



Merseyside Fire & Rescue Service
Annual Health & Safety Report
2020/21

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Health & Safety Manager

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Introduction

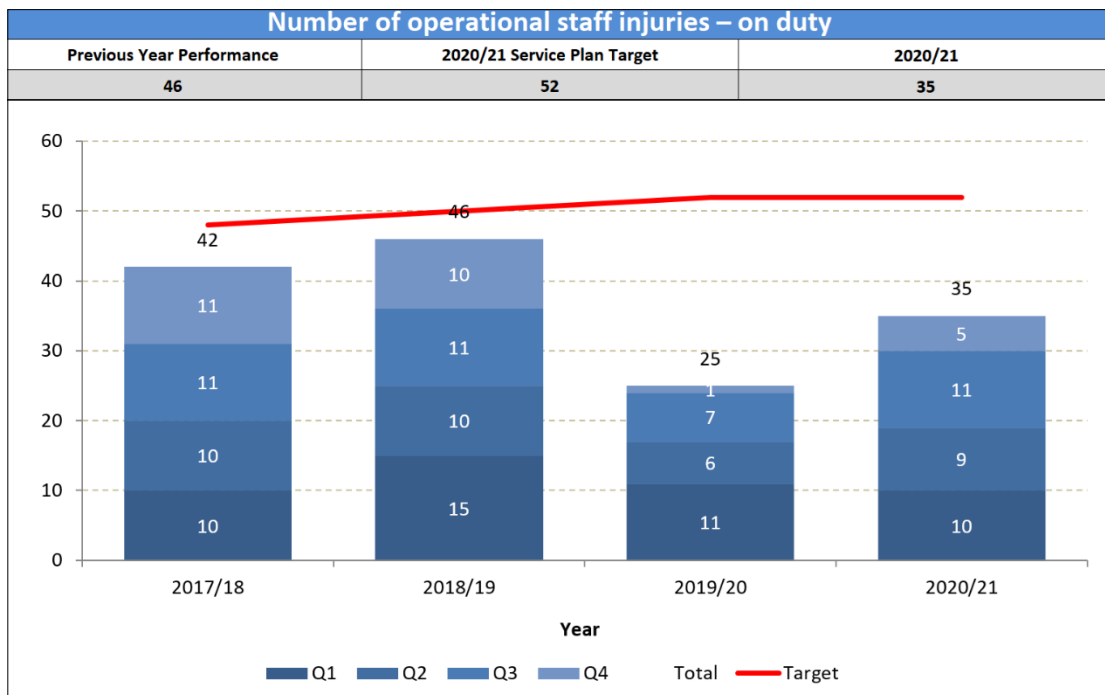
Welcome to the Annual Health & Safety report for the period of April to April 2020/21. This report provides detailed data of the Health, Safety & Welfare (HS&W) performance against the Authority set LPI's for 2020/21.

The report ensures that the Authority is informed in regard to the current HS&W performance so it can be assured that it continues to comply with its corporate policy, legal and performance requirements.

This report has been prepared using data from the Authority's HS&W Management System, OSHENS and business intelligence department.

The Authority allocate a target to the Health & Safety Departments LPI's in line with the MFRS Service plan. It should be noted that not all graphs in this report are given a target and these are presented for information and a broader understanding of local H&S departmental performance management.

Annual Health & Safety Report



During 2020/21 there were a total of 35 injuries to operational staff, an increase of 10 from the previous year. 27 of the 35 members of staff remained on duty and of those who went off duty, 3 returned to work within 7 days.

There was a total of 99 duty days lost which is an increase of 16 on the previous year. 40 of the days lost were due to one individual on long term sickness with the remaining 59 days spread across the other 7 staff members.

7 of the 8 staff members were found to be above the age of 40.

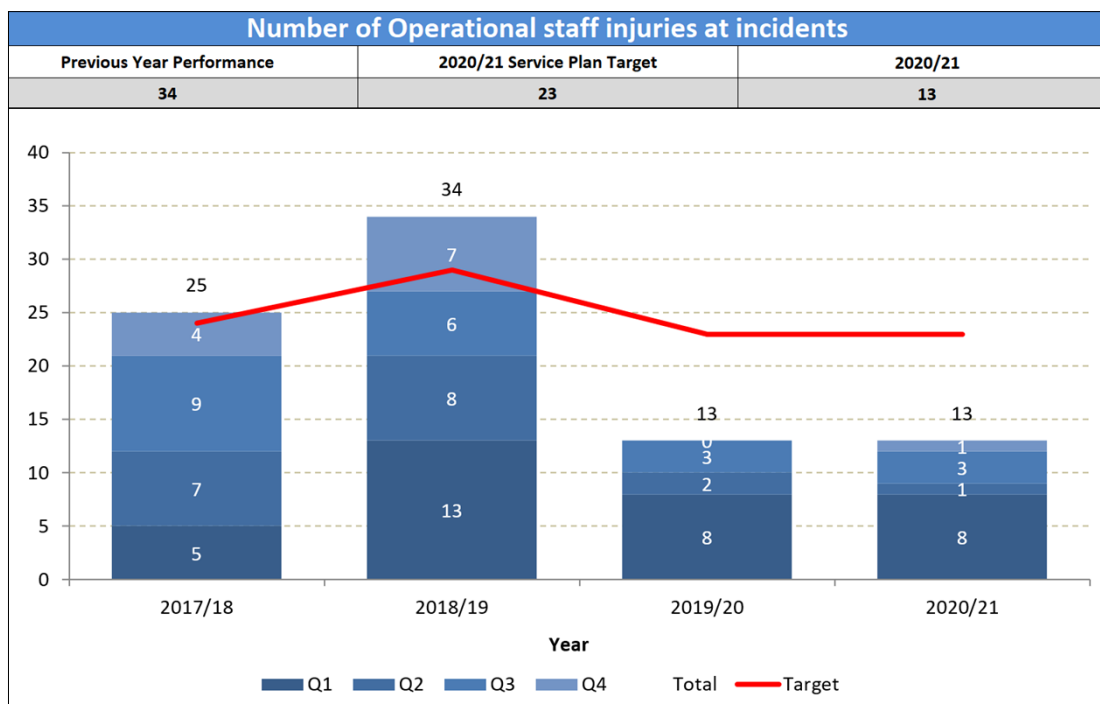
When reviewing injury type, it was identified that cut/laceration injuries were the most common with 9 of the 33 injuries falling into this category.

MFRS has an established positive reporting culture, with staff comfortable in reporting injuries without reprisal, even when minor in nature.

The following two pages separates the 35 operational injuries and reports on the following:

1. Operational staff injuries at incidents
2. Operational staff injuries at risk critical training
3. Operational staff injuries conducting routine activities.

