

June 2018

Summary Health & Safety Performance Report

Board Sponsor: Alan Cumming

Executive Sponsor: Mike Wilson

Author: Mark Byard



Executive Summary

Accident Frequency Rate (AFR) Overview:

The **Major Projects 12 month rolling AFR** to June 2018 decreased from 0.09 to **0.07**. There were **0** RIDDOR accidents reported in June 2018, the in-month AFR was **0.00**.

The **Operations 12 month rolling AFR** to June 2018 remained at **0.14**. There were **0** RIDDOR accidents reported in June 2018 and the in-month AFR was **0.00**

The overall **Supply Chain 12 month rolling AFR** to June 2018 reduced from 1.12 to **0.11**. The in-month AFR was **0.00**.

Incidents Reported: There were **9,187** adverse events reported in the past 12 months, **7,674 (83.5%)** of which were near misses. There was **1** RIDDOR accidents reported in June 2018 (**Section 3/4** and **Appendix 3/4**) and **3** Safety Alert disseminated as a result of investigation findings.

Site Inspections: There were **56** inspections carried out in June 2018 by the H&S Division, **28** in Major Projects and **28** in Operations (**Section 10**).

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 **8** fatalities on the Strategic Road Network (**Section 7** and **Appendix 5**).

Accident Frequency Rate Overview

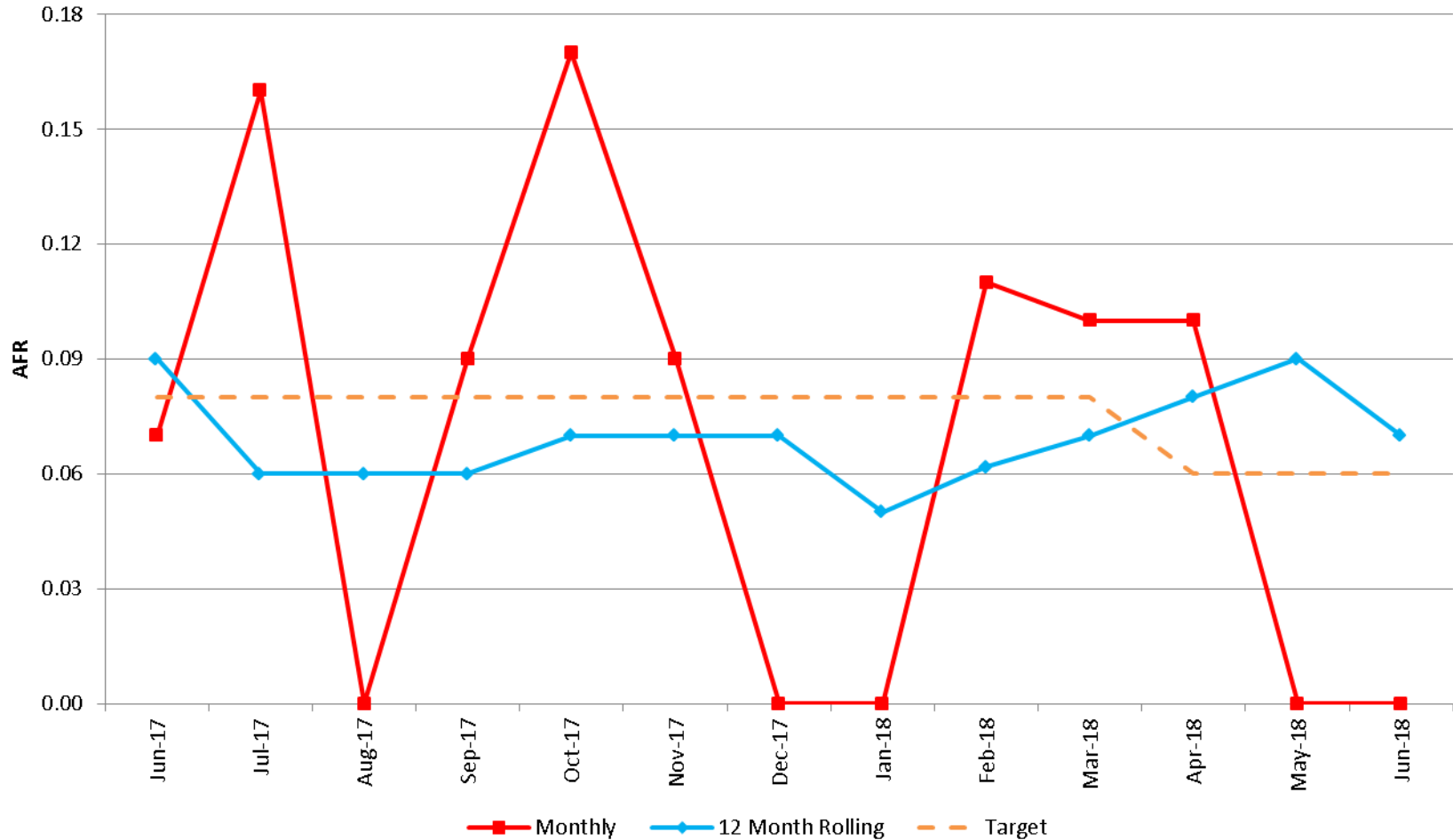
All data included within this report is up to date as of 4th July 2018. This performance report is provided to assist the Board and Executive to fulfil their leadership and management responsibilities in respect of health and safety. All incidents within the report have been reviewed by the Health and Safety Division.

