



Human Resources Committee

27 September 2024

Health and Safety Performance Quarter One (April 2024 – June 2024)

Report of Chris Williams, 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 at the end of quarter one of the 2024/25 reporting period.

2. Background

- 2.1. The Health and Safety team, work within Emergency Response and are responsible for coordinating 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). These are:
 - a) PI 69 number of accidents to personnel;
 - b) PI 72 number of vehicle accidents classified as CDDFRS driver's fault;
 - c) PI 73 number of local health and safety investigations incomplete after 28 days;
 - d) PI 74 number of health and safety investigation actions overdue their specified completion date.

3. Current Performance

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

2024/25	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
PI 69: Number of Accidents to Personnel	2	0	1										
PI 72: Number of Vehicle Accidents (CDDFRS Driver's Fault)	0	0	0										
PI 73: Number of local Health and Safety Investigations Incomplete after 28 days	1	1	1										
PI 74: Number of Health and Safety Actions Overdue Their Specified Date	5	1	1										

Table.1: Year to date performance (*note PI73 and PI74 are not cumulative indicators)

4. PI 69 Number of accidents to personnel

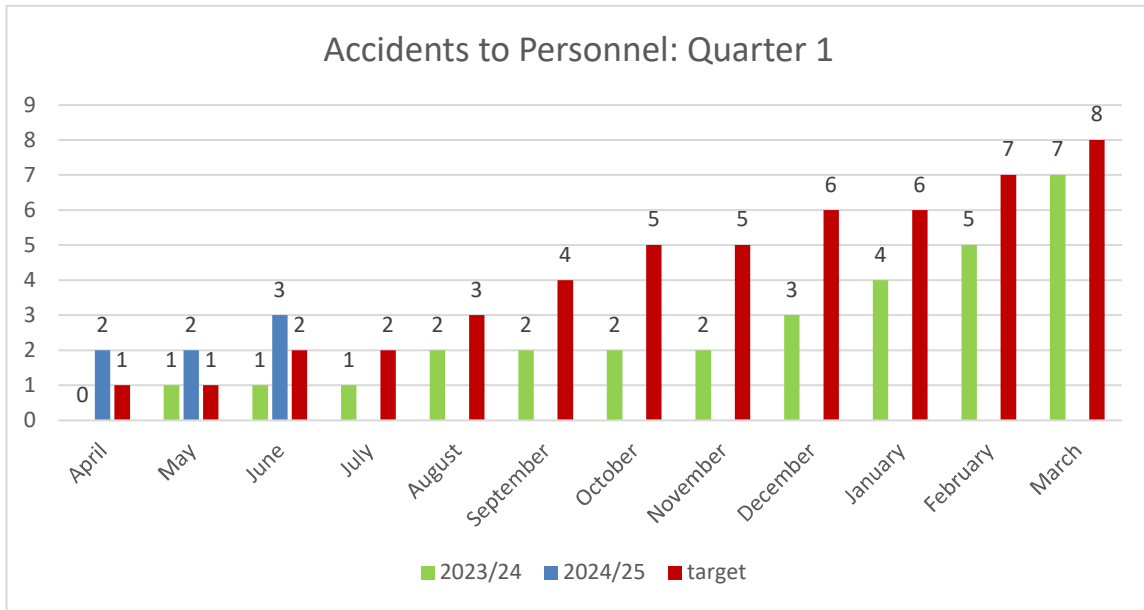


Figure.1: Number of accidents to personnel (running total) for the current year (blue) and the target (red) previous year (green)

4.1. Three accidents to personnel have been reported during this quarter. This is one over the Service targets for accidents to personnel and at this stage of reporting performance is two above last year's figures.

