

March 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 March 2018 increased from **0.06** to **0.07**.

There was **one** RIDDOR accident reported in March 2018 and the in-month AFR was **0.10**. There was also **one** RIDDOR Dangerous Occurrence.

No RIDDOR incidents from 13 months ago dropped out of the 12 month rolling AFR calculation and the 12 month rolling hours decreased from 12.9m to 12.7m (244.9k, -1.89%) and the movement of incidents resulted in the increased AFR.

The **Operations 12 month rolling AFR** to March 2018 increased from 0.13 to **0.15**.

There were **three** RIDDORS reported in March 2018 and the in-month AFR was **0.17**.

**One** RIDDOR Disease from February 2018 is now captured in the AFR calculation.

**One** RIDDOR - Specified Injury from 13 months ago dropped out of the 12 month rolling AFR calculation and the 12 month rolling hours increased 19.7m to 19.8m (102.6k, +0.52%) the updated hours, the movement of incidents and the addition of the RIDDOR Disease, resulted in the increased AFR.

The overall **Supply Chain 12 month rolling AFR** to March 2018 increased from 0.10 to **0.12**.

The in-month AFR was **0.14**.

The movement of incidents and 12 month rolling hours increased by 142.3k (+ 0.44%) resulted in the static AFR.

**Incidents Reported:** There were **9,155** adverse events reported in the past 12 months, **7,531 (82%)** of which were near misses. There were **four** RIDDOR accidents and **one** RIDDOR Dangerous Occurrence reported in March 2018 and **4** Safety Alerts disseminated.

**Site Inspections:** There were **78** inspections carried out in March 2018 by the H&S Division, **26** in Major Projects and **52** 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 **14** fatalities on the Strategic Road Network.

## Accident Frequency Rate Overview

All data included within this report is up to date as of 5<sup>th</sup> April 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.

### 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 <sup>3</sup> | Total RIDDOR Reportable | RIDDOR Dangerous Occurrences <sup>1</sup> |
|---------------------------|------------|---------------------------------|---------------|----------|-------------------------|-----------------------|-----------------------------|-------------------------|---|
| Major Projects            | 0.08       | 0.07                            | 0.10          | 0<br>(0) | 0<br>(4)                | 1<br>(5)              | 0<br>(0)                    | 1<br>(9)                | 1<br>(2)                                  |
| Operations                | 0.08       | 0.15                            | 0.17          | 0<br>(0) | 1<br>(10)               | 2<br>(18)             | 0<br>(1)                    | 3<br>(29)               | 0<br>(0)                                  |
| <b>Supply Chain Total</b> | 0.08       | 0.12                            | 0.14          | 0<br>(0) | 0<br>(14)               | 0<br>(23)             | 0<br>(1)                    | 4<br>(38)               | 1<br>(2)                                  |