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
Major Projects	0.06	0.07	0.00	0	0	0	0	0		0
				(0)	(3)	(6)	(0)	(9)		(1)
Operations	0.06	0.14	0.00	0	0	0	0	0		0
				(0)	(12)	(14)	(1)	(27)		(1)
Supply Chain Total	0.06	0.11	0.00	0	0	0	0	0		0
				(0)	(15)	(20)	(1)	(36)		(2)

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

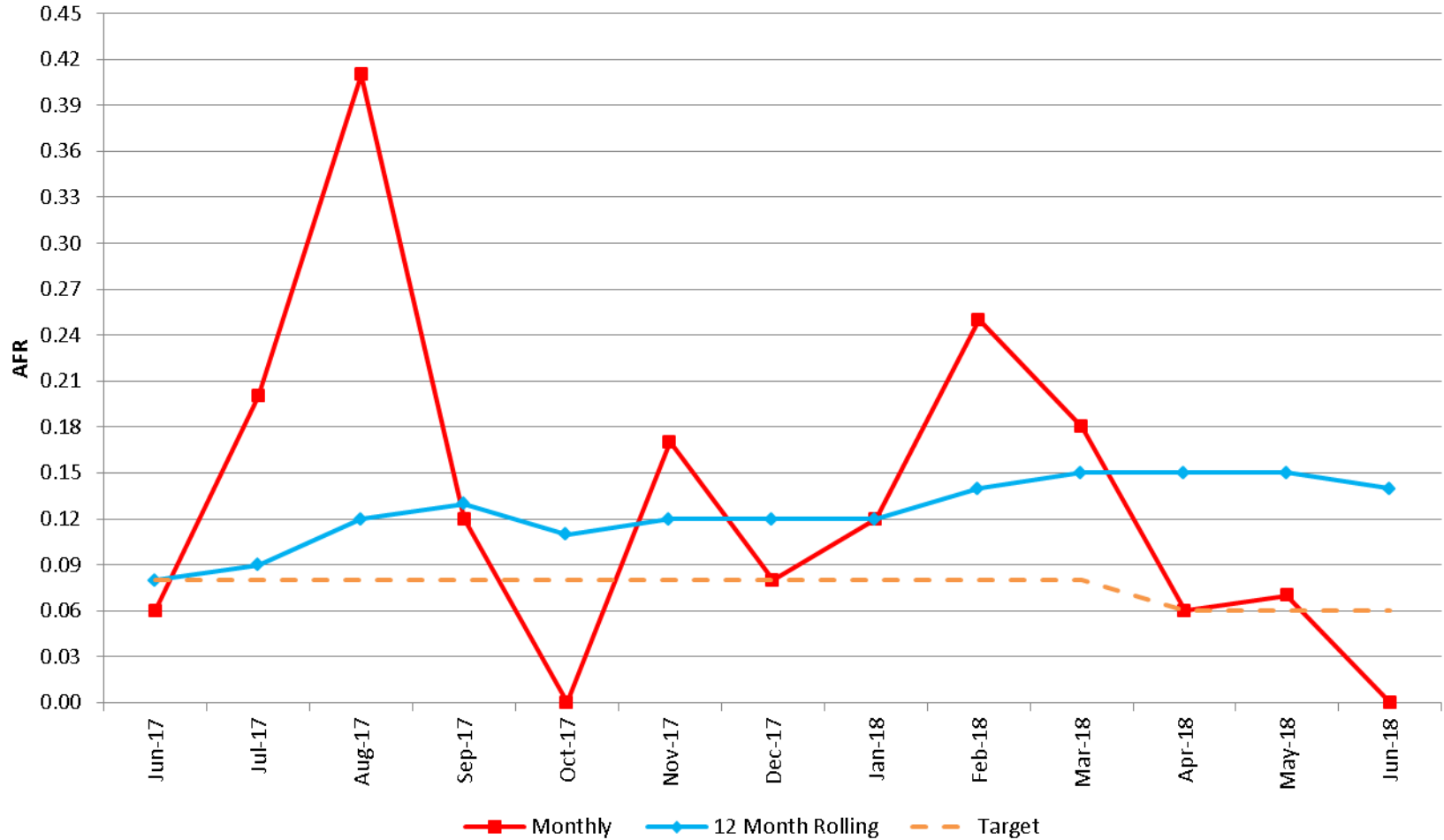
Graph 1 – Rolling AFR for Supply Chain - Major Projects

