

Report of the Head of Operational Support

Health & Safety Committee Update

Purpose of Report

1. The purpose of this report is to provide the Audit and Standards Committee with an update on the activities and items of significance from the Service's Health and Safety Committee.
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Recommendations

It is recommended that the following issues, in particular, be noted:

- (i) ***Health and Safety performance information recorded during April 2019 to June 2019 (Quarter 1).***
- (ii) ***The involvement of the Service in a number of Health and Safety initiatives.***

Introduction

2. A key aim of Hereford and Worcester Fire Authority is to ensure and promote the health, safety and wellbeing of its employees and to reduce and prevent accidents and injuries at work.
3. The Health and Safety Committee is established to provide effective arrangements for the liaison and review of matters of a common interest in regards to Health and Safety (H&S). The Committee provides the opportunity for the Service to discuss general H&S matters and to consult with the workforce via employee representatives.
4. The Committee has the facility to task work to the Health & Safety Working Group, which sits beneath it and is chaired by the Area Commander Operations Support. The group meets as and when required but at least every six months.

Update

5. The H&S Committee met on the 11th September 2019 and a number of issues were discussed. These include reviewing a number of H&S related processes such as operational water response training and providing guidance to enhance welfare and good hygiene standards from contaminants as detailed below.
6. A review of quarterly performance for the relevant period was discussed in detail. All events that occurred during the quarter have had a minimum of a local level investigation

to identify preventative control measures and to help reduce the likelihood of similar occurrences.

HWFRS H&S Update

Gap Analysis H&S Regional Audit Update

7. The Health and Safety department continually monitors the gap analysis and progress of the 15 recommendations made during the regional H&S audit of March 2018.
8. Essentially the action plan for the audit is now complete with 13 of the 15 recommendations having now been closed with the remaining 2 actions being minor in nature which have been allocated and are pending completion. These actions are related to the transfer of data or updating of ICT related systems.

Premises Compliance

9. Liaison with PPL has been undertaken to resolve on-going issues regarding the lack of data supplied by them to assure the H&S committee that the Service is meeting the required regulatory compliance in relation to the H&S of the building stock.
10. At the time of writing this report full compliance information has yet to be provided by PPL; however PPL have demonstrated improvements in this area and have begun to supply data indicating levels of compliance in most areas. A full compliance report is expected in the near future and will be closely monitored by the H&S committee.
11. PPL are required to attend all HWFRS premises annually to undertake a survey and it has been agreed these will take place during October each year when the local Station Commanders undertake their H&S workplace inspections and fire risk assessments. This will ensure prompt completion by the end of the calendar year of all H&S surveys and assessments, and allow all H&S related works to be built into the property maintenance plan and forecasted prior to budget setting arrangements for 2020/2021.

Risk Assessment (RA) Database

12. During Quarter 1 a total of 468 RAs were reviewed and 78 new RAs were created.

	Quarter 1		Quarter 2		Quarter 3		Quarter 4	
Location	Reviewed	Created	Reviewed	Created	Reviewed	Created	Reviewed	Created
North District	122	11						
South District	122	14						
West District	155	29						
Training Centre	47	0						
Others	22	24						
Total	468	78						

Regional Activities

Regional H&S Audits

13. The H&S audit of West Midlands FRS was undertaken during April 2019 and the HWFRS H&S Advisor took part in this audit. The areas that were audited were working at height, water training and manual handling. There were no significant issues found that had an impact on HWFRS.

National Activities

14. The following update has been received from the NFCC H&S Committee held 29th May 2019.

Death in the Workplace

15. The NFCC Death in the Workplace guidance document has been updated to reflect the recent national consultation. Formal publishing of the document is now underway with the NFCC central administration team and National Operational Guidance team. When this is published HWFRS officers will undertake an analysis and update internal policies accordingly.

