

# December 2018 Summary Health & Safety Performance Report

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# Executive Summary

## 1. Executive Summary

### Accident Frequency Rate (AFR) Overview:

- The **Major Projects 12 month rolling AFR** to December 2018 **increased to 0.04**.
- There were **2 RIDDOR** accidents reported in December 2018.
- **0 RIDDORs** fell out of the scope of the rolling AFR calculation.
- The in-month AFR was **0.13** and the net 12 month recorded hours increased by 4.01% (15.5m to 16.1m).
  
- The **Operations 12 month rolling AFR** to December 2018 **remained at 0.10**.
- There were **0 RIDDOR** accidents reported in December 2018.
- **1 RIDDOR** fell out of the scope of the rolling AFR calculation.
- The in-month AFR was **0.00** and the net 12 month recorded hours decreased by 1.5% (22.1m to 21.8m).
  
- The overall **Supply Chain 12 month rolling AFR** to December 2018 **remained at 0.07**.
- There have been **17 RIDDORs** year to date and **28 RIDDORs** in the rolling 12 month period.
- **1 RIDDOR** fell out of the scope of the rolling AFR calculation.
- The in-month AFR was **0.07** and the net 12 month recorded hours increased by 0.77% (37.65m to 37.95m).

### Incidents Reported:

- There was 1 RIDDOR accident reported in November 2018 and confirmed in December 2108 (Section 3/4 and Appendix 3/4).
- There were 3 RIDDOR accidents in December 2018 (Section 3/4 and Appendix 3/4).

### Site Inspections:

- There were **49** inspections carried out in December 2018 by the H&S Division, **14** in Major Projects and **35** in Operations (Section 9).

### Health and Safety 5 Year Plan:

- Year four has five actions which are all complete (Section 11).

### 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 **18** fatalities on the Strategic Road Network (Section 7 and Appendix 6).

# Accident Frequency Rate Overview

All data included within this report is up to date as of 3<sup>rd</sup> January 2019. 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.

**Table 1 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	0.04	0.13	0 (0)	1 (3)	1 (4)	0 (0)	2 (7)	0 (0)
Operations	0.06	0.10	0.00	0 (0)	0 (9)	0 (11)	0 (1)	0 (21)	0 (1)
<b>Supply Chain Total</b>	0.06	0.07	0.07	0 (0)	1 (12)	1 (15)	0 (1)	2 (28)	0 (1)

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:

Highways England RAG status based on AFR target of 0.09 and aligning to the CPF model:

> 0.13	0.13 ≥ & > 0.06	≤ 0.06
> 0.11	0.11 ≥ & > 0.09	≤ 0.09

*\*While there were 0 RIDDOR >7 day injury accidents for Operations in month, the 12-month total has increased due to a late report from November*

<sup>1</sup> RIDDOR Dangerous Occurrences are not injuries so are not included in the AFR calculation