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

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

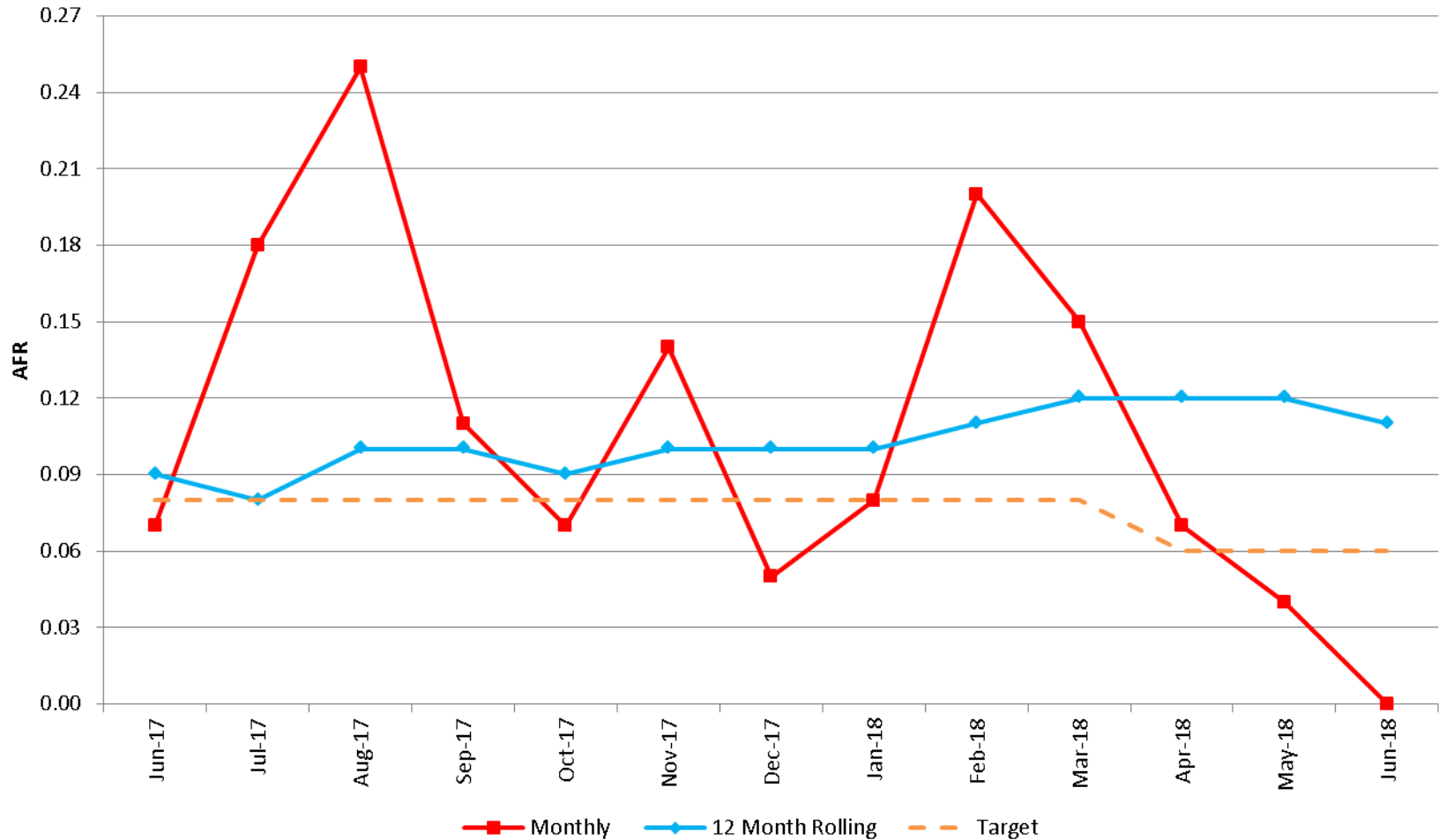


Table 2 – Summary of 12 month rolling Performance by Supplier across all schemes	Hours worked	% hours worked	RIDDOR	Type of incidents				AFR	Group AFR ³
				Fatalities	Specified Injury	Over 7 days	Disease		
Kier Highways	7,891,574	25.01%	8	0	2	5	1	0.10	0.06
Costain	4,376,067	13.87%	3	0	0	3	0	0.07	0.10
Balfour Beatty	3,725,413	11.81%	4	0	2	2	0	0.11	0.07
A-one+	3,180,905	10.08%	5	0	3	2	0	0.16	0.13
Carillion	1,647,529	5.22%	2	0	2	0	0	0.12	0.07
Connect Plus	1,692,467	5.36%	3	0	1	2	0	0.18	0.10
Amey (Highways)	1,520,495	4.82%	3	0	0	3	0	0.20	0.12
BAM Nuttall Ltd	1,495,427	4.74%	2	0	2	0	0	0.13	0.10
Skanska	985,612	3.12%	0	0	0	0	0	0.00	
Morgan Sindall	291,342	0.92%	0	0	0	0	0	0.00	
Highways England	538,534	1.71%	0	0	0	0	0	0.00	
Sisk Lagan JV	397,041	1.26%	0	0	0	0	0	0.00	
Jacobs	339,256	1.08%	0	0	0	0	0	0.00	
Interserve	300,046	0.95%	1	0	1	0	0	0.33	
CHC Highways	288,708	0.92%	0	0	0	0	0	0.00	
Tarmac Aggregates Ltd	187,249	0.59%	2	0	1	1	0	1.07	0.13
Volker Fitzpatrick	164,169	0.52%	1	0	1	0	0	0.61	
Balvac	25,008	0.08%	0	0	0	0	0	0.00	0.07
Hochtief	20,250	0.06%	1	0	0	1	0	4.94	
Jointline Limited	17,801	0.06%	1	0	0	1	0	5.62	
Rest of Group (60)	2,464,015	7.81%	0	0	0	0	0	0.00	
Total	31,548,907	100%	36	0	15	20	1	0.11	

Key	> 0.13	0.13 ≥ & > 0.06	≤ 0.06

Summary of Significant Supply Chain Incidents reported

There were **0** RIDDOR accidents this month however there was 1 significant incident reported.]

