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SUPPLY CHAIN SAFETY LEADERSHIP GROUP

Healthier & Safer by Design Group

Home Safe and Well Webinar

John Pilkington

ABOVE THE LINE

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Today's session

- Introduction – Teresa Moss
- Safety Moment
- Why is Healthier & Safer by Design so Important and Our Journey?
- Work done to date
- Successes so far
- What are our next steps
- Q & A
- Schedule of Significant Risk Webinars

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Introduction

Teresa Moss – HSW Business Partner Supply-chain engagement, National Highways

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Safety Moment – Skin Cancer

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Skin Cancer

May is Skin Cancer Awareness Month. Melanoma is one of the biggest killers in the 15-34 age group in the UK, and 86% of skin cancer is preventable. You must manage the risk of sun damage during site work.

Prevention of skin cancer

Know your UV facts:

- UV rays from the sun damage DNA in your skin and cause skin cancer, but UV rays aren't hot and you can't feel them. UV is strongest In UK 11am-3pm, not the hottest time of the day.
- UV rays can pass through clouds, so you can burn on a cloudy day. Check the *METOFFICE* for the UV index forecast. If it's 3 (moderate) or above, sunburn can happen so sun prevention is a must.

Cover up with a brim hat and long-sleeves, try to protect your face and neck. Wear UV protection sunglasses or safety glasses. Available via PPE catalogue.

Wear suncream, at least SPF 30 and 4-star UVA protection (via PPE catalogue). Apply before exposure reapplying every 2 hours. Don't use out of date suncream. Face moisturiser and make-up with SPF is unlikely enough to prevent skin damage as they are rarely applied in sufficient quantities.

Reduce sun exposure where you can.

Check your skin regularly – here is a 10 minute guide. Symptoms of skin cancer include a sore or area of skin that:

- Doesn't heal within 4 weeks, looks unusual, hurts, is itchy, bleeds, crusts or scabs for more than 4 weeks. Images here.

What to do:

- Take a photo of anything that does not look right.
- See your GP for advice if you are unsure. Or speak to a GP via WSP's virtual GP service. Health Hero, available to all.

SHW Help

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Why is Healthier & Safer by Design so Important and Our Journey

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Why is design so important?

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Building the right team – Who's Involved and what's our Vision

Vision

National Highways have a vision to eradicate any occurrences of fatal harm by 2030 and prevent occupational health life-changing harm by 2040 by elimination, substitution, isolation and/or engineering controls.

For National Highways to achieve this vision, we as the Supply Chain must think differently, and projects must ensure a **healthier and safer by design mindset** is established from the outset. This is critical to achieving safer, healthier outcomes for both workers and customers.

Therefore, we need to embed an '**above the line**' approach from the **concept** stage of all National Highways projects to support their overarching vision.

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TRAFFIC MANAGEMENT EXPERTS
RAMBOLL

