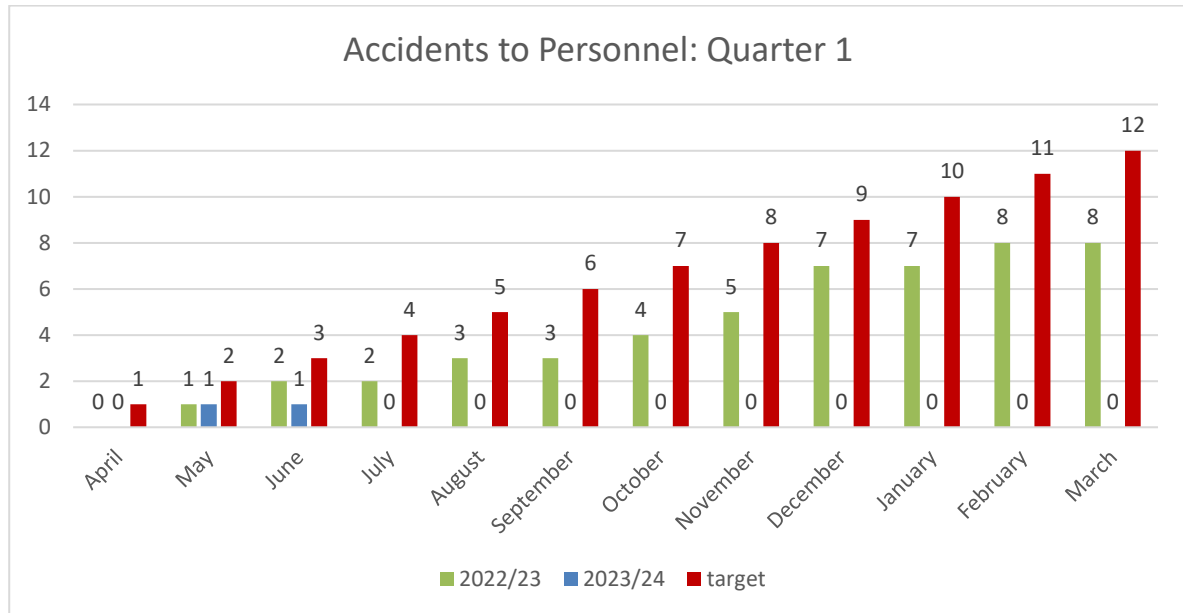


Figure. 2 Number of accidents to personnel (running total) for the current year (blue) and the target (red) previous year (green)

- 3.2. One accident to personnel has been reported during the quarter one reporting period. This is aligned to the set Service target for accidents to personnel and at this stage of reporting performance is below last year's figures. This event was RIDDOR reportable.
- 3.3. This incident was recorded as:
- a) Injury to a Firefighter at an operational incident involving a fire outside. They turned their ankle sustaining a lower limb muscular skeletal injury and were absent for over 7 days which resulted in the RIDDOR report.

PI 71 Number of vehicle accidents (CDDFRS Driver Fault)

