



Human Resources Committee

21 November 2023

Health and Safety Performance

Quarter Two 1 April 2023 – 30 September 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 second 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 two 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	16	14	13	9	2
PI 71 Number of Vehicle Accidents (CDDFRS Fault)	21	18	18	24	12

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

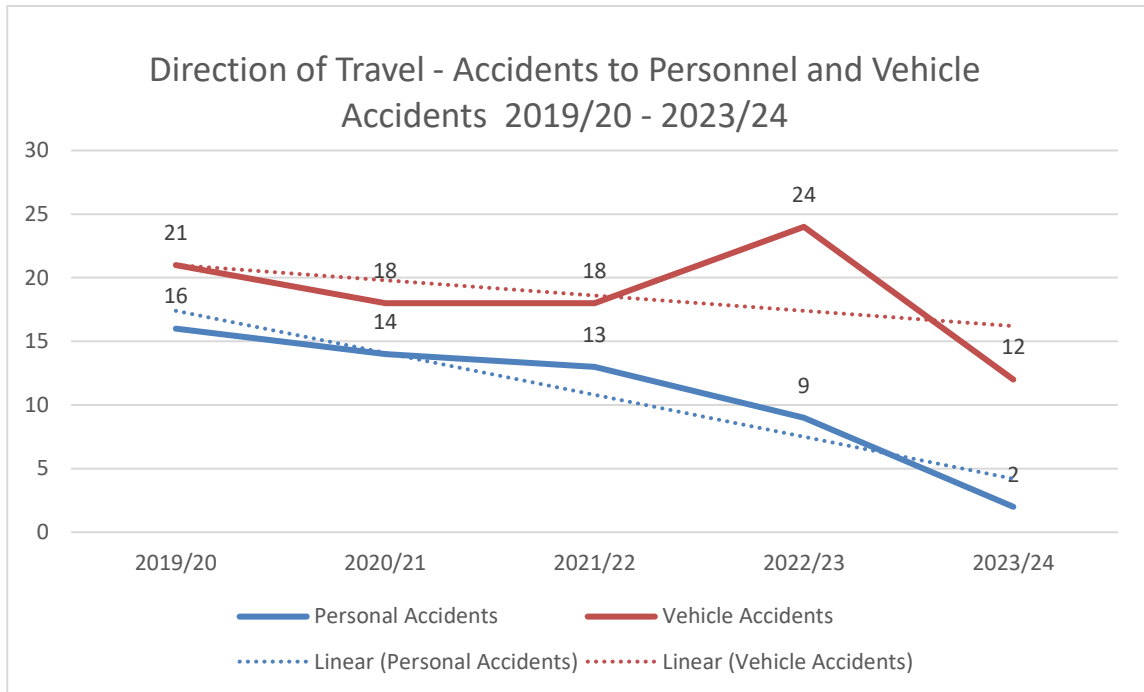


Figure. 1 Direction of travel for accidents to personnel and vehicle accidents 2nd quarter totals 2019/20 – 2023/24.

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	0	1	0	-	-	-	-	-	-	-
PI 71 Number of Vehicle Accidents (CDDFRS Driver's Fault)	0	4	2	0	3	3	-	-	-	-	-	-	-
PI 73 Number of local Health and Safety Investigations Incomplete after 28 days	0	0	2	0	0	0	-	-	-	-	-	-	-
PI 74 Number of Health and Safety Actions Overdue Their Specified Date	2	1	0	0	0	0	-	-	-	-	-	-	-

