

February 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 February 2018 increased from 0.05 to **0.06**. There was **one** RIDDOR accident reported in February 2018 and the in-month AFR was 0.11. No incidents from 13 months ago dropped out of the 12 month rolling AFR calculation and the 12 month rolling hours decreased from 13m to 12.9m (156.4k, -1.2%) and the movement of incidents resulted in the increased AFR.

The **Operations 12 month rolling AFR** to February 2018 remained at **0.13**. There were **four** RIDDORS reported in February 2018 and the in-month AFR was 0.19, however, one of these was identification of a worker with existing Hand Arm Vibration Syndrome and reported to the HSE under RIDDOR regulations; this is not included in the AFR calculation. One RIDDOR > 7 Day Injury from 13 months ago dropped out of the 12 month rolling AFR calculation and the 12 month rolling hours increasing from 19.5m to 19.7m (203k, +1%) due to updated hours, and the movement of incidents resulted in the static AFR.

The overall **Supply Chain 12 month rolling AFR** to February 2018 remained at **0.10**. The in-month AFR was 0.08. The movement of incidents and 12 month rolling hours increased by 47k (+0.14%) resulted in the static AFR.

Incidents Reported: There were **8956** adverse events reported in the past 12 months, **7666 (86%)** of which were near misses. There were **six** RIDDORS reported in February 2018 and **6** Safety Alerts disseminated.

Infrastructure: There were four lantern incidents identified. Two Safety Alerts and CHE 418/18 were issued. Highways England is testing a proposed lanyard solution to secure the lighting heads so that should lighting heads fail, they will fail safe.

Site Inspections: There were **67** inspections carried out February 2018 by the H&S Division, **20** in Major Projects and **47** 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 **16** fatalities on the Strategic Road Network.

Accident Frequency Rate Overview

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	Total RIDDOR Injuries	RIDDOR Diseases/Dangerous Occurrences ¹
Major Projects	0.08	0.06	0.11	0 (0)	1 (4)	0 (4)	1 (8)	0 (1)
Operations	0.08	0.13	0.19	0 (0)	1 (10)	2 (16)	3 (26)	1 (2)
Supply Chain Total	0.08	0.10	0.08	0 (0)	2 (14)	2 (20)	4 (34)	0 (3)

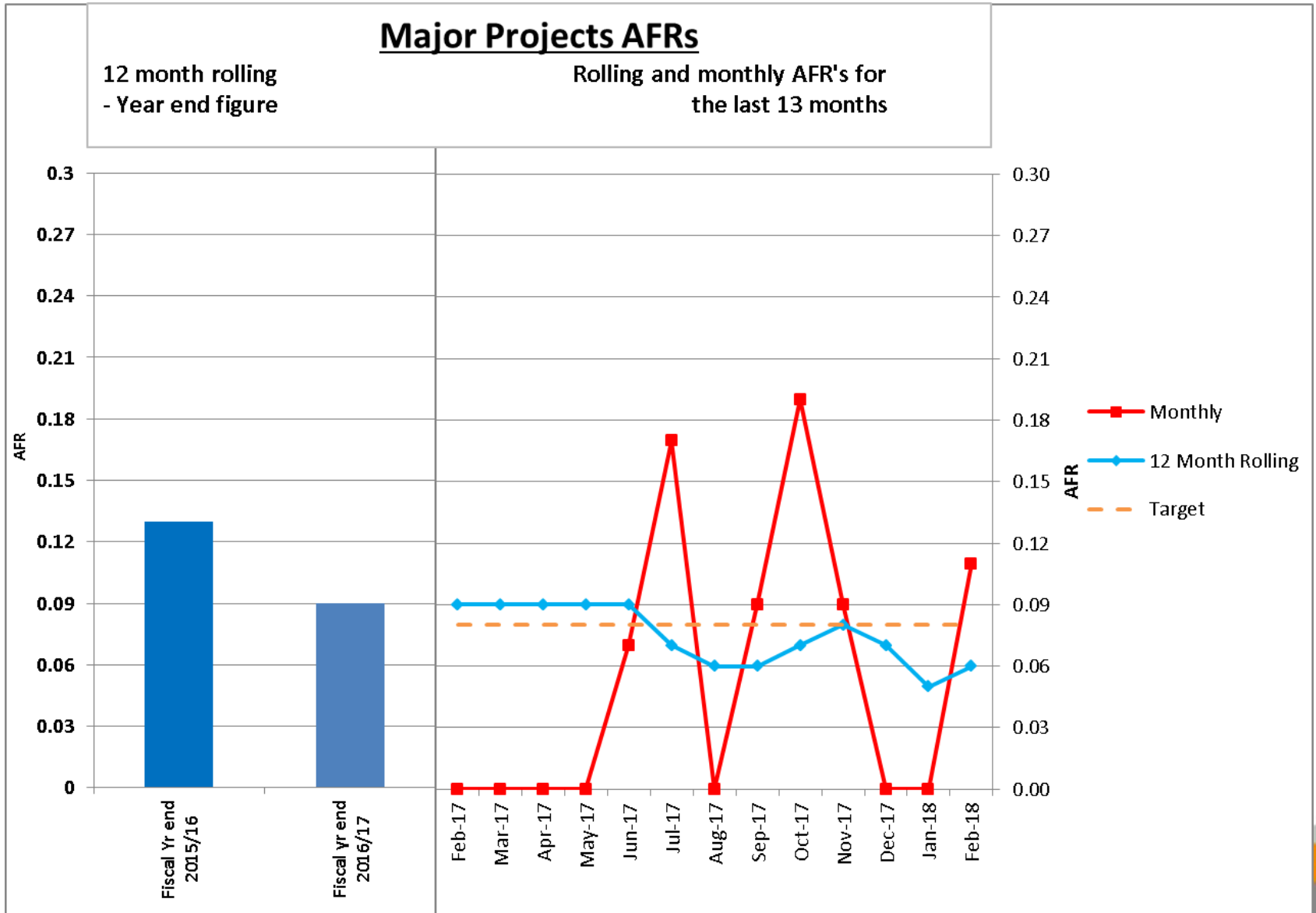
NB: The data recorded in **(brackets)** is the 12 month rolling data. The content of this report is informed by the IoD/HSE "Leading Health and Safety at Work" guidance.

