

January 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 January 2018 decreased from 0.07 to **0.05**. There were **no** RIDDOR accidents reported in January 2018 and the in month AFR was 0.00. Two incidents from 13 months ago dropped out of the 12 month rolling AFR calculation. The movement of incidents and 12 month rolling hours decreasing from 13.1m to 12.8m (264k, -2.0%) resulted in the decreased AFR.

The **Operations 12 month rolling AFR** to January 2018 increased from 0.11 to **0.13**. There were **two** RIDDORS reported in January 2018 and the in month AFR was 0.12. **One** RIDDOR >7 day incident that occurred in December 2017 was retrospectively escalated in January 2018. The movement of incidents and 12 month rolling hours increasing from 18.5m to 18.8m (291k, +1.6%) resulted in the increased AFR.

The overall **Supply Chain 12 month rolling AFR** to January 2018 remained at **0.10**. The January 2018 in month AFR was 0.08. The movement of incidents and 12 month rolling hours decreased by 27k resulted in the static AFR.

Collation of Supply Chain Hours: The Chief Highways Engineer memorandum (CHE) 415/18 on reporting standards was approved in December 2017 and disseminated in January 2018. This now requires supply chain hours to be submitted to Highways England by Working Day (WD) 1.

Incidents Reported: There were **8,898** adverse events reported in the past 12 months, **6,310 (71%)** of which were near misses. There were **three** RIDDORS reported in January 2018 and Operations upgraded **1** RIDDOR retrospectively from December 2017.

Infrastructure: There have been **2** recent unconnected failures of lighting head units, both currently under investigation.

Site Inspections: There were **60** inspections carried out January by the H&S Division, **17** in Major Projects and **43** 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 **18** fatalities on the Strategic Road Network .

Accident Frequency Rate Overview

Month and 12 month rolling incident data Feb 17 to Jan 18

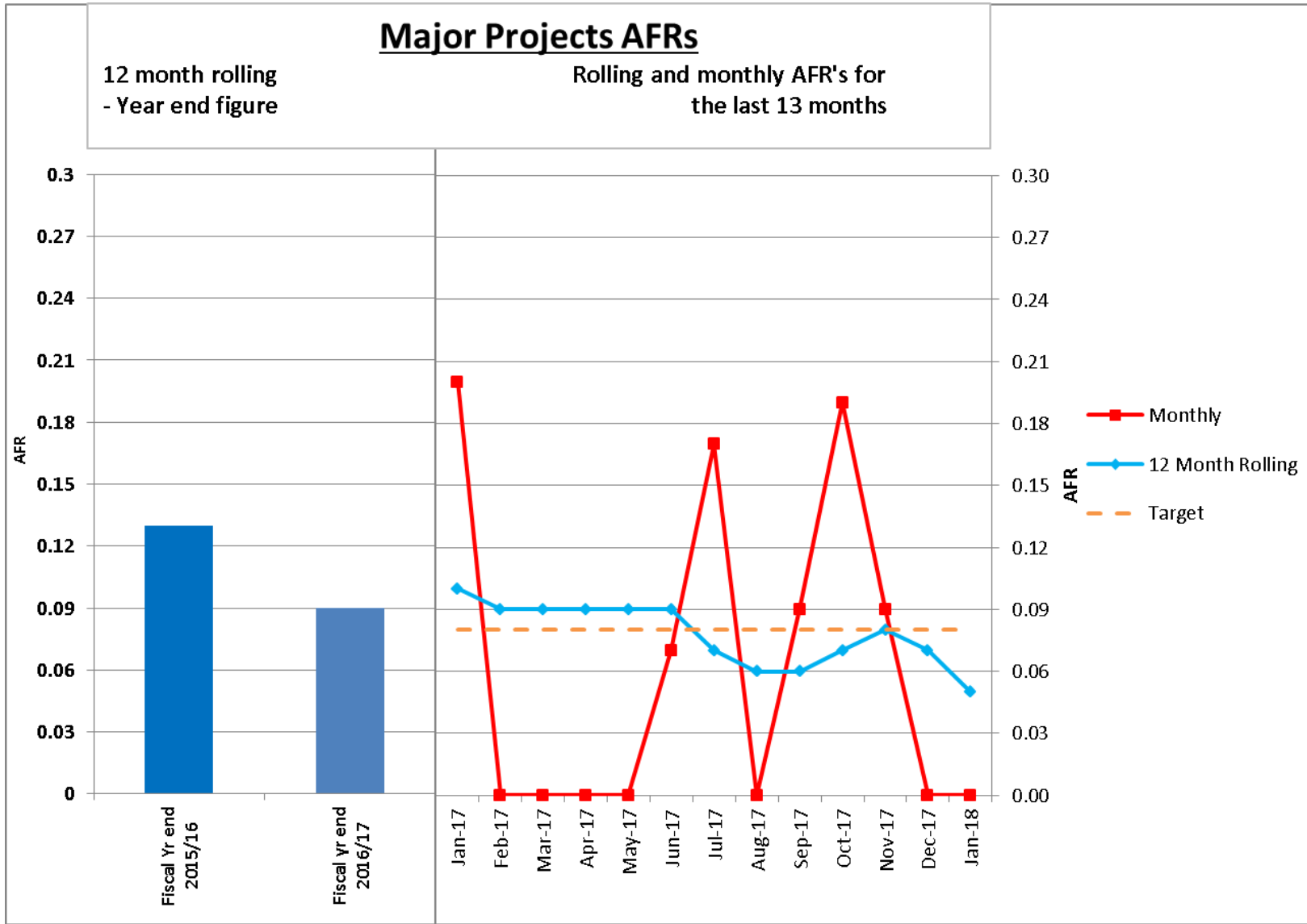
Area	AFR Target	AFR Actuals (Rolling 12 months)	Fatality	RIDDOR Specified Injury	RIDDOR > 7 day injury	Total RIDDOR Injury Incidents	RIDDOR Dangerous Occurrences
MP	0.08	0.05	0 (0)	0 (3)	0 (4)	0 (7)	0 (1)
Operations	0.08	0.13	0 (0)	2 (9)	0 (15)	2 (24)	0 (1)
Supply Chain Total	0.08	0.10	0 (0)	2 (12)	0 (19)	2 (31)	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.