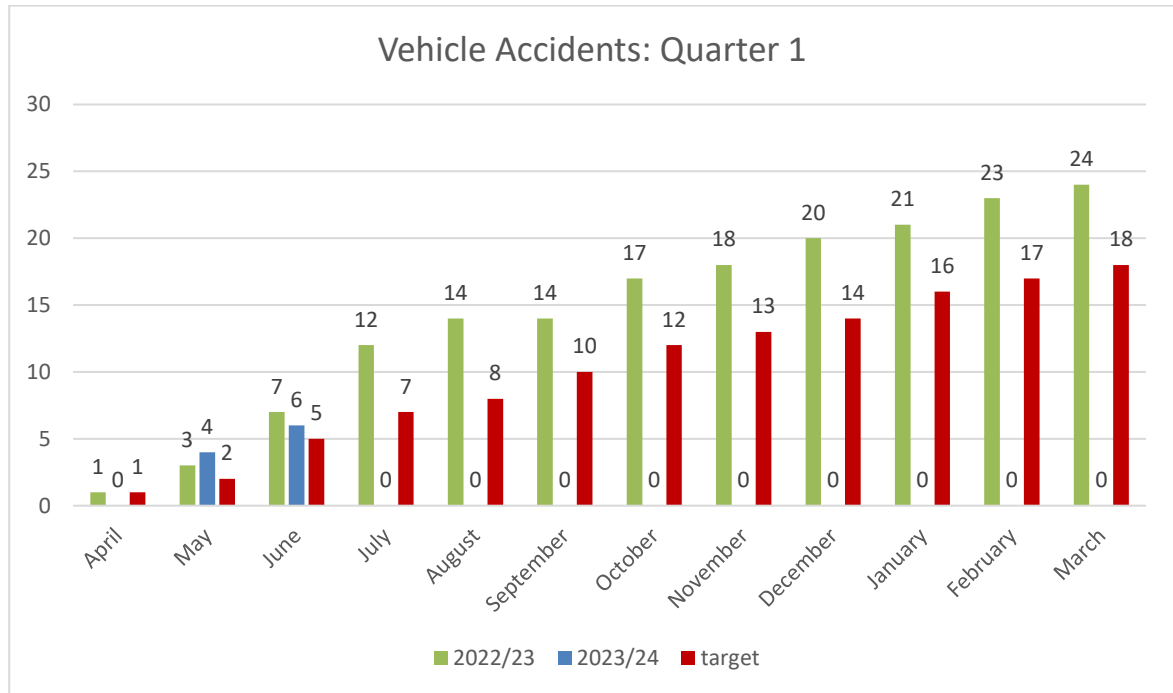


Figure. 3 Number of vehicle accidents (running total) for the current year (blue) and the target (red) previous year (green)

- 3.4. Six vehicle accidents have been reported during the quarter one reporting period. This is one above the set target but one below last year's target, as a result there is ongoing proactive joint working between Health and Safety and Driver Training sections to try and positively impact performance in this area.
- 3.5. These incidents were recorded as:
- Two appliances made contact with a post leaving an incident.
 - The appliance at Wheatley Hill was damaged parking near scaffold as the station was undergoing repairs.
 - Two appliances made contact with a gate whilst attending an operational incident. In one the driver misjudged the tail swing resulting in the contact and the second scraped the rear locker whilst driving through the gate.
 - A TRV reversed into a post in a station yard, it had parked under the canopy and the driver could not see the post in their mirrors.

3.6. The Health and Safety Team take vehicle accidents seriously and together with the Driver Training Team and Fire Brigades Union (FBU) Health and Safety Representative look to identify solutions to the evidenced trend that the majority of vehicle incidents are whilst conducting slow speed manoeuvres. 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

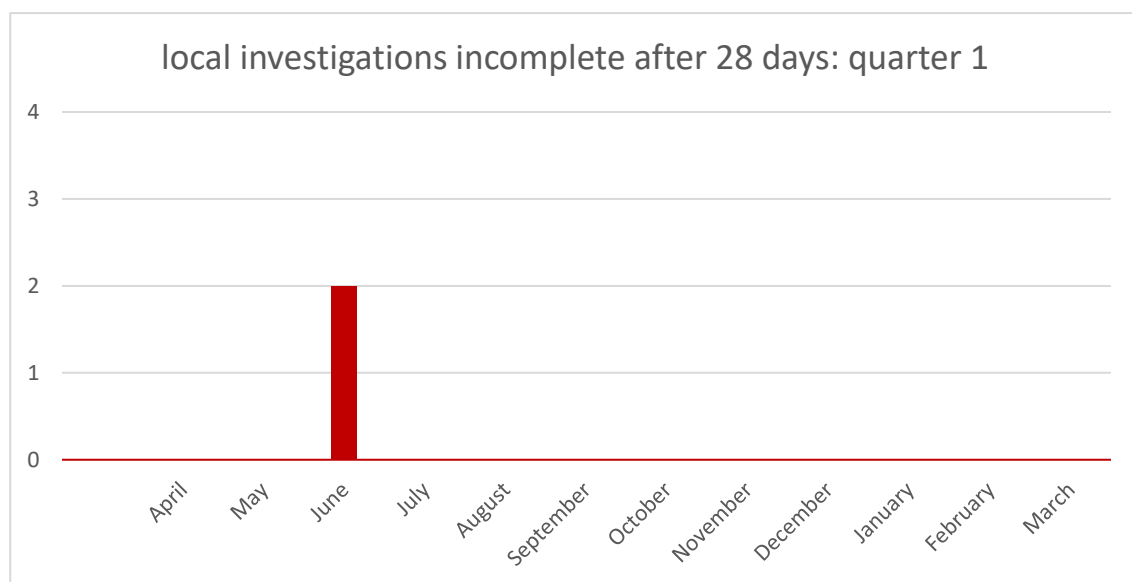


Figure. 4 Number of investigations incomplete after 28 days

- 3.7. A total of 10 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 the two that had overrun the expected completion timeframe was predominantly due to leave and other workloads.