5. PI 72 Number of vehicle accidents (CDDFRS Driver Fault)

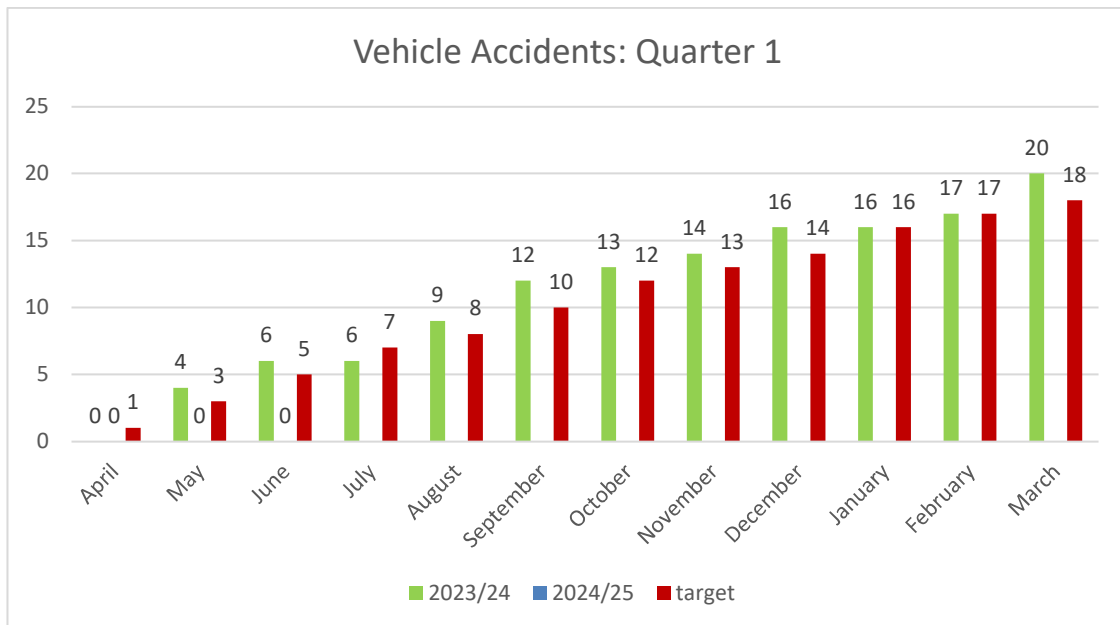


Figure.2: Number of vehicle accidents (running total) for the current year (blue) and the target (red) previous year (green).

5.1. No potentially at fault vehicle accidents have been reported during this quarter. This is below the set target and below last year's total for this quarter. There continues to

be ongoing proactive joint working between Health and Safety and Driver Training sections to review and learn from any such occurrences.

5.2. The Health and Safety Team take vehicle accidents seriously and together with the Driver Training Team and FBU Health and Safety Representative continue to assess and identify any solutions to the evidenced trend that the majority of vehicle incidents are slow speed manoeuvring. Current accident reduction strategies are:

- a) A refreshed Driving Standard Panels.
- b) Refreshed Driving safety procedures.
- c) Learn Pro reminders for vehicle manoeuvring.