Corporate Considerations

Resource Implications (identify any financial, legal, property or human resources issues)	N/A
Strategic Policy Links (identify how proposals link in with current priorities and policy framework and if they do not, identify any potential implications).	Corporate strategy – Ensuring firefighter safety
Risk Management / Health & Safety (identify any risks, the proposed control measures and risk evaluation scores).	Reduces the overall impact for health and safety management in the areas identified and safeguards the Service's legal requirements
Consultation (identify any public or other consultation that has been carried out on this matter)	N/A
Equalities (has an Equalities Impact Assessment been completed? If not, why not?)	N/A

Supporting Information

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Executive Summary

This statistical report provides details relating to all safety events that have been reported and investigated during quarter 1 of the 2019/20 reporting year.

The total number of safety events has increased by twelve in comparison to the previous quarter's data.

The two specific event types that increased during quarter 1 were vehicle accidents and near hits.

The vehicle events reported during the period were still of a relatively minor nature. To try to prevent these kind of events continuing to occur, the H&S advisor has liaised with driver training, reviewed the CTR for manoeuvring vehicles and sent a Service-wide bulletin reminder for crews to re-familiarise themselves with the training package.

The near hits increase relates primarily to the reporting of one type of event that has re-occurred on 9 occasions. This trend relates to where members of public continue to drive, ignoring traffic controlling wigwags lights, when fire engines are mobilised from Droitwich fire station. The H&S advisor has worked closely with the Station Commander to review the risk assessment for responding to incidents and ensured all staff have been made aware of the risk that may occur. A further media campaign has been implemented in the local press and across the Service's social media platforms to raise awareness of members of public in relation to what to do when the lights are activated. In addition other improvements are being explored with Place Partnership Ltd and the Highways Agency to provide options of upgrading the current lighting system or the alternative option of providing part time traffic signals.

There were 2 events reported to the Health & Safety Executive (HSE) under the RIDDOR regulations; both were reported under the time lost requirements and both related to strains which prevented working for over a week.

Additionally 2 basic level events were reported and 1 full level event that required investigation. One related to a Breathing Apparatus fault being identified prior to use in training with the other relating to crews refilling the fire engine with water after an incident which could have caused a potential hazard due to the location of a hydrant in a main road.

The final event of significance relates to where operational crews were in attendance at an incident where a member of the public needed urgent medical treatment whilst waiting for the attendance of the ambulance service. A tier two debrief has been undertaken and through the Clinical Governance arrangements Training Centre are undertaking a review of the training provided to support crews and establish whether any further training is required.

1. Events Reported During Quarter 1 (Apr 19 - Jun 19)

1.1. Overview

In the period of April 2019 to June 2019 a total of **67** Health and Safety (H&S) events were reported. They fall into the categories of:

- 18 Personal Injury
- 21 Vehicle Collisions
- 3 Property or Equipment
- 20 Near Hits or Causes for Concern
- 4 Violence or Aggression
- 1 Exposure or Contamination

Individual detailed summaries of reporting in the key areas above are outlined in Appendix A.

1.2. Breakdown of Events

By Activity

Table 1 shows that during quarter 1 there is a fairly even split of events reported between Near Hits, Vehicle Collisions and Personal Injuries. For near hits and vehicle collisions these generally occurred during operational activities whereas the personal injuries tend to be during training.

	Total	Training	Operational Activities	Routine Activities	Non-Service Related Activities
Total H&S Events Q1	67	15	35	15	1
Personal Injury	18	8	5	5	0
Vehicle Collision	21	0	12	7	2
Property or Equipment Failure	3	3	0	0	0
Near Hit or Cause for Concern	20	3	14	3	0
Exposure	1	1	0	0	0
Violence or Aggression	4	0	4	0	0

Table 1: Safety Event Breakdown Q1 2019-2020

By Injury Type

Table 2 identifies Manual Handling and Slips, Trips & Falls as the predominant causes of personal injuries reported, which are within the expected areas in relation to the physical activities that are regularly undertaken by personnel. The "Others" category covers various issues from feeling faint to general accidents.

