

April 2018

# Summary Health & Safety Performance Report

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## Executive Summary

### Accident Frequency Rate (AFR) Overview:

The **Major Projects 12 month rolling AFR** to April 2018 increased from **0.07** to **0.08**.

There was **one** RIDDOR accident reported in April 2018 and the in-month AFR was **0.10**.

No RIDDOR incidents from 13 months ago dropped out of the 12 month rolling AFR calculation and the 12 month rolling hours remained at 12.7m (diff. 9,131, -0.07%) and the movement of incidents resulted in the increased AFR.

The **Operations 12 month rolling AFR** to April 2018 decreased from **0.15** to **0.14**.

There were **no** RIDDOR accidents reported in April 2018 therefore the in-month AFR was **0.00**

One RIDDOR > 7 day injury from 13 months ago dropped out of the 12 month rolling AFR calculation and the 12 month rolling hours decreased 19.8m to 19.5m (283.4k, +1.43%) the updated hours and the movement of incidents resulted in the decreased AFR.

The overall **Supply Chain 12 month rolling AFR** to April 2018 remained at **0.12**. The in-month AFR was **0.04**. The movement of incidents and 12 month rolling hours decreasing by 292.4k (- 0.99%) resulted in the AFR.

**Incidents Reported:** There were **9,146** adverse events reported in the past 12 months, **7,702 (84%)** of which were near misses. There were **three** RIDDOR accidents reported in April 2018 and **3** Safety Alerts disseminated as a result of investigation findings.

**Site Inspections:** There were **86** inspections carried out in April 2018 by the H&S Division, **32** in Major Projects and **54** in Operations.

**Fatality Data:** The National Incident Liaison Officer (NILO), media and police reports provide information on the number of fatalities on the strategic road network. These data sources indicated that there had been **21** fatalities on the Strategic Road Network.

## Accident Frequency Rate Overview

All data included within this report is up to date as of 3<sup>rd</sup> May 2018. This performance report is provided to assist the Board and Executive to fulfil their leadership and management responsibilities in respect of health and safety. All incidents within the report have been reviewed by the Health and Safety Division.

### Month and 12 month rolling incident data

Area	AFR Target	AFR Actuals (Rolling 12 months)	AFR for month	Fatality	RIDDOR Specified Injury	RIDDOR > 7 day injury	RIDDOR Disease	Total RIDDOR Reportable	RIDDOR Dangerous Occurrences <sup>1</sup>
Major Projects	0.06	0.08	0.10	0 (0)	1 (5)	0 (5)	0 (0)	1 (10)	0 (2)
Operations	0.06	0.14	0.00	0 (0)	0 (10)	0 (17)	0 (1)	0 (28)	0 (0)
<b>Supply Chain Total</b>	0.06	0.12	0.04	0 (0)	1 (15)	0 (22)	0 (1)	1 (38)	0 (2)

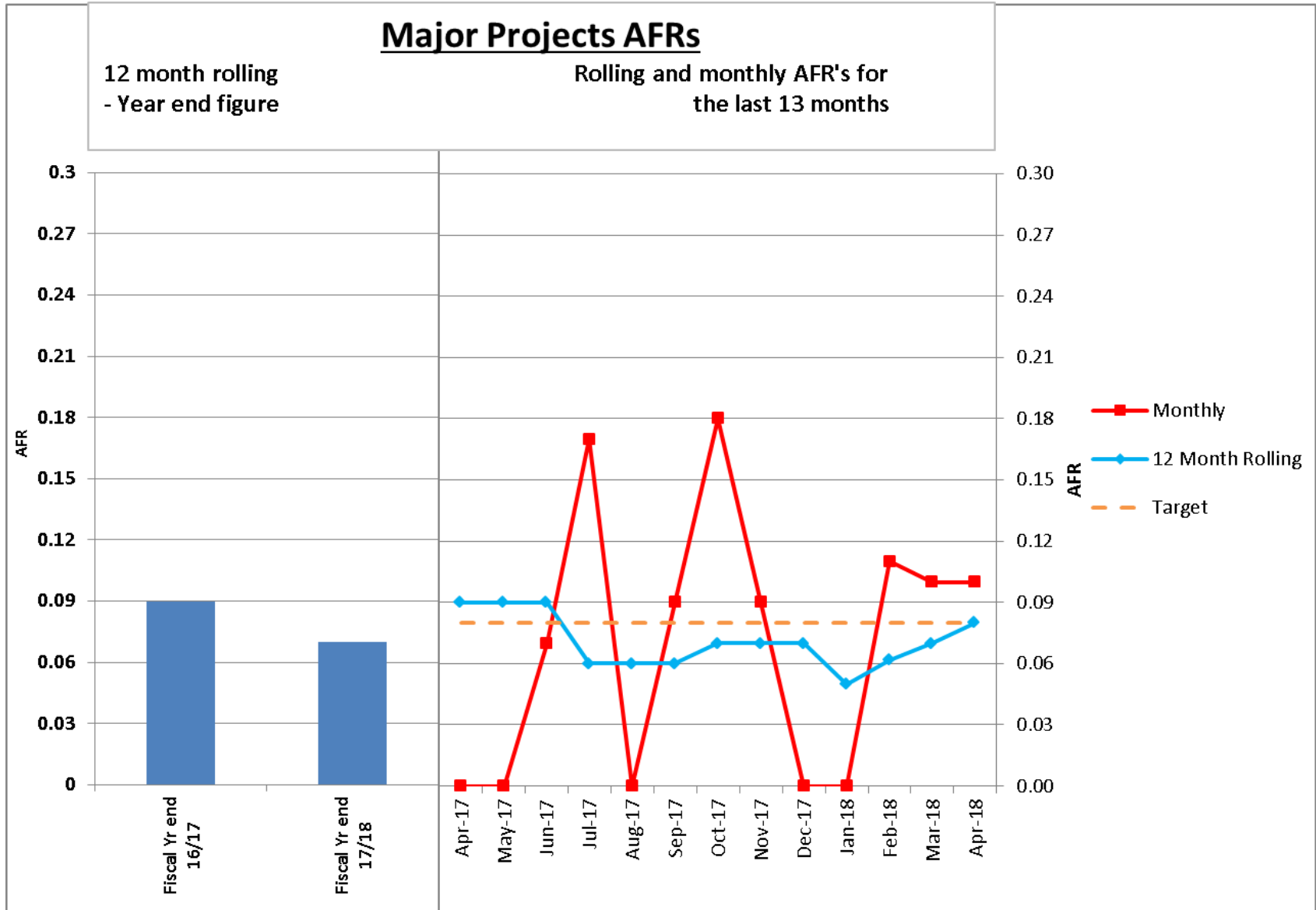
NB: The data recorded in **(brackets)** is the 12 month rolling data. The content of this report is informed by the IoD/HSE "Leading Health and Safety at Work" guidance.