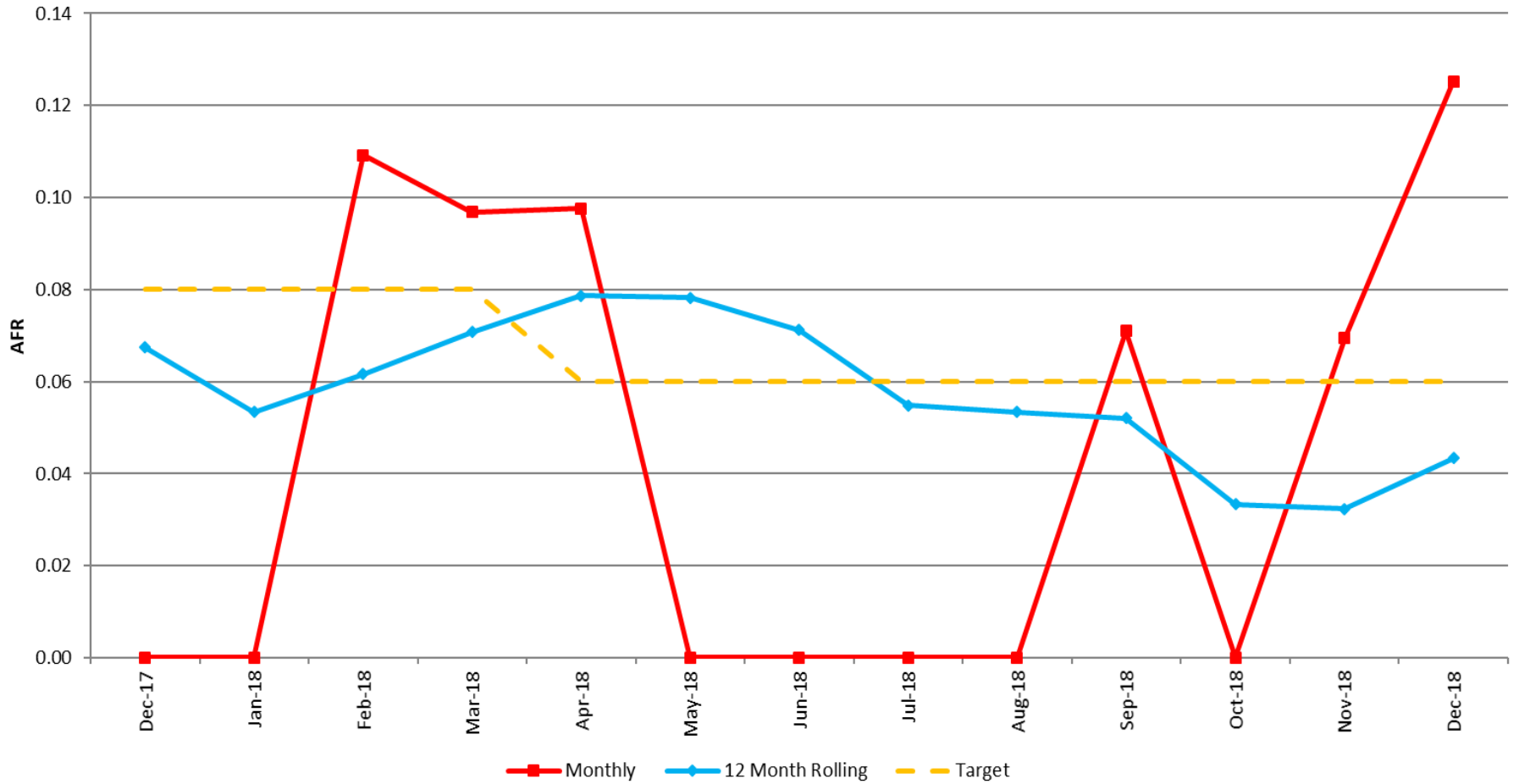
<sup>2</sup> This is the national AFR figure calculated using the hours worked in the TO and RCCs. Regional variations are illustrated in Appendix 2

<sup>1</sup> RIDDOR Dangerous Occurrences are not injuries so are not included in the AFR calculation

<sup>2</sup> This is the national AFR figure calculated using the hours worked in the TOS and RCCs.