Manual handling training 'Train the Trainer' has been arranged by H&S and Training Centre and will take place by the end of Q2.

Total Personal Injuries	18
Manual Handling	6
Slips, Trips & Falls	5
Hit by Moving Object	1
Hit Stationary Object	1
Burns – Operational	0
Burns – Training	0
Other	5

Table 2: Personal Injury Breakdown Q1 2019-2020

By Vehicle Type

Table 3 highlights that, whilst at low numbers and on the whole of a minor nature, the vehicle collisions involving fire engines are mainly whilst on blue light driving. Car and van accidents have occurred during normal road driving or slow manoeuvring.

Vehicle Collisions	Fire Engines		Cars and Vans		Non-Service related
	On blue lights	Off blue lights	On blue lights	Off blue lights	
Total Collisions	9	6	3	1	2

Table 3: Vehicle Breakdown Q1 2019-2020

Vehicle Mileage Statistics

Vehicle mileage statistics for the year 2018-2019 have been provided by the Operational Logistics Fleet Department and have been used to predict vehicle mileage for Q1 2019-20. These are summarised in Table 3A below. It can be seen that there was 5 white fleet safety events out of approximately 186,306 miles driven, which equates to 1 event for every 37,261 miles driven.

The 15 safety events by red fleet vehicles were out of approximately 57,787 miles driven, which equates to 1 event for every 3,852 miles driven.

Fleet	Total Mileage 2018-2019	Predicted Mileage Q1 2019-2020
White Fleet	745,223	186,306
Red Fleet	231,149	57,787
	Totalling 976,372 miles	Totalling 244,093 miles

Table 3A: Vehicle Mileage Statistics

2. Events Requiring Investigation during Quarter 1 (Apr 19 – Jun 19)

2.1. Tier One Investigations

A Tier One standard investigation is required for all safety events reported during the reporting period, usually by the on-duty or line manager present at the time of the event, and is usually minor in nature (see Section 1).

2.2. Tier Two Basic Specialist Investigations

In addition to the standard investigation required for Tier One, a Basic Specialist Investigation (SI) is required for:

- Rare, unusual or unlikely events resulting in either a serious injuries or losses, or with the potential to incur such injuries or losses.
- Events involving Breathing Apparatus (BA).
- Near Hits resulting from unusual conditions or with the potential to cause serious injury or loss that are rare or unlikely to reoccur.

There have been two safety events reported during quarter 1 that require a tier 2 Basic Specialist Investigation.

These events are as follows:

1. Whilst attending an incident a fire engine was filling up from a hydrant based on the roadway. This posed a potential risk to the crew and other road users.
2. During a general check on breathing apparatus equipment, the equipment failed.

2.3. Tier Two Full Specialist Investigations

A Full SI may be assigned immediately or following a Basic SI and is required for:

- Possible or likely events resulting in serious injuries or losses.
- All significant events involving Breathing Apparatus (BA).
- Near Hits resulting from unusual conditions or with the potential to cause serious injury or loss that are possible or likely to reoccur.

There has been one safety events reported during quarter 1 that required a Full Specialist Investigation. This event was:

1. On attending a special service incident, crew members incorrectly treated a casualty whilst waiting for the ambulance to attend. A full review of FREC training is being undertaken by Training Centre through the Clinical Governance board to evaluate if there are any additional measures that could be taken.

2.4. Tier Three MERP Specialist Investigations

A Tier Three specialist investigation is conducted as required by Major Event Response Protocol (MERP) SPI. These are for the most serious events such as death or potentially life threatening injury to a member of HWFRS whilst on duty, or a third party either occurring on Service property or as a result of an act or omission on behalf of HWFRS.

There have been no safety events during quarter 1 that required a Tier 3 specialist investigation.

