

July 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 July 2018 decreased from 0.07 to **0.06**.

There were **0** RIDDOR accidents reported in July 2018

**2 RIDDORs** 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 0.43% (12.6m to 12.5m)

The **Operations 12 month rolling AFR** to July 2018 decreased from 0.14 to **0.13**.

There were **2** RIDDOR accidents reported in July 2018

**3 RIDDORs** fell out of the scope of the rolling AFR calculation

The in-month AFR was **0.12** and the net 12 month recorded hours increased by 0.75% (19.7m to 19.8m)

The overall **Supply Chain 12 month rolling AFR** to July 2018 reduced from 0.11 to **0.10**.

This relates to **5 RIDDORs** year to date and **33 RIDDORs** in the rolling 12 month period.

**5 RIDDORs** 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 0.29% (32.3m to 32.4m)

## Incidents Reported:

There were 9,192 events reported in the past 12 months, 7,652 (83.2%) of which were near misses. There were 2 RIDDOR accidents reported in July 2018

## Site Inspections:

There were 59 inspections carried out in July 2018 by the H&S Division, 28 in Major Projects and 31 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

All data included within this report is up to date as of 3rd August 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.

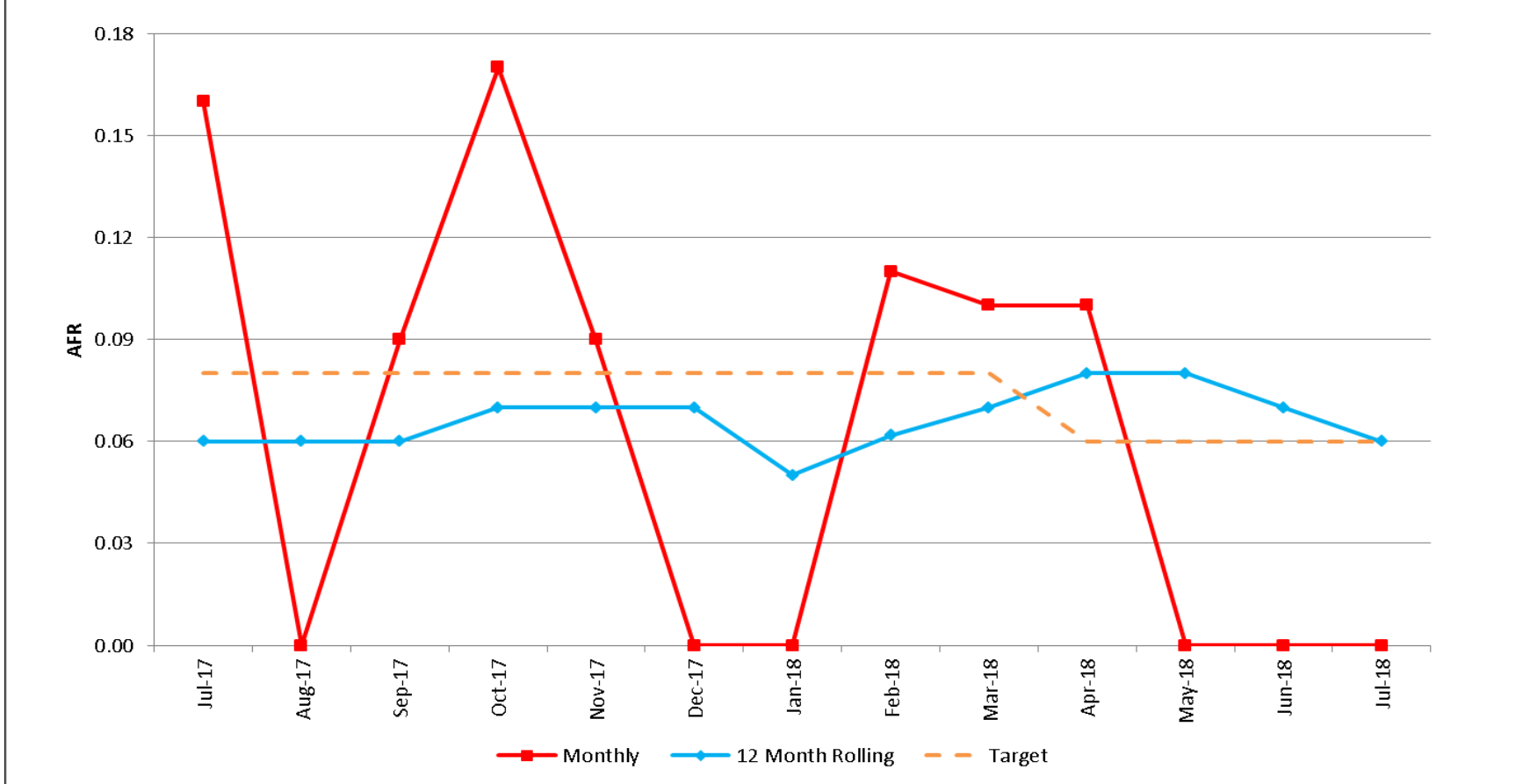
**Table 1 Month and 12 month rolling incident data**