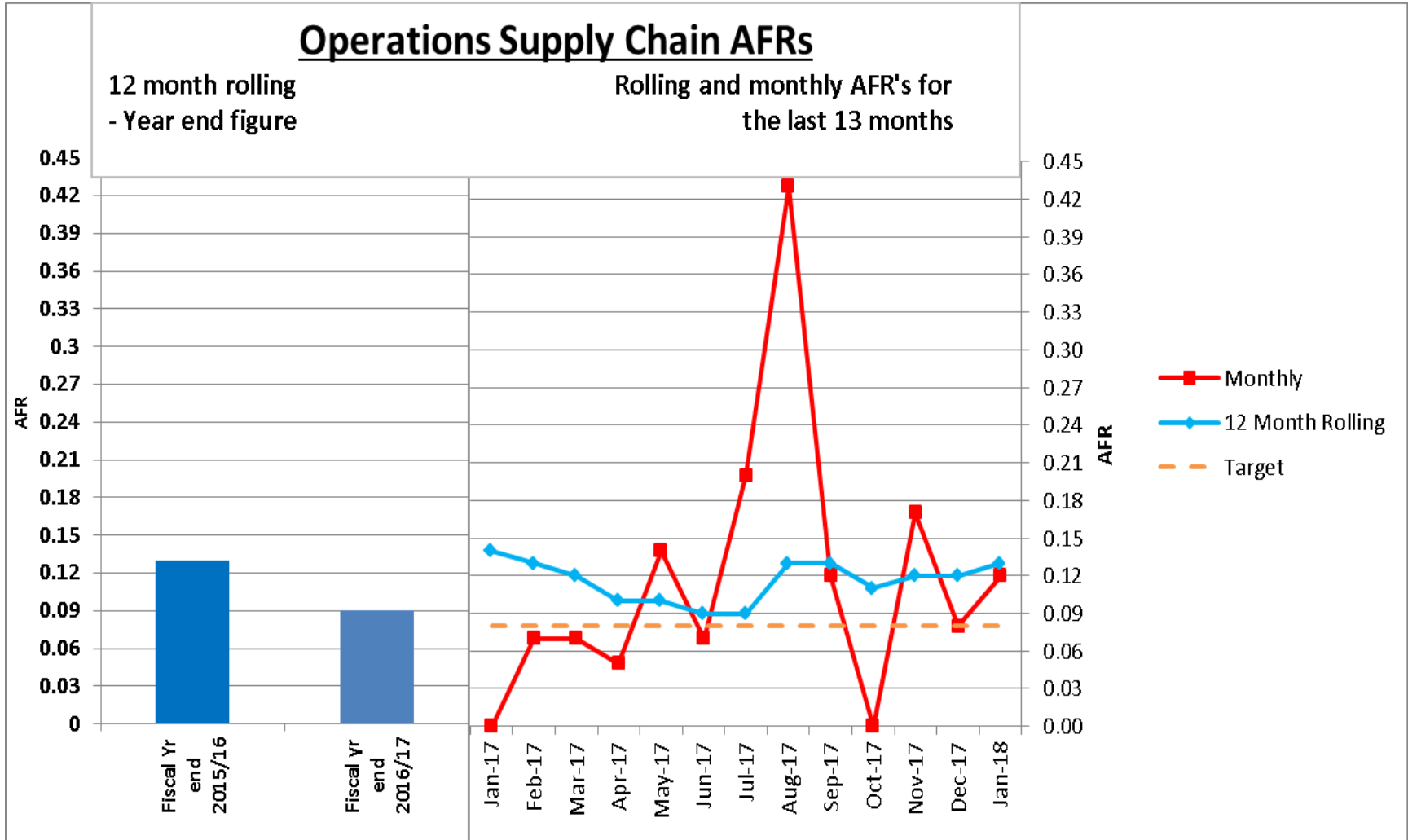
Supply Chain RAG status based on AFR target of 0.08 and aligning to the CPF model