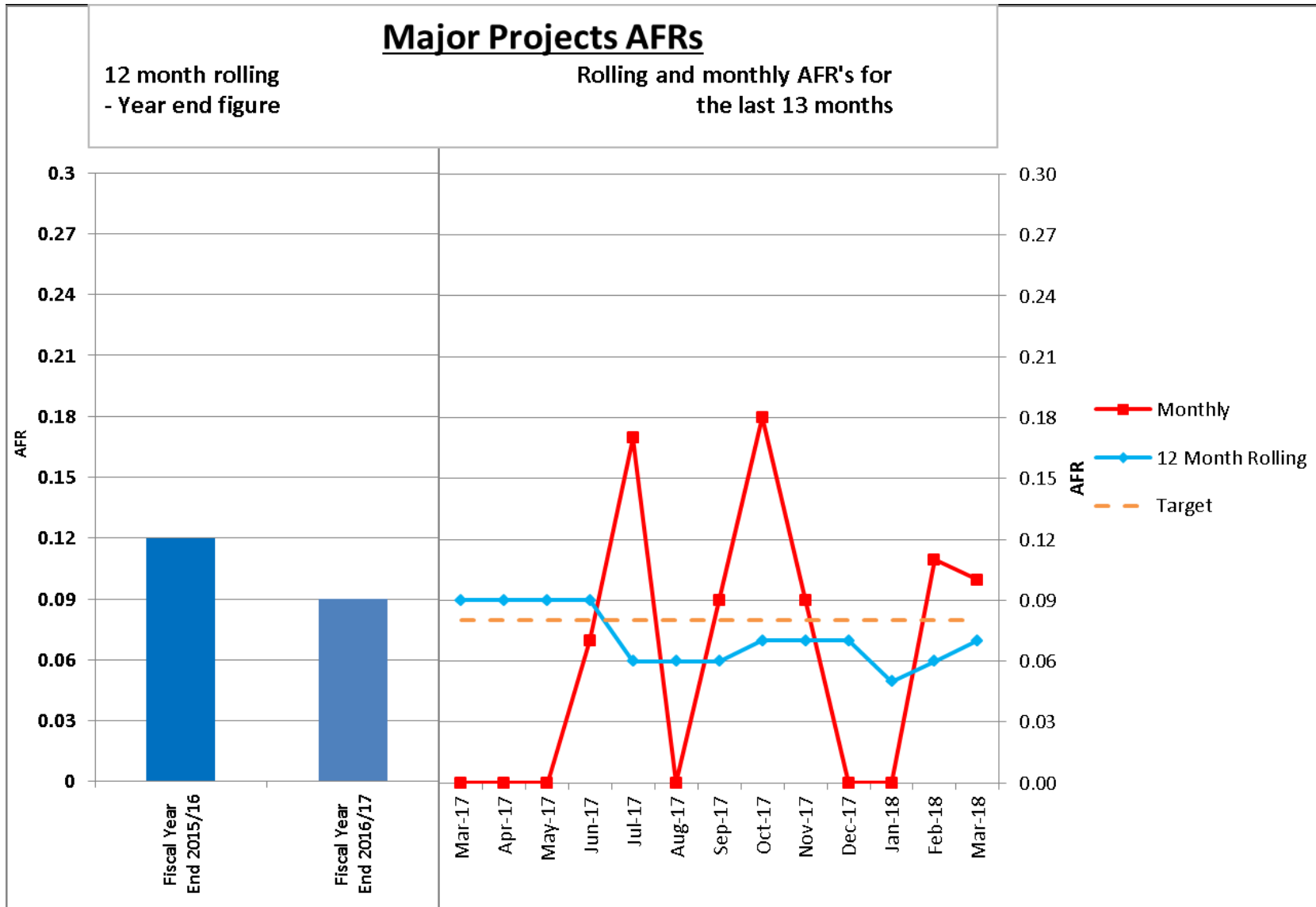
NB: The data recorded in **(brackets)** is the 12 month rolling data. The content of this report is informed by the IoD/HSE "Leading Health and Safety at Work" guidance.

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

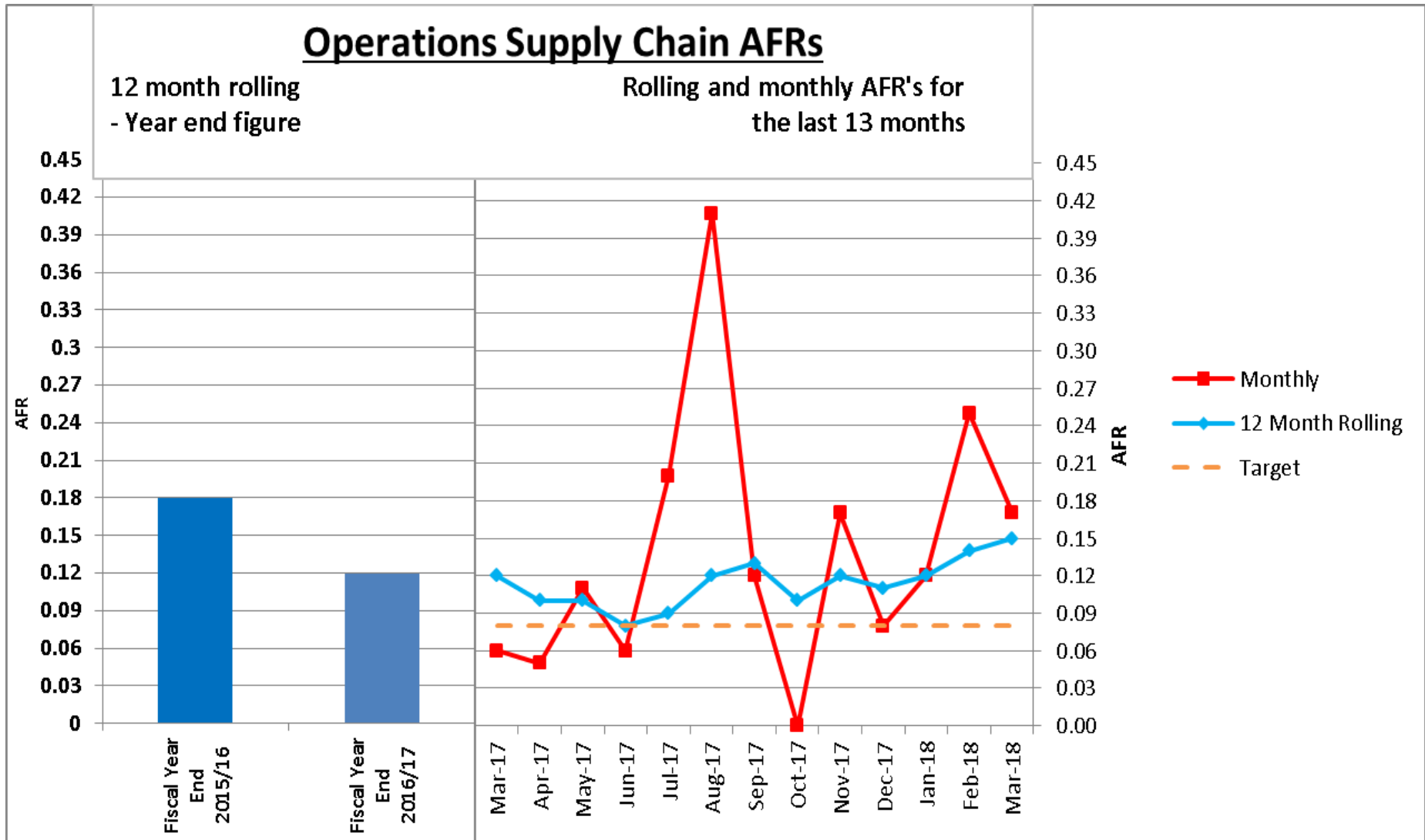
|        |                 |        |
|--------|-----------------|--------|
| > 0.13 | 0.13 ≥ & > 0.08 | ≤ 0.08 |
|--------|-----------------|--------|