Supply Chain RAG status based on AFR target of 0.08 and aligning to the CPF model Key:



¹ RIDDOR Dangerous Occurrences are not injuries so are not included in the AFR calculation

Graph 1 – Rolling AFR for Supply Chain - Major Projects

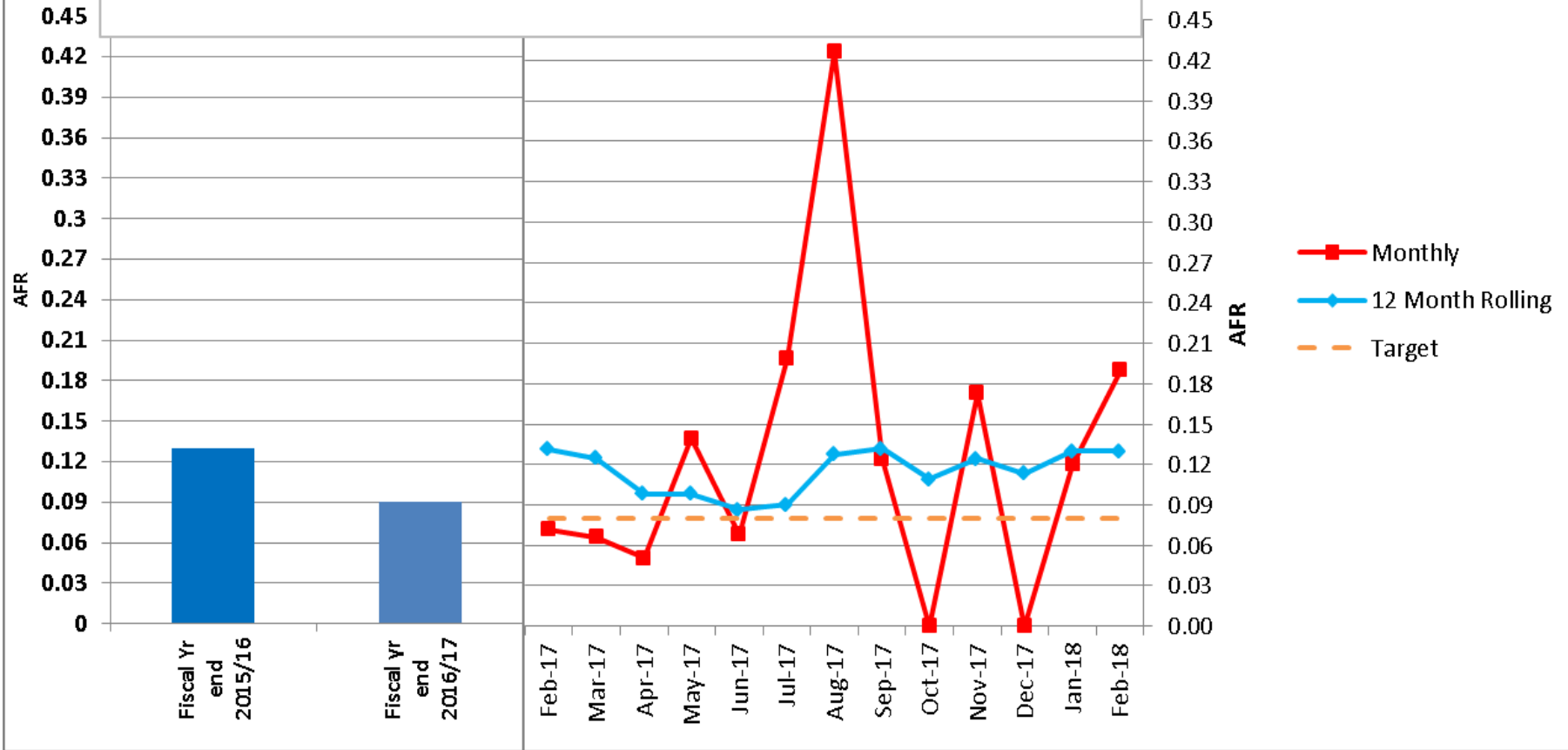


Graph 2 – Rolling AFR for Supply Chain - Operations

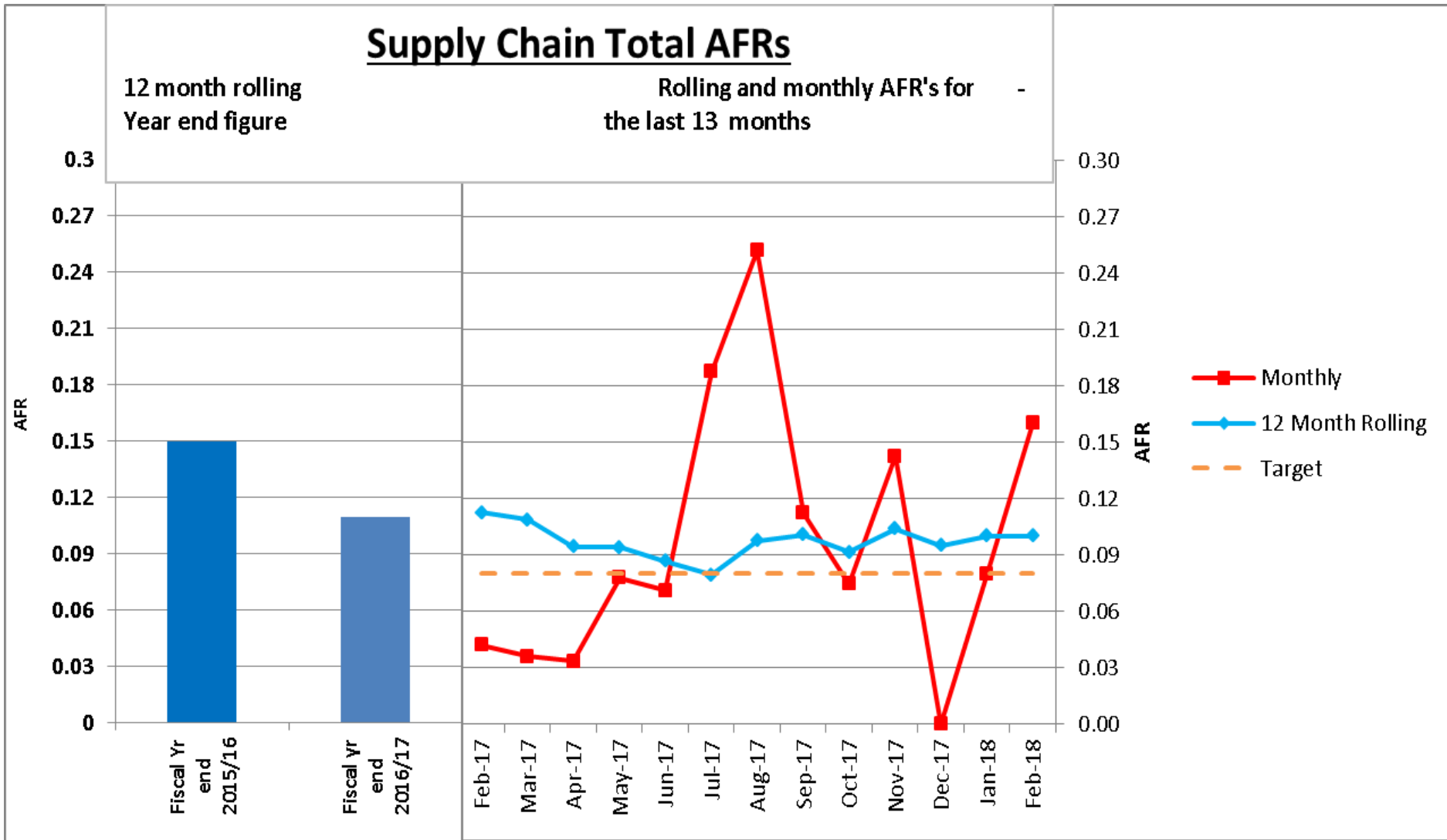
Operations Supply Chain AFRs

12 month rolling
- Year end figure

Rolling and monthly AFR's for
the last 13 months



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



Summary of 12 month rolling Performance by Supplier across all schemes	Hours worked	% hours worked	RIDDOR	Type of incidents			AFR	Group AFR ^[1]
				Fatalities	Specified Injury	Over 7 days		
Kier Highways	7,380,053	22.7%	5	0	1	4	0.07	0.06
Costain	5,619,098	17.3%	1	0	0	1	0.02	0.10
Balfour Beatty	5,177,457	15.9%	7	0	3	4	0.14	0.07
A-one+	3,198,651	9.8%	5	0	3	2	0.16	0.13
Carillion	2,099,839	6.5%	2	0	2	0	0.10	0.07
Connect Plus	1,818,662	5.6%	3	0	1	2	0.16	0.10
Amey (Highways)	1,741,119	5.4%	2	0	0	2	0.11	0.15
BAM Nuttall Ltd	1,082,249	3.3%	2	0	2	0	0.18	0.10
CHC Highways	222,056	0.7%	1	0	0	1	0.45	
Tarmac Aggregates Ltd	124,176	0.4%	2	0	1	1	1.61	0.13
Volker Fitzpatrick	52,406	0.2%	1	0	1	0	1.91	
Balvac	36,361	0.1%	1	0	0	1	2.75	0.07
Hochtief	27,261	0.1%	1	0	0	1	3.67	
Jointline Limited	12,627	0.0%	1	0	0	1	7.92	
Rest of Group (58)	3,940,850	12.1%	0	0	0	0	0.00	