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

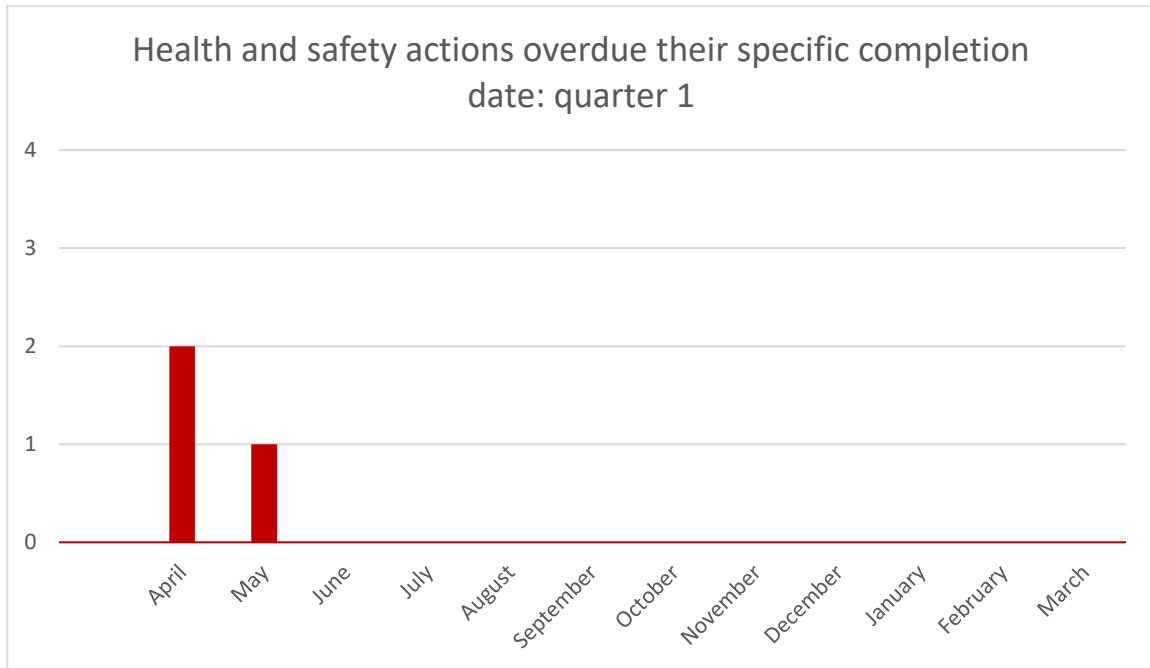


Figure. 5 Health and Safety actions overdue their specific completion date

- 3.9. There were no outstanding actions remaining at the end of the quarter. The graph shows there were two historical actions outstanding, relating to an investigation in the previous reporting year. The actions involved the reconfiguration of the female changing area at Peterlee to create further space and injury prevention information being published on the Service's intranet.