2.5. RIDDOR Events for Quarter 1 (Apr 19 – Jun 19)

During quarter 1, 2 RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations) reports were submitted to the Health and Safety Executive (HSE). All of these reports were for personal injury events which fell under the time lost category.

1. A Firefighter receiving a shooting pain in their shoulder during water rescue training. This resulted in 9 working days lost from the strain.
2. A firefighter injured their neck when they reached up to remove a piece of equipment from the top shelf of the locker of the fire engine. Was signed off work by their GP for a month as a result of the strain.

3. Comparison Between Quarters and Trend Analysis

3.1. Comparison of Events Reported Showing Differences Q1 2018-19 and Q1 2019-20

Table 4 below compares the number of events reported in Q1 2018-19 and Q1 2019-20 for the different categories. For events over the last 12 months, 2 of the categories experienced a decrease and 3 an increase.

Overall, event reporting as a whole has increased by 22 over the period with 67 reports in Q1 2019-20 compared to 45 in Q1 2018-19. This is driven by Near Hits, Vehicle Collisions and Exposure.

Event Type	Q1 2018-19	Q1 2019-20	Increase/Decrease
Personal Injuries	21	18	-3
Vehicle Collisions	8	21	+13
Property or Equipment	2	3	+1
Violence & Aggression	6	4	-2
Near Hits	8	20	+12
Exposure or contamination	0	1	+1
Overall	45	66	+22

Table 4: Quarterly Events Reported Q1 2018-2019 and Q1 2019-2020

3.2. Trend Analysis

In summary compared with the previous year, there has been a jump in the number of events reported during quarter 1 (+22). Significant increases were within the Vehicle Collisions and Near Hit categories. Vehicle collisions appear to be of a minor nature during responding to operational incidents misjudgements of tight spaces. The near hits increase primarily relates to an increase in reporting of near hits when crews mobilise from Droitwich fire stations and members of public appear to be ignoring the wigwags lighting system. A risk assessment has been created and all drivers are aware of the control measures to use the roadway as a give way zone. In addition to this a local media campaign has been issued to promote awareness of the requirements of the Highway Code to members of the public.

The H&S advisor has also advised Place Partnership Ltd to investigate the possibility of upgrading the lighting or installing a standard traffic light system.

All events that occurred during the quarter have had a minimum of a Tier One local level investigation to identify preventative control measures, to help in reducing the likelihood of similar occurrences. The near hits reported has increased from the previous Q1 (+12), nearly half of these (9) are relating to one issue that is currently being dealt with regarding mobilisation from a particular Station.

3.3. **12 Month Trend Analysis**

Table 5 below breaks down the latest 4 quarters by reported accident type. There has been an increase in reported accidents this quarter, however personal injuries are lower. To summarise, near hits has increased but the majority of these are all related to the same issue (public not being aware of fire engines leaving station as mentioned above).

Personal injuries are following the usual trends. Vehicle collisions increased this quarter (trying to manoeuvre small spaces) but generally in line with 12 month figures.

	Q2 18/19	Q3 18/19	Q4 18/19	Q1 19/20
Total H&S Events	48	46	49	67
Personal Injury	19	19	20	18
Vehicle Collision	13	7	16	21
Property or Equipment Failure	2	2	2	3
Near Hit or Cause for Concern	12	13	8	20
Exposure or contamination	0	2	2	1
Violence or Aggression	2	3	1	4

Table 5: 12 Month Trend Analysis Q2 2018 – 2019 to Q1 2019 – 2020

Appendix A – Brief Description of all Safety Events

A1. Personal Injury

Of the **67** H&S events reported, **18** relate to the category of Personal Injury. These are described in Table A1 below:

Sub-Categories	Break-down of Injuries in Each Sub-Category
8 events/injuries were during training.	885 - 1 relates to a personal injury. A firefighter was partaking in recruit training and felt unwell. Instructors ensured the firefighter rested until the ambulance attended and the firefighter was then transported to hospital for precautionary checks. 1 calendar and working day lost.
	886 - 1 relates to a personal injury. During water rescue training, a firefighter felt a sharp shooting pain in their right shoulder and arm while carrying out one of the tasks. 17 calendar days, 9 working days lost. RIDDOR reportable.
	895 - 1 relates to a personal injury. A firefighter whilst on training went to fetch some equipment required from a top shelf locker. As they pulled the top shelf out they felt a twinge in their neck. Their doctor signed the person off work for one month. 32 calendar and working days lost. RIDDOR reportable.
	925 - 1 relates to a personal injury. During a water training day a firefighter slipped on the floor of the water course resulting in a slight sprain of the right ankle - they remained on duty.
	926 - 1 relates to a personal injury where a firefighter, during training, was drilling a hole in a wall when the drill became wedged spinning around and twisted their right arm resulting in a sprain to the arm. Received first aid on site.
	927 - 1 relates to a personal injury. During water rescue training a firefighter jarred their shoulder whilst carrying out one of the training activities - they remained on duty.
	929 - 1 relates to a personal injury. A firefighter, whilst water training got caught up in a line in the river and pulled his shoulder resulting in a pulled muscle - they remained on duty.
	931 - 1 relates to a personal injury. Whilst removing a ladder from the top of the fire engine a firefighter felt a twinge in their right bicep muscle. Firefighter rested for remainder of drill and reported they were on duty the next day.
5 events/injuries were at or during operational incidents	875 - 1 relates to a personal injury where a firefighter felt faint whilst wearing BA at a vehicle fire. Booked off call and reported back for duty the following day.
	890 - 1 relates to a personal injury. A firefighter was responding to a fire call and tripped over whilst on their way to their car resulting in soft tissue injury to both knees.
	891 - 1 relates to a personal injury. A firefighter caught their lower left leg on a cross rafter in a loft space resulting in bruising and swelling.
	910 - 1 relates to a Personal Injury. During an incident a firefighter slipped off a short extension ladder, the firefighter in question had some pain to their right hand side believed to be muscular. Carried on with normal duties.
	921 - 1 relates to a personal injury. A firefighter was attending a fire call where they needed to cut into the wall cavity resulting in exposure to dust. They were wearing a dust mask but felt some throat irritation after the incident. On seeing a doctor they were signed off from work. Confirmed this reaction was not a work related cause.
5 events/injuries were during routine activities	867 - 1 relates to a personal injury where a firefighter was refuelling a fire engine. On walking back to the vehicle the firefighter slipped on diesel and twisted their left ankle. 1 calendar and working day lost.

	881 - 1 relates to a personal injury. A member of the support staff had a small piece of metal in their eye which was removed on attending a hospital.
	884 - 1 relates to a personal injury where a firefighter during BA training struck his head on the top of the BA tunnel jarring his neck. 1 calendar and working day lost.
	899 - 1 relates to a personal injury. Whilst performing standard drill practice (pulling up 13.5m ladder) the ladder slipped and hit a firefighter on the top of their head resulting in soreness to the head, back and some upper back pain. First aid was given on site. The crew were briefed on the correct technique.
	932 - 1 relates to a personal injury. Whilst making a hot drink the cup tipped and the hot liquid spilt over the right hand resulting in a slight scald.
Totalling 18 personal injuries	
Totalling 2 RIDDOR event	
Totalling 74 calendar days lost. 66 working days lost.	

Table A1: Personal Injuries Reported during Quarter 4

A2. Vehicle Collisions

Of the **67** H&S events **21** relate to the category of Vehicle Collisions which are further described in Table A2 below. **18** of these events could be attributed to the FRS driver; these events are highlighted in grey. If these collisions occurred while on response to an operational incident the category of response has been given in bold.