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

PI 69 Number of Accidents to Personnel

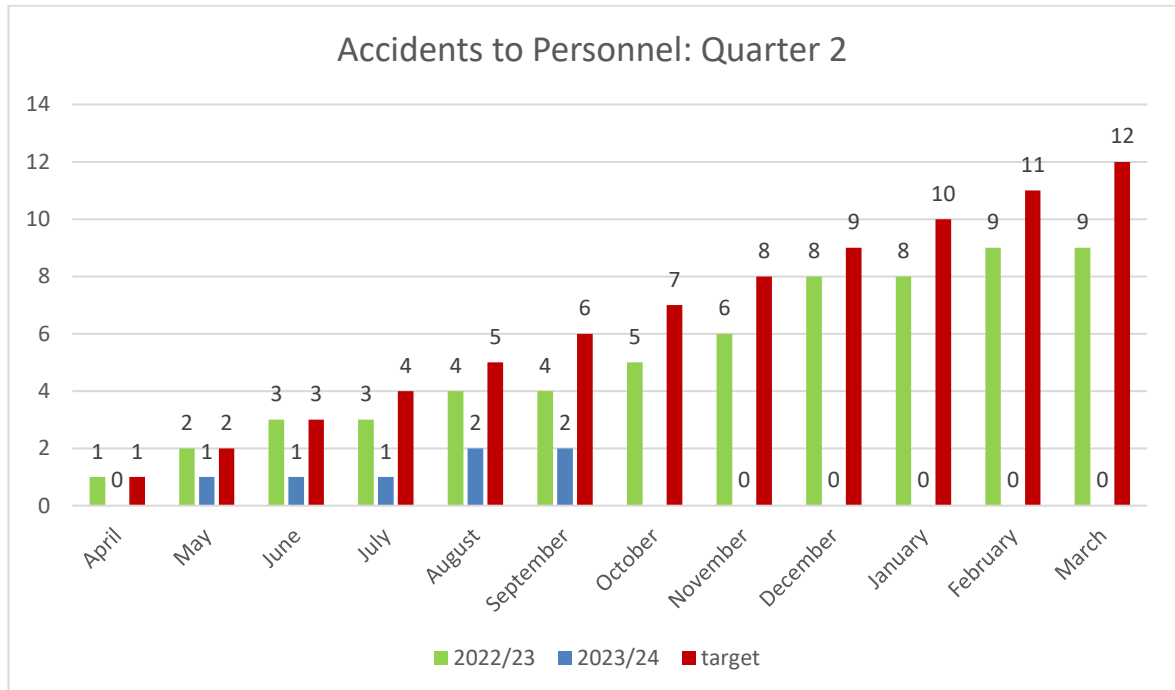


Figure. 2 Number of accidents to personnel (running total) for the current year (blue) and the target (red) previous year (green)

- 3.2. One accident to personnel has been reported during the quarter two 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.
- 3.3. This incident was recorded as:
- a) Injury to a corporate member of the training team, this was a finger being caught in the retractable seating when housing, causing minor injury, ice pack was used to reduce swelling, no time off work.

As a result, detailed instructions on how to use the seating have been produced with laminated copies kept in the lecture room and all staff responsible for its use have been trained on the new procedure.

PI 71 Number of Vehicle Accidents (CDDFRS Driver Fault)

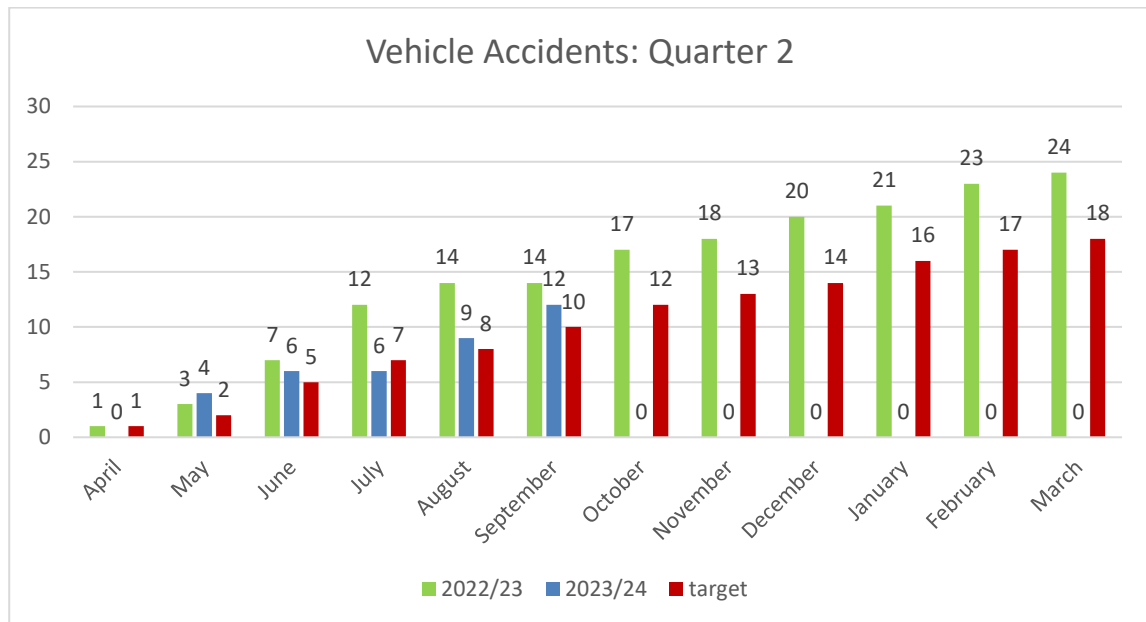


Figure. 3 Number of vehicle accidents (running total) for the current year (blue) and the target (red) previous year (green).

