



Human Resources Committee

2 December 2022

Health and Safety Performance

Quarter Two 1 April 2022 – 30 September 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 second 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 Q1/Q2
PI 69 Number of Accidents to Personnel	23	16	14	13	4
PI 71 Number of Vehicle Accidents (CDDFRS Fault)	25	21	18	18	14

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

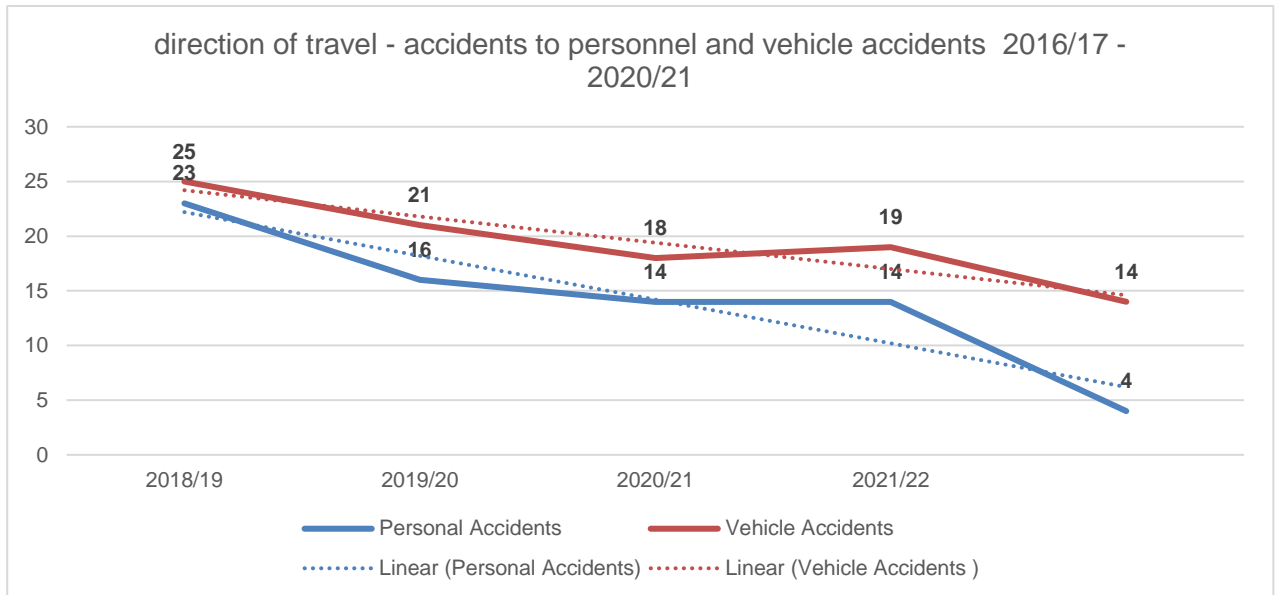


Figure. 1 direction of travel for accidents to personnel and vehicle accidents year end totals 2018/19 – 2022/23.

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	-	1	-	-	-	-	-	-	-	-
PI 71 Number of Vehicle Accidents (CDDFRS Driver's Fault)	1	2	4	5	2	-	-	-	-	-	-	-	-
PI 73 Number of local Health and Safety Investigations Incomplete after 28 days	-	-	3	3	2	1	-	-	-	-	-	-	-
PI 74 Number of Health and Safety Actions Overdue Their Specified Date	1	1	-	-	-	2	-	-	-	-	-	-	-