Graph 1 – Rolling AFR for Supply Chain - Major Projects



Graph 2 – Rolling AFR for Supply Chain - Operations



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

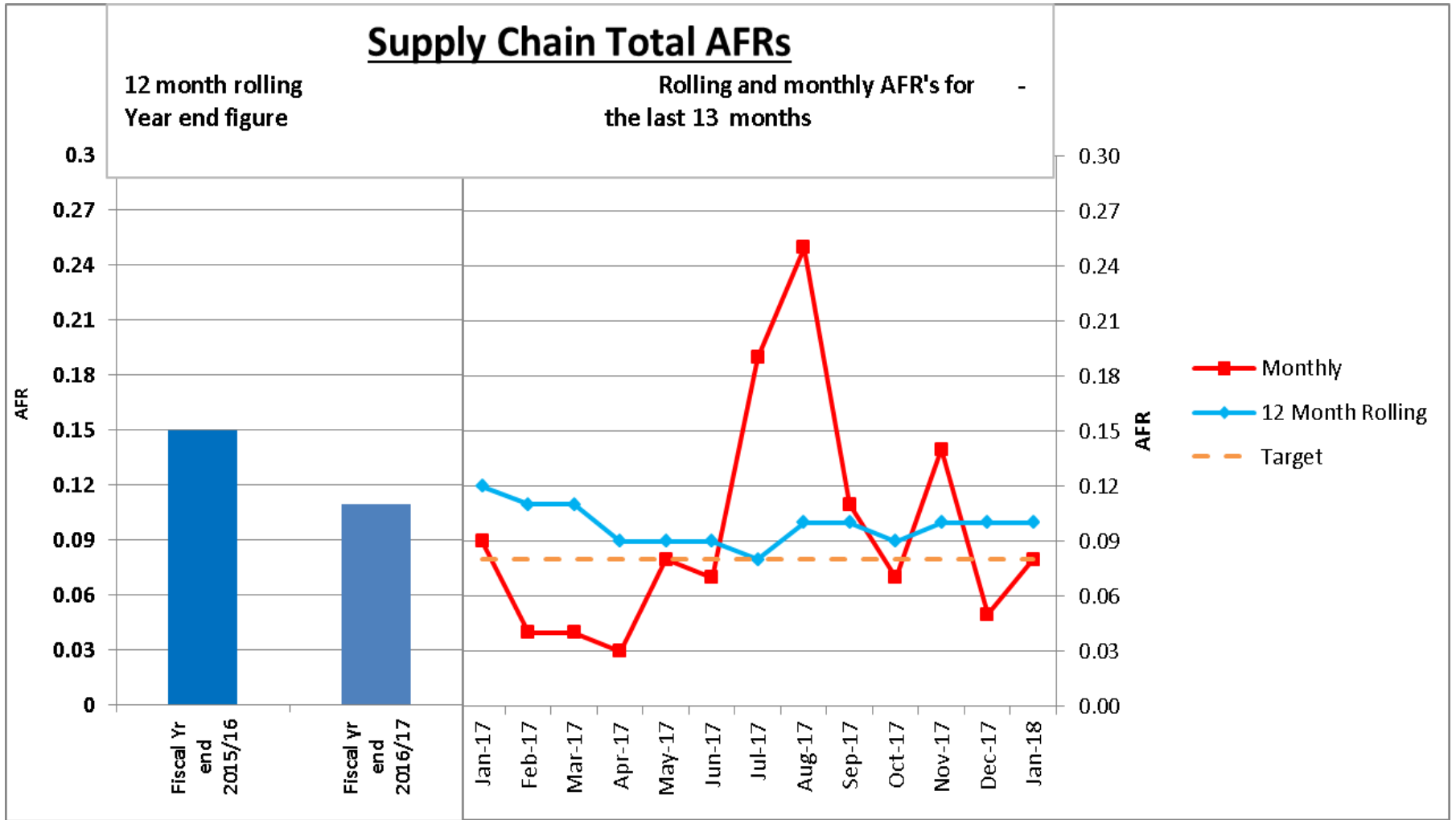


Table 2 – Summary of 12 month rolling Performance by Supplier across all schemes	Hours worked	% hours worked	RIDDOR	Type of incidents			AFR	Group AFR
				Fatalities	Specified Injury	Over 7 days		
Kier Highways	6,930,445	21.95%	3	0	0	3	0.04	0.06
Costain	5,540,016	17.54%	1	0	0	1	0.02	0.10
Balfour Beatty	5,319,631	16.85%	6	0	2	4	0.11	0.07
A-one+	2,820,665	8.93%	5	0	3	2	0.18	0.13
Carillion	2,096,994	6.64%	2	0	2	0	0.10	0.07
Amey (Highways)	1,775,827	5.62%	3	0	0	3	0.17	0.10
Connect Plus	1,667,017	5.28%	3	0	1	2	0.18	0.15
BAM Nuttall Ltd	950,924	3.01%	2	0	2	0	0.21	0.10
Morgan Sindall	612,444	1.94%	0	0	0	0	0.00	
Interserve	448,183	1.42%	0	0	0	0	0.00	0.13
Skanska	378,446	1.20%	0	0	0	0	0.00	
CHC Highways (Maintenance & Response)	191,967	0.61%	1	0	0	1	0.52	0.07
Tarmac Aggregates Ltd	106,148	0.34%	1	0	1	0	0.94	
Volker Fitzpatrick	41,395	0.13%	1	0	1	0	2.42	
Balvac	35,964	0.11%	1	0	0	1	2.78	
Hochtief	28,327	0.09%	1	0	0	1	3.53	
Jointline Limited	11,419	0.04%	1	0	0	1	8.76	
<i>Rest of Suppliers (43)</i>	<i>2,620,427</i>	<i>8.30%</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0.00</i>	
Total	31,576,237	100%	31	0	12	19	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. 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	03/12/2017
Location	Operations NWAD - M6 Southbound J35 to J36
Contractor	Kier Highways
Incident category	RIDDOR >7 Day injury
Incident cause	Hit by a moving vehicle or plant
Overview of Incident	<p>The IP, the driver of an IPV, suffered neck and shoulder injuries when a 3.5 tonne van collided with rear crash cushion of the IPV. It is believed the police, who attended the scene, are pursuing a prosecution for dangerous driving.</p> <p>NB: This was retrospectively re-categorised by supply chain following dialogue between Highways England and supply chain directors to clarify the distinction between Road Traffic Collisions and injuries sustained during work-related activities</p>
Findings & Causation	<p>Immediate Cause</p> <ul style="list-style-type: none"> - IPV Strike <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 investigation report is still outstanding and an NCR is being raised for non-compliance with the requirements of IAN 128 (in force at the time of the event)
Investigation Status	Ongoing
Incident Reference No	46985
Safety Alert	No

Summary of Significant Supply Chain Incidents reported (continued)

Date of Incident	16/01/2018
Location	Operations Area 6 - A1 Southbound between Langford and Baldock (CDF contract)
Contractor	Volker Fitzpatrick
Incident category	RIDDOR Specified Injury
Incident cause	Hit by a moving vehicle or plant
Overview of Incident	During cold milling and asphaltting of the carriageway a Volker Fitzpatrick works manager and engineer travelled to a broken down cold milling machine using a site vehicle. The IP, working on behalf of National Road Planer (NRP), approached the vehicle to talk to the occupants. The IP turned as the vehicle began to drive away but it ran over their foot causing fractures.