Supply Chain RAG status based on AFR target of 0.06 and aligning to the CPF model Key:

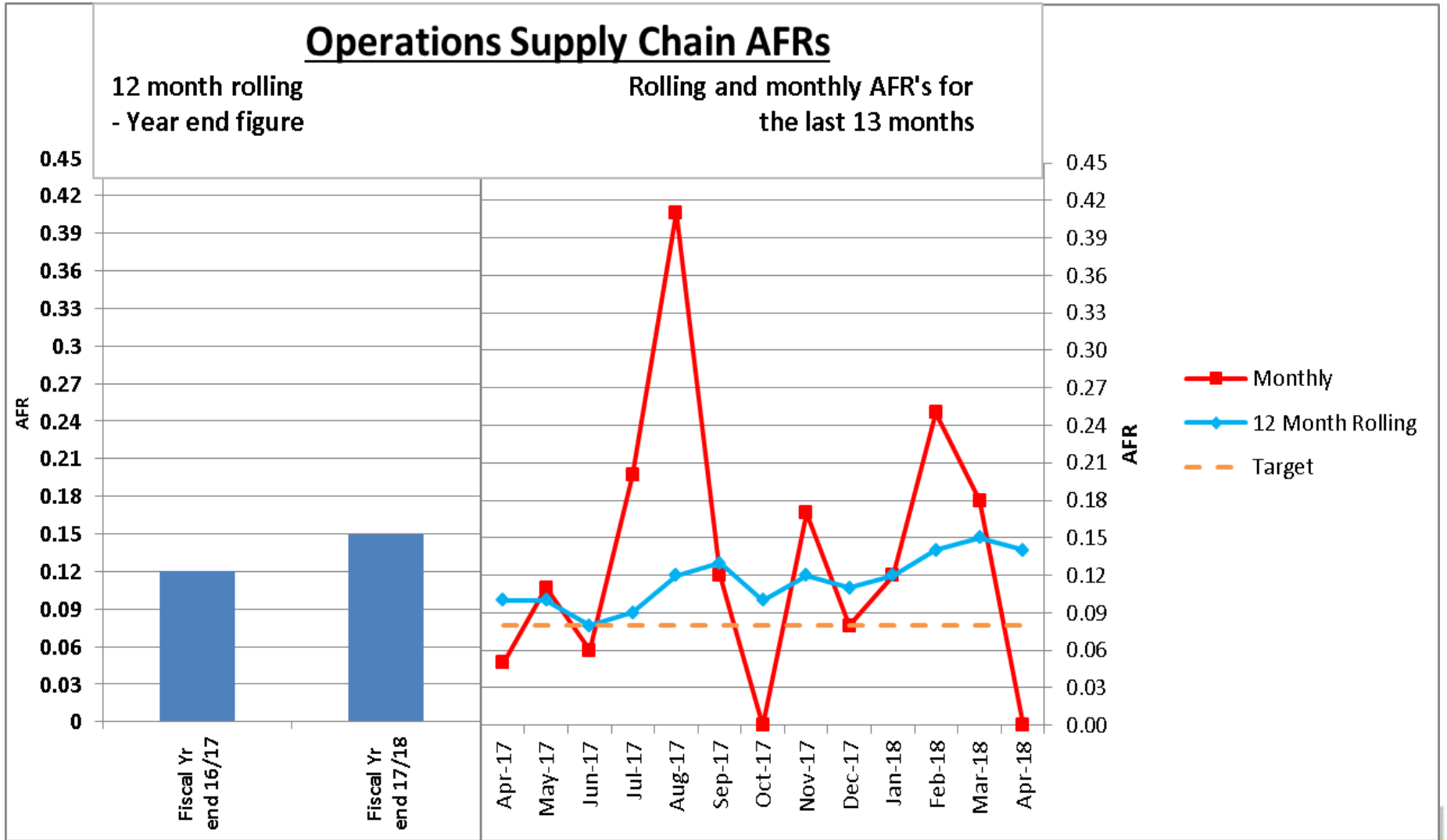
> 0.13	0.13 ≥ & > 0.06	≤ 0.06
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<sup>1</sup> RIDDOR Dangerous Occurrences are not injuries so are not included in the AFR calculation