Sub-Categories	Breakdown of Vehicle Collisions in Each Sub-Category
12 events were responding to operational incidents	873 - 1 relates to a vehicle collision. A fire engine (water carrier) was slow speed manoeuvring where there was limited visibility due to the smoke. The vehicle made contact with another fire engine damaging the offside front bumper. No damage to water carrier. Emergency Response
	876 - 1 relates to a vehicle collision. A firefighter was riding his motorcycle into Kidderminster station yard when he hit a speed bump at an angle and came off his bike. At the same time an officer's car was coming out of the yard along the same driveway. It was raining so the roads were wet. On checking the fallen firefighter he was fine and still fit for duty. MARKED AS VEHICLE COLLISION BUT NO DAMAGE TO ANY VEHICLES. Emergency Response
	888 - 1 relates to a vehicle collision. On attending a fire call and driving through a gate at low speed, the gate moved due to the wind and caught the nearside rear passenger door. Emergency Response
	896 - 1 relates to a vehicle collision where a firefighter attending a fire call caught the fire engine on the side of a building close by resulting in the cracking of both near side wing mirrors. Emergency Response
	901 - 1 relates to a vehicle collision of an officer car whilst slow speed manoeuvring caused by uneven surface due to unfinished roadway. Emergency Response
	902 - 1 relates to a vehicle collision. On attending an incident when repositioning the vehicle to make the lights clearer to other road users the vehicle jumped forward and the driver's door hit another car resulting in minor damage. Emergency Response
	906 - 1 relates to a vehicle collision. On responding to a fire call moving through traffic the fire engine had to go through a narrow gap and in doing so came into contact with another vehicle. The fire engine stopped but the other driver carried on, not stopping. Emergency Response

	919 - 1 relates to a vehicle collision where, on responding to a fire call, a fire engine scraped against a bush in the driveway resulting in the rear end locker locks being scratched and dented. Emergency Response
	883 - 1 relates to a vehicle collision. On attending an incident to prevent blocking the road, a fire engine tried to manoeuvre through a small space by a parked car resulting in lightly scraping the car. Emergency Prompt Response
	922 - 1 relates to a vehicle collision. On attending a fire call and entering into the car park, the side of the fire engine scraped against a post resulting in scratches to one of the locker handles. Emergency Prompt Response
	924 - 1 relates to a vehicle collision. On manoeuvring the land rover at slow speed to launch the boat and passing under a tree, a low hanging branch impacted the roof of the vehicle resulting in a dent towards the front of the vehicle's roof. Emergency Prompt Response
	928 - 1 relates to a vehicle collision. On attending a RTC but arriving at the wrong address, the fire engine was parked up trying to establish the new location. On pulling out of the layby with blue lights a car struck the fire engine on the offside corner resulting in a broken indicator and lighting cluster. Emergency Prompt Response
7 events were during routine activities	892/893 - 1 relates to a vehicle collision where another vehicle impacted along the side of a fire engine while they were pulling off from traffic lights.
	905 - 1 relates to a vehicle collision. A fire engine returning from an incident was reversing into the fire station with a banks person and struck a recruitment sign positioned outside, damaging the wheel arch on the vehicle.
	911 - 1 relates to a vehicle collision. A member of the public's vehicle tailgate collided with a stationary fire engine. This resulted minor damage to the fire engine's paintwork and body but no apparent damage to their vehicle.
	914 - 1 relates to a vehicle collision. A fire engine caught a metal bollard at the side of the pathway. The impact has dented the underside of a locker which won't close properly. No damage to bollard.
	913 - 1 relates to a vehicle collision where the fire engine was returning to station and parking in the bay and the rear locker caught the pillar of the bay and resulted in minor damage to the rear locker.
	934 - 1 relates to a vehicle collision where a member of support staff had parked their car at the side of the road and on returning to the vehicle found the nearside wing mirror cracked (mirror not casing).
	936 - 1 relates to a vehicle collision. On returning to station driving down a narrow road due to parked cars the fire engine came into contact with another vehicle causing damage to the rear nearside bumper light cluster and bumper.
2 event was non service related	918 - 1 relates to a vehicle collision where an officer's vehicle was parking and caught the front corner of the bumper on a low level wall.
	938 - 1 relates to a vehicle collision. Whilst parking on a grass verge the bottom of the vehicle caught on a kerbed area breaking a piece of the plastic on the bottom part of the chassis.
	Totalling 21 vehicle collisions