Date of incident	Location	Incident category	Overview of incident
16/06/18	Major Projects CIP – A14 Section 4	High Potential Near Miss	<p>A 36 tonne 360-degree excavator had overturned whilst carrying out planned excavation work. The 360 excavator was working on a raised platform approx. 2.0M high, filling excavated material into the ADT's. The excavator during its operations ventured too close to the edge of the vertical platform face, which crumbled and caused the excavator to slip down from platform from it was loading. The 360 machine fell approximately 2.0 meters, falling on its right-hand side. As the excavator started to slide, the operator identified the movement and in an attempt to stop the slide, he placed the arm and bucket of the excavator in the skip of an ADT (which was directly below the bucket of the machine). This resulted in the skip of the ADT turning over and landing on its side. The 360-excavator continued in its downward travel only just missing the cab of the ADT which remained upright.</p> <p>AIRSwEB: 54170</p>

Road User Performance and Road User Safety

Road User Safety – June Update

Key Activities This Month:

- Following the change in legislation on 4 June 2018 which now allows **learner drivers** to have lessons on the motorway we have undertaken a review of communication activities. Media activities undertaken included: a live broadcast event from NTOC; DVSA press release; and HE press release with film footage. The story, featuring Highways England, was covered by BBC 1 Breakfast, BBC News at One and BBC News Channel on 4 June. Richard Leonard carried out a broadcast interview with BBC 1 Breakfast (7 million reach, top story) and BBC Radio 4 You and Yours and the BBC Breakfast interview was syndicated widely across the BBC TV and Radio Network. Mel Clarke carried out a broadcast interview with BBC Six O'Clock News (4 million reach). This was supported by wider coverage across newspaper and technical press as well as significant on-line activity. We are undertaking a further evaluation of our activities to see what further lessons can be learnt.



- As part of efforts to improve compliance on the network we have progressed **targeted engagement** activities with key businesses which seek to: identify opportunities for collaboration on road safety; and to build progressive partnerships. Letters were sent out to over 30 companies in May 2018 and we have had responses and are actively engaging with 18 companies, this has included: face to face meetings; sharing intelligence on vehicles contravening driving on a Dynamic Hard Shoulder when not in operation or proceeding under a Red X overhead signal; providing information on our approach to road safety; and seeking their support in delivering our Driving for Better Business programme. Discussions have been overwhelmingly positive, and companies have welcomed our approach to compliance and proposed areas of collaboration. For example, the figure right is a driver notice issued to all 10,000 XPO drivers on Red X in June, we have also been invited to speak at their Fleet Conference in the autumn.



Road User Performance and Road User Safety continued

- The **Visibility Safety Research** undertaken as part of updates to Design Manual for Roads and Bridges (DMRB) TD 41/95 & TD 42/95 Geometric Design Major/Minor Priority Junctions was highly recommended at the **CIHT Road Safety Awards**. The aim of the research was to determine the relationship between visibility distances and road user safety performance at junctions and accesses and then propose a revised set of requirements for visibility at junctions and accesses which may be taken forward into a planned future update of the DMRB. The research synthesised data from LIDAR, collision and departures from standards data and in doing so demonstrated how combining 'big' data with robust analysis can provide the sector with a more intelligence on road safety issues. This has scope to improve junction safety and to make better use of resources in evaluating the impact of design in constrained locations, on both the strategic and local highway authority networks.
- We recently attended and presented the progress of the **towing working group** at a towing summit arranged by the MP for Bristol Karin Smyth and attended by the Roads Minister Jesse Norman along with media and other interested parties. 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. A national towing framework is currently being developed which will outline a broad range of education and engagement activities to reduce the risks of incidents occurring, this will be available in autumn 2018.
- We are continuing to take forward the **Driving for Better Business** Programme, a key deliverable this month has been collaboration with Road Safety Wales, Royal Society Prevention of Accidents and the Rail Safety Standards Board who have agreed to promote the programme across their respective organisations and importantly their supply chains. We are also progressing discussions with DfT on how the programme can be introduced to wider governmental departments.