# Graph 1 – Rolling AFR for Supply Chain - Major Projects



## Graph 2 – Rolling AFR for Supply Chain - Operations



**Graph 2 – Rolling AFR for Supply Chain – Major Projects and Operations**

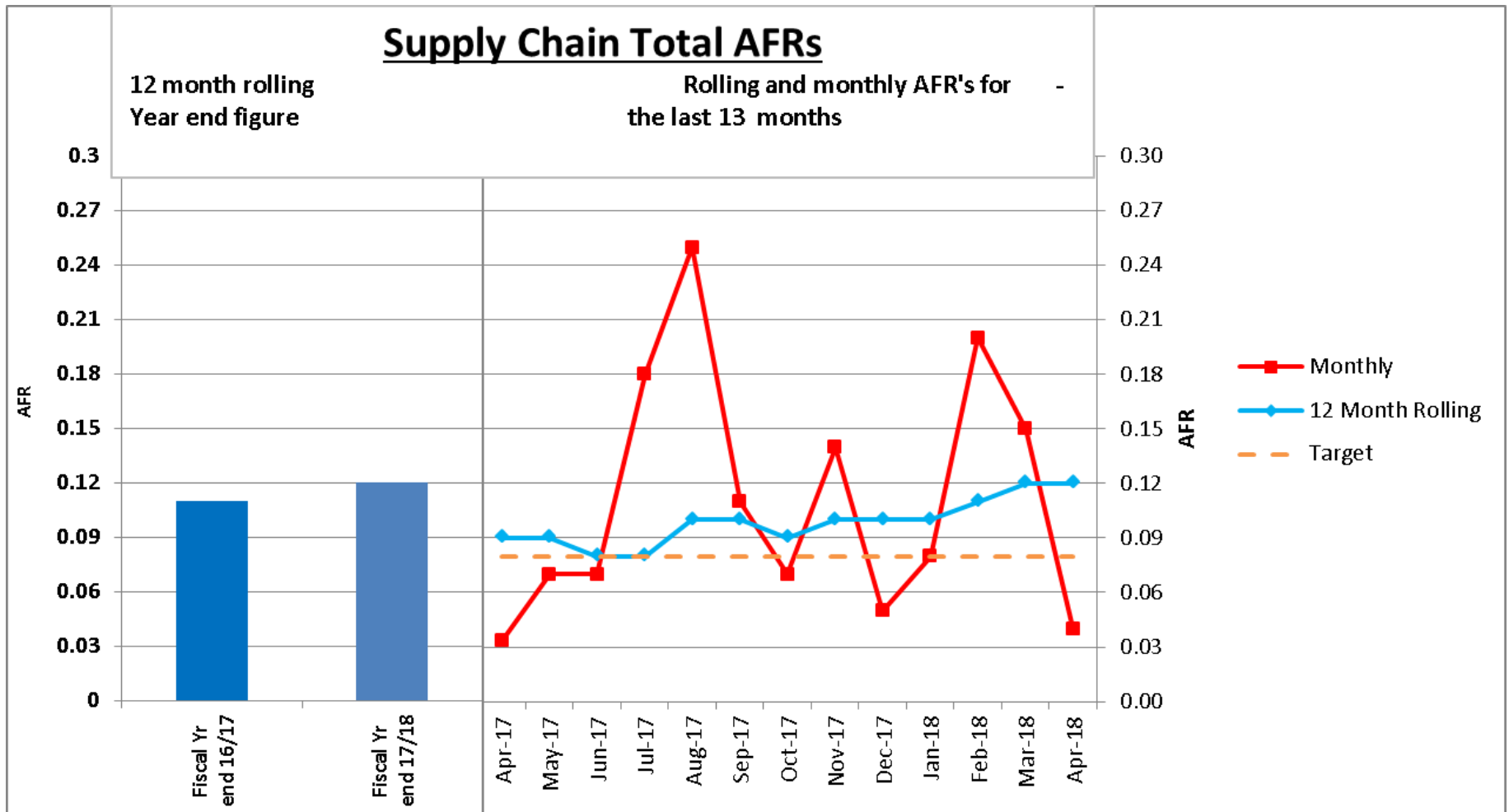


Table 2 – Summary of 12 month rolling Performance by Supplier across all schemes	Hours worked	% hours worked	RIDDOR	Type of incidents				AFR	Group AFR <sup>1</sup>
				Fatalities	Specified Injury	Over 7 days	Disease		
Kier Highways	7,736,420	24.04%	6	0	1	4	1	0.08	
Costain	5,242,610	16.29%	3	0	0	3	0	0.06	
Balfour Beatty	4,178,884	12.98%	6	0	4	2	0	0.14	
A-one+	3,240,996	10.07%	5	0	3	2	0	0.15	
Carillion	1,921,931	5.97%	2	0	2	0	0	0.10	
Connect Plus	1,848,791	5.74%	4	0	1	3	0	0.22	
Amey (Highways)	1,630,117	5.06%	3	0	0	3	0	0.18	
BAM Nuttall Ltd	1,300,694	4.04%	2	0	2	0	0	0.15	
Skanska	461,150	1.43%	0	0	0	0	0	0.00	
Morgan Sindall	436,441	1.36%	0	0	0	0	0	0.00	
Highways England	428,460	1.33%	0	0	0	0	0	0.00	
Sisk Lagan JV	381,260	1.18%	0	0	0	0	0	0.00	
Jacobs	337,971	1.05%	0	0	0	0	0	0.00	
Interserve	328,853	1.02%	0	0	0	0	0	0.00	
CHC Highways	265,697	0.83%	1	0	0	1	0	0.38	
Tarmac Aggregates Ltd	146,365	0.45%	2	0	1	1	0	1.37	
Volker Fitzpatrick	87,761	0.27%	1	0	1	0	0	1.14	
Balvac	31,530	0.10%	1	0	0	1	0	3.17	
Hochtief	24,373	0.08%	1	0	0	1	0	4.10	
Jointline Limited	15,628	0.05%	1	0	0	1	0	6.40	
Rest of Group (49)	2,140,039	6.65%	0	0	0	0	0	0.00	
<b>Total</b>	<b>32,185,973</b>	<b>100%</b>	<b>38</b>	<b>0</b>	<b>15</b>	<b>22</b>	<b>1</b>	<b>0.12</b>	

<b>Key</b>	<b>&gt; 0.13</b>	<b>0.13 ≥ &amp; &gt; 0.06</b>	<b>≤ 0.06</b>
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The contractors represented in this table are recognised as the principal contractors undertaking work across various Highways schemes and in conjunction with other contractors. This data draws together data from across all schemes. The blue line annotates 1 million hours worked.

<sup>1</sup> The Group AFR has now been obtained from either the latest end of year company accounts, the company website or by contacting the company directly.

## Summary of Significant Supply Chain Incidents reported

<b>Date of Incident</b>	03/04/2018
<b>Location</b>	Major Projects SMP – M4 J7-11
<b>Contractor</b>	Balfour Beatty
<b>Incident category</b>	RIDDOR Specified Injury
<b>Incident cause</b>	Hit by a moving object/vehicle