Of



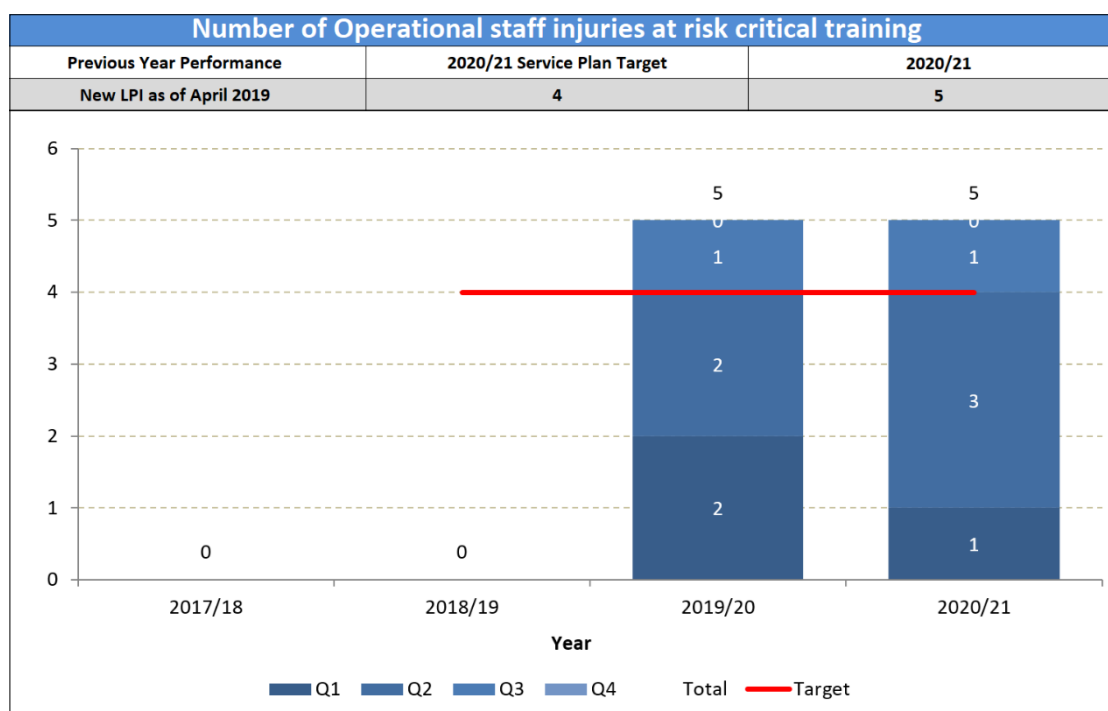
the 35 operational staff injuries in total, 13 occurred at incidents. This is 10 under target. Prior to April 2019, this LPI also included risk critical training. However, this was separated to allow for clear differentiation between operational incidents and risk critical training figures. The next chart reports on the number of injuries during operational training.

MFRS attended 15,858 operational incidents in 2020/21 which was supported by 27,406 appliance movements. Of the total 13 operational injuries, 9 remained in work which indicates the injury was minor in nature and further highlights the positive reporting culture. Of the 4

who went off duty, 3 returned to work in within 12 days and the remaining individual was on long term sickness due to sprain/strain injuries caused through manual handling.

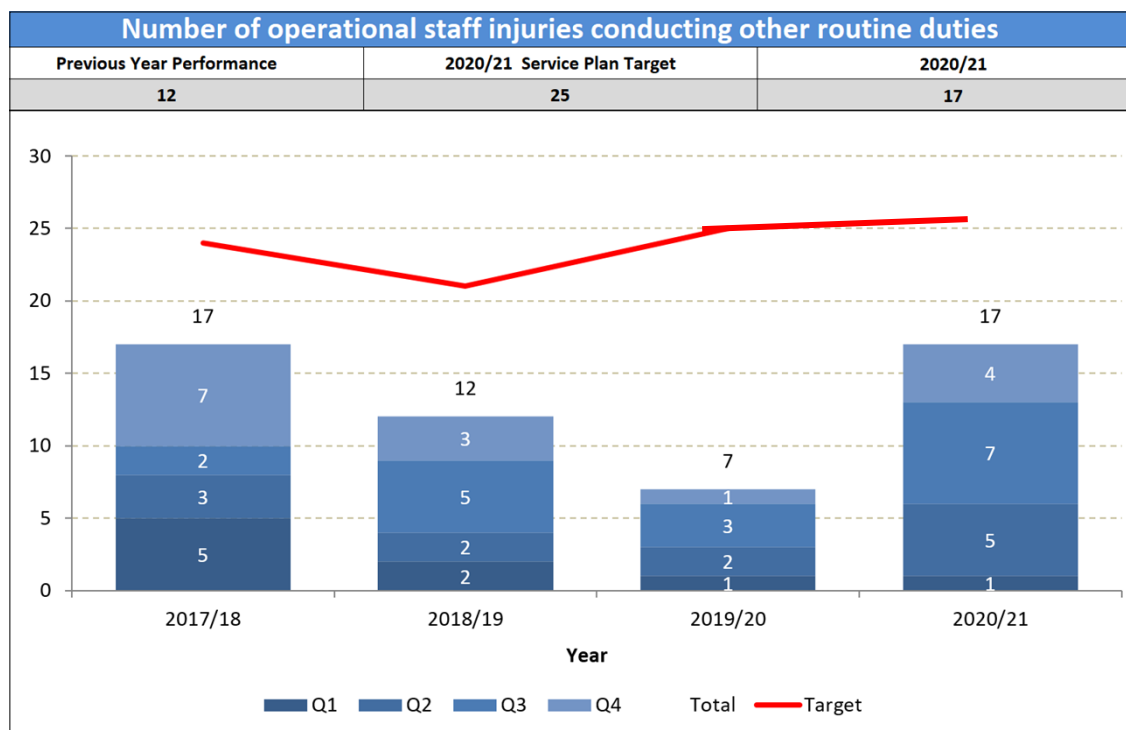
Working on a ridership of 4.4 personnel per appliance x 27,406 appliance movements for the operational incidents, this equates to approximately 120,449 occasions when individual operational staff were exposed to a risk critical environment with only 13 injuries occurring during the risk critical activity.

The total duty days lost for operational staff whilst at incidents was 29 days, a reduction of 41 days on the previous year; this is a significant positive result.



For training purposes, 173 days of core training were completed, 7 off site station exercises and 3 recruit courses of 15 weeks each were also completed. Individual training periods are aligned daily to the training planner across all stations and amounts to approximately 8000 x 2.45 hour periods per year across all locations –however, in actual terms for the period of 2020/21 this figure has been affected by the Covid-19 Pandemic.

5 individuals were injured during risk critical training, none of which went off duty. This again indicates that the injuries were minor in nature and that the training environment is being managed well through risk assessment and the operational managers.