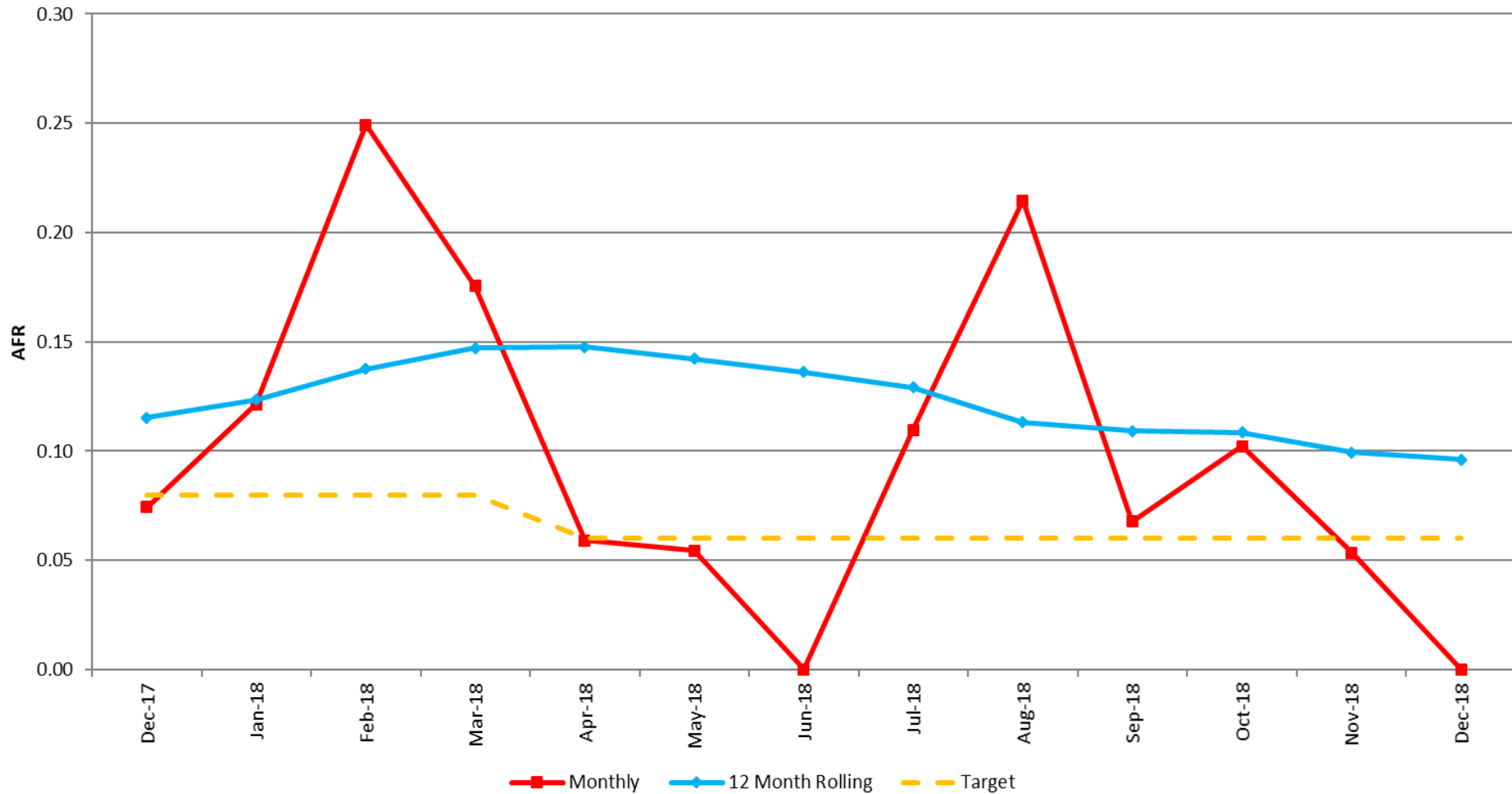
# Graph 1 – Rolling AFR for Supply Chain - Major Projects

## Major Projects: Rolling and monthly AFR's for the last 13 months



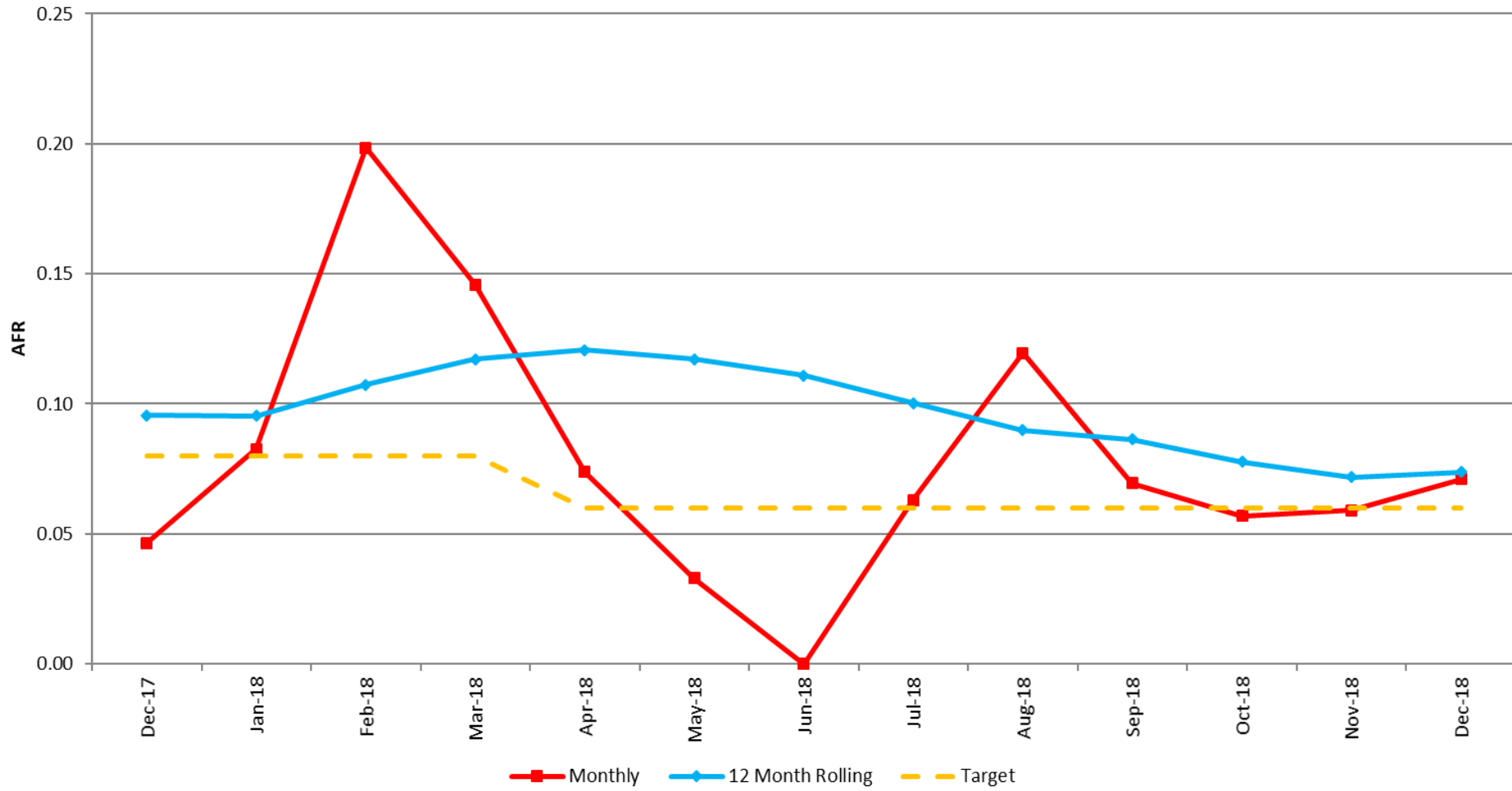
## Graph 2 – Rolling AFR for Supply Chain - Operations