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	0.06	0.00	0 (0)	0 (2)	0 (5)	0 (0)	0 (7)	0 (0)
Operations	0.06	0.13	0.12	0 (0)	1 (11)	1 (14)	0 (1)	2 (26)	0 (1)
<b>Supply Chain Total</b>	0.06	0.10	0.07	0 (0)	1 (13)	1 (19)	0 (1)	0 (33)	0 (1)

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

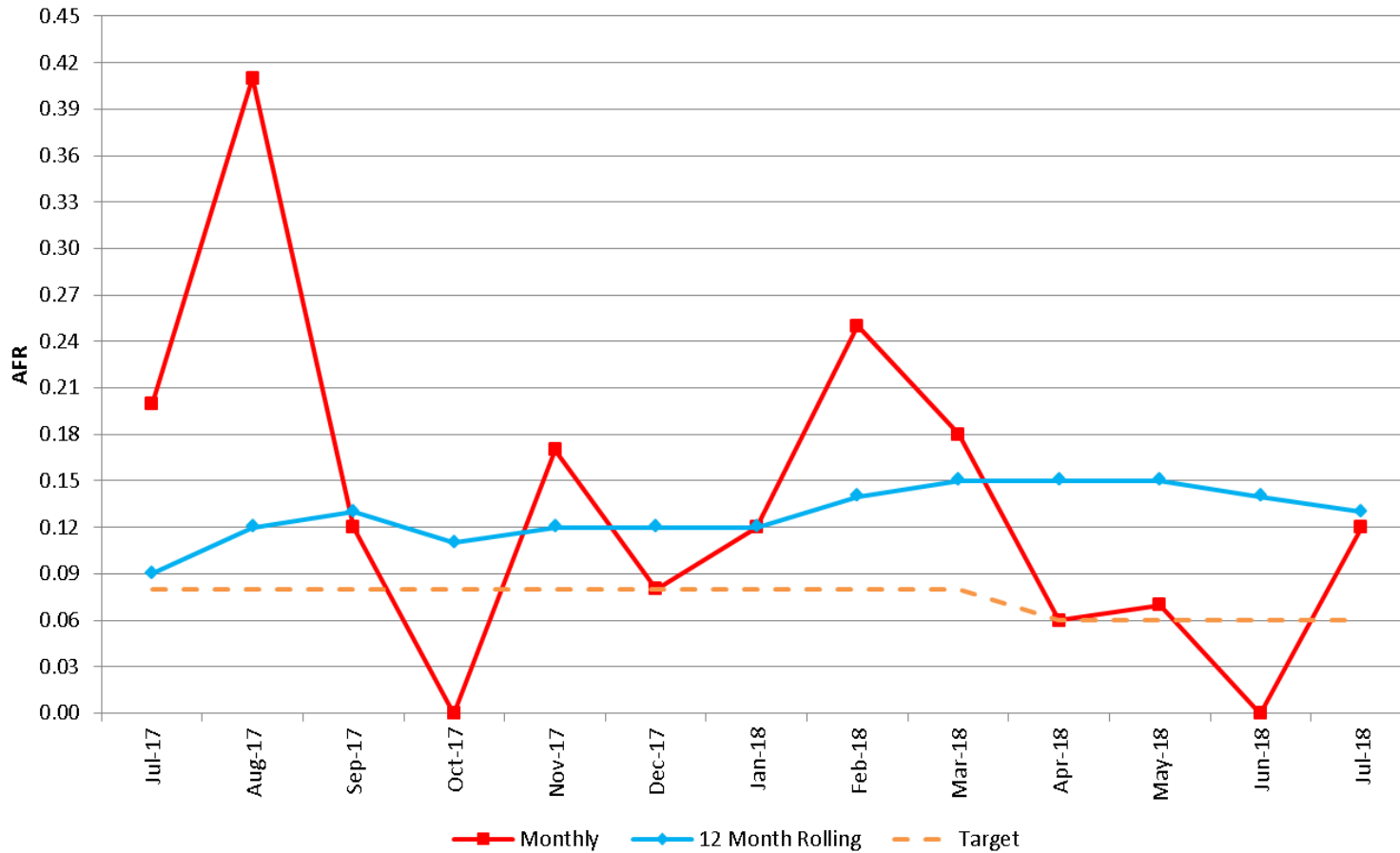
# Graph 1 – Rolling AFR for Supply Chain - Major Projects