Findings & Causation	<p>Immediate cause</p> <ul style="list-style-type: none"> - Struck by a moving vehicle <p>Underlying cause</p> <ul style="list-style-type: none"> - IP turned to his right to speak to his colleague walking behind him and in doing so placed his left foot in front of the moving wheel of the vehicle. - Driver of the vehicle began to move off before the pedestrian had cleared the immediate proximity of the vehicle. <p>Root cause</p> <ul style="list-style-type: none"> - The planing machine was not working due to a damaged turbo. - The works manager stopped to see why the planer was not working and in doing so created a situation of plant / person interface.
Actions taken	<p>What has been done?</p> <ul style="list-style-type: none"> - A Safety Stand Down was carried on site on the night of the 17/1/18 involving all staff on site. - A review of the arrangements for plant / person interface was carried out. - NRP to update the risk assessment (RA) on plant / person interface to ensure the controls are clearly understood. - All staff will receive a briefing on the RA by the 2/2/18 - VFL have amended the site induction to reflect the clear rules on plant / person interface - A toolbox talk for existing staff on plant / person interface has been carried out. - A site rule will be introduced to prohibit the parking of site vehicles adjacent to plant. - The VFL vehicle and plant segregation working group will review this incident and determine if changes to processes, procedures and training is required. - The IP to be given TBT upon return to work regarding approaching vehicles & safe distances/exclusion zones.
Investigation Status	Ongoing
Incident Reference No	50104
Safety Alert	TBC

Summary of Significant Supply Chain Incidents reported (continued)

Date of Incident	31/01/2018
Location	Operations Area12 - M18 Junction 2 to 6/M180 Ings
Contractor	AONE+
Incident category	RIDDOR Specified injury
Initial cause	Fall from Height
Overview of Incident	The IP, a 360 degree excavator operator, was lowering 'cab guard' panels to a colleague to secure them to the machine, when they slipped and fell. The IP's shin came into contact with the track of the excavator, causing them to suffer a fractured right leg.
Findings & Causation	<p>Immediate Cause</p> <ul style="list-style-type: none"> - Fall from height <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"> - Instruction issued that installation of cab guard panels must be undertaken by three operatives. - Review of RAMS to ensure additional controls are identified, implemented and the safe system of work is robust - Toolbox talk and safety alert are being developed.
Investigation Status	Ongoing
Incident Reference No	50664
Safety Alert issued	TBC

Summary of Incidents Reported – Infrastructure

There have been two recent unconnected failures of lighting head units.