**Supply Chain - Operations AFR's:**  
Rolling and monthly AFR's for the last 13 months



## Graph 3 – Rolling AFR for Supply Chain – Major Projects and Operations

**Supply Chain Overall (Major Projects and Operations) AFRs:**  
**Rolling and monthly AFR's for the last 13 months**



## Performance by Supplier across the Supply Chain

Supplier	Hours worked	% hours worked	RIDDOR	Type of incidents				AFR	Group AFR
				Fatality	Specified Injury	> 7 Day	Disease		
Kier Highways	9,915,425	26.61%	6	0	2	3	1	0.06	0.06
Balfour Beatty	4,017,862	10.78%	3	0	3	0	0	0.07	0.10
Skanska	3,662,855	9.83%	0	0	0	0	0	0.00	0.00
A-one+	3,322,926	8.92%	1	0	1	0	0	0.03	0.13
Connect Plus	2,041,537	5.48%	3	0	2	1	0	0.15	0.10
Costain	1,529,833	4.11%	1	0	0	1	0	0.07	0.07
BAM Nuttall Ltd	1,446,458	3.88%	0	0	0	0	0	0.00	0.10
Amey (Highways)	1,313,677	3.53%	1	0	0	1	0	0.08	0.12
Jacobs	1,189,036	3.19%	0	0	0	0	0	0.00	0.00
Ringway Ltd	419,998	1.13%	1	0	0	1	0	0.24	0.00
Severn River Group	401,721	1.08%	0	0	0	0	0	0.00	0.00
Carillion	374,181	1.00%	0	0	0	0	0	0.00	0.07
Interserve	294,786	0.79%	2	0	2	0	0	0.68	0.13
CHC Highways	234,407	0.63%	1	0	0	1	0	0.43	0.00
AECOM	234,213	0.63%	1	0	0	1	0	0.43	0.00
Sisk Lagan JV	222,142	0.60%	0	0	0	0	0	0.00	0.00
Volker Fitzpatrick	208,804	0.56%	1	0	1	0	0	0.48	0.00
Graham Construction	162,534	0.44%	1	0	0	1	0	0.62	0.00
Tarmac Aggregates Ltd	132,059	0.35%	1	0	0	1	0	0.76	0.00
Forrest Support Services	67,695	0.18%	1	0	0	1	0	1.48	0.00
FMG Support	16,468	0.04%	1	0	0	1	0	6.07	0.00
CC Ground Investigations Ltd	3,774	0.01%	1	0	0	1	0	26.50	0.00
<i>Rest of Group (54)</i>	6,053,363	16.24%	0	0	0	0	0	0.00	
<b>Total</b>	<b>37,265,754</b>	<b>100%</b>	<b>26</b>	<b>0</b>	<b>11</b>	<b>14</b>	<b>1</b>	<b>0.07</b>	

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. Further information on Suppliers Performance can be found in **Appendix 1**.