**Major Projects AFRs:**  
**Rolling and monthly AFR's for the last 13 month**



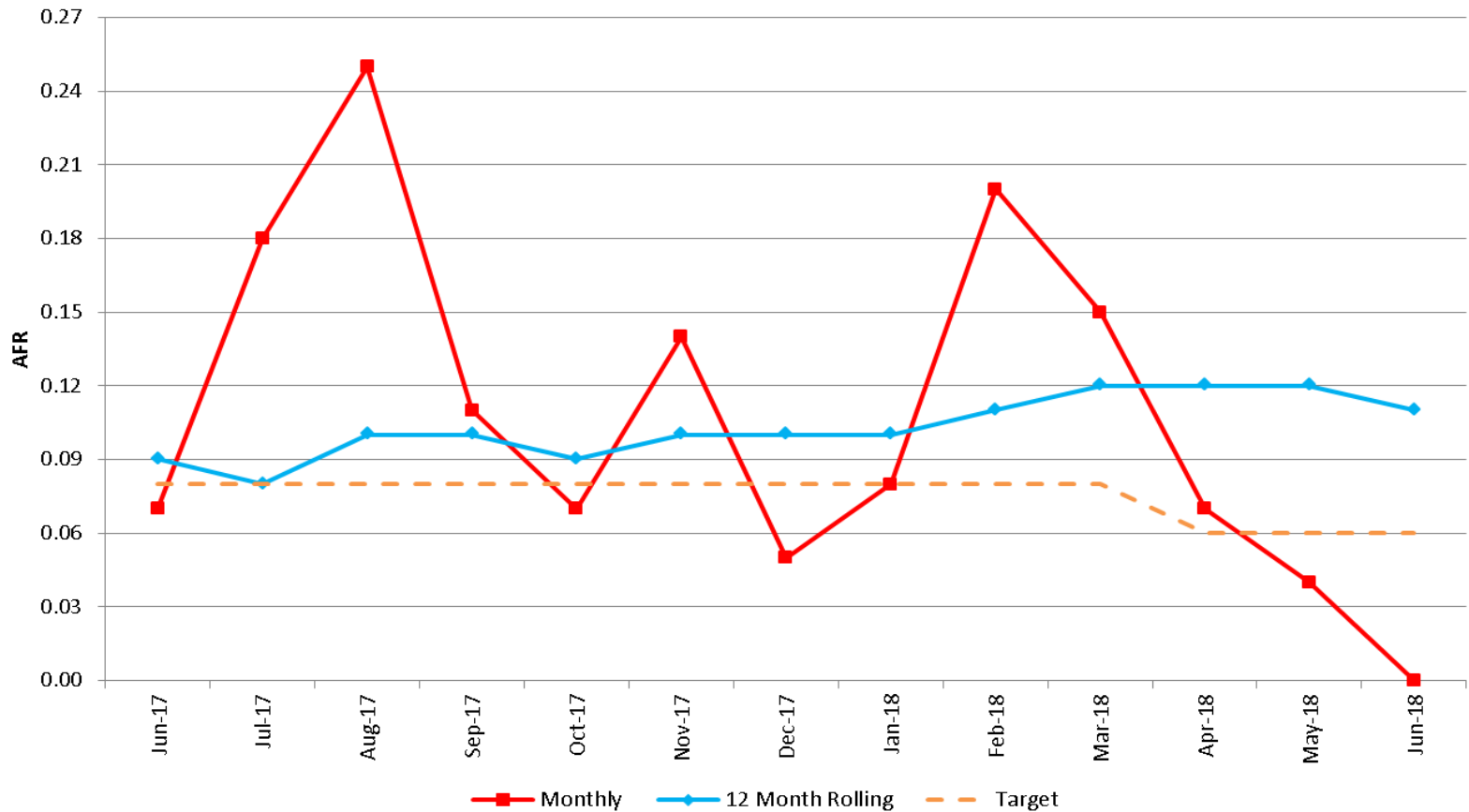
## Graph 2 – Rolling AFR for Supply Chain - Operations