6. PI 73 investigations incomplete after 28 days

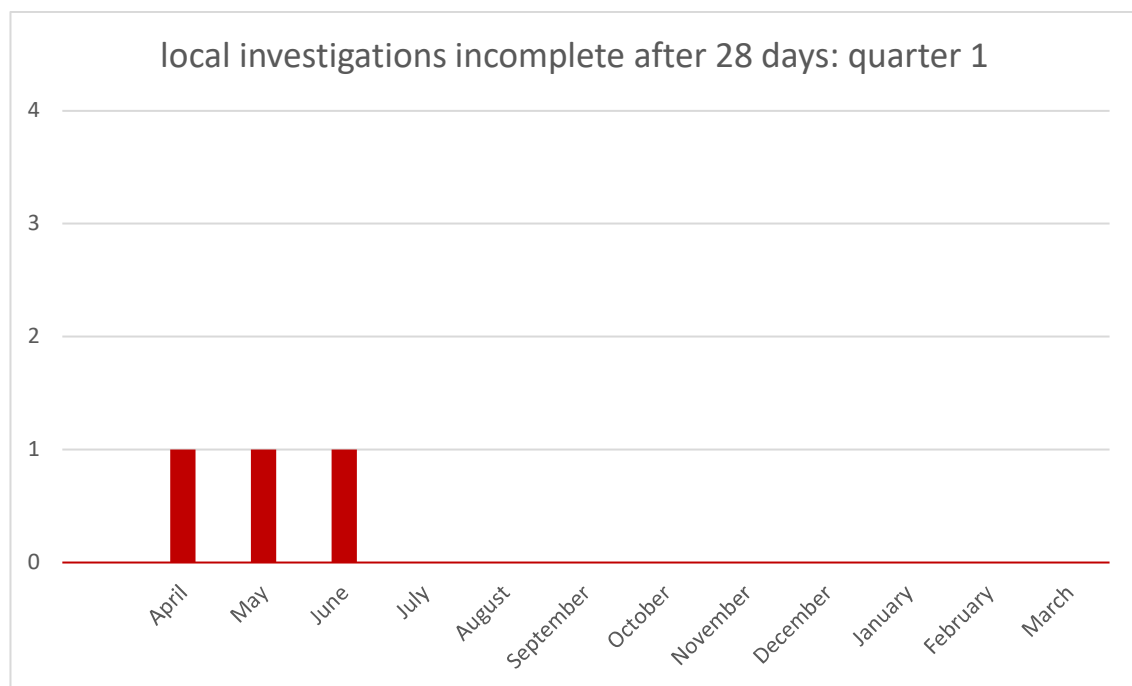


Figure.3: Number of investigations incomplete after 28 days.

- 6.1. Six investigations have been conducted in this quarter (This is a total of six investigations carried out during the year to date).
- 6.2. The Health and Safety Team support officers in completion of local investigations within the 28 days wherever possible.

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



Figure.4: Health and Safety actions overdue their specific completion date.

- 7.1. The outstanding actions at the end of this quarter reporting period are:
- Confirmation of actions implemented regarding appliance wheel nut loosening.
 - Finalisation of one aspect of Training Centre BA drying facility modifications.

8. Near Misses

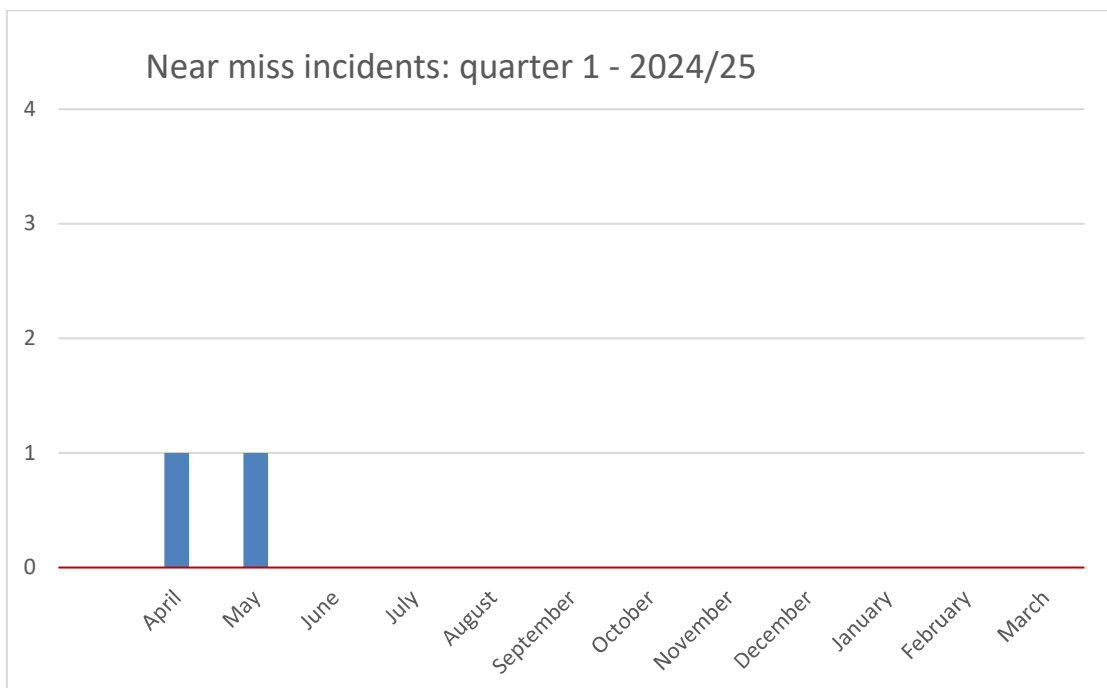


Figure.5: Reported near misses in each month.