<b>5 year Safety Plan action</b>	
<b>Overview of Incident</b>	A Camps Highways operative working on behalf of Kier Highways (Area 3 ASC) was involved in vegetation clearance on the Smart Motorways scheme (Balfour Beatty) next to the M4 westbound J7-11. The IP placed their foot on the track of a chipper, which was stationary at the time, to retrieve a coat when the chipper driver drove forward. The chipper/track hit the IP's foot causing them to sustain a broken right ankle. The Kier supervisor has been briefing the ganger/charge-hand by phone but this briefing was not being passed on to the remainder of the workforce and recorded. The RAMS for Camps state that a marshal should be used for all plant movements. This was not being followed at the time of incident.
<b>Findings &amp; Causation</b>	<p><b>Immediate Cause</b></p> <ul style="list-style-type: none"> <li>- Inattention or distraction (i.e. footing, surroundings, external sources, etc.)</li> <li>- Victim of another person's actions.</li> <li>- Inappropriate use or loss of control of tool or equipment.</li> <li>- Safety Standards/ Procedures/ Guidelines not followed.</li> <li>- Conscious risk taking (by group or individual).</li> <li>- Inadequate isolation of process or equipment.</li> <li>- Defective or inadequate guards/protective devices.</li> </ul> <p><b>Underlying Cause</b></p> <ul style="list-style-type: none"> <li>- Routine, monotony, demand for uneventful vigilance.</li> <li>- Inadequate or lack of supervision, coaching or monitoring.</li> <li>- Unclear or incomplete instructions</li> </ul> <p><b>Root Cause</b></p> <ul style="list-style-type: none"> <li>- Lack of clear roles and responsibilities.</li> <li>- Failure to implement corrective actions, identified earlier.</li> </ul>
<b>Actions taken</b>	<p><b>What has been done?</b></p> <ul style="list-style-type: none"> <li>- A banksmen will be formally appointed</li> <li>- Refresher TBT on hazards when working with a chipper, housekeeping and reporting of near misses.</li> <li>- Workforce briefed on complacency and learning from the incident.</li> <li>- A specific Supervisor induction is being developed and will be implemented.</li> <li>- A behavioural safety programme is being developed</li> </ul>
<b>Investigation Status</b>	Ongoing
<b>Incident Reference No</b>	52239
<b>Safety Alert issued</b>	Pending