- 3.4. Six vehicle accidents have been reported during the quarter two reporting period. This is the set target but five below last year's total for quarter two, as a result there is ongoing proactive joint working between Health and Safety and Driver Training sections.
- 3.5. These incidents were recorded as:
- The rear corner of an appliance made contact with a wall turning into an entrance whilst responding to an incident.
 - An appliance caused minor damage to a 3rd party vehicle while responding to a persons reported trapped house fire at night, it was a narrow street and cars were double parked.
 - A crew noticed minor damage to a rear light fitting when cleaning at the end of a shift. The driver admitted that it could have been there at the start of the shift as the lights were checked by another crew member whilst they operated the controls in the cab. This raised questions as to when or how this damage had occurred and may had been there for some time. Crews were reminded of the importance of vigilance when checking vehicles as if noticed earlier it could have been crucial to identifying the cause.
 - While carrying out an appliance change over the driver misjudged the tail swing resulting in contact with the appliance room door and rear locker whilst driving through the appliance room.

- e) An appliance made contact with a protruding hinge on a 3rd party vehicle whilst attending an operational incident, this was at night in a street with double parked cars.
- f) An appliance attending a home fire safety visit was dragged off the side of the road on to the embankment when a section of the carriageway crumbled due to earlier heavy rainfall. No injuries to the crew and the appliance needed to be recovered.

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 incidents 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 Local Investigations Incomplete after 28 days

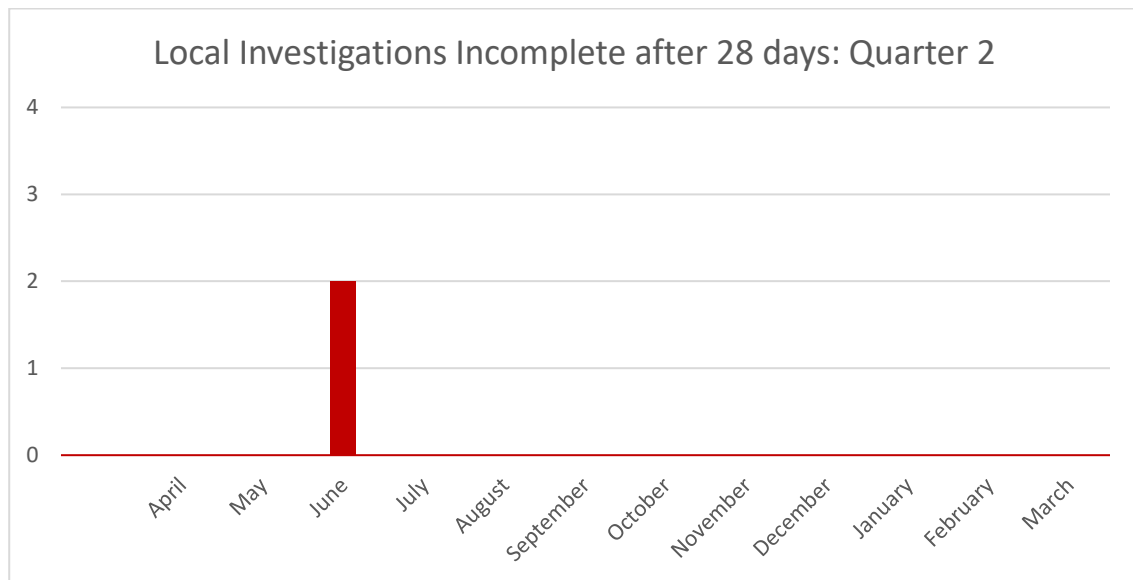


Figure. 4 Number of investigations incomplete after 28 days.

3.7. A total of 25 investigations have been carried out during this reporting year to date. 15 investigations have been conducted in this quarter.

- Q1 - 10
- Q2 - 15

3.8. The Health and Safety Team support officers in completion of local investigations within the 28 days, and as a result of this all investigations in quarter two were completed within the agreed timeframe.