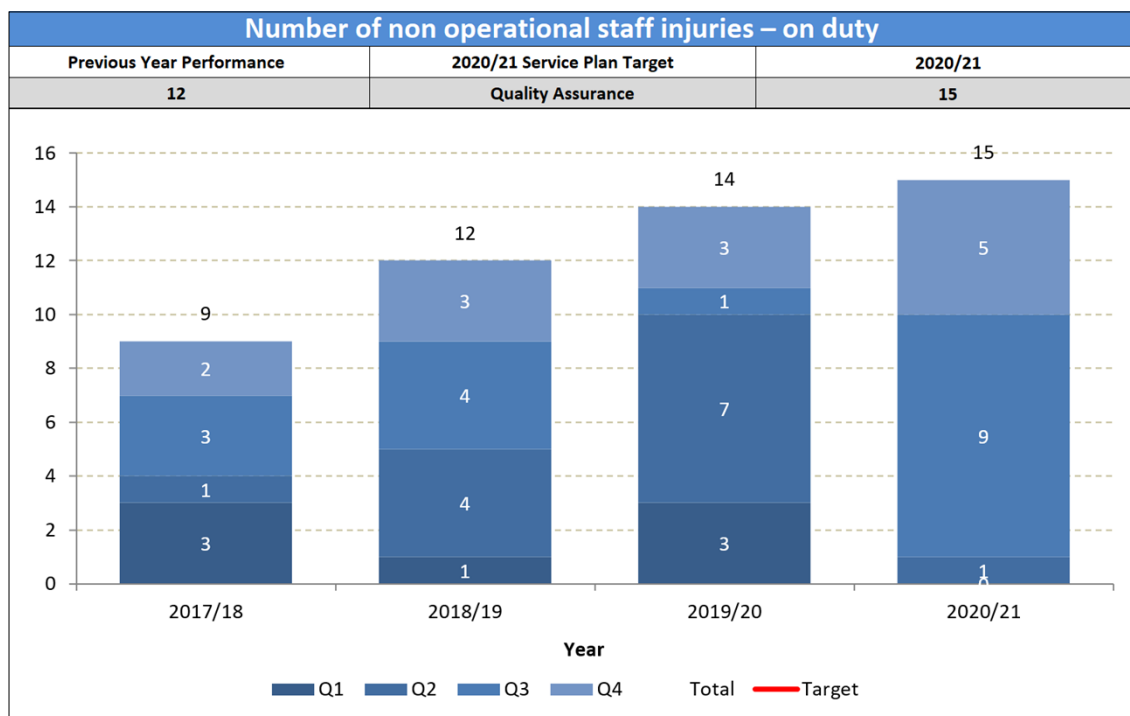


MFRS currently employ 641 operational staff and during routine activity in 2020/21, 17 injuries occurred which saw an increase of 10 on the previous year.

Of the 17 individuals who were injured, 13 remained on duty highlighting their injuries were minor in nature. 4 individuals went off duty, a 50% increase on the previous year, however relative.

The 4 injuries resulted in 70 duty days being lost which is an increase of 57 on the previous year (13) but does include one 'long term 'sickness' at least.

75% of injuries were related to staff between the ages 50-59.



There were a total of 15 non-operational staff injuries in 2020/21, an increase of 1 from 2019/20.

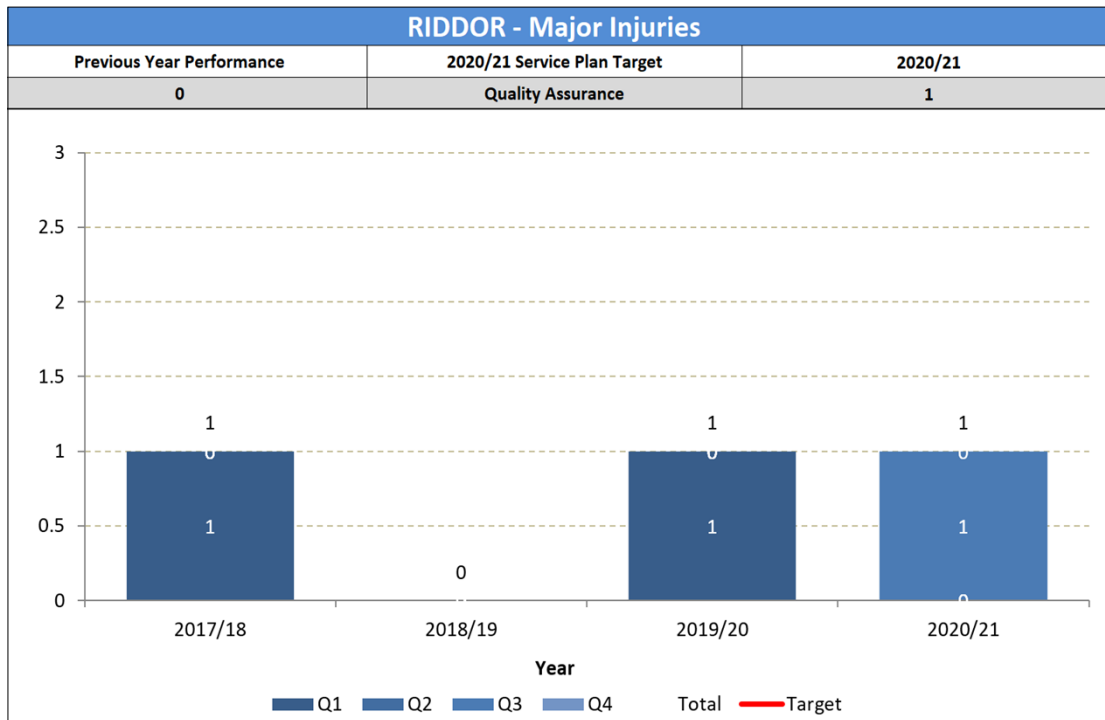
Although there has been an increase in the number of injuries, all individuals remained on duty.

Specific age ranges for this category were:

- 15-19 = 1 member of staff
- 20-24 = 3 members of staff
- 30-34 = 1 member of staff
- 35-39 = 2 members of staff
- 55-59 = 2 members of staff

