



APPENDIX 2: HEALTH & SAFETY MANAGEMENT

Report by the Executive Head of Asset Management & Performance
January 2016

1 Introduction

This report covers the period of November and up to the 11th December 2015, it does not include details of the damage mainly to the network and boats from the flooding over the Christmas period. The format of the report is in line with the format of reports presented at each Trustee meeting during the year and covers the key areas of risk – Assets, Visitors, Employees, Volunteers and Contractors.

2 Assets

2.1 Asset Inspection Process

Improvements in the structure of the inspections area are progressing with the recent appointment of technician engineers and dedicated lock gate inspectors.

3 Visitor Safety

During the period there were 6 fatalities on our property with none being as a result of infrastructure failings or other cause attributable to the Trust. This is in line with the long term average

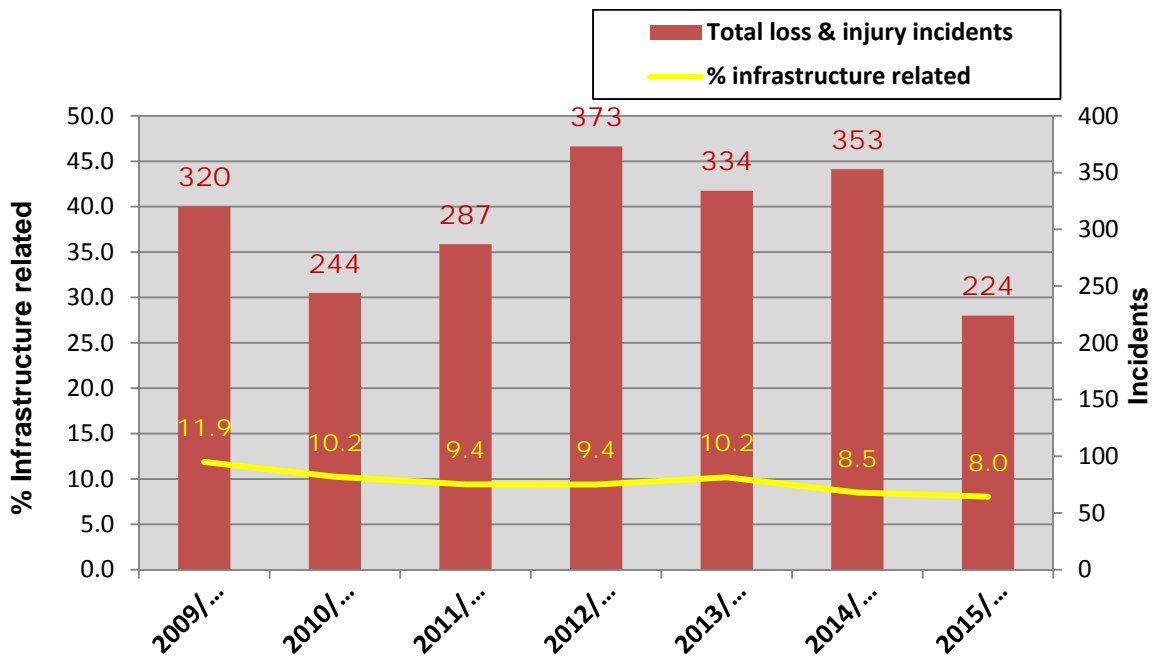
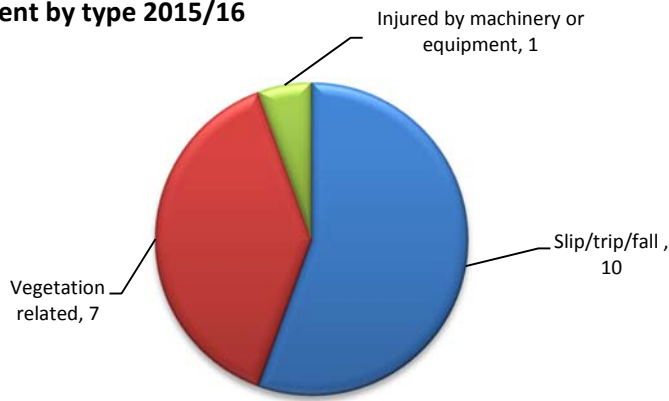
3.1. Infrastructure related issues

During the period there were no reportable visitor incidents. The analysis of incidents involving members of the public reported during 2015/16 shows 224 incidents were reported where loss or injury occurred, 18 incidents were related to infrastructure i.e. 8.0%.