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

3.2. **PI 69 Number of accidents to personnel**

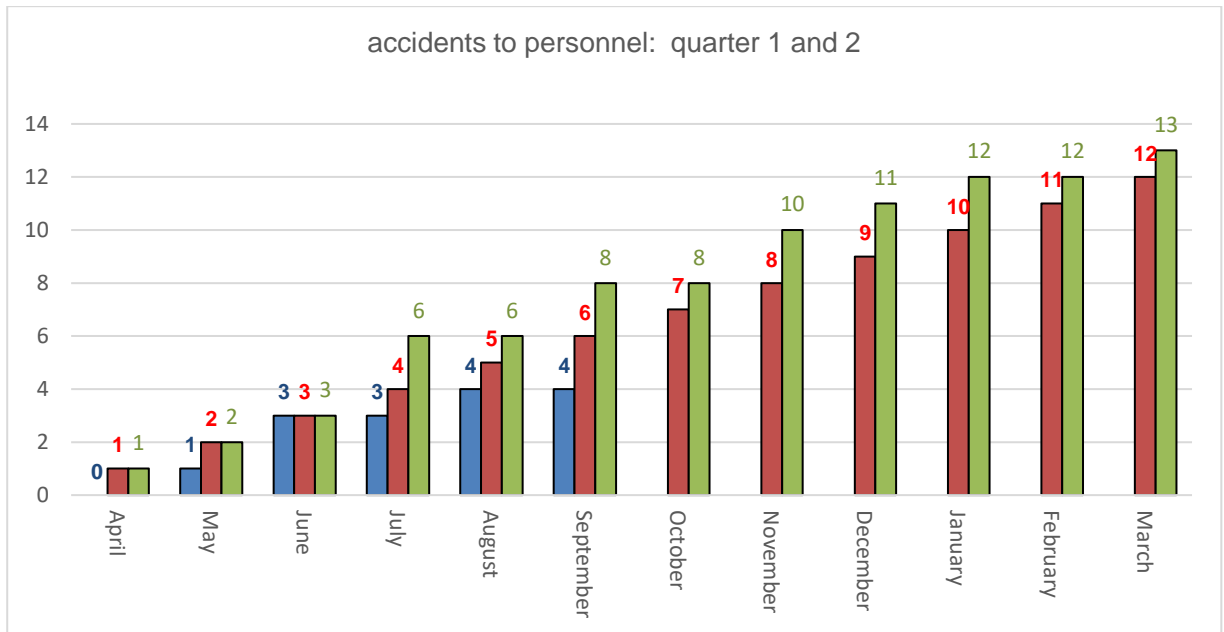


Figure. 2 Number of accidents to personnel (running total) for the current year (blue) and the target (red) previous year (green)

3.3. There has been one personal accident recorded in this reporting period. At the halfway point for the reporting year personal accidents are below service target and 50% down on incidents for Q2 in 2021/22 for the previous reporting period which is positive and supports the good reporting and low incident performance to date.

3.4. The incident was recorded as:

- Firefighter sustained a muscular skeletal injury due to manual handling a casualty at an operational incident.