**Operation AFRs:**  
Rolling and monthly AFR's for the last 13 month



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

### Supply Chain Overall AFRs: Rolling and monthly AFR's for the last 13 month





Supplier	Hours worked	% hours worked	RIDDOR	Type of incidents				AFR	Group AFR <sup>2</sup>
				Fatalities	Specified Injury	Over 7 days	Disease		
Kier Highways	8,420,447	25.97%	8	0	2	5	1	0.10	0.06
Costain	3,867,526	11.93%	3	0	0	3	0	0.08	0.10
Balfour Beatty	3,717,468	11.46%	3	0	2	1	0	0.08	0.07
A-one+	3,274,197	10.10%	4	0	2	2	0	0.12	0.13
Carillion	1,371,580	4.23%	1	0	1	0	0	0.07	0.07
Connect Plus	1,861,506	5.74%	3	0	1	2	0	0.16	0.10
Amey (Highways)	1,506,649	4.65%	2	0	0	2	0	0.13	0.12
BAM Nuttall Ltd	1,563,993	4.82%	2	0	2	0	0	0.13	0.10
Skanska	1,327,287	4.09%	0	0	0	0	0	0.00	
Morgan Sindall	306,482	0.95%	0	0	0	0	0	0.00	
Highways England	634,728	1.96%	0	0	0	0	0	0.00	
Sisk Lagan JV	344,304	1.06%	0	0	0	0	0	0.00	
Jacobs	342,806	1.06%	0	0	0	0	0	0.00	
Interserve	263,303	0.81%	1	0	1	0	0	0.38	
CHC Highways	300,409	0.93%	1	0	1	0	0	0.38	
Tarmac Aggregates Ltd	185,099	0.57%	2	0	1	1	0	1.08	0.13
Volker Fitzpatrick	248,176	0.77%	1	0	1	0	0	0.40	
Balvac	21,870	0.07%	0	0	0	0	0	0.00	0.07
Hochtief	17,831	0.05%	1	0	0	1	0	5.61	
Jointline Limited	19,214	0.06%	1	0	0	1	0	5.20	
Rest of Group (55)	2,833,542	8.74%	0	0	0	0	0	0.00	
<b>Total</b>	<b>32,428,417</b>	<b>100%</b>	<b>33</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>1</b>	<b>0.10</b>	

Key > 0.13 0.13 ≥ & > 0.06 ≤ 0.06

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**.

## Summary of Significant Supply Chain Incidents reported

There have been 2 RIDDOR accidents in the supply chain this month. Further details can be found in **Appendix 4**.