Near Misses

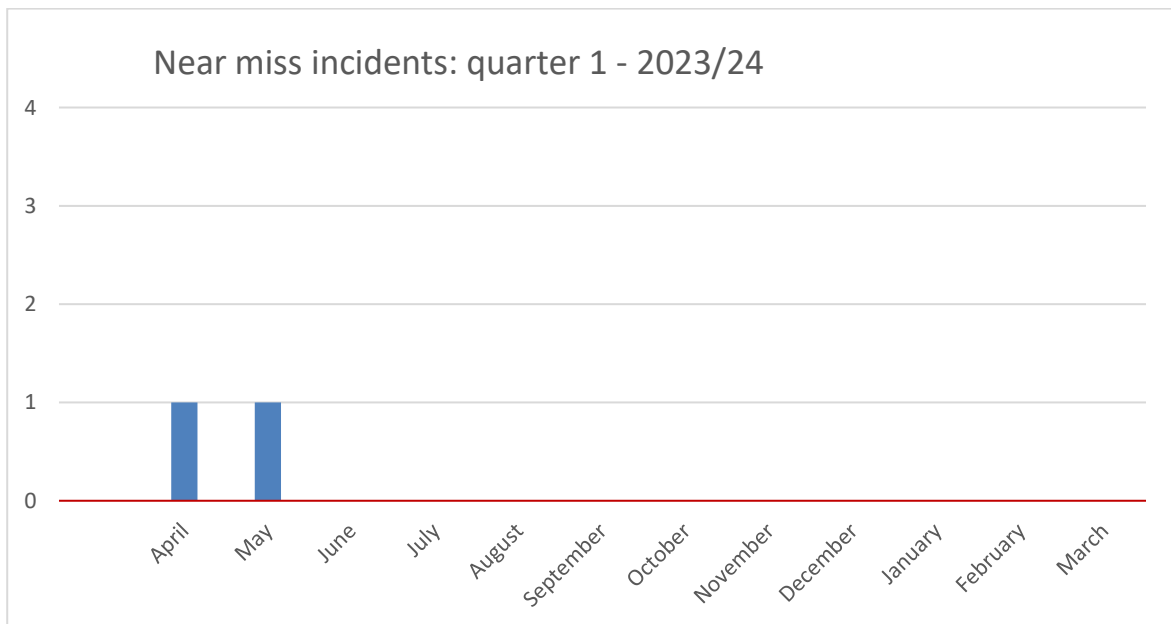


Figure. 6 Cumulative near misses

3.10. We had two near miss incidents in quarter one.

- a) An appliance reported that youths dressed in black with hoods up had set a trap and tried to lead them into the woods, police were requested, and the youths dispersed.
- b) Breathing Apparatus (BA) set failure in a live training exercise which was RIDDOR reportable. There were no injuries to personnel, the BA set was impounded and sent to Draeger for inspection with no defects found.

Cause for concern incidents

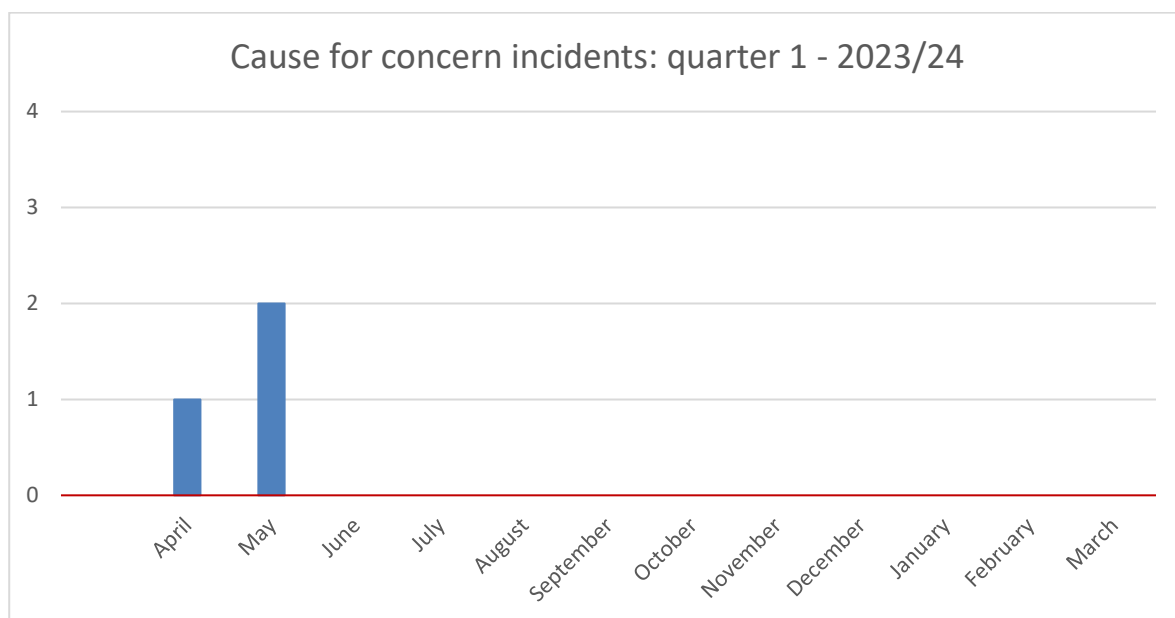


Figure. 7 Cumulative cause for concerns

3.11 There have been three cause for concerns reported in quarter one:

- a) Cause for concern submitted by Spennymoor regarding safe working at height training anchor points being loose. This was investigated by the Health and Safety Team, and as this was identified before training had commenced, this was recorded as a station defect and reported to and rectified by Robertsons as a PFI station.
- b) Cause for concern submitted by a Watch Manager who attended an incident as a relief crew and noticed that the commercial electricity supply had not been isolated and there were BA teams working near electric cables. An investigation was completed, and areas of note will be discussed during the debrief with identified organisational learning shared across the wider Service.
- c) Cause for concern following external water training, where the water helmet detached from its internal fastenings whilst in the water. This was followed up with the supplier who investigated and supplied alternate internal fittings.

4. Summary

- 4.1. The culture within the Service and overall performance comparable to the sector is of a good standard and with our annual proactive visits the general health and safety within CDDFRS will continue to evolve and continuously improve.
- 4.2. Performance in some areas is notably not where we would like it 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.
- 4.3. The annual health and safety visits are key to employee engagement and raising health and safety awareness. The reporting process for adverse events including near misses and cause for concerns demonstrate the proactive attitude of our staff.

5. Recommendations

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