National Health & Safety Team Update

a) Investigation training:

We have invited an extra 170 staff to sessions overall – 92 of whom have attended. Of the original 169 invites we have now trained 126 (42 more in the mop up sessions to date). With additional sessions having taken place to capture those who did not attend and additional attendees invited 259 employees have attended to date. Sessions were also held with supply chain and senior managers from 41 organisations were invited to attend training and 41 have attended.

b) Importance of reporting of near misses and incidents:

A recent issue has highlighted the importance of reading safety advice notes and of reporting issues and near misses. We've recently had a situation where a number of lanterns (light fittings) were reported as defective. As a result of this being reported we were then able to fit tethers (securing cables) to all the lanterns. One has since failed but the tether did its job and no-one was put at risk. Learning organisations seeks to identify opportunities to improve to meet business objectives. Near misses and accidents provide opportunities for investigation and better understanding of the factors and conditions behind the incidents and therefore the reporting of near misses and incidents is actively encouraged. The way we report near misses and incidents is through the [AIRSweb](#) system.

c) HE Safety Passport Scheme:

The Passport Steering Group met with representation from Highways England, Tier 1 supply chain, [Lantra](#) and Mitie on 27 June. Updates were provided on competency requirements, D&A rules and the common induction course which now has enhanced Customer Service content to meet HE requirements. It was again noted that take up of the scheme was slow since the launch in October 2017, although a register of projects and schemes actively using Passport is now being tracked by HE, although the scheme remains voluntary so not set as a contract requirement. HE and supply chain Data Protection Officers have been liaising to ensure compliance to the new GDPR Regulations, and a Privacy Notice has been issued. Communications remain a project risk as available resources have been limited to date, and a replacement Project Sponsor also now needs to be confirmed. Passport statistics: Competency Management System - 97 sponsor organisations registered, with 6563 people registered to-date for card and 138 sponsor administrators trained. HCI - 47 training providers ready to deliver training. 474 learners attended to-date, with 1065 booked and 98 course held.

d) The revised Driving for Work Policy has been published. Driving for work is one of the most dangerous activities our employees undertake. The purpose of this Policy is to provide an approach to reduce risks when driving and to describe the requirements for driving for work. The Policy can be accessed [here](#).

e) Safety Alerts: There were 3 Safety Alerts issued in the month:

- HEI050 - Highways England Safety Alert - Working at Height Competence
- HEI051 - Highways England Safety Alert – Survey Access Contaminated Land
- HEI052 - Heat Wave – Staying Safe & Healthy

Site Inspections undertaken in June 2018

This month there has been **56** inspections undertaken by Highways England, a summary of the findings are:

	Number of inspections	No. observations Status (Red)	No. observations Status (Amber)	No. observations Status (Green)	No. blue star observations Status ★
Major Projects	28	1	12	168	2
Operations	28	11	21	97	1
Totals	56	0	0	0	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

Site Inspections undertaken in June 2018 (continued)

Inspection findings on Major Project sites	
RAG Status	Trends
Red	<p>There was one Red observation for the month of June which is a significant decrease from 7 in the previous month. This could be attributed to the fact that the overall number of assurance inspections is down slightly on last month.</p> <p>The single Red relates to an SMP project (M1 J231-25): contractor was using an excavator which overhung the <u>variogaurd</u> during our site tour. Whilst the tyres were in location outside the deflection zone, when the excavator was slewing, it was swinging out over the <u>variogaurd</u>.</p> <p>The impact of such circumstances would be that road users would have the perception of danger causing them to react dangerously. Resolution: SHE team immediately held a meeting with the contract supervisors and agent to discuss the incident and review method of working and re-briefed the Team. No further incidents of this nature have been noted on this site.</p>
Amber	<p>There were 12 amber observations for the month of June which is a decrease from last month. Two factors here, firstly the reduction of reports as mentioned above and secondly it could be argued it shows that the assurance inspections are working and concerns are decreasing,</p> <p>Key area of concerns: Common induction slides were incorrect and did not align with the workbook material which provided good guidance and best practices regarding risk assessments, hazards, PPE, PLUVER & OH. Inspection of the access to BN 25 (Ouse Viaduct). Good briefings provided at the entrance to the site and lifting operations underway on the site. Activates were being appropriately managed and controlled. Questioned raised regarding a parked up MEVVP which was not in use. It transpired the unit had been parked up awaiting repair and was not operational. The solution agreed was to re-demarcate the access road and to installing barriers and cones to direct traffic away from the potential risk. This was completed at the time.</p>
Green	<p>There were 168 Green observations in this period. This is a significant decrease from the 345 in the last month. In comparison to previous months and the previously mentioned change in the reporting structure within MP, overall a very positive month.</p> <p>The consistent assurance inspections, gives continuity and also reassurance to the supply chain helping to increase the trust and keep safety and the forefront of everyone's mind.</p> <p>Given the types of reports there has also been an increase in topics covered that include, Lifting operations, working at height, signage, Plant person interface, communication of risk, hand arm vibration as well as the traditional focus of slips, trips and falls.</p> <p>In addition to the above there were a potential for 2 blue star awards for the month of June.</p>