3.5. **PI 71 Number of vehicle accidents (CDDFRS Driver Fault)**

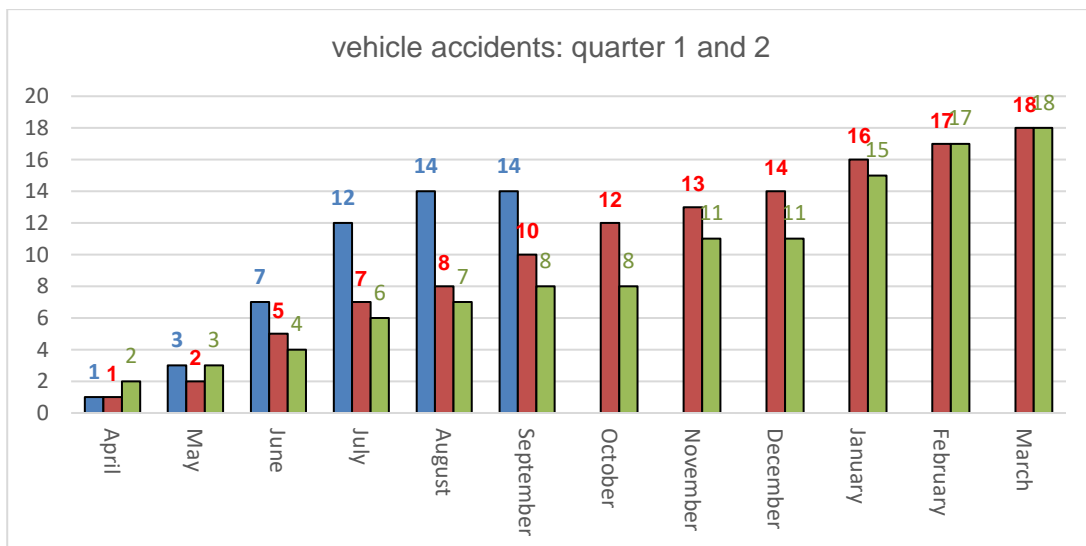


Figure. 3 Number of vehicle accidents (running total) for the current year (blue) and the target (red) Previous year (green).

- 3.6. The Service recorded a total of seven vehicle accidents during quarter 2 reporting period. Adding to quarter 1 total vehicle accidents to date for this reporting year is 14. This is a significant increase over past performance and above the Service target. It should be noted that to date in this reporting year emergency response has seen a 61% increase in fire calls compared to the same 6-month period in 2021/22.
- 3.7. These incidents were recorded as:
- Whilst responding to an incident an appliance adjusted road position to avoid parked cars, resulting in making the wing mirror making contact with overhanging branches.
 - **An appliance attending an operational incident made access to a farmer's field. Due to the track having a short and steep incline the rear of the appliance "bottomed out" causing damage to the rear cluster lights and housing.**
 - **An appliance making access to a farmer's field made contact with a fence post. This was caused by the uneven ground causing vehicle "sway" resulting in contact of the appliance and gate post.**
 - Reversing and maneuvering of a TRV resulting in contact with the rear of the vehicle and a stone post.
 - Appliance made contact with a private motor vehicle whilst manoeuvring when carrying out community safety duties.
 - **An appliance making access to a farmer's field made contact with a fence post. This was caused by the uneven ground causing vehicle "sway" resulting in contact of the appliance and gate post.**
 - **An appliance was damaged when driven on rough terrain whilst attending an incident in a farmer's field.**
- 3.8. The Health and Safety Team take vehicle accidents seriously. Over the last quarter a number of vehicle accidents have been whilst attending wildfires/field fires which have contributed significantly to call volume over the summer months. The vehicle accidents have occurred whilst maneuvering on, or making access to this type of location type ie farms, tracks, bridleways. This is a trend and foreseeable in the years to come and something the H&S team together with Driver Training are aware of.
- 3.9. Other areas progressed this quarter include the re introduced Driver Standard Panel and an introduction of a Vehicle Incident group.

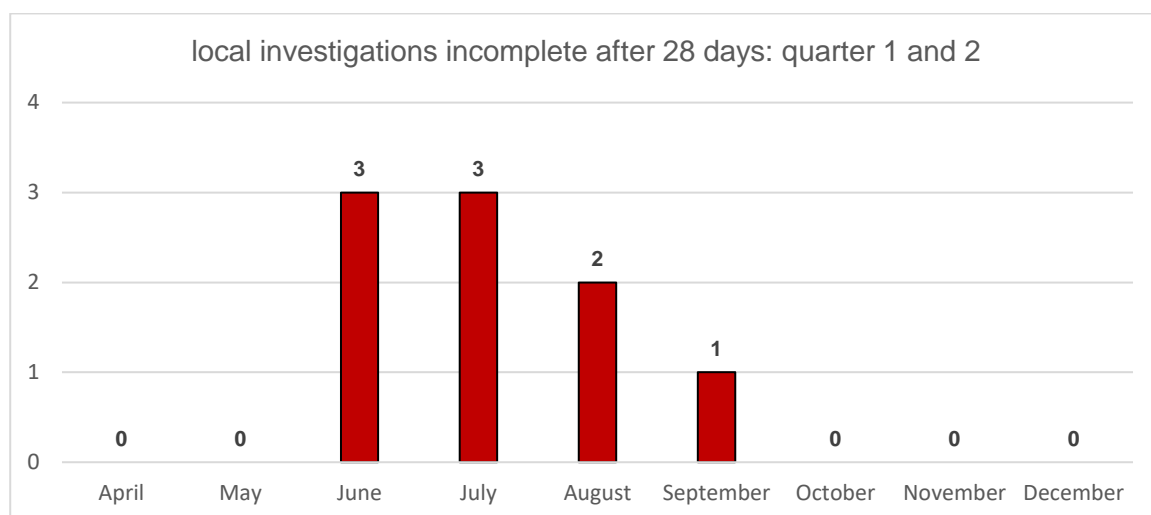
3.10. **PI 73 investigations incomplete after 28 days**