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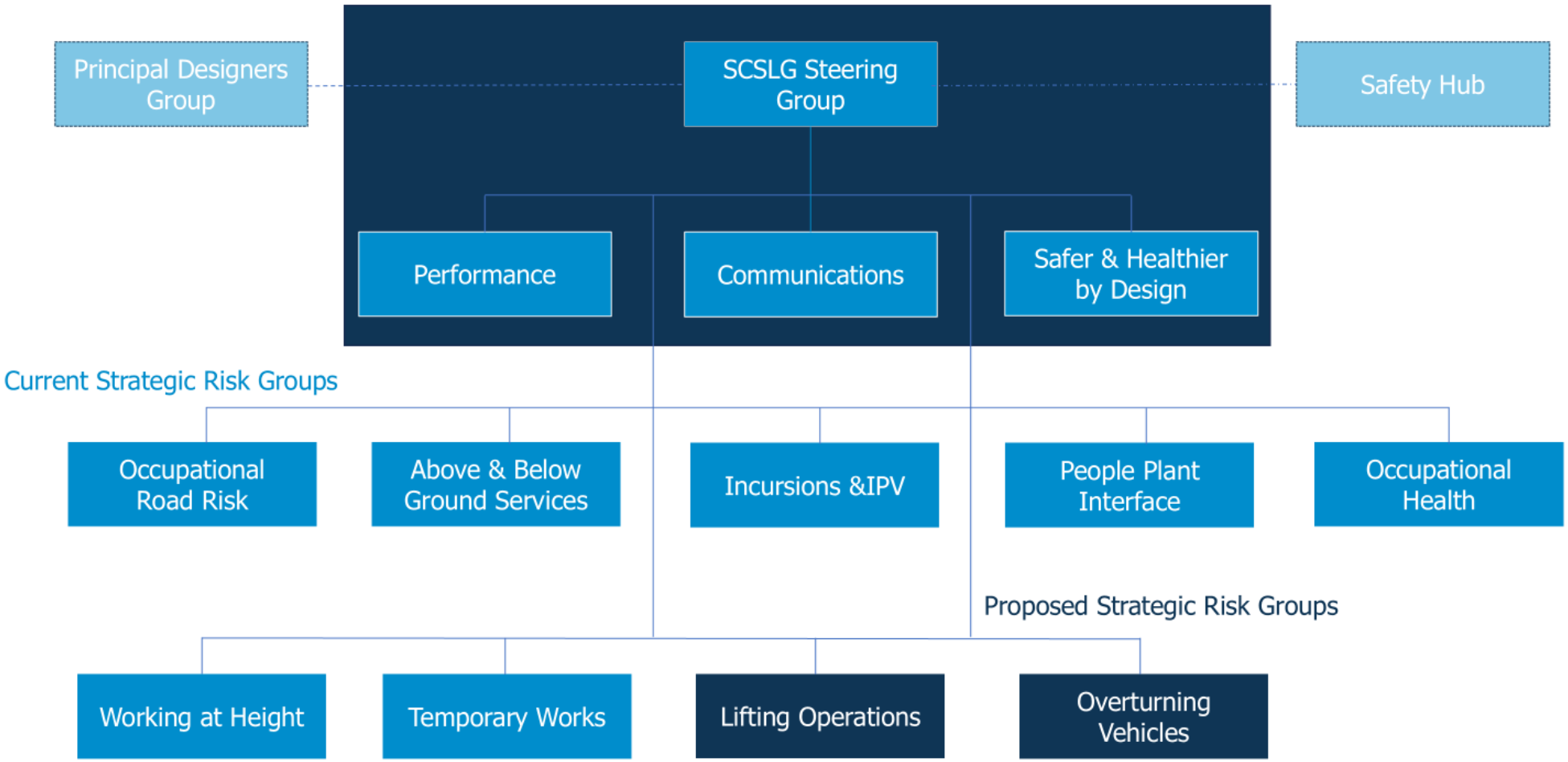
Structure



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Work done to date

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Creating the common intent document

- Reviewed the previous ‘Safety by Design’ common intent,
- Decision made to incorporate health by design it is now ‘Healthier and Safer by Design’
- Reviewed our approach in line with the output of the 9 significant risk groups and adoption of their Bow-tie analysis
- Would we do anything differently? Yes – not expect to get it right first time. Make sure your scope isn’t too wide, you can’t boil the ocean.