Site Inspections undertaken in June 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
M6 J16-19	<p>Since a previous incident, the project has put significant efforts in improving overhead structure and service awareness and protection, many of which fall under 'exemplar' in Raising the Bar 7.</p> <p>Communication with energy suppliers Scottish Power has been encouraged, one site visit has taken place and another scheduled for Friday 08 June, this is led by the Section Manager. The site visit consisted of talking through newly implemented control measures and measuring cable heights as part of a validation exercise.</p> <p>The project has negotiated with Scottish Power to potentially re-direct overhead services via underground routes for future schemes; this is a method to eliminate the hazard in this scenario.</p> <p>Overhead service and structures have been identified as a key risk to the project and is included in the site induction.</p> <p>White lining has been used on the ground prior to overhead services reading 'OH CABLE' for increased notification to plant operators and workers about to pass underneath it.</p> <p>White lining has also been used to create rumble strips underneath some GS6 goal posts. This causes plant and vehicles to vibrate whilst driving over them, encouraging deceleration and further notification to the driver that they are underneath an overhead service.</p> <p>Blue cones are used within the works leading up to any overhead structure or service. White sleeves are used around blue cones leading to structures and fluorescent green sleeves are used around blue cones leading to services. Every other cone is lamped for improved visibility during night works.</p> <p>New signs have been made and placed on site, they state whether it is cables or structure above, outlines the minimum safe clearance height, identifies the marker post location, and emergency contact 'DIAL 105'.</p> <p>Safety lights have been attached to GS6 goal posts at an eye level for workers and plant operatives to have increased visibility during evening and night works.</p> <p>A permit to work near overhead services is in place to disable any regular operations taking place in those areas when it can be undertaken elsewhere. As well as auditing overhead service and structure protection during site safety inspections, there is a team who consistently travel around the works inspecting GS6 goal posts and other overhead protection controls.</p> <p>A Kier staff member within the safety action group is leading a working group on overhead structure and service protection.</p>
M6 J2-4	<p>Plant person interface is still one of the biggest risks on site. Virtual reality (VR) has been recently utilised for embedding this message to contractors in a memorable way. The VR training places a person virtually into a construction scenario where an excavator is digging into the embankment and filling up the nearby wagon. Having partaken in the VR training it was interesting looking at the different views from the plant and site zone area. It helps embed the importance of plant person interface and the lack of visibility from certain locations.</p> <p>The goal of the training is to highlight the danger zones both red and amber around the plant, assert that they must never pass behind the excavator and to reinforce the correct method of gaining permission from the plant driver to pass by.</p>

Site Inspections undertaken in June 2018 (continued)

Inspection findings on Operations sites	
RAG Status	Trends
Red	There were 11 Red observations for the month of June which is a significant increase from 3 in the previous month. One observation was related to the site supervisor not being on site during work being undertaken. On another site, there were inadequate cleaning tools for safety glasses available on site in welfare facilities.
Amber	There were 23 amber observations for the month of June which is again an increase from last month compliance audits. Some of the observations that were made were; at one site, Fire Marshalls not identified on Fire Notice on H&S board and two Fire Extinguishers in mobile welfare unit were present, however, "No" service/renewal date shown on either bottle. At the same site, Delivery vehicles arriving on site without any knowledge of site set-up, site induction, and safe area to park.
Green	There were 97 Green observations in this period, a slight decrease from the 103 in the last month. The observations made saw a good approach to Site rules/signage emergency procedures with mandatory PPE requirements for the depots also displayed on their display boards and site entrances. There is a satisfactory continuation in the state of the welfare facilities inspected and were deemed adequate and in good clean conditions. There were also competencies checks for appointing persons and sub-contractors undertaking lifting operation and excavation work.