Figure. 4 number of investigations incomplete after 28 days.

3.11. A total of 29 investigations have been carried out in this reporting period to date. This can be broken down into

- Q1 - 14
- Q2 - 15

3.12. The Health and Safety Team were required offer support to officers in the completion of local investigations within the 28 days. Over the reporting period there are a number that have overran completion for various reasons. Below is rationale to and reasoning as to the failings in this area.

3.13. Rationale;

July

- This vehicle accident investigation was re issued to an alternative investigating officer following incompleteness due to sickness of the initial investigating officer. This created problems with evidence gathering
- This investigation of a personal accident was delayed due to the Firefighter in question being absent from work preventing any interview and discussion taking place.
- A cause for concern was submitted following a BA fault. Due to the nature of the fault the H&S Team liaised with Drager to ensure a thorough investigation was carried out. Drager have an investigation completion target of 75 days which includes report writing. This timescale sits outside of our 28-day investigation completion PI.

August

- A cause for concern was submitted from control which subsequently saw further cause for concerns submitted over the following weeks of similar nature. This added new further relevant information and a requirement for the investigating officer to conduct further enquiries to come to a suitable and timely conclusion.

- Near miss which due to other work commitments /workloads the investigating officer was unable to complete in the 28-day target.

September

- Vehicle accident which due to work commitments /workloads the investigating officer was unable to complete in the 28-day target.

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

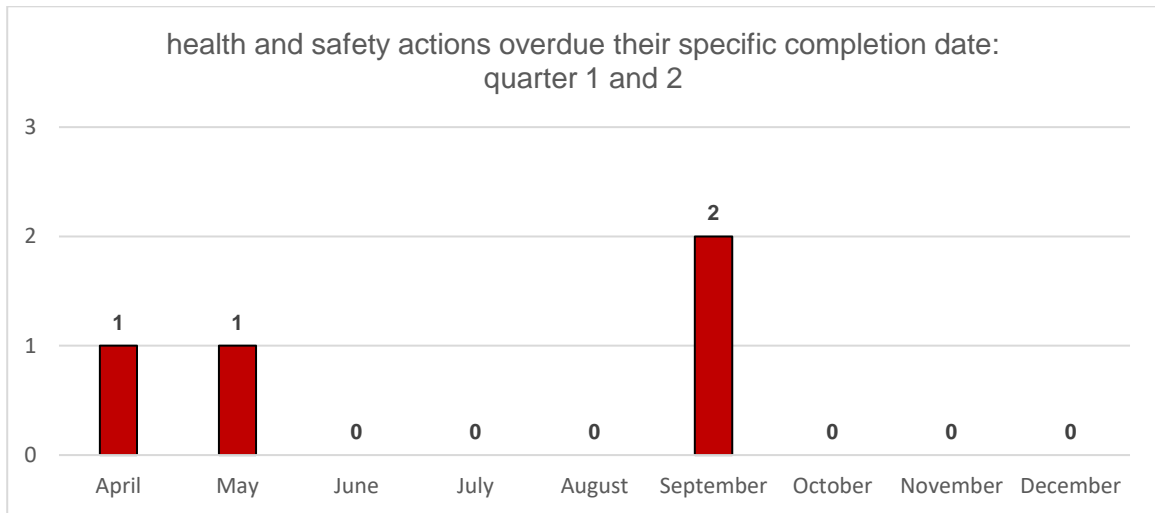


Figure. 5 Health and Safety actions overdue their specific completion date.