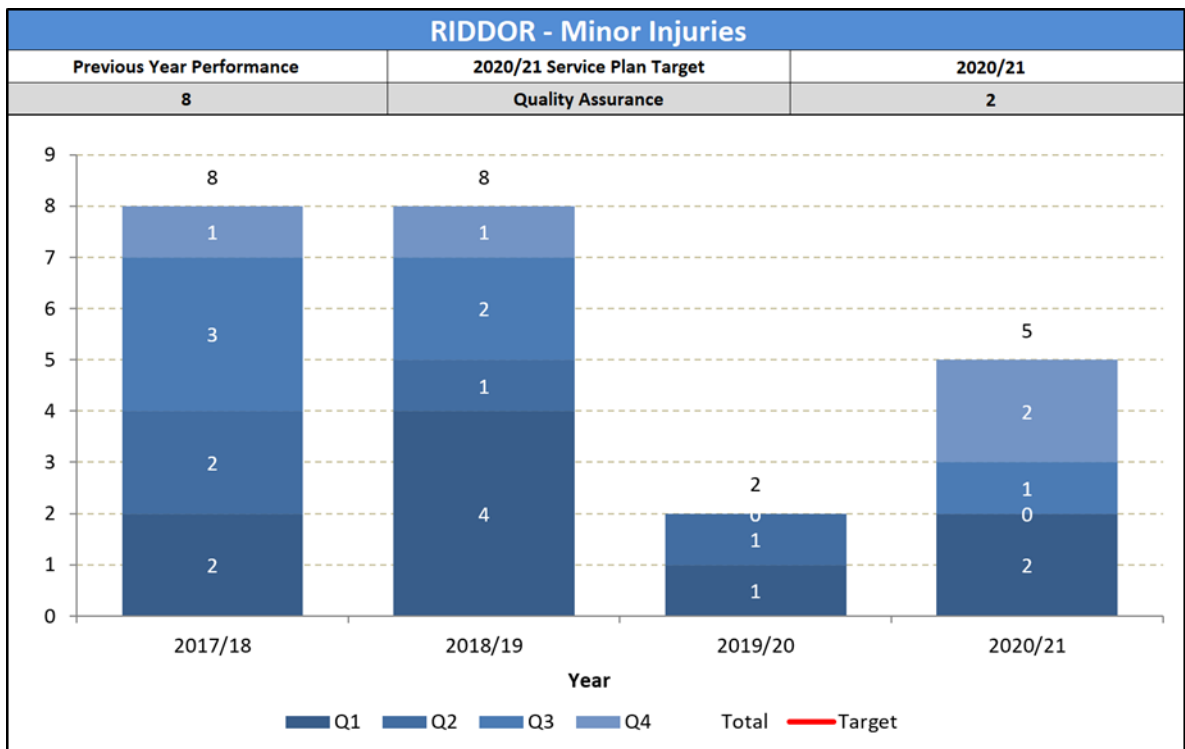
- 60-54 = 2 members of staff
- 65-69 = 1 members of staff

Its worthy to note that although a slight increase on the previous year, the Service has a fully embedded positive H&S culture, which includes reporting of lower-level injuries that may have been previously went unreported.



Under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013, Merseyside Fire and Rescue Authority must report the specific categories under 'major injury' to the enforcing Authorities where occurrences happen 'out of or in connection with work'. The Health & Safety Team reports the occurrences to the Health & Safety Executive (HSE) on behalf of MFRA.

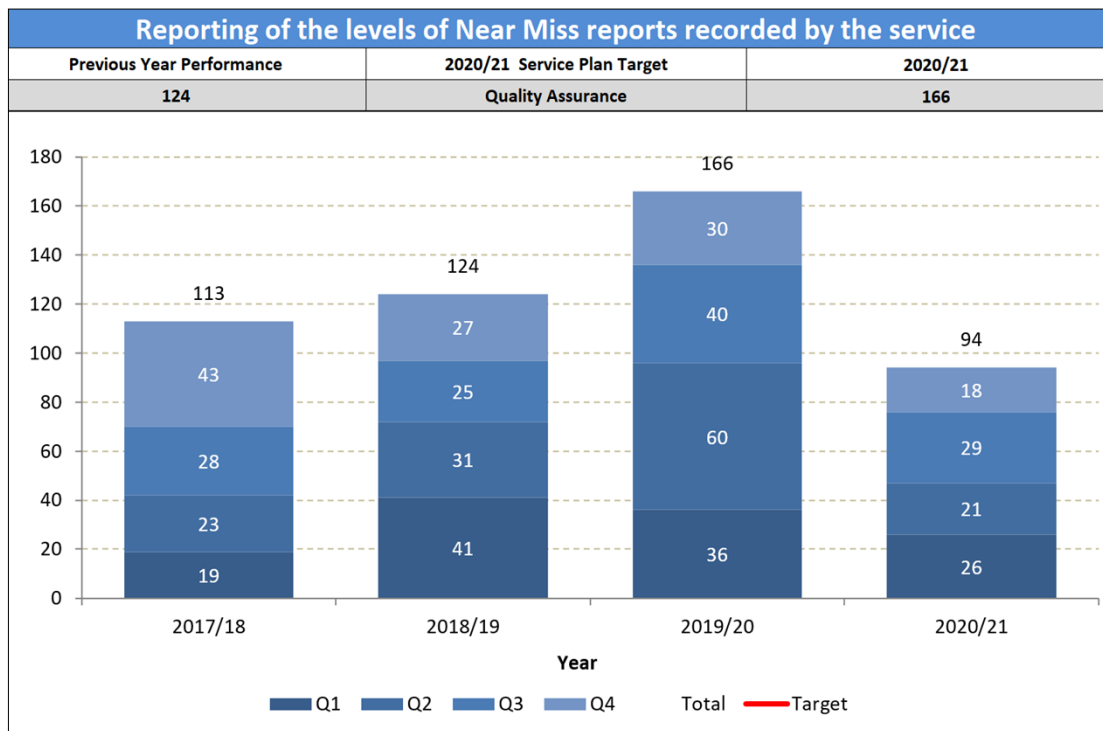
There was one reportable major injury during 2020/21, which was an injury to a firefighter who suffered a broken wrist after a fall down some stairs.



Under the Reporting of Injuries, Diseases and Dangerous Occurrence Regulations 2013, Merseyside Fire and Rescue Authority must report specific categories where an over 7-day absence occurs when the cause is 'out of or in connection with work'. The Health & Safety Team reports the occurrences to the Health and Safety Executive on behalf of MFRA.

There were 5 minor injuries reported to the HSE during 2020/21, an increase of 3 on the previous year. Three were sprain or strain injuries. One was a crush injury, and the other a hot burn/scald.