Date of incident	Location	Incident category	Overview of incident
03/07/18	Operations NE AD - CHC - Bradbury Depot	RIDDOR > 7 day Injury	Two operatives working on behalf of CHC at Bradbury Depot were unloading debris from a pickup vehicle that had been collected from the network. They unloaded an old traffic management 'A' frame and placed it in a skip however as the legs were protruding they removed the sign and with the intention to replace it in a position that they thought minimised risk to others using the skip. As they started to place the frame back into the skip the IP lost their footing and fell causing them to tear a ligament in their knee. <b>AIRSwEB: 54171</b>
20/07/18	Operations Area 10 – BBMM – M57 Switch Island Compound	RIDDOR Specified Injury	Two operatives working for GPL on behalf of Balfour Beatty were constructing a manhole brace frame (temporary excavation support) prior to transporting it to site. The IP, a slinger, was releasing a lifting chain from a three metre waler rail when they were struck by a second rail causing them to break bones in their ankle. Both rails had been lifted from a laydown area using a wheeled excavator and a 4-leg chain sling had been rigged using only two chains which had been attached to the lifting eyes located on the rail ends. The rails were then lifted vertically into position but did not land in parallel to each other as planned, with one positioned over the other. In an attempt to rectify the situation the IP stood between the two rails to release one of the chains when the top rail shifted from its position causing it to swing around and strike the back of their ankle. <b>AIRSwEB: 56620</b>



# Road User Performance and Road User Safety

- As part of the **National Towing Working Group** we commissioned the Customer Insight team to produce vox pops and Traffic Officer Interviews with a view to these being used by our partners in the 'National Towing Working Group' in communications with their members. The clips were filmed at Strensham Services and outstation on Friday 25<sup>th</sup> May which was the weekend of the Spring Bank Holiday. Ten clips are available on themes like the benefits of towing, safety, driver behaviour, vehicle checks, speed and towing for better business. The following links have all been used on the official Highways England Social Media feed to support this work.

<https://twitter.com/HighwaysEngland/status/1020269769121988613?s=19> Tweeted 20<sup>th</sup> July 2076 views

<https://www.facebook.com/highwaysenglandofficial/videos/1727403547350318/> Posted 21<sup>st</sup> July 2.2k views

<https://twitter.com/HighwaysEngland/status/1020994383699685376?s=19> Tweeted 22<sup>nd</sup> July 1553 views

- Highways England recently presented at and attended the '**TyreSafe Awards**' in which Highways England won three awards which included: the 'Safety in the Community' and 'Online and Social Campaign' categories for our 'Vehicle Checks' campaign; we were presented with the Emergency Services Award for a joint initiative with Cheshire Fire and Cheshire Fire and Rescue Service, Lancashire Fire and Rescue Service and The Fire Fighters Charity; and we were recognised for our innovative research working in partnership with Bridgestone Tyres on tyre debris and the causes of tyre failures on our network.



- Highways England has launched a **North West Commercial Vehicle Unit Research Pilot** which is partnership between Highways England, North West Motorway Police Group, Cheshire Police, Greater Manchester Police, Merseyside Police and the Driver Vehicle Standards Agency. The pilot looks to establish the benefits of an enhanced and combined commercial vehicle enforcement unit at a regional level. Highways England will receive detailed data and intelligence from the unit to inform a post pilot report into HGV compliance on the SRN. During the first week of operation, the unit teamed up with Port of Liverpool police to check vehicles coming to and from the port, resulting in 52 vehicles checked, 8 vehicles issued with prohibitions of which 3 were of a serious nature and 17 graduated fines totalling £2400.



# National Health & Safety Team Update

## a) Health and Safety Assurance reviews:

The Health and Safety assurance team have completed assurance reviews of control room activity within the TOS/AD this month including RCCs and OCRs. The draft reports for these assurance reviews were completed in July. The assurance reviews of North East OCR and Cumbria & North Lancashire OCR were completed in July with the draft reports delivered in August.

## b) Simplified Procedures for 6 lane wide carriageways:

Through engagement with TO colleagues at Heston Outstation (East region), procedures have been simplified by combining two current work instructions and running a short on road trial before approving a single work instruction.

## c) Health & Safety Innovation:

The H&S Innovation Priorities was launched internally via Update and Leadership Link and externally via 'Seeing is Believing / Traffex 2018' in July. The Innovation Priorities document was designed in collaboration with the Improvement and Continuous Innovation Directorate and gives specific advice on health and safety themes that require development.