Total	32,532,865	100.0%	34	0	14	20	0.10	

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 based on hours worked or if a RIDDOR affected the AFR.

The blue line annotates 1 million hours worked.

Key	> 0.13	0.13 ≥ & > 0.08	≤ 0.08
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^[1]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

Date of Incident	22/02/2018
Location	Operations Area 6
Contractor	Kier Highways
Incident category	RIDDOR Reportable Disease
Incident cause	Hand arm vibration (HAVS)
5 year Safety Plan action	
Overview of Incident	The IP, a Kier operative who had TUPEd in from the previous provider, attended an occupational health assessment where they were diagnosed with Hand Arm Vibration Syndrome (HAVS). NB: not included in the AFR calculation
Findings & Causation	<p>Immediate Cause</p> <ul style="list-style-type: none"> - Exposure to excess or uncontrolled – vibratory equipment. <p>Underlying Cause</p> <ul style="list-style-type: none"> - TBC <p>Root Cause -</p> <ul style="list-style-type: none"> - TBC
Actions taken	<p>What has been done?</p> <ul style="list-style-type: none"> - The IP is being managed in line with the recommendations made in their occupational health assessment i.e. reduced exposure to use of vibrating tools. - IP will be sent for a further OH assessment in 12 months' time.
Investigation Status	Ongoing
Incident Reference No	51319
Safety Alert issued	No