# Road User Performance and Road User Safety

- We recently attended the **Commercial Vehicle Show at Birmingham NEC** on the 24 – 26 April and showcased a wide range of initiatives being undertaken through our Commercial Vehicle Incident Prevention Programme. Our corporate stand included a range of information from load security initiatives, an overview and use of a recently developed virtual reality app which focuses on raising awareness for blind spots and the Police HGV Tractor Unit which aims to improve compliance (see [CVIP Overview](#) & [CVIP Case Studies](#)). As part of the event we released research on tyre debris on the SRN which was undertaken with Bridgestone – this identified the need for greater tyre husbandry and we released [YOUTUBE](#) film on our research findings. The stand was well attended, and feedback received has been positive and we are undertaking an evaluation on the event to inform future activities.
- We have updated our **Guide to Road Safety Route Treatments** which will be published in May 2018, this provides up to date guidance following the Safe Systems Approach and highlights the role of education and compliance measures alongside traditional engineering interventions. The guide draws on a range of different techniques to highlight how road safety issues can be resolved; this includes case studies demonstrating how measures have been applied and resultant benefits. The guide also provides information on data that could be used to supplement personal injury collision data to assist in better understand the issues along a route, i.e. damage only and red/green claims. The guide encourages road safety practitioners to carefully consider the extents any treatment to ensure it forms a logical route from a road user's perspective and stresses the importance of applying consistent engineering treatments to ensure that road users can anticipate the road layout ahead
- As part of the **New Driver Programme** we attended the Driving Instructor show in Trafford where we had a corporate stand to promote the driving hub website, e-learning materials and the telematics app. The driving hub website and telematics app were very well received with all who attended the stand signing up for an alert for when it goes live to use as part of their future driving lessons. The New Driver Programme supports changes in legislation which allow learner drivers to have lessons on the motorway from 4 June 2018.
- As part of the **Smart Motorway Compliance** project over 100,000 Red X enforcement warning letters have been sent out to date and we are receiving positive feedback from customers completing the online survey to show the approach is supported. The National Driver Offender Retraining Scheme (NDORS) motorway course now includes a new module on Smart Motorways. This course has been in place for just over 6-months and so far about 60,000 drivers have opted for this retraining rather than points and a fine. NDORS courses have been shown to be at least as effective as issuing points and a fine but are more acceptable by drivers. We have also sent out letters to key organisations where their drivers have been found to repeatedly contravene Dynamic Hard Shoulders and Red X, these organisations include Royal Mail, Tesco, Waitrose and DHL – the letters seek to raise issues around compliance, but moreover look to work with these partners to proactively support our road safety ambition collaboratively. Feedback on how these letters have been received and any resultant activities will be shared at the next Health & Safety Executive in June 2018.



## Road User Performance and Road User Safety (continued)

- We attended a **Towing Summit** in Bristol hosted by Karin Smyth MP and attended by Road Minister Jesse Norman, DfT, various members of the National Towing Working Group (which HE lead) and local media. We provide an update on progress and activities underway, i.e. safety communications, collaborative working with partners, and better intelligence on the scale of the problem. It was agreed that a broader towing framework should be developed with actions by partners; this would follow the approach adopted by the Motorcycling Incident Prevention Framework. Karin Smyth MP has requested to attend the next working group meeting and will be looking into the feasibility of setting up an all parliamentary towing group.
- Fatal incidents in April resulted in **21** fatalities

## National Health & Safety Team Update

Update on **AirsWeb/Investigation training**: 169 Highways England employees were invited to training and 120 have attended to date. Additional sessions have been scheduled during May to ensure full attendance is met. Sessions were also held with supply chain and senior managers from 41 organisations were invited to attend training and 41 have attended.

**Audits**: All audit fieldwork has been completed for the 2017- 2018 reporting year. A standard format of reporting has been agreed with the Corporate Assurance Divisional Director. The team are currently completing draft reports to align with the agreed format. The audit schedule for April 2018 to September 2018 has been approved at the Executive Safety Committee and Terms of Reference and discussions with Project Sponsors have begun.

**Health, Safety & Wellbeing Awards** update: A debrief has now been held to learn lessons regarding the Health, Safety & Wellbeing Awards. Evaluation so far has been largely positive and a paper is being presented to May's Executive Safety Committee. The case studies document is in final preparation which will share all the best practice demonstrated as part of the awards submissions and is will be published in mid-May.


**HE Safety Passport Scheme**: The HE Passport Steering Group met on 1st May with representation from Tier 1 supply chain, Lantra and Mitie. Updates were provided from the working groups focussing on competency requirements, D&A rules and process, content and delivery of the common induction, scheme rules and governance. A Project Manager from Operations has recently been appointed to support the group, and the scheme implementation plan through its proof of concept to Oct 2019. It was noted at the Steering Group that take up the scheme has slowed appreciably since launch in Oct 2017, with not all Tier 1s attending the cross industry meeting and / or registering users onto the system. Reiteration of the scheme benefits are being communicated through relevant groups and committees in Highways England, such as the Asset Support Group and Safety Hub. Work is also underway with HE, and supply chain, Data Protection Officers to ensure compliance to the new GDPR Regulations coming into force on 25 May 2018. Competency Management System: 4819 People registered, 3838 Cards issued, 71 Sponsors registered, 111 people trained as Administrators. HCI: 64 instructors approved (and 30 awaiting approval) across 39 registered training centres (and 21 awaiting approval), 47 courses run / scheduled (covering 544 delegates). A Paper on the current status of the scheme is being presented at the May Executive Safety Committee.