## d) Health & Safety Strategy and plan:

The design of the H&S strategy and plan is underway. During July 1:1 meetings were held with six Executive Directors and with key SLT members as part of the initial scoping phase to support the Home Safe and Well strategy.

## e) Highways England Awards

Planning for the Highways England Awards has started. These awards will be a celebration of our 3 imperatives, with a focus being on safety. An outline of the day is 'show and tell' exhibitions of the nominations in the daytime, with an awards ceremony to follow later that day. The first planning meeting is scheduled for 7<sup>th</sup> August with the project team being established from the Communications, Customer, H&S, and Strategic Supply Chain teams. A proposal paper is anticipated to be presented to the Executive Safety Committee in September from the Communications team.

## f) Safety Alerts: There were 1 Safety Alerts issued in the month:

- HEI053 Highways England Safety Alert - [Underground services](#)

## Site Inspections undertaken in July 2018

This month there has been **59** 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>	28	16	14	220	2
<b>Operations</b>	31	5	26	167	0
<b>Totals</b>	<b>59</b>	<b>21</b>	<b>40</b>	<b>387</b>	<b>2</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
<b>★</b>	Exceptional performance or new initiative not widely used on other sites

## Site Inspections undertaken in July 2018 (continued)

Inspection findings on Major Project sites	
RAG Status	Trends
Red	<p>There were <b>16 Red observations</b> in this period: this is a significant increase in the number of red observations compared to last month. Several of the red observations relate to <b>management of hand arm vibration</b>. Other red observations relate to; <b>Poor communication of construction phase plan and risk, management of fatigue, inadequate overhead service protection</b> and <b>buried service location</b>, which has been a key topic at inspections this month. <b>Management of permits to work, Unsafe excavation, Poor plant person interface, Overloading vehicles, Partial shedding load from dumpers, Risk of entrapment in erecting bridge parapets</b> and <b>Poor application of safety management process</b>. All items noted during the inspections have been discussed with the site management at the time of the inspection and we have sought assurance that they are closed out by the local <u>management</u>, they will be followed up at the next inspections.</p>
Amber	<p>There were <b>14 Amber observations</b> in this period: a small increase from last month (12). Common themes being, <b>Poor adherence to site rules</b> and <b>lack of good order on site and work areas</b>. Other Amber observations relate to, <b>Poor application of management processes for avoiding underground service, Working at height, inadequate control of dust, Protection of exposed re-bar, Site traffic and pedestrian management, Movement of plant, Control of lifting operations</b> and <b>Poor Chapter 8 vehicle visibility compliance</b>. Next month <b>people plant interface</b> will be an area of focus.</p>
Green	<p>There were <b>220 Green Observations</b> in the period: an increase from 168 in June. Areas of identified compliance are <b>lifting operations, working at height, signage, communication of risk</b>, and <b>hand arm vibration</b>.</p>

## Site Inspections undertaken in July 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
<b>Project A19 Coast Road</b> <b>PC: Sisk Lagan JV</b>	The blue star award was given to this site in relation to the trialling of the newly design innovation Hi-Viz Forward Tipping Dumper Trucks. These trucks are designed for better visibility and provide protection to operators with the provision of an enclosed cab. The skip is designed lower to allow for blind spots to be vastly reduced to 1 metre. A blue star is awarded for pursuing the Highways England campaign to prevent incidents on Highways construction sites.
<b>Project Brock M20</b> <b>PC: Balfour Beatty</b>	The blue star award was given to this site in relation to the mitigation of risk as PPI setup which eliminated the need for people to be within the immediate proximity of plant exclusion zones and having banksmen near every zone. Training zones were also set up in compound individuals observed demonstration of lifting operation.