Summary of Significant Supply Chain Incidents reported (continued)

Date of Incident	21/02/2018
Location	Operations Area 6 - A12 Southbound
Contractor	Kier Highways
Incident category	RIDDOR Specified Injury
Incident cause	Vehicle hitting a stationary object
5 year Safety Plan action	
Overview of Incident	The IP, a passenger in a grab lorry, was being driven through a lane closure when the grab arm hit an overhead bridge causing lorry to stop suddenly. The IP was taken to hospital where they were diagnosed with soft tissue damage to their back. The IP was later recalled to Hospital, following a Consultant's review of their x-rays, to be diagnosed with a spinal compression fracture and signed off work for 4 weeks. The driver is believed to have sustained concussion, but has returned to work. The bridge suffered minimal damage but the incident has been reported to the SES Structures team.
Findings & Causation	<p>Immediate Cause</p> <ul style="list-style-type: none"> - The grab arm on a lorry hit an overhead bridge. <p>Underlying Cause</p> <ul style="list-style-type: none"> - Poor attitude towards health and safety. - Inattention or distraction. <p>Root Cause</p> <ul style="list-style-type: none"> - TBC
Actions taken	<p>What has been done?</p> <ul style="list-style-type: none"> - Seat belts to be worn at all times when travelling through the site. - A toolbox talk has been delivered to all site operatives on the controls needed to prevent reoccurrence. - The need to complete and sign all point of work risk assessments is being reinforced. - Start of shift briefings are being formally recorded and dated.
Investigation Status	Ongoing
Incident Reference No	51152
Safety Alert issued	No

Summary of Significant Supply Chain Incidents reported (continued)

Date of Incident	14/02/2018
Location	Major Projects RIP – MSM - M62 Section 3
Contractor	MSM
Incident category	RIDDOR Specified Injury
Incident cause	Slip, trip or fall on the same level
5 year Safety Plan action	
Overview of Incident	The IP, a site foreman, was walking in the central reservation (a sterile area within a closure) to inspect a chamber when they tripped over a metal ring that had come off a car wheel trim. They fell to the ground which resulted in a fracture to their arm.
Findings & Causation	<p>Immediate cause</p> <ul style="list-style-type: none"> - IP ripped on a metal ring. <p>Underlying cause</p> <ul style="list-style-type: none"> - The IP did not see the hazard or identify the hazard <p>Root cause</p> <ul style="list-style-type: none"> - TBC
Actions taken	<p>What has been done?</p> <ul style="list-style-type: none"> - Monday morning site walks to continue and monitored by the site management team. - Managers are to ensure dynamic risk assessments are carried out at each site and specific trip hazards removed. - A safety brief and tool box talk has been communicated to all site personnel. - Near miss reports are being reviewed and analysed for any specific trends.
Investigation Status	Ongoing
Incident Reference No	50990
Safety Alert issued	HEi041 - Highways England Safety Alert - Reportable Injury Fracture to Elbow

Summary of Significant Supply Chain Incidents reported (continued)

Date of Incident	09/02/2018
Location	Operations NEAD - Car park of site compound
Contractor	Tarmac
Incident category	RIDDOR > 7 Day injury
Initial cause	Hit by moving vehicle or plant
5 year Safety Plan action	
Overview of Incident	A roller driver was manoeuvring a roller out of the site compound in close proximity to the IP, who had been driving a bowser out of the compound. The roller driver was manoeuvring when the back drum swivelled and caught the IP on their foot causing a fracture to their toe.
Findings & Causation	<p>Immediate Causes</p> <ul style="list-style-type: none"> - The IP was hit by a moving vehicle. <p>Underlying Causes</p> <ul style="list-style-type: none"> - Inadequate implementation of prescribed safe system of work. Tarmac has a safe system of work called 5+2 which manages the risk of the people plant interface – this was NOT adopted. - Violation by Individual – The roller driver moved forward before ensuring the IP was in a safe position. - Violation by Individual – The IP entered the safety zone whilst the roller was manoeuvring. - Improper decision making or lack of judgement – The roller driver moved before he was certain the IP was clear of his machine - Congestion or restricted motion – The roller driver was in a tight space as plant had been corralled close together for security reasons. - Inadequate or excessive illumination - Lighting to the cabin area was good but once plant had left the parking area this section was dark. <p>Root Cause</p> <ul style="list-style-type: none"> - The IP believed he was in a position of safety as they were stood on a raised verge, Spatial awareness was incorrect as their foot was hanging over the verge / half battered kerbstone allowing contact with roller back drum. - Inadequate supervision at site to ensure that SSOW was implemented.
Actions taken	<p>What has been done?</p> <ul style="list-style-type: none"> - Safety stand downs have been carried out at site. - Training to reemphasise the 5+2 SSOW is being delivered.
Investigation Status	Ongoing
Incident Reference No	50935
Safety Alert issued	To be issued

Summary of Significant Supply Chain Incidents reported (continued)

Date of Incident	01/02/2018
Location	Operations Area 9 –M6 Southbound Jct 5 to 4
Contractor	Kier Highways
Incident category	RIDDOR > 7 Day injury
Initial cause	Slip, trip or fall on the same level
5 year Safety Plan action	94, 110
Overview of Incident	The IP, a litter picking operative, was working on the verge supported by a mobile hard shoulder closure when they fell as a result of stepping into a large hole which had been dug out. There was no edge protection in place with warning or lights. The IP suffered a strain to their ankle and knee.
Findings & Causation	<p>Immediate Cause</p> <ul style="list-style-type: none"> - Slip, trip and fall <p>Underlying Cause</p> <ul style="list-style-type: none"> - Insufficient task lighting <p>Root Cause</p> <ul style="list-style-type: none"> - TBC
Actions taken	<p>What has been done?</p> <ul style="list-style-type: none"> - The hole was immediately cordoned off. - Kier operatives have briefed on this incident - A safety alert is being produced
Investigation Status	Ongoing
Incident Reference No	51040
Safety Alert issued	No

Summary of Incidents Reported – Infrastructure

There have been no infrastructure events this month.