**Safety Alerts**: The following alerts were issued in the month: -


- HEI046 - Highways England Safety Alert - Overhead service strike
- HEI047 - Highways England Safety Alert - Lifting Incident
- HEI048 - Highways England Safety Alert - Overturned excavator

## Site Inspections undertaken in April 2018

This month there has been **86** inspections undertaken by Highways England, a summary of the findings are:

	Number of inspections	No. observations Status (Red)	No. observations Status (Amber)	No. observations Status (Green)	No. blue star observations Status 
<b>Major Projects</b>	32	3	14	326	5
<b>Operations</b>	54	11	8	256	1
<b>Totals</b>	<b>86</b>	<b>14</b>	<b>22</b>	<b>582</b>	<b>6</b>

### Key to non-conformance RAG status:

<b>Red</b>	Non-conformance with legislation or Raising the Bar (RtB) requirements
<b>Amber</b>	RtB requirements not adopted everywhere on site or in full, and negative observation
<b>Green</b>	Positive observation relating to management of top risks
	Exceptional performance or new initiative not widely used on other sites

## Site Inspections undertaken in April 2018 (continued)

Inspection findings on Major Project sites	
RAG Status	Trends
Red	<p>There were <b>3 Red observations</b> in this period: The month of April presents the same figure of 'Red' observations with significantly more inspections completed from 26 to 32 compared to March. One particular section of the A14 CB2H project was given <b>2 'Red'</b> observations. One was for failing to provide adequate access route and control near which an area of barrier protection. This was re visited (yet again) to view the actual operations under way. There was inadequate consideration for <b>safe movement and access</b> to the higher levels, and in fact the <b>dumpers</b> and men were following the same route without any segregation. The other observation made at the same section of the CB2H project was in relation to the installation of <b>fall protection barriers</b>. It was concurred that although the methodology is appropriate the delivery of this protection is not - and review of the current delivery system is required. The third 'Red' observation was made at the M20 J10 Project – the scheme was given a red observation due to insufficient <b>Visual Standards</b> being displayed. Although there was some signage on <b>PPE standards</b> around site the recommendation made was to ensure better <b>signage</b> is present to identify key areas of the site and to discourage <b>MOP from entry</b>.</p>
Amber	<p>There were <b>14 Amber observations</b> in this period: 'Amber' markers have decreased from 42 to 14 with significantly more inspections completed (and more RTB subjects have been covered this month) compared to March. On a specific project within <b>SMP</b> there was Poor management of old <b>electrical switch gear</b>. A panel was labelled as live, yet when it was opened the isolators were switched off and unable to determine if the switch was live. At the same site there was a need for improvement around worksite planning and ownership. There was an apparent lack of ownership demonstrated by the workforce. A sign was seen to be knocked over and a <b>manhole cover</b> incorrectly placed; when speaking with the operatives working nearby, they did not see it as within their work area. <b>Collaborative working between gangs and subcontractors needs to be enhanced</b>.</p>
Green	<p>There were <b>326 Green Observations</b> in the period. <b>Green</b> and <b>Observations</b> markers have increased slightly from March. Overall a positive month considering the increase in inspections with topics and themes covered that include <b>Health &amp; safety culture, electrical (PAT) testing, traffic management, plant person interface, communication of risk and behavioural safety; incident and observation reporting</b> as well as trend analysis. On some sites, <b>scaffolds appeared to be of good standards</b> with weekly examinations being carried out by supervisors and <b>First Aiders</b> were notifiable by markings displayed on Hard Hats. There was also an improved <b>site inductions</b> plan and <b>pedestrian routes</b> were clearly marked out on another inspection. Other common themes inspected were: Waste collection, cleaning and maintenance regimes, Welfare and work areas, Daily briefings and consultations, <b>toolbox talks, PPE</b> and good encouragement of reporting <b>Slips, Trips and Falls</b>.</p>

## Site Inspections undertaken in April 2018 (continued)



The following observation achieved a Blue Star for 'exceptional performance or new initiatives not widely used on other sites'

### Observations on Major Project sites

Project	Observation
A14 Huntingdon to Cambridge  CIP	<b>Demonstrating good working practice:</b> Scaffolding on the Section was to a good standard with activities observed. Considerations for hot weather working were in place too. Visit to BN05 detailed the selection of plastic infill panels/slips being used to infill the gaps in the platform decking boards. This may not be entirely a new 'innovation' however this is the first time in use on the project and it demonstrates a good understanding of scaffolding operations, close proximity to activities, and the identification (and prevention) of falling objects.
M6 – J2-4  SMP	<b>RtB 7 - Overhead structures &amp; service protection:</b> As a follow up BBV confirmed they have implemented new technology to support working in close proximity of overhead structures and services. Two units are attached to the goal posts, which communicate with the sounder when the electronic beam is broken. This activates flashing lights and a warning alarm to alert that a breach has taken place. Workers operating the system confirmed it was easy to use and light weight. The chances of false alarms (e.g. Bird) are also reduced as the beam can differentiate by speed.
M6 – J2-4  SMP	<b>New Technology:</b> The EZ Drill has been introduced within the gangs drilling holes for pinning the Varioguard. The equipment is wheeled into place and the hole is drilled without the need for the operator to hold the equipment. The suction system removes the dust generated and can be easily disposed of. The equipment is therefore beneficial in preventing some of the common health risks associated to such tasks, such as dust, manual handling and HAVS.
M6 – J2-4  SMP	<b>Signage:</b> Bridge banners have been implemented across the site to help identify accurate location points. Should there be an emergency; tracking can be quick and easy and any members of the public that have broken down can also utilise. The benefits of the magnetic signs on the Varioguard are: Magnetic signage is also used on the Varioguard to identify service locations. These are colour coded and supported with text such as 'water' so that they can be quickly recognised.
A19 Wardley  RIP	<b>Removing Human Interface (GPS, remote controlled plant, quick hitches):</b> Sisk have employed an Ariel mapping company to continually monitor and quantify stockpile levels within a storage area used to hold good materials for use on future schemes. Air hound are a new company offering services which are traditionally carried out by engineers which can be carried out by small aircraft safer and more efficiently and often more accurately than traditional methods. Air hound use three different types of aircraft to carry out different tasks and can do a lot more than measurement of stockpiles for which they are currently employed. Air hound currently overfly stockpiles of materials in a grid formation and take 300 GPS points per second, these are then processed by the software to give an accurate measurement of the size (m3) of the heap. This can then be used to calculate the weights of different materials.  The drones pilots are all CAA qualified and insured and in fact the drones are programmed pre-flight so don't require any operator input as they are fully automated. These air craft can also give ultra HD images for scheme photos, infra-red imaging , thermal imaging as well as video for inspections