Table A2: Vehicle Collisions Reported during Quarter 1

A3. Property or Equipment Damage

Of the **67** H&S events **3** relate to the category of Damage to Property or Equipment, this is further described in Table A3 below:

Sub-Categories	Break-down of Property or Equipment Damage in Each Sub-Category
3 property or equipment failure was during training	894 - 1 relates to an equipment failure where during a general check of a BA set it was losing air through the cylinder connection. The set was impounded until repaired.
	920 - 1 relates to an equipment failure. During a daily check on a Breathing Apparatus set it was found to be leaking air. After checking the valve was closed properly and then reopening it the leak continued so the set was impounded.
	912 - 1 relates to an equipment failure where a Breathing Apparatus set malfunctioned during its general check, uncontrolled loss of air. Set now impounded.
	Totalling 3 property or equipment damage

Table A3: Damage to Property or Equipment Reported during Quarter 1

A4. Near Hits or Causes for Concern

Of the **67** H&S events **20** relate to the category of Near Hits or Causes for Concern - these are further described in Table A4 below.

Sub-Categories	Break-down of Near Hits or Causes for Concern in Each Sub-Category
3 were during training exercises	866 - 1 relates to a cause for concern where a smoke generator caught fire. The item was unplugged and removed from rig using full PPE and extinguished with dry powder.
	939 - 1 relates to a cause for concern. Whilst attending a Breathing Apparatus refresher day a length of hose reel tubing burst. Crews were withdrawn from the risk area. Damaged hose was replaced.
	868 - 1 relates to a near miss. On return from an incident, the front ratchet strap that fixes the fire boat to the trailer had gone missing. Attempts were made to locate the strap but to no avail. Currently using spare and have informed other boat stations of this issue.
14 were during operational activities	869 - 1 relates to a cause for concern. During an incident a fire engine was filling up from a hydrant on the roadway causing serious hazard to themselves and other road users. This concern was raised at the time. Tier 2 Basic Specialist investigation.
	871 - 1 relates to a cause for concern. Whilst a fire vehicle was returning from a fire call the near side rear sliding door came open whilst travelling. The door was temporarily secured until return to station where the vehicle was taken off the run and mechanic inspected and repaired.
	872 - 1 relates to a cause for concern. Whilst attending an incident the attending main pump failed and had to be operated manually. Workshops informed and attended and appliance taken off the run.
	877 - 1 relates to a cause for concern where drivers are failing to stop at warning stop lights outside fire station.
	878 - 1 relates to a cause for concern where drivers are failing to stop at warning stop lights outside fire station.
	887 - 1 relates to a cause for concern. A firefighter, whilst attending a fire incident, was using a BA set and noticed the cylinder valve was not fully on. This was rectified immediately.
	897 - 1 relates to a near hit. On responding to a fire call and leaving