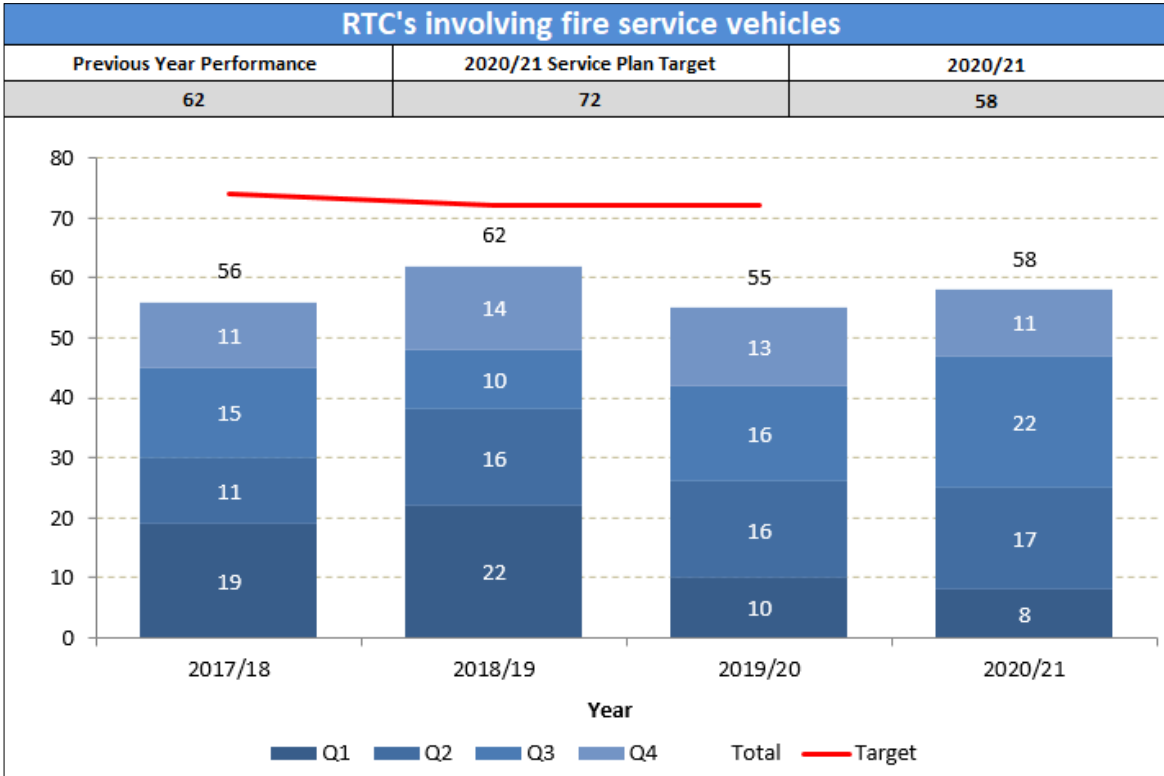
No age trend was identified.



As

shown, prior to 2020/21, the number of near miss reports and safety observations had increased for a sixth consecutive year which is positive for the Service as this is the reporting of safety issues when injury does not occur and in responding to these events it will hopefully prevent injury in the future. The reduction for 2020/21 (decrease of 72) is most likely attributable to the impact of COVID-19 on the Service, with lack of movement, training and less occupation of premises, subsequently showing a decline in near miss reporting.

MFRS continues to have one of the highest levels of reporting of near miss/safety observations in comparison to other Services in the North West Region which contributes to the positive Health & Safety culture.



MFRA operate 228 vehicles across its fleet and have covered well in excess of 1 million miles in 2020/21 for both blue light response and routine activity.

The total number of road traffic collisions (RTC's) involving all types of Service vehicles was 58 in 2020/21, although an increase of 3 on the previous year, it is under target by 14.

Road Traffic collisions are reported on Four main performance-led categories as detailed below:

1. The number of RTC's where a Fire Appliance hit other vehicle or object whilst responding to an operational incident.
2. The number of RTC's where a Fire Appliance hit other vehicle or object whilst engaged in routine activity.

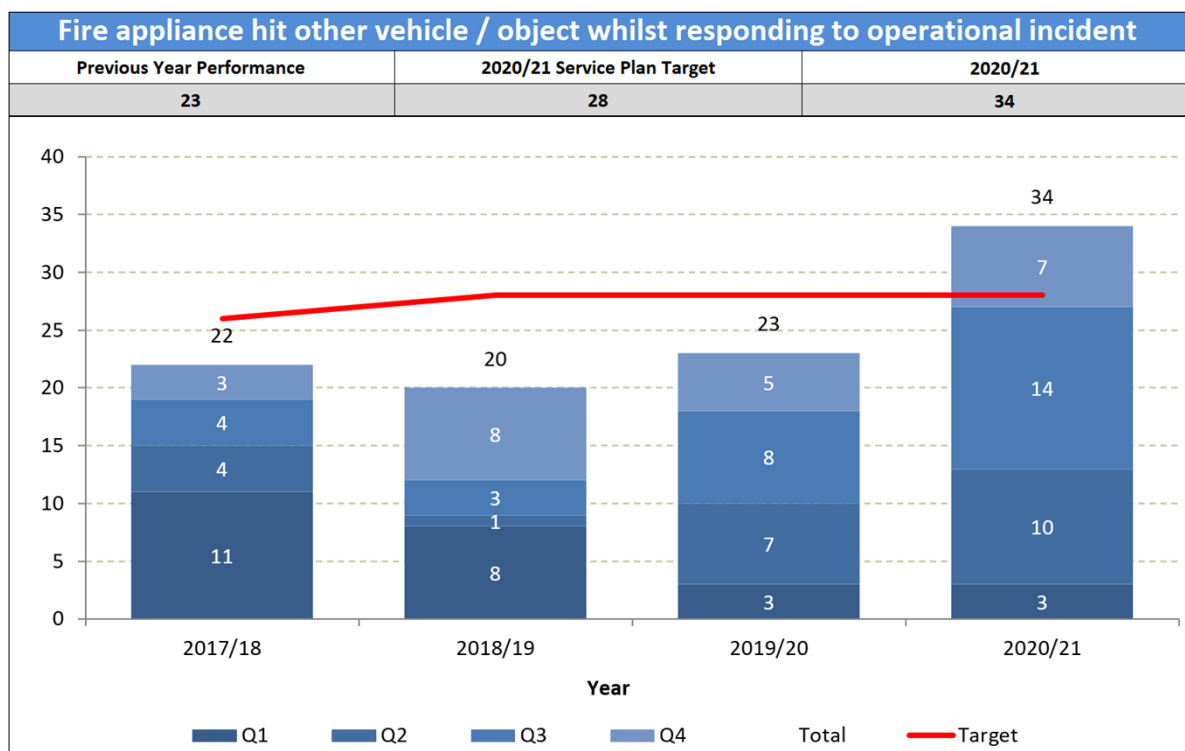
3. The number of RTC's where a light vehicle hit another vehicle or object whilst responding to an operational incident.
4. The number of RTC's where a light vehicle hit other vehicle or object whilst engaged in routine activity.

Two other categories are monitored only:

5. Other vehicle damage caused whilst any vehicle is stationary during response or routine activity.
6. Hit by other Vehicle

All categories are summarised in the following pages.

It should be noted that all road traffic collisions are reviewed at the Road Risk Review Group which is chaired by the Health & Safety Manager. The group decide what the appropriate course of action for each incident is with support/ development put in place for the individuals involved in the collisions, with the aim of preventing further occurrence.