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
Kier Highways	Banksman Radar Plus is an intelligent, fully programmable radar based reversing safety system which detects potential hazards in the path of the reversing vehicle. With its special extra safety feature, LED warning light boards, the system substantially reduces collision risks and operating costs. It is a fully programmable by setting zone parameters of its proximity sensors which bounce signals between objects and the sensor unit, enabling the radar to locate dangers in the area of the vehicle reversing radar.

Supply Chain Performance Tables

Table 5 – Major Projects Contractor Performance	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*
Costain	4,376,067	0	0	3	0	11	14	0.07	0.12	0.06	0.11
Balfour Beatty	2,458,967	0	1	1	0	13	15	0.08	0.96	0.11	1.61
Carillion	1,631,880	0	2	0	0	6	8	0.12	2.52	0.11	2.29
Skanska	985,612	0	0	0	0	8	8	0.00	0.16	0.00	0.25
Sisk Lagan JV	397,041	0	0	0	0	4	4	0.00	0.20	0.00	0.20
Morgan Sindall	291,342	0	0	0	0	6	6	0.00	0.41	0.00	0.28
Jacobs	339,256	0	0	0	0	1	1	0.00	0.06	0.00	0.06
Kier Highways	488,801	0	0	1	0	6	7	0.20	0.45	0.37	0.81
CH2M HILL	180,799	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Mott MacDonald Ltd	148,414	0	0	0	0	4	4	0.00	0.54	0.00	0.53
Atkins	173,601	0	0	0	0	2	2	0.00	0.23	0.00	0.14
AECOM	91,166	0	0	0	0	2	2	0.00	0.44	0.00	0.45
Amey (Highways)	99,549	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Vinci Construction	63,945	0	0	0	0	3	3	0.00	0.94	0.00	0.31
Hyder Consulting	37,317	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Arcadis	39,213	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Hochtief	20,250	0	0	1	0	1	2	4.94	5.93	4.43	5.31
Carnell Support Services Ltd	19,653	0	0	0	0	0	0	0.00	0.00	0.00	0.00
BAM Nuttall Ltd	74,007	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Interserve	23,139	0	0	0	0	0	0	0.00	0.00	0.00	0.00
WSP Parsons Brinckerhoff Limited	5,302	0	0	0	0	2	2	0.00	7.54	0.00	7.54
McCann	1,862	0	0	0	0	0	0	0.00	0.00	0.00	0.00
VWJ North Limited	887	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Galliford Try	87,284	0	0	0	0	3	3	0.00	0.69	0.00	750.00
TBC	442,724	0	0	0	0	5	5	0.00	0.23	0.00	0.19
Total	12,478,078	0	3	6	0	77	86	0.07	0.65	0.08	0.79

*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 6 – Major Projects (Regional and Programme Performance)	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
RIP Overall	3,965,161	0	2	2	0	36	40	0.10	1.24	0.12	1.60
RIP East	261,899	0	0	0	0	2	2	0.00	0.15	0.00	0.15
RIP Midlands	156,876	0	0	0	0	1	1	0.00	0.13	0.00	0.15
RIP North West	1,428,309	0	1	1	0	5	7	0.14	1.54	0.19	2.70
RIP South East	407,719	0	0	1	0	9	10	0.25	0.69	0.23	0.50
RIP South West	112,149	0	0	0	0	4	4	0.00	0.71	0.00	0.68
RIP Yorkshire and North East	1,598,209	0	1	0	0	15	16	0.06	1.44	0.06	1.30
CIP	4,002,477	0	0	2	0	16	18	0.05	0.13	0.05	0.13
NIP	162,452	0	0	0	0	0	0	0.00	0.00	0.00	0.00
SMP	4,347,988	0	1	2	0	29	32	0.07	0.64	0.07	0.65
Grand Total	12,478,078	0	3	6	0	81	90	0.07	0.66	0.08	0.80

Key	> 0.13	0.13 ≥ & > 0.06	≤ 0.06

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.