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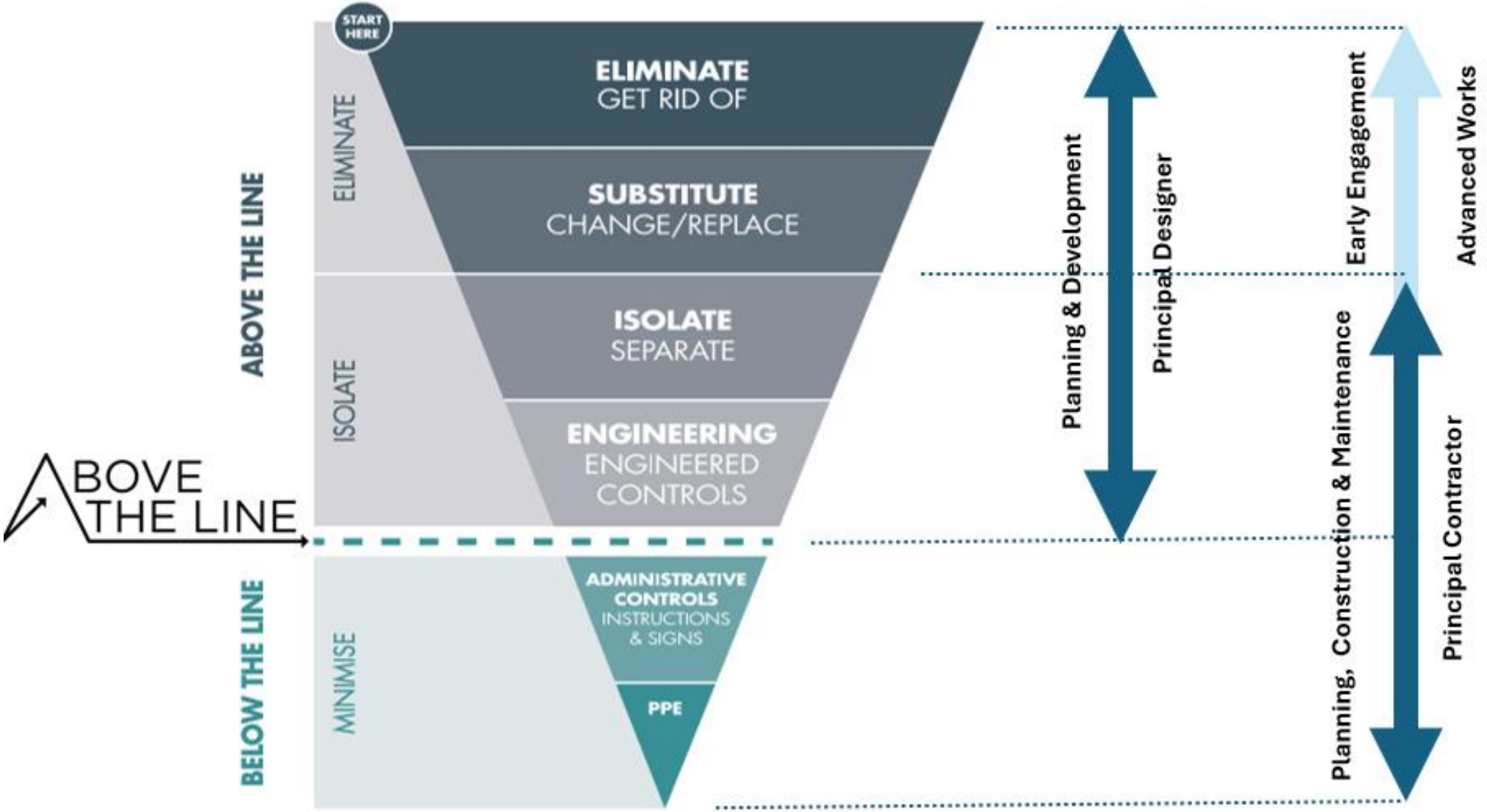
Hierarchy of Control



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Hierarchy of Intervention Effectiveness