## Site Inspections undertaken in April 2018 (continued)

Inspection findings on Operations sites	
RAG Status	Trends
Red	There were <b>4 Red Observations</b> in the period. Inspections continue trends and themes from March which focus around out of date <b>fire risk assessments</b> and out of date <b>extinguishers</b> in depots. Incomplete or insufficient <b>legionella checks and records</b> in depots were also identified, which resulted in closure of one depot (Bury Court) as previously reported in March. A series of poor <b>housekeeping issues</b> still occur at some sites, especially around <b>Welfare facilities</b> and <b>waste management</b> .
Amber	There were <b>5 Amber Observations</b> in the period. These include <b>Working at Height</b> where at one site, an area between the <b>scaffolding</b> and adjacent bank required additional barrier controls to reduce the likelihood of <b>fall from height</b> . There was also an amber observation concerning inconsistencies with <b>traffic management</b> .
Green	There were <b>243 Green Observations</b> in the period. There were a high number of green inspection observations which demonstrated a good level of compliance to standards. Common themes include communication, <b>health and safety paperwork</b> , <b>adequate lighting in workspaces</b> , good standards of <b>PPE</b> , adequate <b>welfare arrangements</b> on site. <b>Good workforce communication</b> was demonstrated in several ways on one particular site. Operatives were given a good pre-works briefing and operatives had received recent tool box talks before the start of the works. One of these tool box talks was on <b>loading/ unloading</b> to mitigate risk of manual handling. There was also evidence of correct competences in relation to <b>operating plant</b> which were checked prior to workers starting activity at another site. In relation to our <b>Traffic Officer Service</b> there is now an appointed service dealer and additional nominated <b>vehicle repairers</b> having signed up on 6 Apr with the vehicle service provider Fraikin. The existing process for servicing TOVs is based on their mileage, and the vehicles are now booked in electronically by Fraikin with records in place to evidence this. A local whiteboard system is used in outstations to aid effective planning of available vehicles and to monitor vehicle defects and service due dates.



The following observation achieved a Blue Star for 'exceptional performance or new initiatives not widely used on other sites'

### Observations on Operations sites

Project	Observation
Preston Brook M56 Motorway Operations	<b>Fatigue monitoring/management:</b> A fatigue monitoring/management system has been put in place by the M-Way Comms site team supervisor which involves all site personnel recording their driving and working hours every day on a monthly basis. This has a positive effect on the well-being and alertness of the staff and is a good practice which has not been observed on any other schemes.

# Supply Chain Performance Tables

Major Projects Contractor Performance	Rolling 12 months to April 2018									March 2018	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Disease	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR*
Costain	5,242,610	0	0	3	0	3	6	0.06	0.07	0.05	0.1
Balfour Beatty	2,828,609	0	3	1	0	8	12	0.14	2.21	0.10	1.41
Carillion	1,903,081	0	2	0	0	4	6	0.11	2.14	0.10	1.99
Morgan Sindall	436,441	0	0	0	0	1	1	0.00	0.05	0.00	0.08
Sisk Lagan JV	381,260	0	0	0	0	3	3	0.00	0.16	0.00	0
Skanska	361,964	0	0	0	0	4	4	0.00	0.22	0.00	2.8
Jacobs	337,971	0	0	0	0	0	0	0.00	0.00	0.00	0.06
CH2M HILL	227,692	0	0	0	0	0	0	0.00	0.00	0.00	0
Mott MacDonald Ltd	138,346	0	0	0	0	2	2	0.00	0.29	0.00	0.13
Atkins	135,739	0	0	0	0	1	1	0.00	0.15	0.00	0
Kier Highways	115,744	0	0	0	0	4	4	0.00	0.69	0.00	0
AECOM	79,350	0	0	0	0	2	2	0.00	0.50	0.00	0
Amey (Highways)	50,120	0	0	0	0	0	0	0.00	0.00	0.00	0
Vinci Construction	45,571	0	0	0	0	1	1	0.00	0.44	0.00	0
Hyder Consulting	30,228	0	0	0	0	0	0	0.00	0.00	0.00	0
Carnell Support Services Ltd	27,366	0	0	0	0	0	0	0.00	0.00	0.00	0
Hochtief	24,373	0	0	1	0	1	2	4.10	4.92	3.92	3.92
Arcadis	21,812	0	0	0	0	0	0	0.00	0.00	0.00	0
BAM Nuttall Ltd	13,261	0	0	0	0	0	0	0.00	0.00	0.00	0
WSP Parsons Brinckerhoff Limited	8,646	0	0	0	0	2	2	0.00	4.63	0.00	0
McCann	1,862	0	0	0	0	0	0	0.00	0.00	0.00	0
WJ North Limited	1,061	0	0	0	0	0	0	0.00	0.00	0.00	0
Galliford Try	80	0	0	0	0	0	0	0.00	0.00	0.00	250
Pre-constructions/PC to be assigned	274,432	0	0	0	0	6	6	0.00	0.44	0.00	0.58
	12,687,621	0	5	5	0	42	52	0.08	0.89	0.07	0.72