- **5 pedestrians injured** – 2 walked into a low hanging branch, 3 fell in holes in towpath
- **6 boaters injured** – 1 fell from quadrant, 2 fell into hole in towpath, cut hand on defective water point, 2 struck by low branch on bend
- **5 cyclists injured** – 1 fell from cycle due to deep gravel on towpath, 2 hit a low branch, 2 thrown off bike by pothole
- **1 angler injured** - fell into hole at fishing peg.
- **1 boat damaged** – collision with a low branch

The following charts show the trend in Infrastructure related injuries and incident type:

Incident by type 2015/16



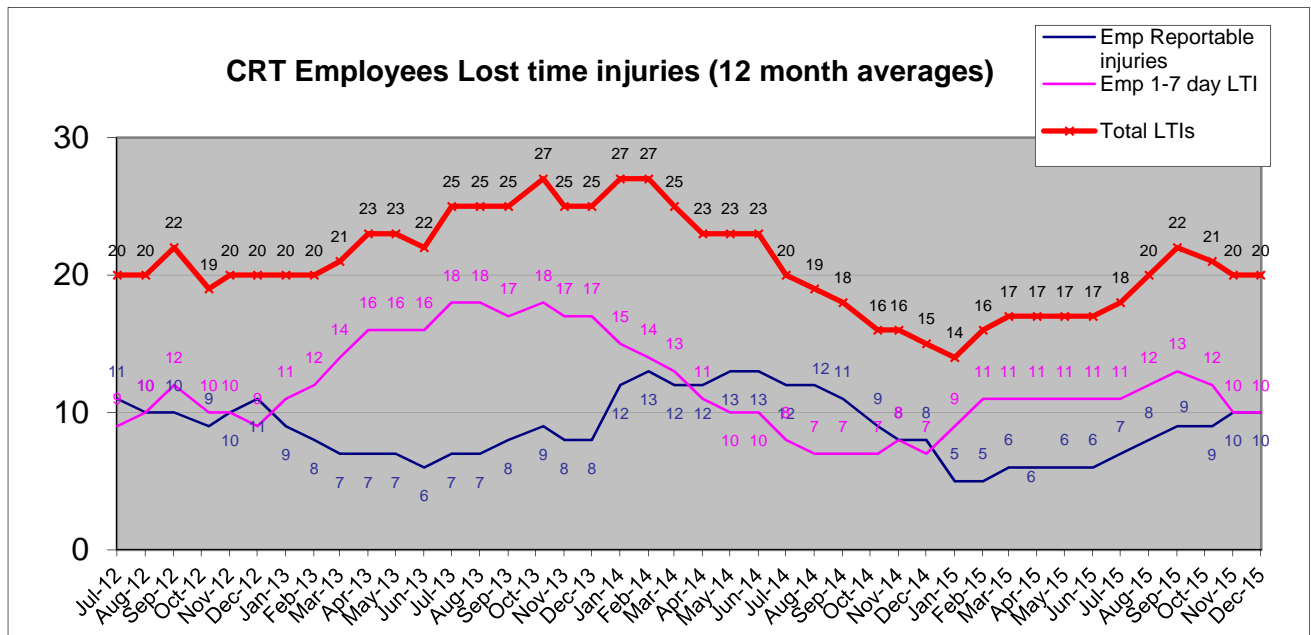
3.2. Visitor reportable injuries

During the period, there has been no visitor reportable injury.

Stourport Lock Tail Bridge Handrail – A permanent handrail design has been approved for the historic tail bridge at Lock 1 Stourport Basin. This has taken over 3 years to get an agreed design due to the requirements of Listed Building consent. A tragedy occurred in June 2012 when a 13 year old was cycling across the bridge and fell into the lock which had no handrail. Temporary handrails have been in place since the incident. **Commercially confidential material removed**

4. Employees

The chart below shows the overall position with regard to reportable (RIDDOR) injuries and the overall Lost Time Injuries:



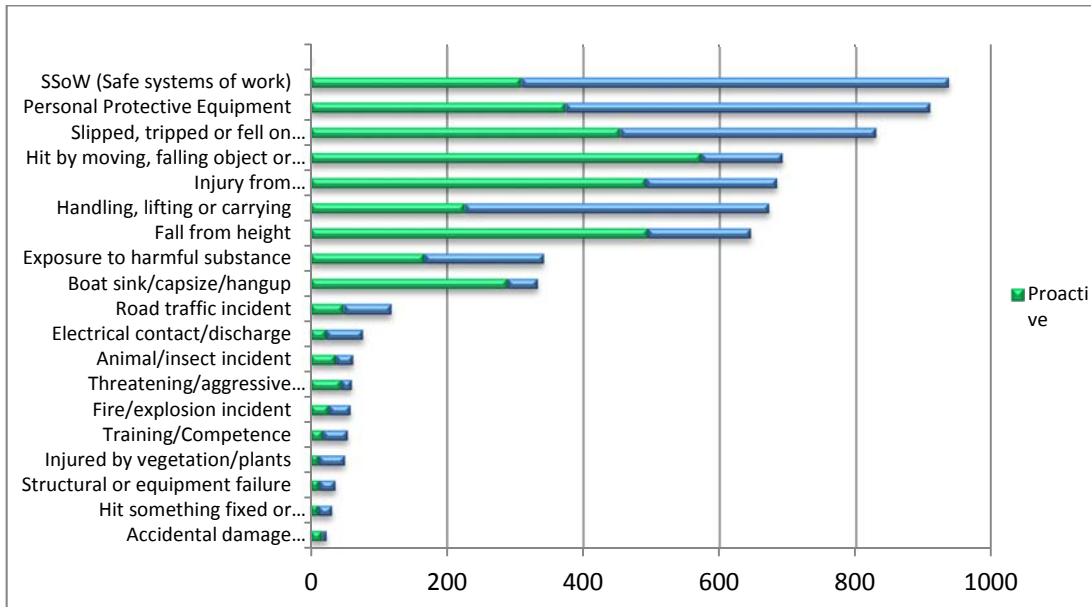
The positive downward trend at the turn of the year has not been sustained over recent months due mainly to an increase in short term lost time injuries caused mainly by manual handling and slip, trip & fall incidents. A campaign to focus on manual handling risks has been implemented through local Safety Action Teams to identify manual handling risks which can be designed out. The opportunity provided by the restructure for the Asset Delivery team to deliver our winter stoppage programme with their greater emphasis on efficiency through mechanisation for example should also significantly reduce the risk of manual handling type injuries.

Incidents recorded in this period:

- **29/10/2015. North West** – Operative injured hand when a sliding cabin door shut on his hand.
- **27/11/2015 Asset delivery, South** – Operative suffered a sprained ankle when stepping into a water filled hole at the bottom of the lock during a stoppage. The hole was subsequently filled and the planning and stoppage setup is being reviewed

4.1. Safe Behaviour

The number and type of safe behaviour discussions taking place in the workplace is an important indicator of safety improvement. The data recorded during 2015/16 is given in the following table.



We remain satisfied that our safe behaviour programme is being well supported with over 6600 conversations recorded in the first 11 months of 2015. To ensure this continues, we are identifying areas where performance is highest and sharing the lessons of how that is achieved.

4.2. Occupational Health

There has been no reported case of occupational ill health.

5. Volunteers

South East Waterway – A volunteer slipped on an external door mat at Stoke Bruerne Museum resulting in a broken hip. The premises inspection procedure has been reviewed and the mat which should have been only used internally has been removed.

6. Contractors

In 2015/16 there has been 1 reportable contractor injury: An Intermarine Contractor installing floating pontoons fell onto a steel bracket injuring their torso - Over 7 day reportable injury

7. Overall Safety Performance

7.1. Accident Frequency Rates (AFR)

AFR is our main safety key performance indicator and the table below shows AFR for each component of the Trust's workforce - employees, contractors, and volunteers. The target overall performance for 2015/16 is an AFR of 0.18. Following the exceptional performance in the summer of 2015 the small number of employee Riddor reportable injuries has driven up the employee rate and this coupled with an increase in volunteer injuries has made the target unachievable. With year to date performance at 0.35 our focus is on ensuring the working environment and safety behaviour of our volunteers is in line with that for employees. We believe greater integration into the Trust's teams is key to improvement.

	Riddor AFR (12 Month average) December 2015
Employees	0.28
Volunteers	1.21
Contractors	0.26
Combined Rate	0.35

Julie Sharman
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