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

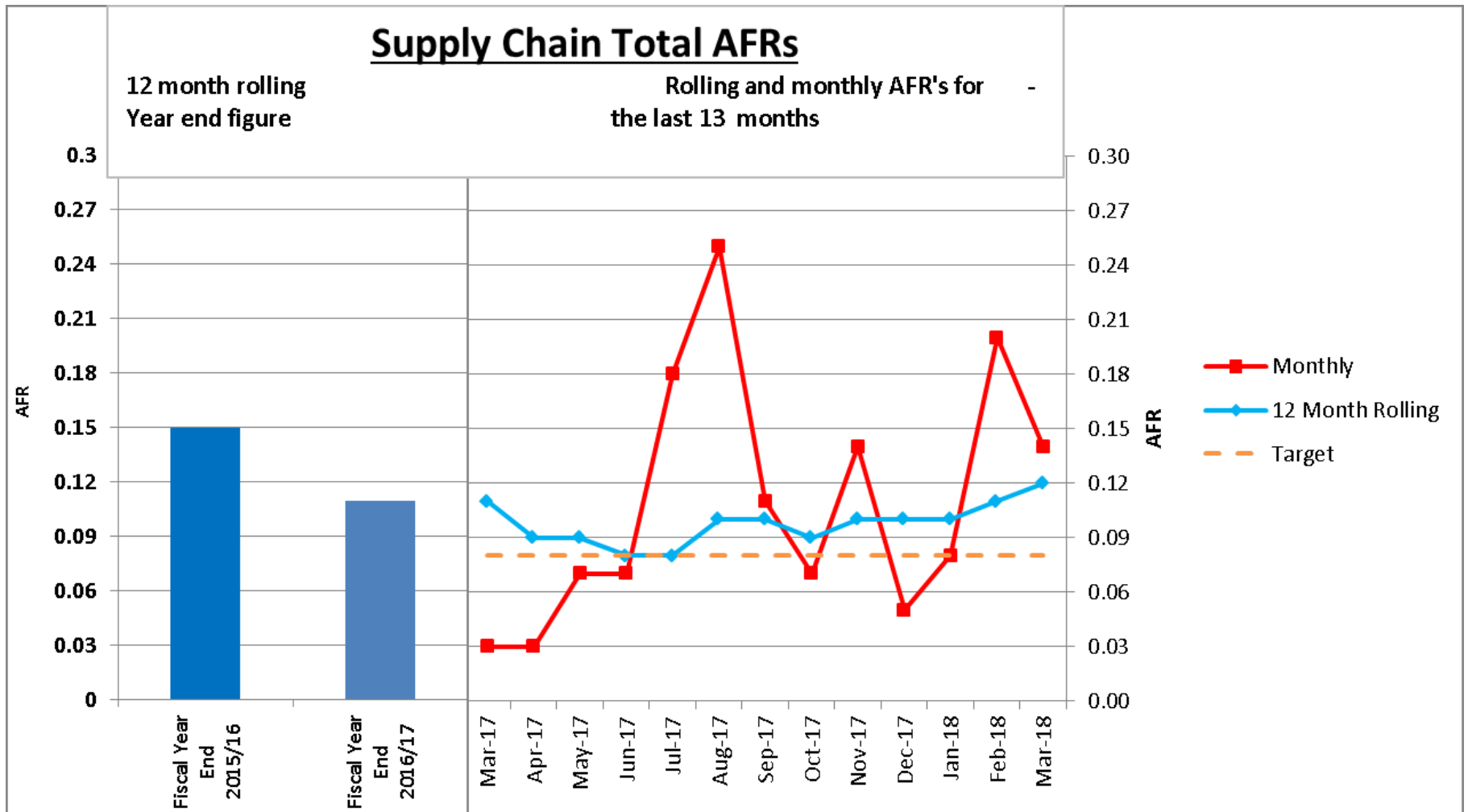
# Graph 1 – Rolling AFR for Supply Chain - Major Projects