\*The injury severity weightings applied for the Severity Weighted Accident Frequency Rate (SWAFR) measure are:

- Fatality (RIDDOR-reportable) = 200
- Specified (RIDDOR-reportable) = 20
- Lost Time > 7 days (RIDDOR-reportable) = 1
- Minor Injuries (Non-RIDDOR) = 0.2

Key	> 0.13	0.13 ≥ & > 0.06	≤ 0.06
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## Supply Chain Performance Tables (continued)

Major Projects (Regional and Programme Performance)	Rolling 12 months to April 2018									March 2018	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Disease	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR
<b>RIP Overall</b>	4,385,279	0	3	3	0	25	31	0.14	1.55	0.11	1.41
<i>MP RIP East</i>	262,478	0	0	0	0	2	2	0.00	0.15	0.00	0.00
<i>MP RIP Midlands</i>	123,443	0	0	0	0	1	1	0.00	0.16	0.00	0.18
<i>MP RIP North West</i>	1,606,907	0	2	2	0	4	8	0.25	2.66	0.18	2.53
<i>MP RIP South East</i>	440,723	0	0	0	0	6	6	0.00	0.27	0.22	0.22
<i>MP RIP South West</i>	103,620	0	0	0	0	1	1	0.00	0.19	0.00	0.18
<i>MP RIP Yorkshire &amp; North East</i>	1,848,107	0	1	1	0	11	13	0.11	1.26	0.05	1.09
MP CIP	3,967,967	0	0	0	0	15	15	0.00	0.08	0.05	0.09
MP NIP	120,626	0	0	0	0	0	0	0.00	0.00	0.00	0.00
MP SMP	4,213,749	0	2	2	0	29	33	0.09	1.13	0.05	0.56
<b>Grand Total</b>	12,687,621	0	5	5	0	69	79	0.08	0.94	0.07	0.72

<b>Key</b>	> 0.13	0.13 ≥ & > 0.06	≤ 0.06
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## Supply Chain Performance Tables (continued)

Operations Area Performance (Principal Contractor)	Rolling 12 months to April 2018									March 2018	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Disease	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR
South West Asset Delivery	624,263	0	0	0	0	1	1	0.00	0.03	0.00	0.04
Area 3 (Kier - ASC)	3,156,177	0	0	0	0	2	2	0.00	0.01	0.00	0.01
Area 4 (AOne+ - ASC)	1,398,394	0	1	1	0	4	6	0.14	1.56	0.14	1.56
DBFO - Area 5 (Connect Plus)	646,527	0	1	1	0	0	2	0.31	3.25	0.20	0
Area 6 & 8 Combined*	963,558	0	1	1	1	2	5	0.31	2.22	0.32	2.31
Area 7 (EMAD)	1,082,675	0	0	4	0	3	7	0.37	0.42	0.35	0.4
Area 9 (Kier - ASC)	2,490,919	0	0	2	0	2	4	0.08	0.10	0.08	0.1
Area 10 (BBMM - ASC)	1,191,269	0	1	1	0	3	5	0.17	1.81	0.26	1.93
Area 12 (AOne+ - ASC)	1,725,378	0	2	1	0	16	19	0.17	2.56	0.17	2.54
Area 13 (NWAD)	686,815	0	1	1	0	2	4	0.29	3.12	0.27	2.84
Area 14 (NEAD)	470,550	0	0	2	0	3	5	0.43	0.55	0.43	0.56
A1 Darrington to Dishforth (DBFO)	34,043	0	0	0	0	1	1	0.00	0.59	0.00	0.71
A168 / A19 Dishforth to Tyne Tunnel (DBFO)	279,519	0	0	0	0	3	3	0.00	0.21	0.00	0.24
CDF OD East Package 1 (West) M1, A1 & A5	50,930	0	1	0	0	0	1	1.96	39.27	1.66	33.28
RTMC:North West Regional Technology Contract	269,669	0	0	0	0	1	1	0.00	0.07	0.00	3.22
Historic Railways Estate	23,485	0	0	1	0	0	1	4.26	4.26	5.32	5.32
M25 DBFO	1,153,544	0	0	2	0	2	4	0.17	0.21	0.20	0.24
M5 Oldbury Project	906,260	0	2	0	0	12	14	0.22	4.68	0.19	4.09
Rest of Group (42)	1,625,785	0	0	0	0	51	48	0.00	0.41	0.00	0
<b>Totals</b>	<b>19,743,317</b>	<b>0</b>	<b>10</b>	<b>17</b>	<b>1</b>	<b>110</b>	<b>138</b>	<b>0.14</b>	<b>1.21</b>	<b>0.15</b>	<b>1.16</b>