3.15. There have been 2 actions, both of which have are recorded as overdue their completion /action date. Owners have been informed accordingly. Details are as follows;

- Development of an E Pump learning module
- Update and clarification of responsibility regarding the Service winter/adverse weather procedure.

3.16. Near Misses

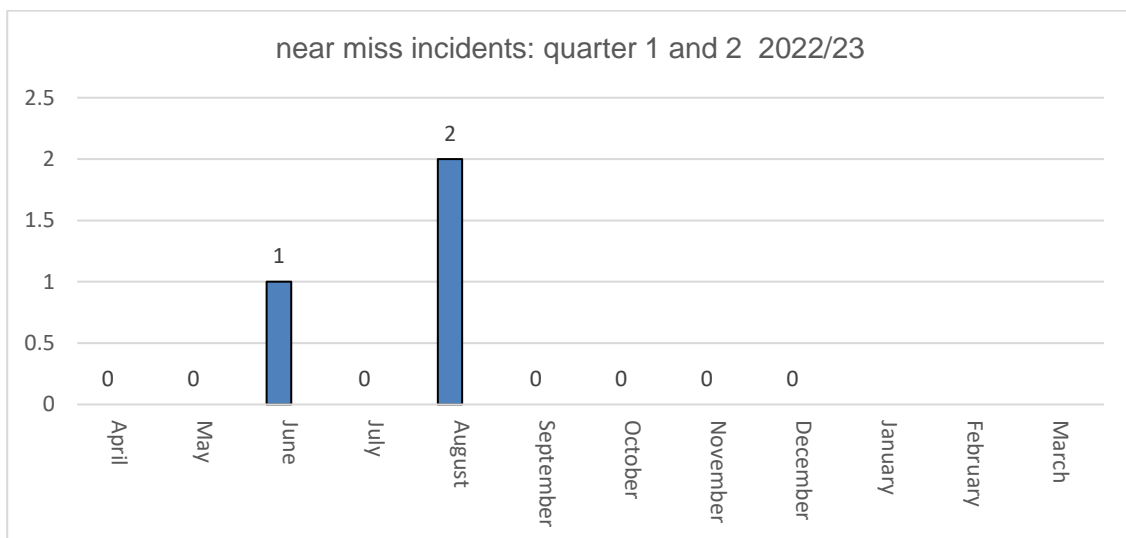


Figure. 6 Cumulative near misses

3.17. We had one near miss in Q2. The details are:

- The near miss was recorded following a service vehicle that had mobilised, travelled, and arrived at an incident only then identifying that the near side front locker was partially open.