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



**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 <sup>1</sup> |
|--|-------------------|----------------|-----------|-------------------|------------------|-------------|----------|-------------|------------------------|
|  |                   |                |           | Fatalities        | Specified Injury | Over 7 days | Disease  |             |                        |
| Kier Highways  | 7,493,685         | 23.04%         | 6         | 0                 | 1                | 4           | 1        | 0.08        | 0.06                   |
| Costain  | 5,552,751         | 17.07%         | 3         | 0                 | 0                | 3           | 0        | 0.05        | 0.10                   |
| Balfour Beatty   | 4,882,017         | 15.01%         | 6         | 0                 | 3                | 3           | 0        | 0.12        | 0.07                   |
| A-one+   | 3,148,150         | 9.68%          | 5         | 0                 | 3                | 2           | 0        | 0.16        | 0.13                   |
| Carillion  | 2,051,958         | 6.31%          | 2         | 0                 | 2                | 0           | 0        | 0.10        | 0.07                   |
| Connect Plus   | 1,830,162         | 5.63%          | 4         | 0                 | 1                | 3           | 0        | 0.22        | 0.10                   |
| Amey (Highways)  | 1,666,261         | 5.12%          | 3         | 0                 | 0                | 3           | 0        | 0.18        | 0.12                   |
| BAM Nuttall Ltd  | 1,191,611         | 3.66%          | 2         | 0                 | 2                | 0           | 0        | 0.17        | 0.10                   |
| Morgan Sindall   | 506,729           | 1.56%          | 0         | 0                 | 0                | 0           | 0        | 0.00        |                        |
| Interserve   | 421,828           | 1.30%          | 0         | 0                 | 0                | 0           | 0        | 0.00        |                        |
| CHC Highways   | 250,658           | 0.77%          | 1         | 0                 | 0                | 1           | 0        | 0.40        |                        |
| Tarmac Aggregates Ltd  | 133,470           | 0.41%          | 2         | 0                 | 1                | 1           | 0        | 1.50        | 0.13                   |
| Volker Fitzpatrick   | 61,569            | 0.19%          | 1         | 0                 | 1                | 0           | 0        | 1.62        |                        |
| Balvac   | 34,909            | 0.11%          | 1         | 0                 | 0                | 1           | 0        | 2.86        | 0.07                   |
| Hochtief   | 25,503            | 0.08%          | 1         | 0                 | 0                | 1           | 0        | 3.92        |                        |
| Jointline Limited  | 14,103            | 0.04%          | 1         | 0                 | 0                | 1           | 0        | 7.09        |                        |
| Rest of Suppliers (58)   | 3,258,099         | 10.02%         | 0         | 0                 | 0                | 0           | 0        | 0.00        |                        |
| <b>Total</b>   | <b>32,523,461</b> | <b>100%</b>    | <b>38</b> | <b>0</b>          | <b>14</b>        | <b>23</b>   | <b>1</b> | <b>0.12</b> |                        |

Key > 0.13 0.13 ≥ & > 0.08 ≤ 0.08

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**.