In the 1st case (Area 7 Roundabout A45 & A509), a 7Kg lighting unit's cover fell onto a passing vehicle windscreen causing damage, although it did not penetrate the screen. In accordance with IAN 128, in force at the time of the event, the regional team is investigating the exact cause of failure which is initially thought to be the unit was not correctly closed and latched by a maintenance operative. A safety alert will be issued as soon as the exact cause and any corrective action is ascertained.

In the 2nd case, (Area 3 M27 Portsmouth), a complete 19Kg lighting unit fell into lane 2, which was closed off at the time. Follow up checks of some 200 identical units in the vicinity of the failed unit has identified that over 90% required their clamping bolts to be tightened and 1% of units had thread damage and could not be tightened to suppliers recommended torque setting. In accordance with IAN 128, the regional team, with SES and the manufacturer's specialist support, are investigating the exact cause of the failure which is focused on why the bolts securing the unit had become loose and also how the thread damage occurred and whether there is any manufacturer's design fault. A safety alert and follow up CHE memorandum will be issued as soon as the exact cause and any corrective action is ascertained.

Road User Performance and Road User Safety

Commercial Vehicle Incident Prevention Plan – the extension of Operation Tramline with three tractor units operating on the network has been successfully delivered and embedded with a future programme established. There are two major events planned where one of the tractor units will play a major part, the Immingham Port Tenants workshop on the 13th March and the Commercial Vehicle show on the 24 - 26 April; both events will seek to improve collaboration with industry. The unit has also been filmed by the BBC One Show as part of a forthcoming piece on driving behaviour and road safety. A key success in January was agreement with procurement to negotiate directly with “WheelRight” to install innovative tyre technology at key locations on the network, which can accurately measure HGV tyre tread depth and pressure, tyre failure on commercial vehicles is a major cause of incidents in the network. Our initial plans are that we will install three sites (Port, Distribution Centre, DVSA check site) then look at the forward programme being developed for additional installations working with our partners.

Suicide Prevention - an Expert Panel has now been established consisting of members from academia, transport industry and the third sector. This will provide a check and challenge to Highways England’s interventions as required, as well as a steer on policy direction. We are playing a key role in leading on Suicide Prevention on roads and are now providing advice to other authorities and transport bodies, we are also now a member of the National Suicide Prevention Alliance and are sponsoring their annual conference in March 2018.

Fatality Research – we have completed our in-depth analysis of fatalities in 2015, this analysis provides a more detailed understanding on the causation factors of fatalities on the SRN based on police fatal incident files and coroner’s reports and builds on work undertaken in 2014. The analysis also outlines potential countermeasures which would have reduced the likelihood of the incident being a fatality based on a range of interventions covering roads, vehicles and people. The findings will be reported to the Safety Board in March 2017.

Drug Driving – in September 2017 DfT published its evaluation report on how effective the new drug driving legislation has been since it was introduced in March 2015, the study did not provide any detailed information for the SRN, however, it did highlight that this was a significant issue which required further investigation. As a result, we have been working with the National Roads Police Intelligence Forum to support and ensure that drug testing is undertaken for all serious collisions which occur on our network. As part of this work we have funded the procurement of testing kits which will be distributed throughout December with formal data collection beginning from January 2018 with the first set of data available in February 2018. This will provide us, for the first time, intelligence on how many killed and serious collisions occur on the network where drugs are present in one or more of the drivers involved and allow us to develop more targeted interventions. Our current understanding is based on Stats19 which indicates that 31 KSI’s are a result of impairment by drugs (illicit or medicinal).

2016 Reported Road Casualties on the SRN - the final checks to the draft report and the appendices have now been completed and the report has been finalised. We are currently developing a non-technical summary to support communications and to provide content for the Annual Report. We are now waiting formal agreement between HE and DfT for the release date for the DfT Road Casualties Great Britain Report, so we can coordinate our release. The regional safety reports have also been finalised and circulated internally to the Regional Safety Coordinators. The documents contain necessary caveats and information with regards to the effects of CRASH on the data.

Road User Performance and Road User Safety (continued)

STATS19 Training Day – to support improved capability across the organisation we have delivered in-house training on Stats19 road safety data, the initial focus has been Regional Road Safety Coordinators and members of our national and regional intelligence units. The content of the training days' focuses on the casualty and collision data contained in the reports and enable attendees to access, understand and use this data to support their casualty reduction plans. The first training day took place on 17th January with 20 attendees; further dates are planned in February and March 2018.