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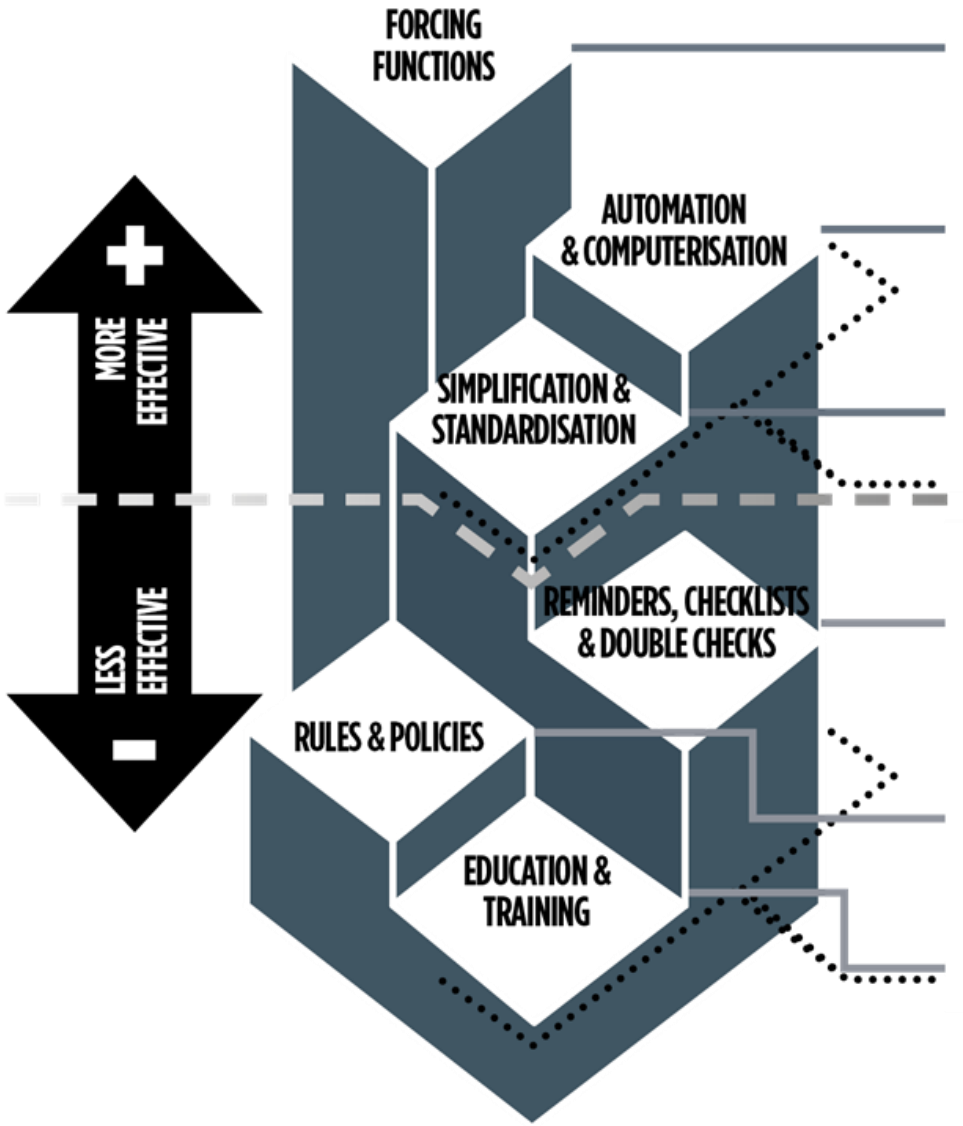

System-focused

People-focused

- Common Intent, Leading Indicators Adoption of solutions into DMRB, Culture, Leadership (Roads Academy)
- Digital Modelling;3D/4D, Digital Hazard mapping Digital Twin Digital Rehearsals; On-site Equipment/ Robotics
- Simple Designs, Standardisation and Standard Specifications, off site fabrication (DfMA)
- Peer Reviews, Design Reviews, Case Studies, Safety Shares, Technical Reviews, Hazard Warnings on Construction Drawings
- Raising the Bar, Guidance Documents, Lessoned Learned
- Highways Safety Hub, Competencies of Designer

SYSTEM FOCUSED

PEOPLE FOCUSED

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Alignment with other teams/Stakeholders