<b>Key</b>	<b>&gt; 0.13</b>	<b>0.13 ≥ &amp; &gt; 0.06</b>	<b>≤ 0.06</b>
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## Summary of Significant Supply Chain Incidents reported

There have been 2 RIDDOR accidents in December and 1 in November. The incident in November was not included in last month's Performance Report as it had not been classified as RIDDOR reportable at the time the H&S Performance report was published

Date of incident	Location	Incident category	Overview of incident
30/11/18	Operations EMAD - HW Martins - A5 Towcester	RIDDOR > 7 day injury	A Motus signal engineer working on behalf of HW Martins, was removing the covers from a 4 way traffic signal head when the step ladder they were using collapsed causing them to fall to the pavement below. The engineer sustained a shoulder injury. <b>AIRSwEB: 89767</b>
01/12/18	Major Projects SMP - Galliford Try - M56 Jct 6-8	RIDDOR > 7 day injury	A CCTV supervisor working for Lanes for Drains on behalf of Galliford Try was undertaking a survey of the drains on the M56 Jct 6-8 Smart Motorway Project and slipped as they exited a vehicle on site. The supervisor was in the CCTV vehicle when the crawler unit being used began to lose traction so they exited the vehicle to supervise the feeding of the cable. The supervisor slipped on the sill/step of the vehicle as they exited the vehicle which resulted in a sprained ankle. <b>AIRSwEB: 89950</b>
04/12/18	Major Projects SMP - Kier Highways - M23 Jct 8-10	RIDDOR Specified Injury	A crane driver working for Sheet Piling UK on behalf of Kier Highways was preparing a 70 tonne telescopic crawler crane for loading on to a low loader. The crane driver had retracted the tracks in readiness for moving and they slewed the crane which resulted in the centre of balance changing and the crane tipping with its counter weight coming to rest on the ground within the Varioguard. The crane driver suffered a skull fracture and a fracture to a lumbar vertebra when they jumped from the cab of the crane. <b>AIRSwEB: 89917</b>



# Road User Performance and Road User Safety

## Key Activities This Month:

- We have engaged with the industry and the Driving and Vehicle Standards Agency (DVSA) to seek support for installing sophisticated **tyre measurement technology** at key locations across the network. This work builds on research undertaken collaboratively with Bridgestone Tyres which identified that good tyre husbandry could prevent the majority of commercial vehicle tyre failures. We have reached agreement to install sites at the: DVSA Cuerden Check Site (M6/M65); AW Jenkinson Haulier – Penrith; John Lewis Partnership – Milton Keynes (M1); and with the Association of British Ports at their Immingham Port (M180). Technology will be installed at these locations to measure tyre pressure, tyre tread depth, vehicle weight and weight distribution. The DVSA site will also include technology that will measure axle heat. Over the next 12-months we will gather further invaluable intelligence on commercial vehicles tyre condition which will allow us to further develop the case and approach for improved tyre husbandry with major fleet operators/industry.
- We have completed a review of our occupational road risk management system and policies and followed the seven-step process below. We will be awarded **Driving for Better Business** (DfBB) Champion status at a DfBB Public Sector Summit in the Houses of Parliament on the 22 January. We are also making good progress across our supply chain, twenty of our tier one contractors are now Business Champions and the remaining contractors are actively involved and engaged.



### Our 7-step process for managing your Work Related Road Safety and achieve compliance



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

- As part of our programme of activities to reduce **close following** (tailgating) incidents on the network we have introduced pilot camera-based technology on the M6 (Junction 2- 3) and M20 (Junction 4 – 5) to detect and monitor tailgating. This will allow us to better understand levels of tailgating on the network, the types of vehicles involved and how our activities (i.e. campaigns) may have impacted on driver behaviour. The site on the M6 has been operational since summer 2018 and data collected on a sample of over 300,000 vehicles appears to show a small but clear sign of behaviour improvement with a demonstrable number of vehicles increasing their gap to the vehicle in front from less than one second to over one second following our Close Following Safety Campaign. Data from this site is also being used to identify companies to be followed up through Driving for Better Business to improve commercial driver compliance. A review of the pilots and potential future activities will be completed in spring 2019.
- We have provided a detailed overview of our in-depth **fatal research** project to Transport Scotland, the Welsh Government and the Department of Transport and have agreement in principle that they will follow our approach and undertake comparable analysis to create a wider fatal dataset for Great Britain. This will significantly expand our ability to analyse a broader range of fatal collisions and develop more informed insight.