Fatal incidents occurring in January resulted in **18** fatalities, for 2017 we estimate that the total number of fatalities on the strategic road network will be approximately 221, this is marginally lower than 2016 at 231 fatalities. This estimate will be further refined based on the publication of Unvalidated Quarter 1 – 3 2017 Stats19 datasets in early February 2018.

National Health & Safety Team Update

Update on AIRSweb and associated training: The live system was updated with updates and improvements in January; an updated Severity Matrix, new schemes loaded (including the Severn River Crossing sites), and issues with developing our event “Notification Rule” emails resolved. This “Phase 1” of the project is now in completion stage with remaining support hours still available to Highways England from our developers. We are developing the “Discover” analytical module, Inspection module, and exploring the Investigation module in February. A Line Manager’s Toolkit presentation was disseminated summarising Incident and Near Miss Reporting guidance, expectations, and advice.

Investigation workshop: All investigation workshops have been completed for supply chain. The safety team are collating all feedback and creating a frequently asked question document that will be issued to supply chain partners.

Audits: Audits of Aone+, Amey (Highways) and North West TOS have been completed. Draft audit reports will be written and shared with the appropriate audit sponsor. The Compliance and Audit team are due to audit North East, West Midlands and South East TOS regions in the next period.

Asset Delivery validation: The Operations Health and Safety team have completed a review of H&S arrangements for mobilised Asset Delivery areas (1, 2, 7, 13 and 14), resulting in an action plan to address key findings. The review focussed on legal compliance, risk assessment and control, competence, supply chain controls, communication, cooperation and consultation and also incident reporting. Weekly calls are in effect with H&S and AD leads to track progress of actions and it is expected that all will be closed by the end of February.

Innovation: The innovation strategy for health and safety has been shared with the Innovation & Continuous Improvement team and the Communications team for review prior to publication. Managed roll-out of the automated Impact Protection Vehicle (IPV) will commence with a test and demonstration day on the 20th February at Goodwood where final safety data will be gathered prior to on-road operations planned for April 2018. Work with the TOS and Incident Management Requirements team on techniques for managing traffic on wider motorway sections is intended to go live in April, pending approvals of new work instructions. Interest across the business in safety innovation via wearable technology continues as do innovation in other areas such as drones for incident detection/verification, safety culture continuous improvement and automation of high risk processes.

PPE: The Operations Health and Safety team are leading a working group to evaluate the current PPE provided to staff across Highways England. The new task order for PPE is progressing and will be in place for April 2018. We are also contributing to a review of the products offered to staff (e.g. increased conspicuity for TOS) and are working closely with representatives from across the business to ensure we provide high quality PPE and uniform.

Bids and Tenders: The Operations 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, are being updated by the team to improve assurance for appointing and managing new contractors. In addition the scoring model has been reviewed and will now follow the model used in the quality submission rather than the previous Pass/Fail. Validation visits of suppliers will also take place prior to appointment. The team is also supporting the Area 10 Asset Delivery Industry Day on the 5th February.

National Health & Safety Team Update (continued)

Recruitment: Recruitment to fill the remaining vacancies is progressing with external agencies and we have interview dates scheduled throughout January and February. In January we had 2 new starters, H&S Auditor and Head of H&S - Major Projects.

Safety Culture Maturity: The Health and Safety programme team have organised the next Safety Culture Maturity Measurement exercise in February 2018. Twenty seven workshops have been organised across regional offices and control centres. As of 29th January 2018, 340 invites have been sent out and 214 employees have accepted the invite to participate. The first workshop will be run in Birmingham (Cube) on the 5th February. The Executive and the Senior Leadership Team have been briefed on the importance of these workshops and are requested to ensure that all employees invited to participate, do so.

SMP programme Safety Day: The Smart Motorways Programme (SMP) held a Safety Day 10th January at St Andrew's Stadium, Birmingham. The day brought together all SMP staff and contractors to focus on: Personal Safety, Recognising and Managing Stress, and Driver Safety. Approximately 150 people attended. Feedback suggests that it was positive to have a day where the focus was on safety and how we all have a part to support each other in order to deliver the programme safely. The driver safety session used actors in a fictional HE scenario to engage with the delegates and was particularly well received.

Health, Safety & Wellbeing Awards update: Judging for the Health and Safety Awards has now been completed and we will announce the shortlisted finalists by 15th February 2018. We had a great mix of nominations from across all tiers of our Supply Chain companies and Highways England. The SES Executive Director, Mike Wilson, led the judging panel saying 'the Health, Safety and Wellbeing Awards are a great way to celebrate success and share all the good stories'. The awards will be given at an event on 7th March 2018 at the Grand Connaught Rooms, London.

HE Safety Passport Scheme: The Passport cross industry Steering Group met on 31st January with good progress and key decisions made on areas such as the Highways Common Induction course (HCI), to expedite an increased take up and through Tier 1 supply chain in 2018. Three working groups have been initiated to focus on specific requirements / common induction, competency and rules and governance. The Operations H&S team will facilitate and support these groups. A performance dashboard is now being developed to track and monitor progress through to October 2019 and will form part of ongoing Comms.