- 8.1. There were two near miss incidents in this quarter. (This is a total of two near miss incidents have been reported in this period to date). These related to:
- a) A defective hose reel at Training Centre, which has prompted improved preventative maintenance of all hose reels across the Service.
 - b) A possible ladder malfunction during role-related tests, which on investigation was attributed to poor selection of equipment for the task; actions implemented to prevent reoccurrence.

9. Cause for Concern Incidents

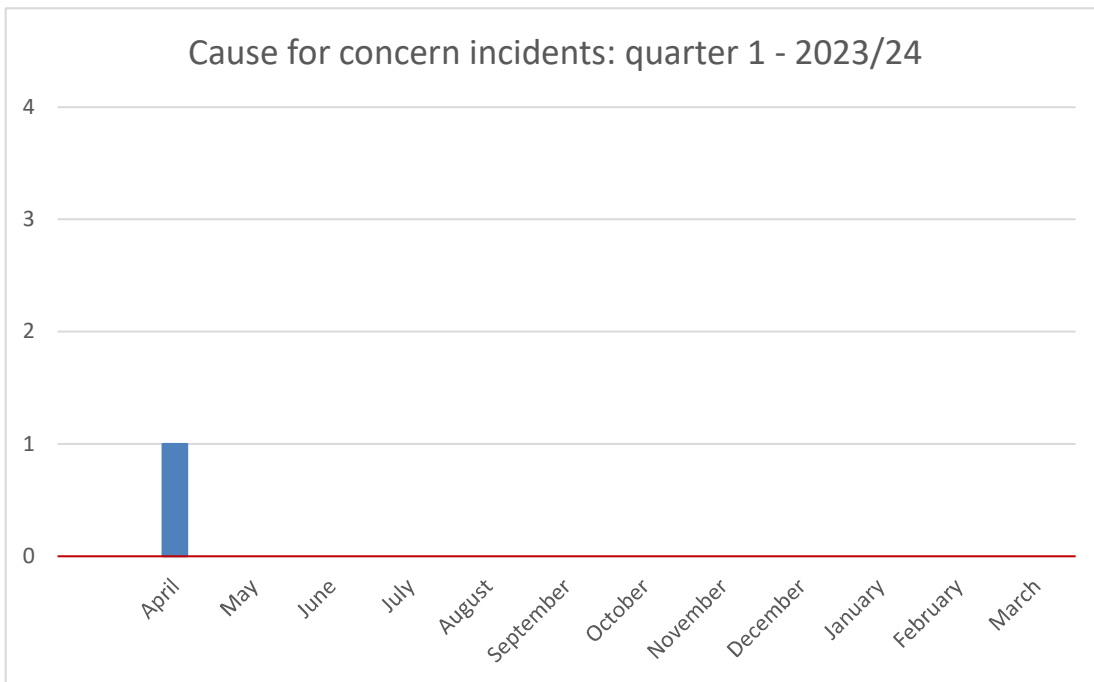


Figure.6: Reported cause for concerns in each month

- 9.1. There has been one cause for concern reported in this quarter. (A total of one cause for concern incidents have been reported in this year to date). This related to:
- a) Insufficient number of competent Control Room staff over a shift in April; this was addressed by the agreed Degradation Plan, with subsequent staff recruitment plans implemented.

10. Look forward

- 10.1. The culture within the Service and overall performance comparable to the sector is of a good standard and following completion of our ongoing annual proactive visits the general health and safety within CDDFRS will continue to evolve and continuously improve.
- 10.2. The H&S team has experienced a period of change but now has a full complement of staff and are working towards achieving the strategic objectives of the 2023-25 Emergency Response strategy. This includes:
- a) Progressing the Contaminants work stream;
 - b) Investigating improvements to data capture and H&S reporting;

- c) Delivering Accident investigation training and defensively training to FDOs;
- d) Trialling an 'SOS' app for lone workers.

11. Summary

- 11.1. 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.
- 11.2. The culture within the Service and overall performance comparable to the sector is of a good standard and following completion of our ongoing annual proactive visits the general health and safety within CDDFRS will continue to evolve and continuously improve.

12. Recommendations

- 12.1. Members are asked to **note** the contents of this report.