## Site Inspections undertaken in July 2018 (continued)

Inspection findings on Operations sites	
RAG Status	Trends
Red	There were <b>5 Red Observations</b> in the period. 3 of the observations related to <b>water risk assessments</b> not being available to view within Area 9 depots. Red observations were issued as the issue had been identified in earlier inspections and had not been actioned. 1 observation was raised as an operative was observed decanting hot thermoplastic material without using a full face visor, in breach of the <b>RAMS</b> for the activity. The final observation related to an operative seen sitting on the barrier in the verge of a live lane whilst a lane 1 slip road closure was being implemented. Each of the 5 Red Observations have been closed out; copies of the water risk assessments are now in place in the depots. Work was stopped on site and the Operatives were spoken to regarding not wearing appropriate PPE and not being stood in a place of safety. The M&R contractor subsequently contacted the senior management of the sub-contractors involved to reaffirm the standards expected whilst on site.
Amber	There were <b>26 Amber Observations</b> in the period. Common themes noted include poor housekeeping (9) with materials being stored in an unsafe safe manner (stacked too high or presenting a trip hazard) in both depots and on site. A number of issues (5) were identified in relation to inadequate/missing <b>safety signage</b> and poor white lining within depots. 3 separate issues were identified whereby <b>risk assessments</b> were noted as being either out of date or missing. Depots will be targeted over the next month to ensure issues have been closed out and standards are maintained.
Green	There were <b>167 Green Observations</b> in the period which demonstrated a good level of compliance to standards. Common themes include good communication, <b>health and safety paperwork</b> , and good <b>traffic management</b> on site.

★ 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
	No Blue Star awarded this month.

## Supply Chain Performance Tables

Table 3 – Major Projects Contractor Performance

Supplier	Rolling 12 months to July 2018										June 2018	
	Hours Worked (12 months)	Total RIDDORs	Fatality	Specified Injury	Lost Time > 7 days	Disease	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR*
Costain	3,941,449	3	0	0	3	0	9	12	0.08	0.12	0.07	0.12
Balfour Beatty	2,319,804	1	0	1	0	0	12	13	0.04	0.97	0.08	0.96
Carillion	1,357,933	1	0	1	0	0	5	6	0.07	1.55	0.12	2.52
Skanska	1,327,287	0	0	0	0	0	8	8	0.00	0.12	0.00	0.16
Sisk Lagan JV	404,295	0	0	0	0	0	5	5	0.00	0.25	0.00	0.20
Morgan Sindall	306,482	0	0	0	0	0	9	9	0.00	0.59	0.00	0.41
Jacobs	341,707	0	0	0	0	0	0	0	0.00	0.00	0.00	0.06
Kier Highways	910,410	1	0	0	1	0	6	7	0.11	0.24	0.20	0.45
CH2M HILL	142,357	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Mott MacDonald Ltd	179,238	0	0	0	0	0	3	3	0.00	0.33	0.00	0.54
Atkins	334,282	0	0	0	0	0	2	2	0.00	0.12	0.00	0.23
AECOM	142,823	0	0	0	0	0	3	3	0.00	0.42	0.00	0.44
Amey (Highways)	136,316	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Vinci Construction	82,183	0	0	0	0	0	3	3	0.00	0.73	0.00	0.94
Hyder Consulting	39,471	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Arcadis	42,331	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Hochtief	17,831	1	0	0	1	0	1	2	5.61	6.73	4.94	5.93
Carnell Support Services Ltd	20,427	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
BAM Nuttall Ltd	27,199	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Interserve	23,792	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WSP	23,033	0	0	0	0	0	2	2	0.00	1.74	0.00	7.54
McCann	894	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WJ North Limited	453	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
GallifordTry	188,166	0	0	0	0	0	3	3	0.00	0.32	0.00	0.69
TBC	272,286	0	0	0	0	0	6	6	0.00	0.44	0.00	0.23
<b>Total</b>	<b>12,582,450</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>77</b>	<b>84</b>	<b>0.06</b>	<b>0.48</b>	<b>0.07</b>	<b>0.65</b>

\* 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

## Supply Chain Performance Tables (continued)

Table 4 – Major Projects (Regional and Programme Performance)