## National Health & Safety Team Update

- a) **Safety Alerts:** There were 3 Safety Alert issued in the month:
- **HEi065 Highways England Safety Alert - [Crawler Crane Incident M23](#)**
  - **HEi066 Highways England Safety Alert - [Broken Gantry Hatch](#)**
  - **HEi067 Highways England Safety Alert - [MEWP Boom Failure](#)**

## Site Inspections undertaken in December 2018

This month there has been **49** inspections undertaken across 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>	14	10	16	130	0
<b>Operations</b>	35	2	30	219	2
<b>Totals</b>	<b>49</b>	<b>12</b>	<b>46</b>	<b>349</b>	<b>2</b>

### Key to non-conformance RAG status:

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

## Supply Chain Performance Tables

Supplier	Rolling 12 months to December 2018								
	Hours Worked (12 Months)	Total RIDDORs	Fatality	Specified Injury	> 7 day	Disease	Minor Injuries	AFR	Nov. AFR
Skanska	3,542,863	0	0	0	0	0	9	0.00	0.00
Kier Highways	3,452,537	2	0	1	1	0	12	0.06	0.04
Balfour Beatty	2,413,988	2	0	2	0	0	7	0.08	0.08
Costain	1,572,252	1	0	0	1	0	3	0.06	0.07
Jacobs	1,205,689	0	0	0	0	0	0	0.00	0.00
Atkins	528,277	0	0	0	0	0	2	0.00	0.00
Morgan Sindall	361,272	0	0	0	0	0	7	0.00	0.00
Mott MacDonald Ltd	327,309	0	0	0	0	0	3	0.00	0.00
Carillion*	315,342	0	0	0	0	0	4	0.00	0.00
Galliford Try	304,520	1	0	0	1	0	4	0.33	0.00
AECOM	296,322	1	0	0	1	0	3	0.34	0.43
Vinci Construction	243,611	0	0	0	0	0	6	0.00	0.00
BAM Nuttall Ltd	243,044	0	0	0	0	0	0	0.00	0.00
John Sisk	218,054	0	0	0	0	0	0	0.00	0.00
Sisk Lagan JV	195,923	0	0	0	0	0	8	0.00	0.00
WSP	164,916	0	0	0	0	0	4	0.00	0.00
Arcadis	108,539	0	0	0	0	0	0	0.00	0.00
Interserve	55,155	0	0	0	0	0	0	0.00	0.00
Redflex	41,059	0	0	0	0	0	0	0.00	0.00
Carnell Support Services Ltd	15,739	0	0	0	0	0	0	0.00	0.00
SWECO	9,118	0	0	0	0	0	0	0.00	0.00
Pre-construction/PC to be assigned	508,862	0	0	0	0	0	5	0.00	0.00
<b>Grand Total</b>	<b>16,124,391</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>0.04</b>	<b>0.03</b>

\* Carillion hours are reducing each month but will remain within the table until the 'Hours worked in the last 12 months' has reached zero.