Two different makes of luminaire have failed on the network and fallen onto the carriageway (including the verge) in 3 instances since January 2018 in Areas 3, 12 and 9. These are made by Urbis and Phillips. There are 20,000 Urbis units on the SRN (with area 12 having most); circa 6,000 Phillips units (3,000 in Area 3). Units are not unique to the Highways England network, for example, Urbis units are present on the M4 in Wales.

An additional incident occurred in Area 7 where a canopy was not clipped back on properly and fell onto a customer's vehicle.

The two lantern incidents reported in the January 2018 Performance Report were followed up by Safety Alerts.

Safety Alert HEi042 explains the detail of the clipping failure and proposed actions for Service Providers, including improved training.

Safety Alert HEi043 describes the issues regarding the Urbis and Philips lighting head failures and proposed immediate actions whilst further investigation of the root cause is progressing with Phillips and Urbis. Actions include inspections of units present on the network and removal of any that look like they are failing.

Investigations are focussing on whether the failures are caused by poor manufacture and assembly quality issues or installation issues. We are also investigating the quality of the material used to construct the lighting heads and whether this is susceptible to failure through resonance due to high winds.

We believe there is a safety risk to the public of retaining these units on the network that is over and above the benefits provided by lighting, due to the number that have failed since the start of 2018, the young age of those units that have failed (< 2 years old), and the high percentage of loose bolts present in inspected units.

Chief Highways Engineer Memo 418/18 has been issued to instruct service providers to remove compromised units from the network and to cease installing lighting units made by these 2 manufacturers until the reasons for failure are clear.

Highways England is testing a proposed lanyard solution to secure the lighting heads so that should lighting heads fail, they will fail safe. We intend to issue a further CHE Memo during March on this matter subject to testing outcomes.

Road User Performance and Road User Safety

- The Department for Transport (DfT) undertook a consultation allowing **Learner Drivers** to take Lessons on Motorways on the 30th December 2016, this set out the need to provide learner drivers with the broadest range of real work practice to better prepare learners for independent driving and proposed deregulatory measures to enable learner drivers to have lessons on the motorway. The DfT confirmed the outcomes of the consultation in summer 2017 and indicated that learner drivers will be able to have lessons on the motorway with an approved driving instructor in a dual control car. The Statutory Instrument permitting the change in legislation to allow learner drivers onto the motorway will be laid on 1 March 2018 and the regulations will come into force on 4th June 2018. We have been working closely with the DfT and Driver Vehicle Standards Agency (DVSA) to support communication activities.
- In support of changes to legislation, we are taking forward a **New Drivers Programme** working collaboratively with DfT/DVSA and the Drivers Instructor Association to develop an improved learning resource for driving on high speed roads; this includes a driving hub website, e-learning materials and development of a Telematics app. This will be launched in early spring 2018. A more detailed overview is provided in the paper to the Health & Safety Executive and Board Safety Meetings in March 2018.
- The **National Towing Working Group** is led by Highways England and supported by national stakeholders, including the Caravan & Camping Club, Institute of Advanced Motorists, Driver Vehicle Standards Agency, British Horse Society and the AA. The group is taking forward a broad range of education and engagement activities to reduce the risks of incidents occurring, we recently attended attendance the **Caravan Camping & Motorhome Show at Birmingham NEC** which has over 90,000 visitors where we had a corporate stand providing safety advice from Traffic Officers, the Regional Safety Coordinator, and Police Officers. Feedback received has been positive and we are undertaking an evaluation on the event to inform future activities.
- We have provided the **All Party Parliamentary Group on Motorcycling** with an update on progress in implementing the Motorcycling Incident Prevention Framework and outlining our ongoing programmes of work to improve motorcycling safety working with Motorcycling Industry Association and National Police Chief Council. The update was well received and the group were encouraged by the breadth of activities being undertaken. We have also meet with Transport Scotland to share the work we are undertaking on motorcycling safety and to identify future collaborative working opportunities.
- We are continuing to take forward the **Driving for Better Business Programme**, a key deliverable this month has been a workshop with the Health & Safety Executive (HSE) which provided an overview of the programme and explored where we could work collaboratively. The HSE have agreed that they would support the programme and promote it as required, we now working on a range of activities to facilitate this.