PI 74 Number of Health and Safety Actions Overdue their Specific Date

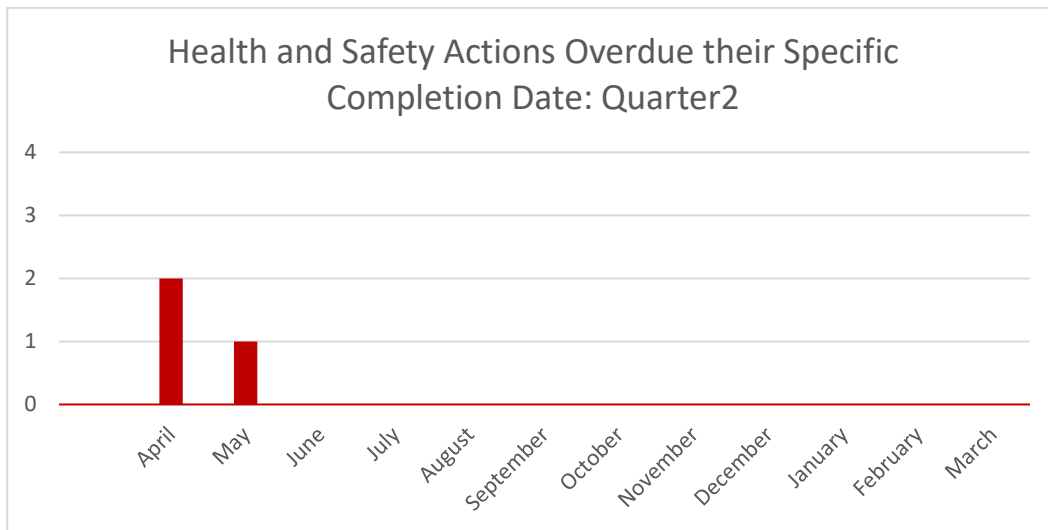


Figure. 5 Health and Safety actions overdue their specific completion date.

3.9. There are no outstanding actions at the end of the quarter.

Near Misses Incidents: Quarter 2

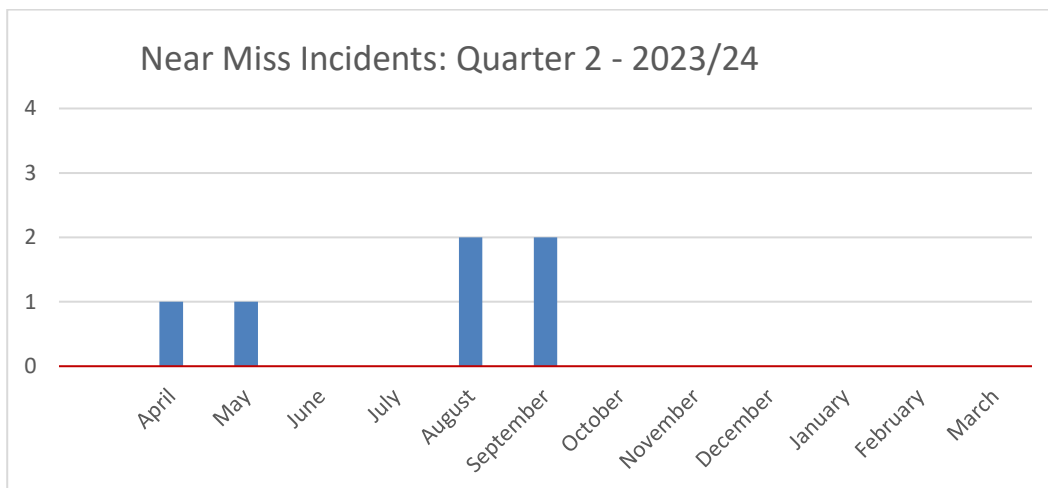


Figure. 6 Reported near misses in each month.

3.10. A total of six near miss incidents have been reported in this period to date. We had five near miss incidents in quarter two.