- All SCSLG Significant risk working groups
- Principal Designers Working Group (PDWG)
- Highways Safety Hub
- SDF Regional Communities
- Maintenance & Response Contractors
- Safety, Engineering & Standards (SES)
- Heads of Planning and Development
- Asset needs managers

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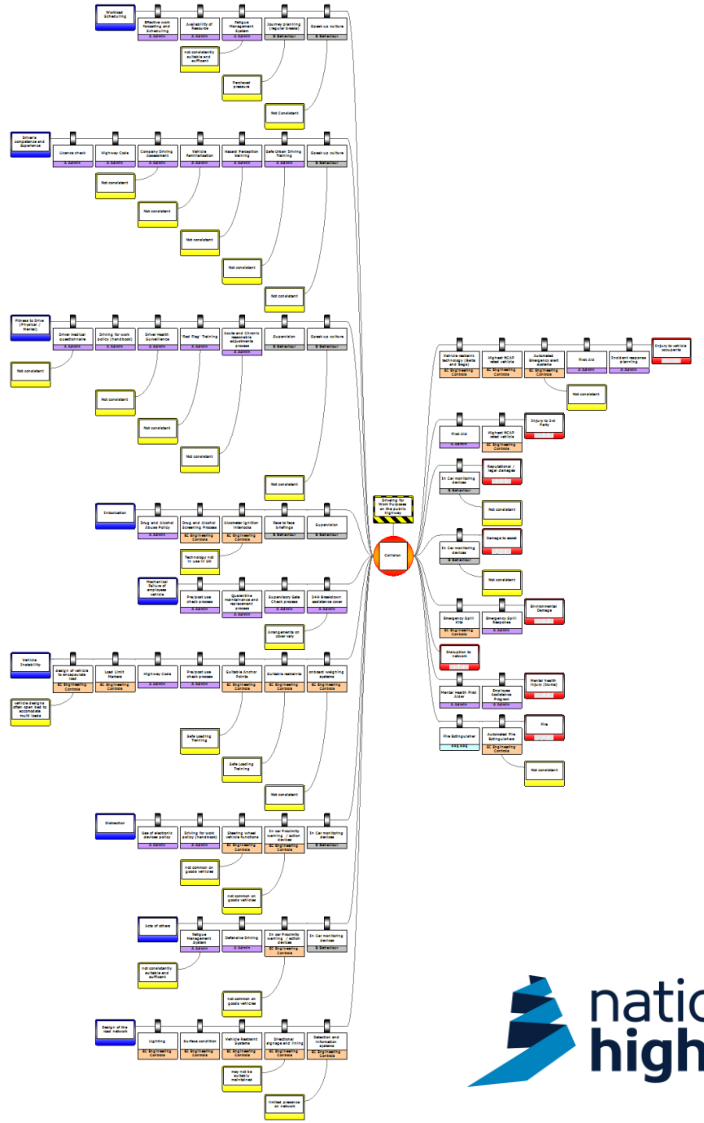
Embracing the ‘Bow Tie’ approach – Occupational Road Risk

- Each of the 9 significant risk groups produce bow-tie analysis for their topic the first to complete was Occupational Road Risk.
- Initial session with James Bird (Kier) set out the process
- Initial brainstorming session on threats, consequences and all associated barriers
- Developed model.
- Final model to develop key focus areas