Road User Performance and Road User Safety (continued)

- A **National Road User Safety Forum** was attended attending by all the Regional Safety Coordinators, Safer Roads Group and Communications to share best practice and develop a more coordinated approach on future activities in 2018/19. The forum identified a number of areas where our approach needed to be strengthened to ensure Regional Incident Casualty Reduction Plans were better targeted and more effective. The Safer Roads Group is also providing training courses to Regional Safety Coordinators covering the Safe System, Behavioural Change and Evaluation in March 2018.
- As part of our programme to build road safety capability we are delivering half-day road shows during January through to May 2018 at each office providing an understanding on safer road design. The content of the half-day roadshow focuses on the role of the team in supporting business deliver, the development of DMRB documents and provides an overview of wider research, i.e. Older Driver Engineering Measures. The roadshow provides an in-person, interactive format. To date, the roadshow has visited Guildford, Manchester, and Leeds and the feedback so far has been positive. As part of wider activities we are also developing e-learning modules on our approach to road safety and behavioural change, these will be completed in April 2018 and we are exploring how they can form part of a wider Learning & Development programme with colleagues in HR.
- In February 2018 there were 16 road user fatalities

National Health & Safety Team Update

Update on AIRSweb and associated training: An average of 876 events have been uploaded each month onto the new AirsWeb since its October 2017 upgrade. In addition to support from the Business Information Management Team, there are a further 31 Super Users trained to offer support and training to Highways England and supply chain colleagues across the country. The Notification rules are in development and aim to be completed by the end of March 2018. Bespoke live data dashboards have been designed and shared via the new “Discover” module across H&S Managers, with new opportunities being developed for use across the wider organisation.

Audits: Audits of North East, West Midlands and South East TOS regions have been completed. Draft audit reports will be written and shared with the appropriate audit sponsor once agreed with Compliance and Audit team (CAD). The CAD is due to audit the South West TOS region, Costain-Galliford Try, Sisk-Lagan and MSM-JV in the next period. Discussions have also begun with the Head of Safety for Operations, Major Projects and Head of Policy & Compliance in relation to the audit schedule for April 2018 to March 2019.

Innovation: The Innovation Strategy for Health and Safety has been endorsed by the Head of Innovation within the Innovation & Continuous Improvement Team and aligns with the wider corporate strategy for Innovation. A test and demonstration day for the Automated Impact Protection Vehicle (AIPV) was held at Goodwood on 20th February where over 50 senior industry and Highways England colleagues viewed and experienced the AIPV in operation. New safety innovations such as elimination of risk through automation of blast cleaning processes, deterrence of attacks on our workers through use of camera technology and illuminated materials for Traffic Officer vehicle livery are continuously being identified by the H&S Programme Team, with the most promising being pursued to identify opportunities to trial these on our network.

Bids and Tenders: The Health and Safety team is supporting Commercial & Procurement with a series of health and safety assessments for bids and tenders in Areas 1, 2, 10, 13 and 14. All H&S criteria questions, and the subsequent evaluation process, have been updated by the team to improve assurance for appointing and managing new contractors. Validation visits of suppliers will now take place prior to appointment. The new question set was issued as part of the tender documentation issued on the 22nd of February. The team supported the Area 10 Asset Delivery Industry Day on the 5th February and will be presenting at the Area 10 Tender Conference on the 6th of March. The team is also still carrying out assessments nationally for the Technical Services & Testing contractors.

Recruitment: Recruitment to fill the remaining vacancies is progressing with external agencies and we have interview dates scheduled for February and March. Many roles have needed to be re-advertised due to candidates either being unsuitable or withdrawing their applications to accept roles elsewhere.

Safety Culture Maturity: 24 of the 27 planned workshops have been completed. 3 workshops at Regional Operation Centres have had to be rearranged due to poor attendance or poor weather. These are now booked for later in March. The sessions have been attended by 188 employees, which is 69% of those planned and 3.5% of the total workforce (target is 5%). Additional workshops at our main offices are being set up in March to meet this target.

National Health & Safety Team Update (continued)

Health, Safety & Wellbeing Awards update: Planning and delivery for the awards is on track, with the awards due on 7th March. Substantial cross-team effort has been invested into what should be recognised as a great day which achieves its objectives. Post event evaluation will be gathered from attendees soon after 7th March. A full debrief with the organising team is planned for mid-March. We will then take the lessons learned and use these to prepare for launching the 2018 awards (anticipated from early summer 2018 onwards)

HE Safety Passport Scheme: The HE Passport Steering Group met on 28th February with positive feedback from supply chain, and updates from three working groups focussing on specific requirements i.e. common D&A process, content and delivery of the common induction, competency requirements, rules and governance. The H&S team continue to facilitate and support all these groups, in addition to the Steering Group. A performance dashboard has been developed to track and monitor progress through to October 2019, with comms to be increased over the next 2-3 months to promote the scheme and its benefits. Agreement was made for all Tier 1s to produce an implementation plan as to meeting October 2019 date. A meeting was also held with Build UK and CSCS as to the aims and aspirations of the scheme, and also explore opportunities for cross acceptance of cards and / or common inductions. A follow up meeting will be scheduled for end April 2018.


- Competency Management System: 4013 People registered, 3222 Cards issued, 55 Sponsors registered, 79 people trained as Administrators
- HCI: 63 instructors approved (and 18 awaiting approval) across 38 registered training centres, 17 courses run, with 25 scheduled through to July covering 259 delegates

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


- [HEi043 - Highways England Safety Alert - Safety Engineering and Standards Luminaires falling to ground](#)
- [HEi042 - Highways England Safety Alert - Operations Lantern canopy falling from a column onto vehicle](#)
- [HEi041 - Highways England Safety Alert - Reportable Injury Fracture to Elbow](#)
- [HEi040 - Highways England Safety Alert - Importance of Exclusion Zones \(HiPo Incident\)](#)
- [HEi039 - Highways England Safety Alert - Plant People Interface](#)
- [HEi038 - Highways England Safety Alert - Delivery Driver Fell Whilst Exiting Vehicle](#)

Site Inspections undertaken in February 2018

This month there has been **67** 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 
Major Projects	20	7	21	339	3
Operations	47	1	22	256	2
Totals	67	8	43	585	5

Key to non-conformance RAG status:

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

Site Inspections undertaken in February 2018 (continued)