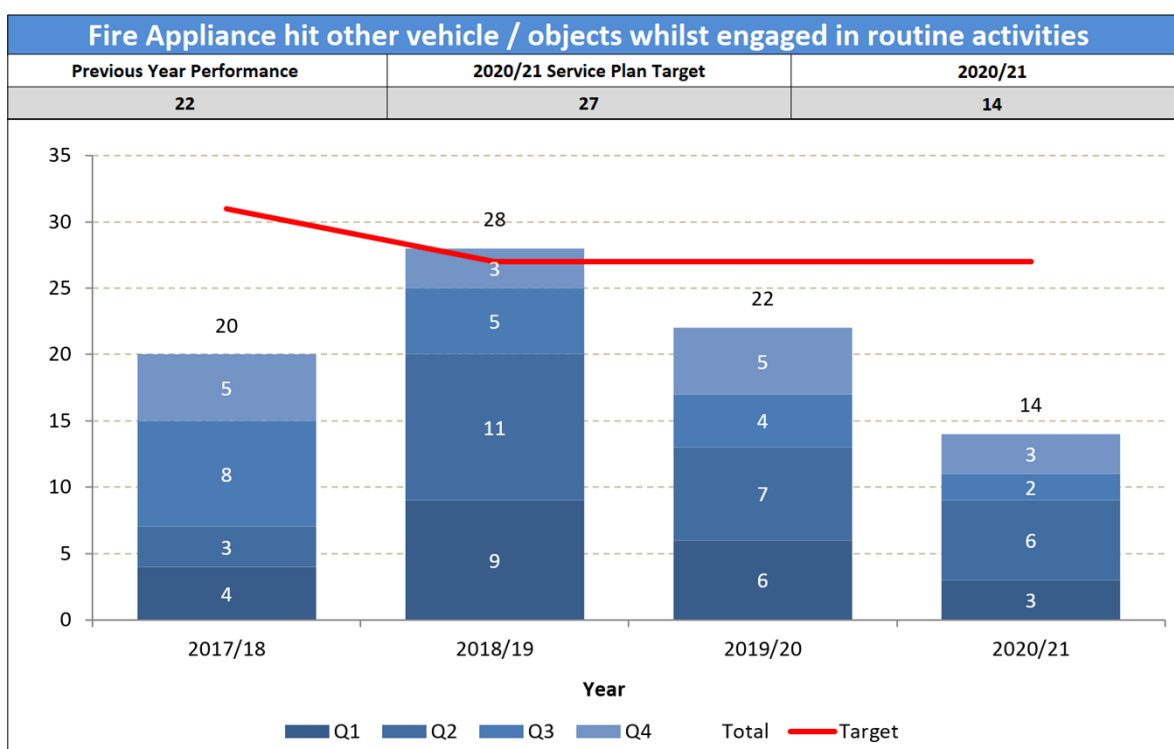
MFRA fire appliances responded on 27,406 occasions in 2020/21 to 15,858 incidents with this activity deemed as the Services most risk critical driving category.

There were 34 collisions involving appliances responding under blue lights in 2020/21, an increase of 11 on the previous year and 6 over target. A full trend analysis has been undertaken in relation to this LPI and outcomes form part of the focus for the 2021/22 period. A point of note, is that 18 appliances of the older fleet were decommissioned and replaced with newer, more modern and interactive appliances during 2020/21.

The Service has also introduced 41 new EFAD qualified drivers since the beginning of 2020.

When reviewing the 34 blue light collisions, it was identified that the trend for this LPI is moving forward under 10mph, as 27 (79%) collisions were in this category.

Frequent communications from the H&S team are circulated highlighting the identified trends and areas of learning with the aim of reducing the number of incidents. The station-based station managers work closely with supervisory managers and staff to educate and monitor the situation. Findings are discussed via monthly standardisation meetings and actioned through Road Risk Review Group.



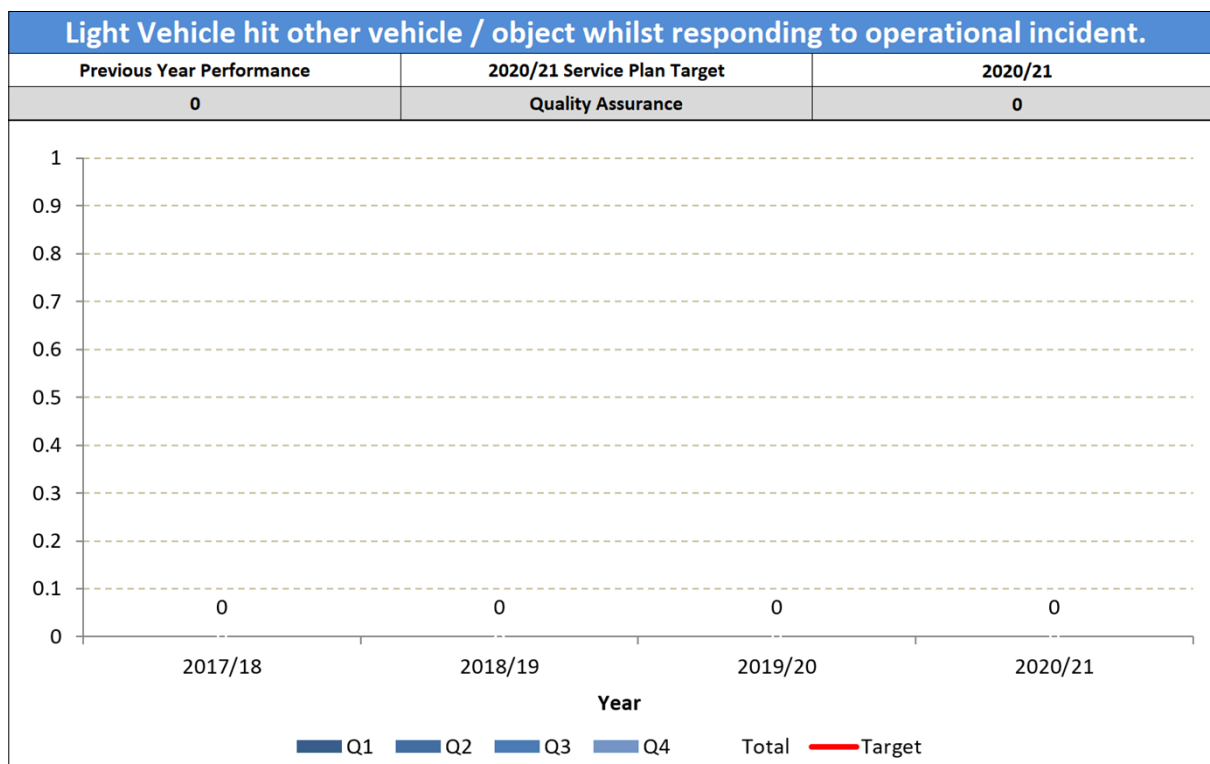
MFRA appliances were involved in 47,118 routine movements in 2020/21.

The total number of appliance collisions whilst engaged in routine activities decreased by 8 to 14 in the year and is under target by 13 – this was an all-time low after years of proactive work.

Similar to blue light collisions, the trend for this LPI is moving forward at a low speed with 13 (92%) of the collisions occurring under 10mph.