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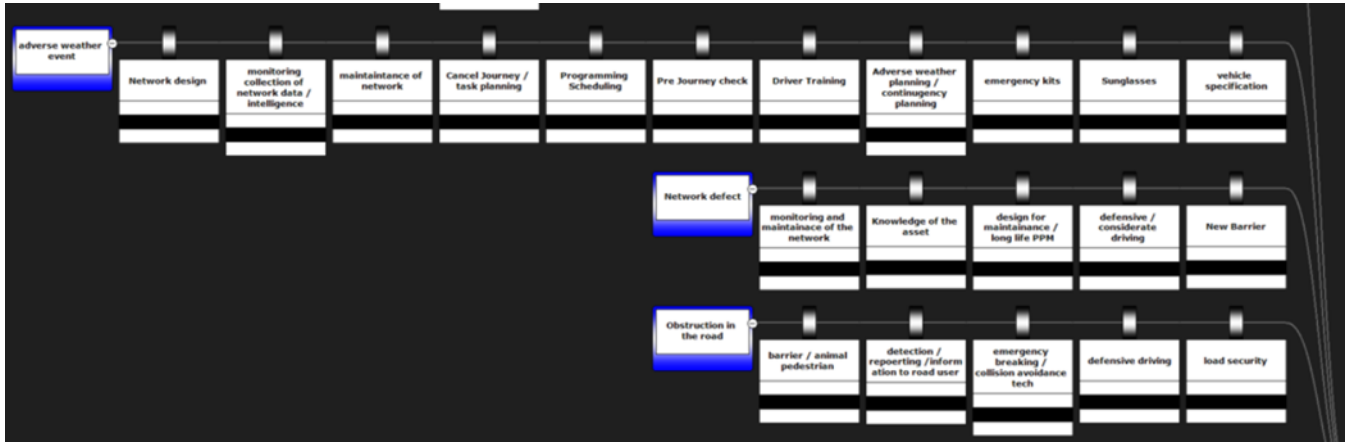
Embracing the ‘Bow Tie’ approach – Occupational Road Risk



- The areas of the bow-tie where design can make a difference were identified.
- These are then discussed with the relevant stakeholders to ensure
  - They are valid issues
  - What the actual issues are being faced by the asset owner/maintainer/customer

Issue identified in Bow Tie	Barrier identified with Design interface
Adverse Weather Event	• Network design • Monitoring/collection of network data/ intelligence • Maintenance of network
Network Defects	• Monitoring & Maintenance of network • Knowledge of asset • Design for maintenance
Obstruction in Road	• TM/Barrier • Detection/reporting • Inform road user,

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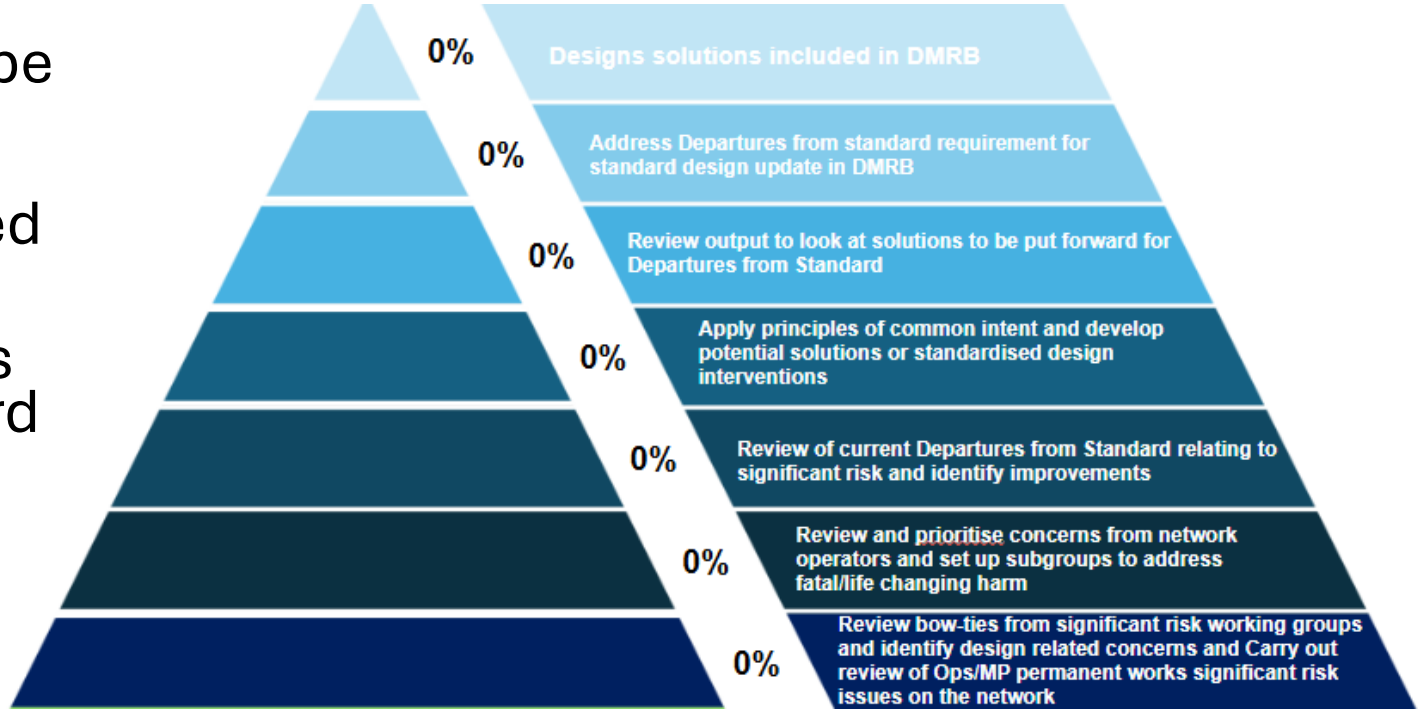
The Performance triangle as a model