	Droitwich Fire Station members of the public (4 private motor vehicles and a van) ignored the Stop warning lights outside of the station resulting in near close contact to the fire engine.
	898 - 1 relates to a near hit. On responding to a fire call and leaving Droitwich Fire Station a member of the public ignored the Stop warning lights outside of the station, continuing with normal road speed, resulting in near close contact to the fire engine.
	900 - 1 relates to a near hit. On responding to a fire call and leaving Droitwich Fire Station members of the public ignored the Stop warning lights outside of the station compromising entering the highway safely.
	903 - 1 relates to a cause for concern. On attending a special service incident, firefighters administered what was assumed to be insulin to an unconscious patient. Once the ambulance had arrived they took over the care of the patient. Tier 2 Investigation is still ongoing.
	904 - 1 relates to a near hit. On leaving Droitwich fire station a fire engine had to wait for 5 cars to pass by as they had ignored the red Stop warning lights.
	930 - 1 relates to a near hit. On pulling out of Droitwich Fire station a fire engine nearly collided with other vehicles who had not stopped at the flashing warning lights highlighting a fire engine was about to leave the station.
	937 - 1 relates to a cause for concern. On arrival at an incident, the fire crew were trying to enable the correct water pressure but this didn't appear to be working. Later findings found a sensor wire had loose connections, generally caused by wear and tear.
	870 - 1 relates to a cause for concern. Whilst supporting another Fire & Rescue Service at Defford, in the BA service cabin, a firefighter noticed rat or mice droppings in and around the cabin. There is also an issue of fly infestation.
	880 - 1 relates to a cause for concern. On taking a fire engine out of Droitwich station, red warning stop lights were activated but 3 cars proceeded to ignore these and carry on along the roadway. No evasive action taken as fire engine hadn't left the front of station at that time.
	882 - 1 relates to a near miss where drivers are failing to stop at warning stop lights outside fire station. On pulling out of the fire yard, an appliance nearly came into contact with a van that had ignored the flashing stop warning lights, this being the closest near hit outside the station.
3 were during routine activities	933 - 1 relates to a cause for concern. A contractor had been working in a kitchen at one of the fire stations. They had poured a chemical cleaner into the sink U-bend and it appears they had unscrewed the U-bend which resulted in the contents of the cleaner pouring on to the floor making the floor slippery. Solution cleared up and reported in the appropriate way.
	Totalling 20 near hits or causes for concern

Table A4: Near Hits or Causes for Concern Reported during Quarter 1

A5. Violence or Aggression

Of the **67** H&S events **4** relate to the category of Violence or Aggression, this is further described in Table A5 below:

Sub-Categories	Break-down of Violence or Aggression (Verbal Abuse) in Each Sub-Category
4 were during operational activities	874 - As a firefighter was running out the hydrant to the fire engine, they received verbal abuse of a sexual nature from a member of the public.
	879 - A firefighter attending an incident noticed that the ambulance crew were having issues with the male from the property who was being very aggressive and lashing out. On assisting the ambulance crew the situation didn't calm so police emergency response was requested.
	909 - A firefighter was attending an incident involving a suicidal member of the public who became aggressive and threatening using homophobic language against the Fire Service and Police involved.
	923 - On attending a fire call firefighters were met with resistance from the owner of the property, who was swearing and making threats. The firefighters did manage to enter the property and deal with the incident, which turned out to be a false alarm.
	Totalling 4 violence or aggression

Table A5: Violence or Aggression Reported during Quarter 1

A6. Exposure or Contamination

Of the **67** H&S events **1** relate to the category of Exposure or Contamination

An exposure event will be investigated where a harmful substance has entered the body through a route e.g. by inhalation, ingestion, absorption, by injection or when the body is irradiated. Where there is uncertainty as to whether any exposure has taken place, or this is negligible, then this would be recorded as a potential exposure and an investigation would not normally be instigated, unless related symptoms develop.

Table A6 below:

Sub-Categories	Break-down of Exposure or Contamination in Each Sub-Category
1 was during training exercises	907 - 1 relates to Exposure . During a training exercise the instructor complained of pain in his left eye following around 30 minutes of fire behaviour training. This training involves gas/heat.
	Totalling 1 exposure or contamination

Table A6: Exposure or Contamination Reported during Quarter 1

Additionally during Q1 there were three incidents where precautionary decontamination of PPE and equipment was carried out due to asbestos potentially being involved.

13 potential exposure/contaminations have been recorded. Potential exposure/contaminations are where personnel have been exposed (during training or incidents) to hazardous environments but where appropriate control measures were implemented.