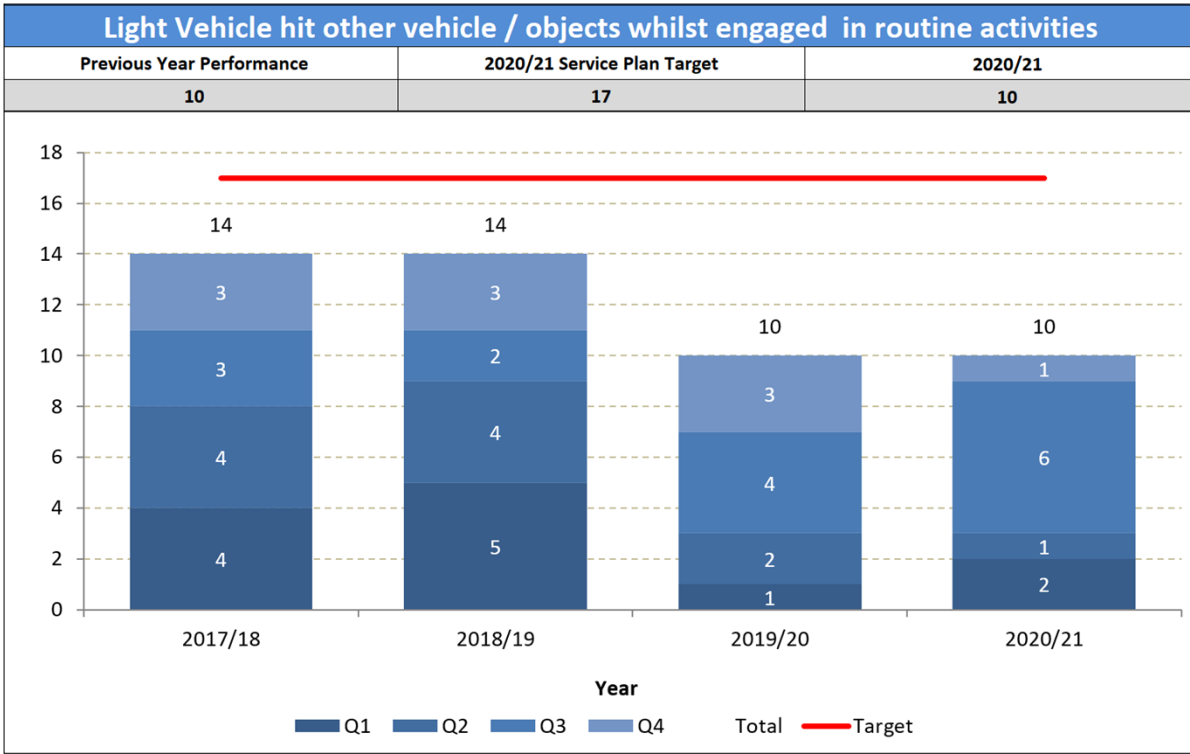
The Service have also progressed 50 new LGV drivers into the operational environment since the beginning of 2020 so the reduction in appliance collisions reflects that their development is being managed effectively by the Service.

The trends identified in this area show that 5 of the incidents can be attributed to the staff operating in the 2-2-4 duty system whilst 4 of the incidents can be attributed to the staff operating in the DCWTR duty system. Again, there is no trend across the shift patterns with a fairly even split across whole-time and day crewing whole-time retained.



This category covers the blue light response by the Service in light vehicles which is generally the Senior Officer group during emergency response activity. This category is not given a target but is monitored for trends.

Senior Officers mobilised to operational incidents on 2786 occasions in 2020/21 and for the sixth year in succession there have been no collisions in this category.

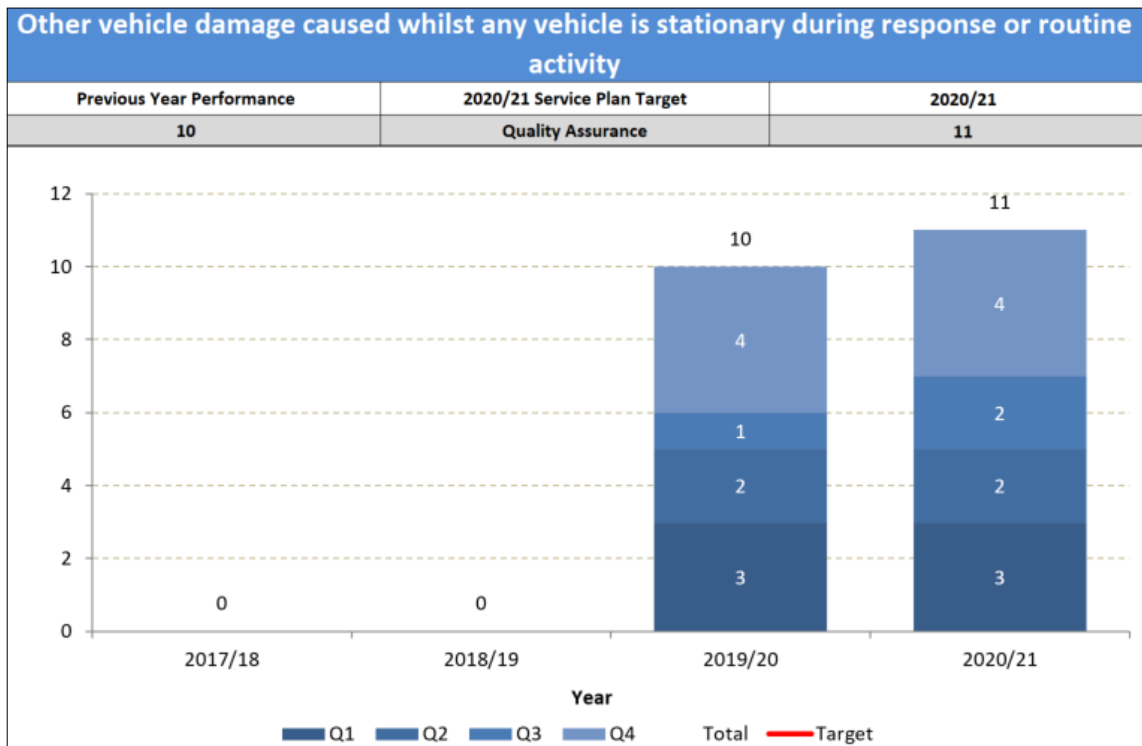


MFRS fleet consists of 228 vehicles and covered a distance well in excess of 1 million miles in the 12-month period.

Vehicle collisions involving light fleet vehicles remained at 10, same as the previous year.