- Different to the approach by the 9 significant risk groups
- Our triangle is a model which will be applied to each of the significant risks when they have completed their bow-tie analysis and identified potential for Design input.
- There will be potentially 9 triangles following the same model of hazard identification, stakeholder engagement, application of principals of common intent, potential solutions developed and adopted



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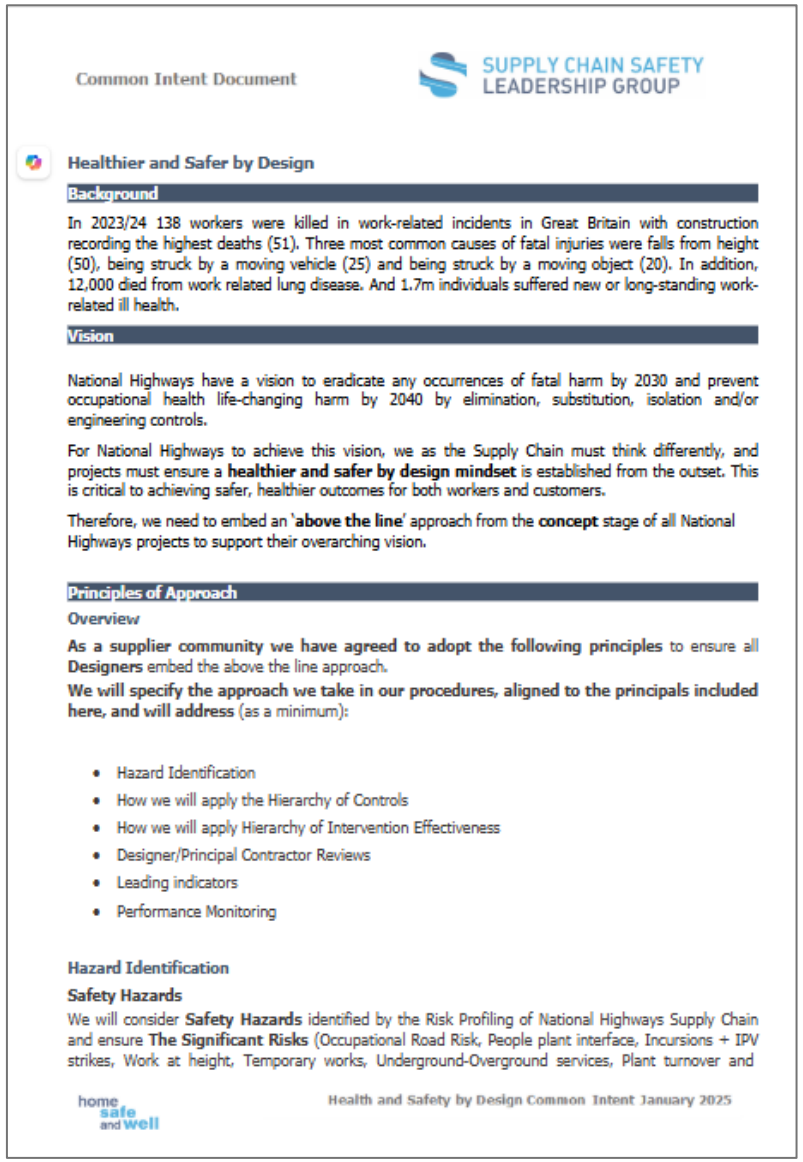
Successes so far?