3.18. **Cause for concern incidents**

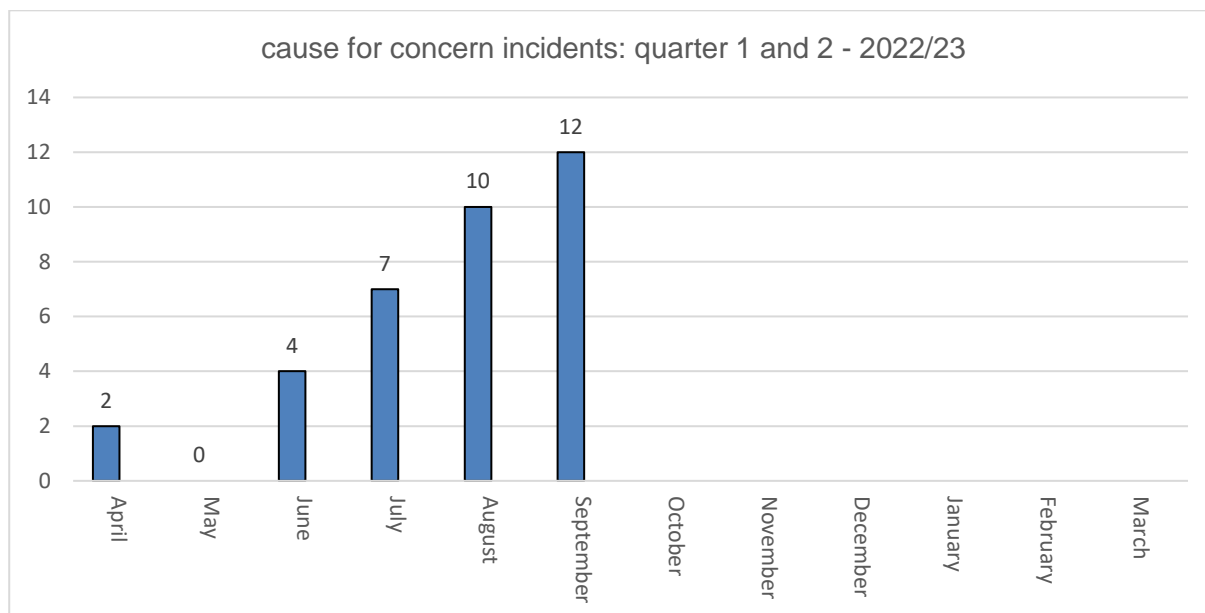


Figure. 7 Cumulative cause for concerns

3.18 There have been eight cause for concerns reported in quarter 2. The details are as follows;

- Development Firefighters crewing on a TRV at an operational incident.
 - This has been investigated and findings communicated accordingly.
- Crewing challenges regarding control staff and apprentices. A subsequent 2 cause for concerns were also submitted.
 - Investigated with actions recommended as remedial measures.
- Firefighter suffered a medical issue
 - Investigated on a personal basis, actions recommended
- Fire Tunic zip mechanism not operating correctly
 - Investigated by H&S, non fault found with PPE. Findings communicated via Health, Safety and Wellbeing newsletter
- Operational equipment, chimney rods reported of not fit for purpose

- This has been investigated previously with a monitoring period applied. The monitoring period has been extended to capture further evidence.
- Lack of MDT on service TRV's.
 - The submitting individual has been informed of service direction and wider scale workstreams for TRV's and implementation of MDT's moving forward.

Contamination Working Group

- 4.1 The Contamination Group recognises the progress made over the last year, however importantly the group recognises the Service commitment to Firefighter safety and as such is committed to continuous improvement regarding contaminants and firefighter exposure.
- 4.2 The Contamination Working Group are currently developing a tool to carry out a full "cradle to grave" evaluation of the current BA contamination procedure which will provide tangible evidence linked to the areas for improvement associated to the process allowing a structured action plan to be implemented if required.
- 4.3 The group's overall aim, and objective is to align and evidence how we adhere to the NFCC Contaminants position statement.

4. Summary

- 4.1. The health and safety culture in the service is positive which is evidenced by good reporting and low incident occurrence. Cause for concerns recording are increasing which is positive and supports the Health and Safety message delivered during annual visits.
- 4.2. Performance in regard to PI73 (investigations incomplete over 28) are not where we aim to be as it is important to ensure any investigations are completed in a timely manner with any identified remedial actions highlighted and acted upon as soon as reasonably practicable. We continue as a team to support investigating officers where required with investigations and have now implemented a self-automated reminder service via OSHENS which is delivered with 7 days remaining for completion. What can be considered positive is the performance direction, showing improvement against this PI for this reporting period.
- 4.3. The annual health and safety visits are key to employee engagement and raising H&S awareness. All visits across the service area have now been completed for this year ahead of schedule.
- 4.4. The H&S Team have received positive feedback from the new Health and Safety reports which were first published at the start of the reporting year.
- 4.5. The H&S team have developed a proactive working relationship with the Health and Fitness advisor where we offer support and communicate campaigns related to health, fitness and wellbeing. We have recently introduced a Health Safety and Wellbeing news letter to support this joint working.

5. Recommendations

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