**Key** > 0.13    0.13 ≥ & > 0.06    ≤ 0.06

## Supply Chain Performance Tables (continued)

Supplier	Rolling 12 months to December 2018								
	Hours Worked (12 Months)	Total RIDDORs	Fatality	Specified injury	> 7 Day	Disease	Minor Injuries	AFR	Nov. AFR
RIP Overall	<b>4,420,161</b>	<b>1</b>	0	1	0	0	39	<b>0.02</b>	<b>0.02</b>
<i>RIP East</i>	334,503	0	0	0	0	0	2	0.00	0.00
<i>RIP Midlands</i>	289,850	0	0	0	0	0	0	0.00	0.00
<i>RIP North West</i>	1,323,982	1	0	1	0	0	2	0.08	0.07
<i>RIP South East</i>	843,490	0	0	0	0	0	13	0.00	0.00
<i>RIP South West</i>	285,595	0	0	0	0	0	4	0.00	0.00
<i>RIP Yorkshire and North East</i>	1,342,741	0	0	0	0	0	18	0.00	0.00
CIP	4,286,784	<b>1</b>	0	0	1	0	11	<b>0.02</b>	<b>0.02</b>
NIP	425,038	<b>0</b>	0	0	0	0	0	<b>0.00</b>	<b>0.00</b>
SMP	6,947,999	<b>5</b>	0	2	3	0	26	<b>0.07</b>	<b>0.05</b>
HS2	3,350	<b>0</b>	0	0	0	0	0	<b>0.00</b>	<b>0.00</b>
Redflex	41,059	<b>0</b>	0	0	0	0	0	<b>0.00</b>	<b>0.00</b>
Grand Total	<b>16,124,391</b>	<b>7</b>	0	3	4	0	76	<b>0.04</b>	<b>0.03</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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## Supply Chain Performance Tables (continued)

Area/Principal Contractor	Rolling 12 months to December 2018								
	Hours Worked (12 months)	Total RIDDORS	Fatality	Specified Injury	> 7 Days	Disease	Minor Injuries	AFR	Nov. AFR
<b>East</b>	<b>1,759,386</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>0.28</b>	<b>0.23</b>
Asset Support	959,540	2	0	1	0	1	6	0.21	0.14
CDF	671,511	3	0	2	1	0	4	0.45	0.44
DBFO	107,761	0	0	0	0	0	0	0.00	0.00
RTMC	20,574	0	0	0	0	0	1	0.00	0.00
<b>Midlands</b>	<b>6,446,973</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>0.05</b>	<b>0.04</b>
Asset Delivery	1,759,387	2	0	0	2	0	5	0.11	0.06
Asset Support	2,376,012	1	0	0	1	0	5	0.04	0.05
DBFO	53,020	0	0	0	0	0	0	0.00	0.00
Improvement Scheme	1,792,935	0	0	0	0	0	15	0.00	0.00
M6 Toll	285,909	0	0	0	0	0	0	0.00	0.00
RTMC	179,710	0	0	0	0	0	1	0.00	0.00
<b>North East</b>	<b>3,104,619</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>0.13</b>	<b>0.13</b>
Asset Delivery	667,495	3	0	1	2	0	6	0.45	0.43
Asset Support	1,806,462	1	0	1	0	0	7	0.06	0.05
DBFO	526,528	0	0	0	0	0	7	0.00	0.00
Improvement Scheme	51,531	0	0	0	0	0	0	0.00	0.00
TechMac	52,603	0	0	0	0	0	0	0.00	0.00
<b>North West</b>	<b>1,936,473</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0.05</b>	<b>0.11</b>
Asset Delivery	763,031	0	0	0	0	0	4	0.00	0.14
Asset Support	1,140,973	1	0	1	0	0	5	0.09	0.09
RTMC	32,469	0	0	0	0	0	1	0.00	0.00
<b>South East</b>	<b>6,619,277</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>0.06</b>	<b>0.06</b>
Asset Support	4,471,532	1	0	1	0	0	23	0.02	0.02
DBFO	2,094,974	3	0	2	1	0	12	0.14	0.15
Improvement Scheme	3,064	0	0	0	0	0	0	0.00	0.00
RTMC	49,707	0	0	0	0	0	3	0.00	0.00
<b>South West</b>	<b>1,525,589</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0.20</b>	<b>0.28</b>
Asset Delivery	1,085,169	3	0	0	3	0	9	0.28	0.52
DBFO	59,129	0	0	0	0	0	0	0.00	0.00
Severn River Group	359,554	0	0	0	0	0	10	0.00	0.00
RTMC	21,737	0	0	0	0	0	0	0.00	0.00
<b>National</b>	<b>434,546</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0.23</b>	<b>0.25</b>
ESCoRT	13,338	0	0	0	0	0	0	0.00	0.00
NGVR - Next Generation Vehicle Recovery	14,335	1	0	0	1	0	0	6.98	0.26
National Roads Telecommunication Services	398,669	0	0	0	0	0	0	0.00	0.00
Property M.E.S. E	8,204	0	0	0	0	0	0	0.00	0.00
<b>Grand Total</b>	<b>21,826,863</b>	<b>21</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>125</b>	<b>0.10</b>	<b>0.10</b>

Key > 0.13 0.13 ≥ & > 0.06 ≤ 0.06