- Common Intent document reviewed awaiting issue
- Performance triangle model approach reviewed and updated
- Projects status -
    1. ORR – Progressing through the stakeholder engagement phase
    2. Review output and work through performance triangle model
    3. Next group to be reviewed W@H – 2 Bow-Ties received
    4. Set up task and finish group and start stakeholder engagement
- Strengthen team with members with different skills to engage and drive change



Common Intent Document

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Healthier and Safer by Design

Background

In 2023/24 138 workers were killed in work-related incidents in Great Britain with construction recording the highest deaths (51). Three most common causes of fatal injuries were falls from height (50), being struck by a moving vehicle (25) and being struck by a moving object (20). In addition, 12,000 died from work related lung disease. And 1.7m individuals suffered new or long-standing work-related ill health.

Vision

National Highways have a vision to eradicate any occurrences of fatal harm by 2030 and prevent occupational health life-changing harm by 2040 by elimination, substitution, isolation and/or engineering controls.

For National Highways to achieve this vision, we as the Supply Chain must think differently, and projects must ensure a **healthier and safer by design mindset** is established from the outset. This is critical to achieving safer, healthier outcomes for both workers and customers.

Therefore, we need to embed an '**above the line**' approach from the **concept** stage of all National Highways projects to support their overarching vision.

Principles of Approach

Overview

As a supplier community we have agreed to adopt the following principles to ensure all **Designers** embed the above the line approach.

We will specify the approach we take in our procedures, aligned to the principals included here, and will address (as a minimum):

- Hazard Identification
- How we will apply the Hierarchy of Controls
- How we will apply Hierarchy of Intervention Effectiveness
- Designer/Principal Contractor Reviews
- Leading indicators
- Performance Monitoring

Hazard Identification

Safety Hazards

We will consider **Safety Hazards** identified by the Risk Profiling of National Highways Supply Chain and ensure **The Significant Risks** (Occupational Road Risk, People plant interface, Incursions + IPV strikes, Work at height, Temporary works, Underground-Overground services, Plant turnover and

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Health and Safety by Design Common Intent January 2025

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Next Steps

- Publish Common Intent Document
- Complete ORR project
- Continue with remainder of significant risk projects
- Engagement sessions on the outcomes and lesson learned

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Want to get involved?

We are recruiting new members of the team to help with the implementation phases of our work.

Skills we need:

- Engagement
- Communications
- Networking

If you're interested, please email John Pilkington (john.pilkington@wsp.com)

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Q & A

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Significant Risk Webinars Schedule 2025

• HSW by design	22nd May (13:00 – 14:30)
• Temp Works	19th June (13:00-14:30)
• Plant People Interface	8th July (13:00-14:30)
• Occupational Health	7th October 13:00-14:30
• Service Avoidance	11th November 13:00-14:30
• Incursions	4th December (13:00-14:30)

Links to registration for each session can be found above or via Teresa Moss – teresa.moss@nationalhighways.co.uk

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