- Q1 – 2
- Q2 – 4

- a) A Breathing Apparatus (BA) set failure in a live training exercise. We have reviewed our set washing procedures in line with the manufacturer Draeger and are in the process of implementing a new agreed method and training on how to use the washing machines, with guides to be placed in washing facility.
- b) Wheel nuts on an appliance became loose. Investigated by the Workshops Manager and found we use two different types of wheel nuts on the appliances, the offending wheels nuts are being removed from all appliances.
- c) A treadmill whilst in use suffered a mechanical failure resulting in the running tread to jam. Gym equipment maintenance provider investigated and found a snapped tensioner bolt. They stated that they had never seen this malfunction before and moving forward that item will form part of the annual service.
- d) At an operational incident whilst internally fighting a fire in a roof from the loft hatch, a firefighter was struck on the head by falling roof tile. Incident commander at the time has been given advice and further training around completion of full scene survey, briefing of crews and offensive and defensive firefighting.

Cause for Concern Incidents

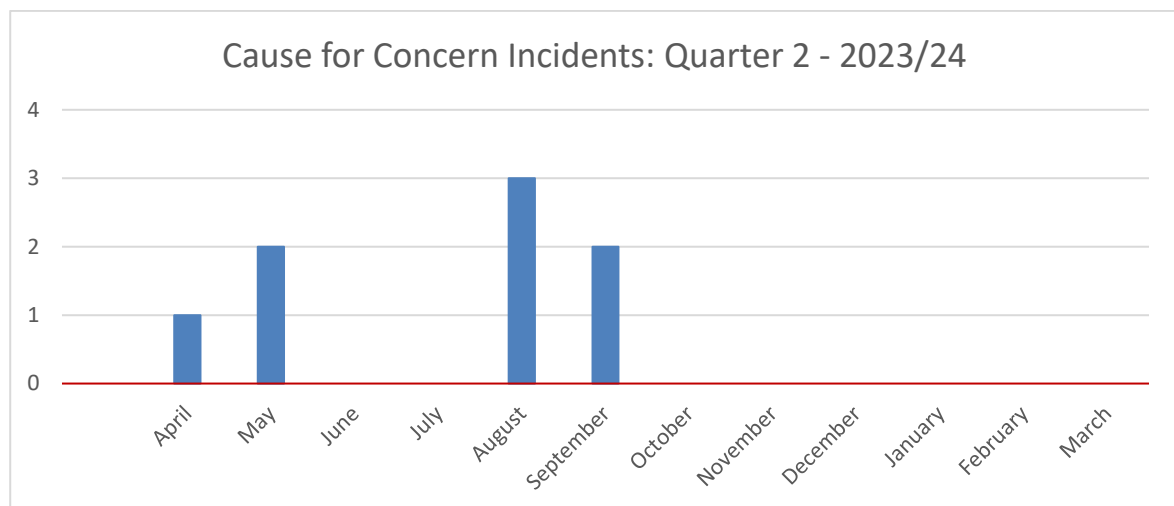


Figure. 7 Reported cause for concerns in each month

3.11 A total of eight cause for concern incidents have been reported in this year to date. There have been five cause for concerns reported in quarter two:

- Q1 – 3
- Q2 – 5

- a) Submission regarding the gas tight suits being all the same size and were unsuitable for some smaller operational staff. This was investigated and as a result different size suits are to be purchased and a review into removal from all appliances and moving a store or different sizes onto the Hazardous Materials and Environmental Protection Unit and breathing Incident Logistics Support Unit as an option.

- b) Submission by an officer in Control regarding staffing arrangements to cover sickness. This was investigated and a review into current arrangements undertaken, options were considered, six and we are developing additional staff to provide resilience in Control.
- c) Submission regarding no mobile data terminal on the Water Rescue Unit. iPad was issued which holds all relevant information, hazard apps and mapping.
- d) Submission regarding the automatic braking safety system on the appliance operating without cause. This was investigated by the Health and Safety Team, but when viewing the CCTV footage the actuation of the brakes was not apparent. This was discussed with the watch who submitted the cause for concern and the footage was viewed by themselves, as a result they concurred that there was no evidence to suggest the system operated without cause and agreed to monitor it.
- e) Submission regarding an operational incident which required Mod 3 swift water rescue technicians. Due to the Targeted Response Vehicle being utilised to assist in maintaining retained duty system stations availability and Bishop Auckland's Special Rescue Unit doing the same they only had two trained personnel on arrival at the incident, when Bishop Auckland arrived, they also had two making a total of four for a time critical incident. Investigation ongoing.

4. Summary

- 4.1. The culture within the Service and overall performance comparable to the sector is of a good standard and following completion of 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. Cause for concern recording is increasing which shows a positive culture and supports the Health and Safety message delivered during annual visits.
- 4.4. 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 our staff have.

5. Recommendations

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