Competency Management System: 3516 People recorded, 2543 Cards issued, 42 Sponsors registered, 79 people trained as Administrators
HCI: 10 "train the trainer" events to date, 52 instructors approved across 36 registered training centres, 17 courses run to date to 205 people

Safety Alerts: The following alert was issued in the month: HEi037 - Struck by object during remote cutting operations

Site Inspections undertaken in January 2018

This month there has been **33** 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
MP	17	4	31	337	0
Operations	43	0	14	88	0
Totals	60	4	45	425	0

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

Inspection findings on Major Project sites

RAG Status	Trends
Red	There was 4 Red Observations in this period. The management of the interface between people and plant on a night-time activity which highlighted the fact that the RAMS were unacceptable, lack of management control and personal lighting. Supply chain driver not wearing seat belt whilst driving .
Amber	There were 31 Amber Observations in the period. Trends identified were Plant inspections not being completed, RAMS were not considered to be suitable, sufficient, available nor communicated leading to unacceptable working practices, Excavations were observed to possess inadequate edge protection, and whole life design for safety – examples of design reviews and maintaining risk registers seen which should be the norm.
Green	Good selection of 337 green observations was noted across the worksite which is encouraging.

Site Inspections undertaken in January 2018 (continued)

Inspection findings on <u>Operations</u> sites	
RAG Status	Trends
Red	There were 0 Red Observations in the period, a decrease from six last month.
Amber	There were 14 Amber Observations , an increase from one last month, including: Site working widths and safety zones not managed to standards on a resurfacing scheme in the North East, thereby compromising safety (location has had previous issues with inadequate space to enable work to be carried out safely). An F10 (CDM) notification was noted six weeks out of date on a site in the East Midlands. Dangerous practice observed with aggregates offloaded by grab wagon whilst operatives were still within the excavation, as the arm slewed across to drop first load (operatives were made to leave excavation prior to dropping the second load). No record of noise assessments completed at two separate routine concrete breakout works in the South East (operatives had been issued, but declined to use ear defenders). Hire vehicles for contractors on bridge job were found not to be Chapter 8 compliant. Scaffolding observed to be overhanging onto adjacent commercial premises, in addition to three access and egress issues identified on the Oldbury site in the West Midlands.
Green	There were 88 Green Observations awarded to the schemes and sites inspected in the period. Site briefings have generally been good and well delivered. Full vehicle and equipment checks were carried out before leaving the depots for TOS ride outs. Construction phase health and safety plan were up to date and located in site offices. Welfare cabins were in place with good hygiene standards witnessed, including CDM compliant mobile welfare facilities . Drugs and alcohol testing were noted as in place, both for random sampling and for cause. Suitable and sufficient illumination in operation for paving machine works was observed. Housekeeping and waste management generally compliant with some good practice observed. New HE temporary offices inspected (Carville, Bradbury and Kneeton) with no significant health and safety issues identified. Several high risk activities reviewed, such as working at height and welding operations , but noted as being managed to a good standard with clear instructions and compliant documentation available. Traffic management observed at several sites as being compliant, with segregation of walkways and traffic / vehicles management plans in place. Goal posts and height restriction signs in place, good standards of PPE use observed, with good practice observed around innovative use of charging stations for rechargeable attachments (e.g. hard hat lamps and hearing protection). Communications for site operatives generally perceived to be at a good standard, with recent HE safety alerts displayed on site.

Supply Chain Performance Tables

Table 5 – Major Projects Contractor Performance	Rolling 12 months to January 2018								December	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Minor Injuries	Total	AFR	SWAF R	AFR	SWAFR *
Costain	5,540,016	0	0	1	13	14	0.02	0.06	0.02	0.06
Balfour Beatty	3,400,791	0	1	2	5	8	0.09	0.68	0.14	1.24
Carillion	2,077,803	0	2	0	3	5	0.10	1.95	0.09	1.83
Morgan Sindall	612,444	0	0	0	2	2	0.00	0.07	0.00	0.03
Jacobs	240,974	0	0	0	1	1	0.00	0.08	0.00	0.08
Mott MacDonald Ltd	145,824	0	0	0	2	2	0.00	0.27	0.00	0.28
CH2M HILL	133,497	0	0	0	0	0	0.00	0.00	0.00	0.00
AECOM	31,930	0	0	0	0	0	0.00	0.00	0.00	0.00
Hochtief	28,327	0	0	1	0	1	3.53	3.53	3.40	3.40
Carnell Support Services Ltd	26,242	0	0	0	0	0	0.00	0.00	0.00	0.00
BAM Nuttall Ltd	19,537	0	0	0	0	0	0.00	0.00	0.00	0.00
WSP Parsons Brinckerhoff Limited	17,079	0	0	0	0	0	0.00	0.00	0.00	0.00
Skanska	13,981	0	0	0	1	1	0.00	1.43	0.00	1.46
Amey (Highways)	12,069	0	0	0	0	0	0.00	0.00	0.00	0.00
Atkins	9,288	0	0	0	0	0	0.00	0.00	0.00	0.00
Arcadis	8,224	0	0	0	0	0	0.00	0.00	0.00	0.00
Hyder Consulting	6,555	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	894	0	0	0	0	0	0.00	0.00	0.00	0.00
<i>Pre-constructions/PC to be assigned</i>	<i>467,466</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>
	12,794,812	0	3	4	27	34	0.05	0.54	0.07	0.69

