

Safety Hub Update

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Supply Chain Leadership Group Update



Read the SCSLG Update here:

[supply chain safety leadership group update letter.pdf \(editmysite.com\)](#)

Improvements on the Horizon



Mandatory Elements

- › At design stage designers must prioritise designs and construction methodologies to minimise workforce requirements for working at height during construction, maintenance, and demolition
- › Modern methods of construction and off-site manufacture must be considered for reduction of work at height activities
- › Construction methods involving the assembly of components at ground level to minimise work at height must be prioritised
- › Site cabins with lifting points at the bottom not on the top must be used
- › Principal Contractors must implement a “No Gaps” policy on scaffold and bridge decks etc. to prevent tools/materials falling from height
- › All hand tools must be tethered when working at height
- › The use of ladders / step ladders is prohibited for working at height apart from where they form part of temporary works on scaffolding or for safe access into excavations
- › MEWPs with anti-crush devices fitted must be used (see RtB 1)
- › Persons supervising the use of MEWPs must hold the MEWPs for Managers Course
- › Persons supervising rope access must hold IRATA Level 3 training
- › Planned and regular testing of emergency protocols for rescuing casualties from height must be implemented, recorded and lessons shared

Safety Hub Update

- The revised Work at Height Raising the Bar has been published:
- [b16 work at height feb 23.pdf \(highwaysafetyhub.com\)](#)

Safe by Design

- There are some great case studies available on the Hub website with regards to safe by design – they are grouped into 8 different topics to allow people to search. Thanks to all involved with this piece of work and keep it going!
- [Lessons Learned Design \(highwaysafetyhub.com\)](https://www.highwaysafetyhub.com) Each scenario applies the hierarchy of controls at the design stage to a site / construction issue



Photo of site worker in confined space without the correct precautions.

Changes to CSCS Card Scheme – presentation from the CITB

[Construction Skills Certification Scheme | Official CSCS Website](#)

[CSCS Industry Accreditation | Official CSCS Website](#)

All Industry Accreditation (IA) cards issued from 1st Jan 2020 will expire on 31st Dec 2024 and cannot be renewed. **These are CSCS cards gained through “grandfather rights” for people assessed as competent through their experience. They do not hold a current NVQ qualification.**

This guidance is designed to help you understand your next steps to replace your card.

I hold a Black Manager card



I hold a Gold Supervisor card



I hold a Blue Skilled Worker card



I hold a Gold Advanced Craft card



To see if this affects you or people you are engaging check here with the CITB Card Checker:

[Online card checker \(CSCS, CPCS & CISRS\) - CITB](#)

Industry Accreditation – CITB Enhanced Grants

To support construction workers transition from an IA card to a qualification.

Specific Supervision NVQ Diplomas/SVQs to **£1,250**

Specific Management NVQ Diplomas/SVQs to **£1,500**

For achievements from 1 April 2023

- [Enhanced CITB Qualification Grants](#)

All other Construction NVQ Achievements **£600**

What cards can designers/ecologists etc. apply for?



[Academically Qualified Person](#)



[Professionally Qualified Person](#)

For trainees new into the industry



This card is valid for 6 months only and is not renewable.

Provisional (temporary only).

GG128 – new version applies from 1st April

- Re-cap on significant changes:
- **All injury incidents will need to be reported onto HART**
- All customer in crisis interventions will need to be reported onto HART
- The time for providing an investigation report to go onto the system has been increased to 20 days
- Accurate hours and headcount to be input on working day 1
- Much of the other requirements remain the same, we have to report LTIs, RIDDOR, ill health connected with work, high potential near misses and incursions
- Some of the detail though is still confusing and a “guidance” to the guidance is being issued before the end of this month
- Key take-away – **if anything happens report it immediately**