Inspection findings on Major Project sites	
RAG	Trends
Red	There were 7 Red Observations in this period. RIP identified this in the Lateral Office Leeds. Bomb alert/alarm sounded on 9.02.2018, no one appeared to know what it was, highlighting the fact no tests of the bomb alarm or drills are carried out. First Aid list on notice board displays 8 first aiders for floor 3; however, people finder only identifies three on system. There is also no list of fire wardens for floor 3.
Amber	There were 21 Amber Observations in the period. RIP identified food left out uncovered overnight in the office which is encouraging pest and rodent problems. One observation was noted for the Health & Safety Law poster not being up to date. Four names displayed on the poster however only three showing in people finder. An introductory site visit was completed on A585 Ground Investigation works and whilst the site compound had welfare facilities, they were not adequate for the level of manpower and type of work being conducted. Arrangements were in place for the site cabins to arrive within a few working days. SMP identified inconsistent standards of housekeeping and good order on access to and condition off welfare facilities. CIP The focus of the inspections was Welfare after review of observation cards indicated there was a little concern about standards dropping also a focus on Traffic Management. Amber observation related to a WC out of operation and a heater not working in the female WC during very cold weather.
Green	Good selection of 339 green observations . RIP identified two sites, A19 Coast Road, where 11 greens were noted for Plant equipment RtB1. Four greens were awarded in the Lateral Leeds Office. This was down on last month as specific areas were targeted against RtB1. Visits cancelled to A1 Leeming to Barton and A160 Port of Immingham due to heavy snow conditions. The majority of the observations were made during site visits to ground investigation works on 2 schemes in RIP North West. Both were first time visits for the supply chain to understand how the site had been set up and how they were managing aspects such as induction and supervision. SMP identified themes including good planning and communication of risk and controls, plant person interface, and protection of overhead structures. CIP observed Welfare and Traffic Management. Improvements were made in the welfare provision with good management and the right behaviours being demonstrated in the Traffic Management works. All members of the workforce were clear on what they doing and the necessary controls required which were implemented. Good SSOW and well briefed.


 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
RIP NW: Manchester Smart Motorways	MSM have recently completed back to work briefings following the Christmas break and a review of the videos created for the presentation was undertaken. The updated induction video was personally created by H&S Advisor on the scheme. The video is excellent quality and the H&S Advisor has spent a lot of time and effort creating this video. It is a simple but highly effective way of communicating H&S information on the scheme and should be encouraged by others to introduce.
M4 J3-12 SMP PC - Balfour Beatty Vinci JV	Good work being undertaken on Service Avoidance , to prevent potential issues when the main works commence. This includes employing a team to help identify critical utilities and agree how the effects of them on the scheme are to be mitigated. Overhead service clearances have also been obtained and discussed with utility providers to allow goalposts to be set at a consistent height throughout the scheme. A series of guidance documents and procedures have also been prepared to manage service interface.
M1 23a-25 SMP PC - Costain Galliford Try JV	Good compliance with RtB 3 – Plant Person Interface . The vegetation clearance team have employed a hands free, blue tooth, 2-way "Senna Communication System". This allows all parties to be able to talk at once. This provides operatives clear communication where verbal/signalling systems may be difficult. This system is integrated into hearing protection and the climbing style hats. This system improves co-ordination, safety and efficiency all at the same time.

Site Inspections undertaken in February 2018 (continued)

Inspection findings on <u>Operations</u> sites	
RAG	Trends
Red	There were 1 Red Observations in the period. A noise assessment was not in place as required to protect site operatives and / or visitors (A45 Nene Valley).
Amber	There were 22 Amber Observations : A number of these were around fire arrangements , including fire equipment which was not in date, blocked fire egress routes, items left alongside an electric cooker, faded/missing fire notices etc. Initial inspection findings led directly to several focused depot inspections looking at fire arrangements/equipment. Start of shift briefings were not provided to every contractor. Near miss records not filed or managed adequately. No liability insurance document in place. Welfare unit was sited in a position that required operatives to either cross a live lane or travel a mile in a vehicle . Further observations identified out of date information on display, or other documentation which has not been kept up to date e.g. notice boards showing out of date H&S information or asbestos management plans which have not been updated. Majority of issues rectified by site teams or will be followed up in Mar.
Green	There were 256 Green Observations awarded. There were a high number of green inspection observations which demonstrate a good level of compliance to standards. Common themes include communication; traffic management; signage; welfare; electrical safety and underground services management. It was also noted the changeover to Interserve at the NWRCC met H&S standards, specifically for updated RAMS and COSHH which were both briefed to relevant staff.

 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
BBMJV - Westhoughton Depot (Area 10)	<ul style="list-style-type: none"> ➤ Balfour Beatty transport has now deployed mobile weight check equipment for vehicles, and is checking vehicle tele-metrics to ensure the vehicles are not overloaded. ➤ Proactive contribution to a Community School project to enhance the natural environment and open spaces for children utilising available site materials and team resources.