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)

Table 6 – Major Projects (Regional and Programme Performance)	Rolling 12 months to January 2018								December 2017	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Minor Injuries	Total	AFR	SWAF R	AFR	SWAF R
RIP OVERALL	4,764,817	0	2	2	9	13	0.08	0.92	0.10	0.88
<i>MP RIP East</i>	311,381	0	0	0	0	0	0.00	0.00	0.00	0.00
<i>MP RIP Midlands</i>	95,884	0	0	0	1	1	0.00	0.21	0.00	0.18
<i>MP RIP North West</i>	1,823,116	0	1	1	1	3	0.11	1.16	0.10	1.10
<i>MP RIP South East</i>	423,208	0	0	1	0	1	0.24	0.24	0.46	0.46
<i>MP RIP South West</i>	112,920	0	0	0	2	2	0.00	0.35	0.00	0.19
<i>MP RIP Yorkshire & North East</i>	1,998,308	0	1	0	5	6	0.05	1.05	0.05	0.99
MP CIP	3,517,580	0	0	2	8	10	0.06	0.10	0.06	0.11
MP NIP	25,822	0	0	0	0	0	0.00	0.00	0.00	0.00
MP SMP	4,486,593	0	1	0	15	16	0.02	0.51	0.04	0.92
Grand Total	12,794,812	0	3	4	32	39	0.05	0.55	0.07	0.70

Supply Chain Performance Tables (continued)

Operations Area Performance (Principal Contractor)	Rolling 12 months to January 2018								December 2017	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR
A1 Darrington to Dishforth (DBFO)	39,209	0	0	0	1	1	0.00	0.51	0.00	0.45
A168 / A19 Dishforth to Tyne Tunnel (DBFO)	305,44	0	0	0	3	3	0.00	0.20	0.00	0.30
A45 Rushden Lakes S278 works	88,038	0	0	0	1	1	0.00	0.23	0.00	0.22
Area 1	244,859	0	0	0	0	0	0.00	0.00	0.00	0.00
Area 10 (BBMM - ASC)	1,147,482	0	1	2	4	7	0.26	1.99	0.25	1.92
Area 12 (AOne+ - ASC)	1,272,880	0	2	1	20	23	0.24	3.54	0.17	2.13
Area 13 (NWAD)	663,048	0	1	1	7	9	0.30	3.38	0.29	3.25
Area 14 (NEAD)	486,519	0	0	1	2	3	0.21	0.29	0.20	0.28
Area 2	364,465	0	0	0	0	0	0.00	0.00	0.00	0.00
Area 3 (Kier - ASC)	2,896,076	0	0	0	2	2	0.00	0.01	0.00	0.01
Area 4 (AOne+ - ASC)	1,404,303	0	1	1	7	9	0.14	1.60	0.15	1.64
Area 5 (ConnectPlus DBFO)	331,265	0	0	0	0	0	0.00	0.00	0.00	0.00
Area 6 (Kier - ASC)	138,470	0	0	1	1	2	0.72	0.87	0.53	0.64
Area 7 (EMAD)	1,065,773	0	0	3	3	6	0.28	0.34	0.28	0.35
Area 8 (Kier - ASC)	855,736	0	0	1	1	2	0.12	0.14	0.13	0.18
Area 9 (Kier - ASC)	2,307,561	0	0	1	4	5	0.04	0.08	0.04	0.10
Area 5 (ConnectPlus DBFO)	163,898	0	0	0	0	0	0.00	0.00	0.00	0.00
Historic Railways Estate	28,182	0	0	1	0	1	3.55	3.55	3.04	3.04
M25 DBFO	1,317,161	0	1	2	2	5	0.23	1.70	0.20	1.52
M5 Oldbury Project	785,900	0	2	0	7	9	0.25	5.27	0.30	6.27
Motorway to Motorway (M2M) Pilot Scheme	118,334	0	0	0	1	1	0.00	0.17	0.00	0.16
North West Regional Technology Contract (RTMC)	269,713	0	0	0	2	2	0.00	0.15	0.00	0.15
CDF OD East Package 1 (West) M1, A1 & A5	39,919	0	1	0	0	1	2.51	50.10	0.00	0.00
South West Asset Delivery	113,200	0	0	0	1	1	0.00	0.18	0.00	0.19
Rest of Areas (42)	2,343,27	0	0	0	0	0	0.00	0.00	0.00	0.00
Totals	18,790,713	0	9	15	69	93	0.13	1.11	0.12	0.92