Supplier	Rolling 12 months to July 2018										June 2018	
	Hours Worked (12 months)	Total RIDDORs	Fatality	Specified Injury	Lost Time > 7 days	Disease	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR
<b>RIP Overall</b>	3,780,159	3	0	2	1	0	34	37	0.08	1.26	0.10	1.24
<i>RIP East</i>	265,317	0	0	0	0	0	2	2	0.00	0.15	0.00	0.15
<i>RIP Midlands</i>	176,392	0	0	0	0	0	0	0	0.00	0.00	0.00	0.13
<i>RIP North West</i>	1,308,077	1	0	1	0	0	4	5	0.08	1.59	0.14	1.54
<i>RIP South East</i>	419,999	1	0	0	1	0	9	10	0.24	0.67	0.25	0.69
<i>RIP South West</i>	115,580	0	0	0	0	0	4	4	0.00	0.69	0.00	0.71
<i>RIP Yorkshire and NE</i>	1,494,794	1	0	1	0	0	15	16	0.07	1.54	0.06	1.44
<b>CIP</b>	4,047,503	2	0	0	2	0	16	18	0.05	0.13	0.05	0.13
<b>NIP</b>	213,501	0	0	0	0	0	0	0	0.00	0.00	0.00	0.00
<b>SMP</b>	4,541,286	2	0	0	2	0	27	29	0.04	0.16	0.07	0.64
<b>Grand Total</b>	<b>12,582,450</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>77</b>	<b>84</b>	<b>0.06</b>	<b>0.48</b>	<b>0.07</b>	<b>0.65</b>

<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 May 2018									April 2018	
	Hours Worked (12 months)	Fatality	Specified Injury	Lost Time > 7 days	Disease	Minor Injuries	Total	AFR	SWAFR	AFR	SWAFR
South West Asset Delivery	288,931	0	0	0	0	9	9	0.00	0.62	0.00	0.52
Area 3 (Kier- ASC)	3,561,561	0	1	0	0	1	2	0.03	0.57	0.03	0.57
Area 4 (AOne+ - ASC)	1,449,448	0	1	1	0	15	17	0.14	1.66	0.14	1.60
Area 5 (ConnectPlus DBFO)	1,324,453	0	1	1	0	8	10	0.15	1.71	0.20	2.27
Area 6 & 8 Combined*	947,889	0	1	1	1	3	6	0.32	2.28	0.33	2.34
Area 7 (EMAD)	1,244,952	0	0	4	0	13	17	0.32	0.53	0.33	0.53
Area 9 (Kier- ASC)	2,380,889	0	0	2	0	0	2	0.08	0.08	0.08	0.09
Area 10 (BBMM - ASC)	1,122,407	0	1	1	0	3	5	0.18	1.92	0.17	1.86
Area 12 (AOne+ - ASC)	1,731,457	0	2	1	0	16	19	0.17	2.55	0.16	2.41
Area 13 (NWAD)	580,201	0	1	1	0	5	7	0.34	3.79	0.36	3.97
Area 14 (NEAD)	590,423	0	1	1	0	7	9	0.34	3.79	0.36	4.05
A1 Darrington to Dishforth (DBFO)	18,463	0	0	0	0	1	1	0.00	1.08	0.00	1.08
A168 / A19 Dishforth to Tyne Tunnel (DBFO)	151,489	0	0	0	0	1	1	0.00	0.13	0.00	0.21
CDF OD East Package 1 (West) M1, A1 & A5	103,765	0	1	0	0	1	2	0.96	19.47	1.16	23.40
RTMC: North West Regional Technology Contract	31,530	0	0	0	0	1	1	0.00	0.63	0.00	0.64
Historic Railways Estate	4,697	0	0	0	0	0	0	0.00	0.00	10.65	10.65
M25 DBFO	514,356	0	0	1	0	1	2	0.19	0.23	0.15	0.18
M5 Oldbury Project	1,328,000	0	2	0	0	12	14	0.15	3.19	0.16	3.41
Rest of Group (42)	1,860,851	0	0	0	0	13	13	0.00	0.14	0.00	0.11
Totals	19,235,762	0	12	14	1	110	137	0.14	1.43	0.15	1.44

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

\*Hours for Areas 6 & 8 are combined as they are functioning as a single contract.