Supply Chain Performance Tables

Major Projects Contractor Performance	Rolling 12 months to February 2018								January	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR*
Costain	5,619,098	0	0	1	12	13	0.02	0.06	0.02	0.06
Balfour Beatty	3,206,065	0	2	2	5	9	0.12	1.34	0.09	0.67
Carillion	2,080,989	0	2	0	2	4	0.10	1.94	0.10	1.95
Morgan Sindall	616,524	0	0	0	2	2	0.00	0.06	0.00	0.07
Sisk Lagan JV	362,830	0	0	0	0	0	0.00	0.00	0.00	0.00
Jacobs	262,820	0	0	0	1	1	0.00	0.08	0.00	0.08
CH2M HILL	179,052	0	0	0	0	0	0.00	0.00	0.00	0.00
Mott MacDonald Ltd	148,894	0	0	0	1	1	0.00	0.13	0.00	0.27
AECOM	62,308	0	0	0	0	0	0.00	0.00	0.00	0.00
Vinci Construction	28,150	0	0	0	0	0	0.00	0.00	0.00	0.00
Hochtief	27,261	0	0	1	0	1	3.67	3.67	3.53	3.53
Carnell Support Services Ltd	27,204	0	0	0	0	0	0.00	0.00	0.00	0.00
Arcadis	21,820	0	0	0	0	0	0.00	0.00	0.00	0.00
Amey (Highways)	19,479	0	0	0	0	0	0.00	0.00	0.00	0.00
Hyder Consulting	16,517	0	0	0	0	0	0.00	0.00	0.00	0.00
Atkins	16,275	0	0	0	0	0	0.00	0.00	0.00	0.00
BAM Nuttall Ltd	15,727	0	0	0	0	0	0.00	0.00	0.00	0.00
Skanska	14,306	0	0	0	2	2	0.00	2.80	0.00	1.43
WSP Parsons Brinckerhoff Limited	13,314	0	0	0	0	0	0.00	0.00	0.00	0.00
McCann	1,862	0	0	0	0	0	0.00	0.00	0.00	0.00
WJ North Limited	1,061	0	0	0	0	0	0.00	0.00	0.00	0.00
Galliford Try	80	0	0	0	1	1	0.00	250.00	0.00	20,000.00
Pre-constructions/PC to be assigned	107,786	0	0	0	0	0	0.00	0.00	0.00	0.00
	12,849,422	0	4	4	26	34	0.06	0.69	0.05	0.54

Key	> 0.13	0.13 ≥ & > 0.08	≤ 0.08
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*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

Supply Chain Performance Tables (continued)

Major Projects (Regional and Programme Performance)	Rolling 12 months to February 2018								January 2017	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR
RIP OVERALL	4,649,509	0	3	2	8	13	0.11	1.37	0.08	0.92
MP RIP East	291,724	0	0	0	0	0	0.00	0.00	0.00	0.00
MP RIP Midlands	103,363	0	0	0	1	1	0.00	0.19	0.00	0.21
MP RIP North West	1,708,336	0	2	1	1	4	0.18	2.41	0.11	1.16
MP RIP South East	464,638	0	0	1	0	1	0.22	0.22	0.24	0.24
MP RIP South West	114,301	0	0	0	1	1	0.00	0.17	0.00	0.35
MP RIP Yorkshire & North East	1,967,146	0	1	0	5	6	0.05	1.07	0.05	1.05
MP CIP	3,686,375	0	0	2	8	10	0.05	0.10	0.06	0.10
MP NIP	27,019	0	0	0	0	0	0.00	0.00	0.00	0.00
MP SMP	4,486,519	0	1	0	14	15	0.02	0.51	0.02	0.51
Grand Total	12,849,422	0	4	4	30	38	0.06	0.70	0.05	0.55

Supply Chain Performance Tables (continued)

Operations Area Performance (Principal Contractor)	Rolling 12 months to February 2018								January 2018	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR
Area 3 (Kier - ASC)	3,156,177	0	0	0	2	2	0.00	0.01	0.00	0.01
Area 9 (Kier - ASC)	2,490,919	0	0	2	2	4	0.08	0.10	0.04	0.07
Area 12 (AOne+ - ASC)	1,725,378	0	2	1	17	20	0.17	2.57	0.18	2.68
Area 4 (AOne+ - ASC)	1,398,394	0	1	1	5	7	0.14	1.57	0.14	1.60
Area 10 (BBMM - ASC)	1,191,269	0	1	2	3	6	0.25	1.90	0.26	1.99
M25 DBFO	1,153,544	0	1	2	2	5	0.26	1.94	0.23	1.70
Area 7 (EMAD)	1,082,675	0	0	3	3	6	0.28	0.33	0.27	0.32
M5 Oldbury Project	906,260	0	2	0	11	13	0.22	4.66	0.25	5.27
Area 8 (Kier - ASC)	886,863	0	0	0	1	1	0.00	0.02	0.12	0.14
Area 13 (NWAD)	686,815	0	1	1	4	6	0.29	3.17	0.30	3.33
Area 14 (NEAD)	470,550	0	0	2	2	4	0.43	0.51	0.21	0.29
A168 / A19 Dishforth to Tyne Tunnel (DBFO)	279,519	0	0	0	3	3	0.00	0.21	0.00	0.20
North West Regional Technology Contract (RTMC)	266,669	0	0	0	2	2	0.00	0.15	0.00	0.15
Motorway to Motorway (M2M) Pilot Scheme	124,410	0	0	0	1	1	0.00	0.16	0.00	0.15
South West Asset Delivery	120,868	0	0	0	1	1	0.00	0.17	0.00	0.18
A45 Rushden Lakes S278 works	81,990	0	0	0	1	1	0.00	0.24	0.00	0.21
Area 6 (Kier - ASC)	76,695	0	1	1	0	2	2.61	27.38	0.72	0.87
CDF OD East Package 1 (West) M1, A1 & A5	50,930	0	1	0	0	1	1.96	39.27	2.51	50.10
A1 Darrington to Dishforth (DBFO)	34,043	0	0	0	1	1	0.00	0.59	0.00	0.51
Historic Railways Estate	23,485	0	0	1	0	1	4.26	4.26	3.55	3.55
RTMC: North West Regional Technology Contract	3,000	0	0	0	1	1	0.00	6.67	0.00	0.00
<i>Rest of Group (45)</i>	3,472,991	0	0	0	0	0	0.00	0.00	0.00	0.00
Totals	19,683,443	0	10	16	62	88	0.13	1.16	0.12	1.07