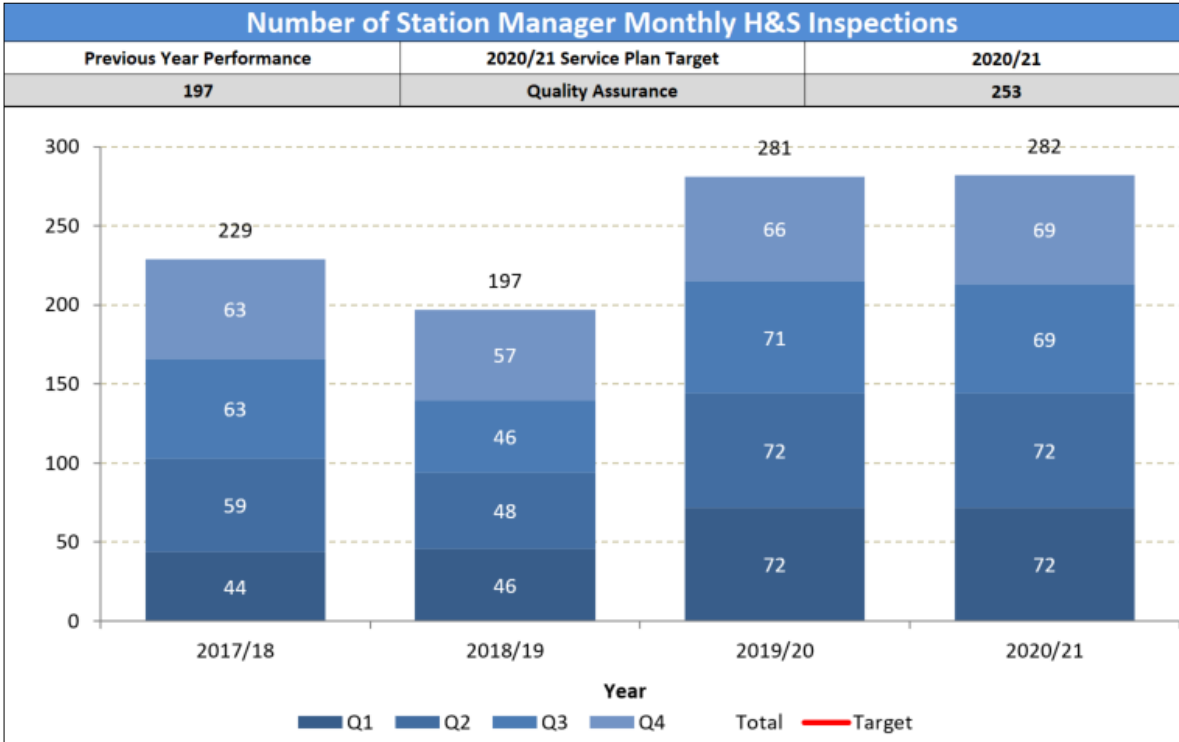
The LPI remained the same even though there was a marked increase in the use of light vehicles in order to assist with the pandemic i.e., parcel/prescription deliveries etc.

In analysing the data for trends, 5 of the 10 collisions occurred whilst moving forward, 4 whilst reversing and 1 whilst stationary. Of the 10 collisions, 8 occurred at a speed below 10mph.



This category was introduced in April 2019 to capture vehicle damage, which was not caused by a collision, for both fire appliances and light vehicles. This category is not given a target but is monitored for trends.

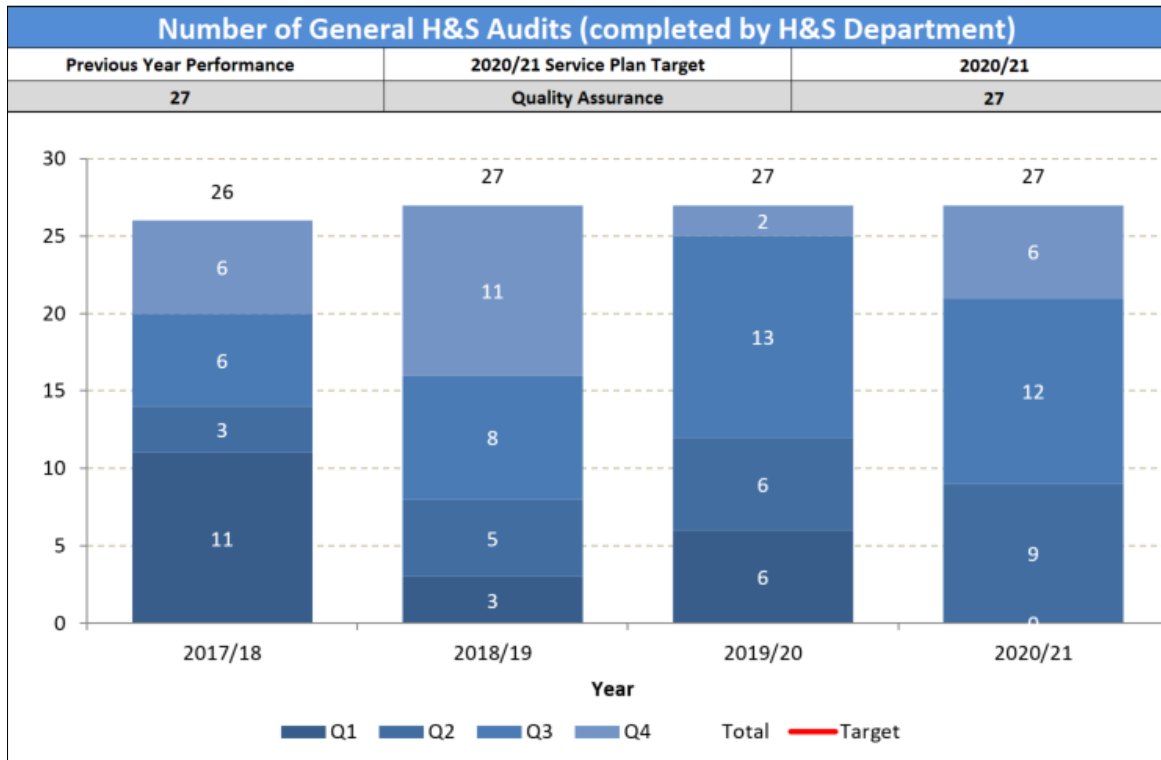
There have been 11 reports of vehicle damage whilst the vehicle is stationary during 2020/21. Whilst often difficult to establish cause the H&S team proactively investigate all vehicle damage.



The Health & Safety Inspection monitors station records, operational readiness, station accommodation and preparedness of appliances and equipment.

For the period of 2020/21 completion of this monthly H&S inspections was 100%. During Covid and more specifically when lockdown measures were in place, and in order to reduce interactions and protect staff, this inspection was delegated to WM's which the SM would then QA. In support of this, a weekly Covid inspection was also introduced, which concentrated on Covid specific control measure on station i.e., hand sanitisers, IIR type2 mask stock, signage, social distancing measures etc. this was welcomed by staff.

The SM H&S Inspection is recorded as a management audit on the OSHENS software.



The Health and Safety Team have the responsibility of carrying out General H&S Audits across the 27 MFRS sites. Despite the Covid-19 Pandemic, all locations were audited in 2020/21.

Findings from all audits are logged through the normal fault reporting process to the relevant facilities management company and staff are encouraged to report issues with immediate safety implications through the OSHENS near miss/safety observation module. All findings are then considered and reported through the Workplace Review Group for discussion on a six-weekly basis.