<sup>1</sup> 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                | 06/03/2018  |
| Location                        | Operations Area 5 - A282 Main Carriageway / West Tunnel M25 J31   |
| Contractor                      | Connect Plus Services (DBFO)  |
| Incident category               | RIDDOR Specified Injury   |
| Incident cause                  | Fell from Height  |
| 5 year Safety Plan action       |   |
| <b>Overview of Incident</b>     | The IP, who is a recovery operative, was attending a road traffic collision in the Dartford Tunnel (westbound) that involved an HGV and motor vehicle. The HGV had been recovered and the IP was alighting from the driver's cab of the recovery vehicle when they fell fracturing their right arm.   |
| <b>Findings &amp; Causation</b> | <p><b>Immediate Cause</b></p> <ul style="list-style-type: none"> <li>- Inattention or distraction (i.e. footing, surroundings, external sources, etc.)</li> </ul> <p><b>Underlying Cause</b></p> <ul style="list-style-type: none"> <li>- Poor judgement</li> </ul> <p><b>Root Cause</b></p> <ul style="list-style-type: none"> <li>- Risk evaluation not performed</li> </ul>  |
| <b>Actions taken</b>            | <p><b>What has been done?</b></p> <ul style="list-style-type: none"> <li>- Produced Safety Alert to address compliancy when alighting and lighting from vehicles.</li> <li>- Highlighted the importance of 3-point contact amongst workforce in depots.</li> <li>- Increased the TBT frequency (alighting and lighting) to three times per calendar year.</li> <li>- Stop-Think campaign initiated to improve awareness and consequently compliance.</li> </ul> |
| <b>Investigation Status</b>     | Completed   |
| <b>Incident Reference No</b>    | 51516   |
| <b>Safety Alert issued</b>      | Yes   |




## Summary of Significant Supply Chain Incidents reported (continued)

|                                 |   |
|---------------------------------|---|
| Date of Incident                | 08/03/2018  |
| Location                        | Operations Area 7 - A5 northbound near Europark, Rugby  |
| Contractor                      | Amey  |
| Incident category               | RIDDOR > 7 Day injury   |
| Initial cause                   | Fall from height  |
| 5 year Safety Plan action       |   |
| <b>Overview of Incident</b>     | The IP was engaged in the deployment of temporary traffic management to close off lane 1 of a dual carriageway. Whilst the TM vehicle was stationary, the IP accessed the flat bed area to gain access to work materials. The IP stepped backwards into the vehicle foot well and as a result fell from the vehicle onto the road, damaging tendons in their arm.   |
| <b>Findings &amp; Causation</b> | <p><b>Immediate Cause</b></p> <ul style="list-style-type: none"> <li>- The IP fell from a vehicle</li> </ul> <p><b>Underlying Cause</b></p> <ul style="list-style-type: none"> <li>- The foot well had been left open whilst operatives were working from the vehicle bed</li> <li>- The IP was inexperienced</li> </ul> <p><b>Root Cause</b></p> <ul style="list-style-type: none"> <li>- TBC</li> </ul> |
| <b>Actions taken</b>            | <p><b>What has been done?</b></p> <ul style="list-style-type: none"> <li>- The control documents will be reviewed to consider controls for working on the bed of a TM vehicle</li> <li>- Consultation with the wider TM industry and Clients to share any lessons learned, identify best practice.</li> </ul>   |
| <b>Investigation Status</b>     | Ongoing   |
| <b>Incident Reference No</b>    | 51671   |
| <b>Safety Alert issued</b>      | No  |

## Summary of Significant Supply Chain Incidents reported (continued)

|                                 |   |
|---------------------------------|---|
| Date of Incident                | 09/03/2018  |
| Location                        | Bury Court Depot  |
| Contractor                      | Operations Area 9 – Kier Highways   |
| Incident category               | HiPo near miss  |
| Initial cause                   | CFU - legionella bacteria in water system   |
| 5 year Safety Plan action       | 94,110  |
| <b>Overview of Incident</b>     | A report was made that following water sampling undertaken by Keir Highways (Operations) on a shower system at Bury Court Depot (Gloucester) legionella bacteria had been detected. The depot is unmanned and following the positive result access was prohibited until remedial works to replace part of the water system was completed. This work has been carried out and access to the depot is now permitted.  |
| <b>Findings &amp; Causation</b> | <p><b>Immediate Cause</b></p> <ul style="list-style-type: none"> <li>- Legionella bacteria growth.</li> </ul> <p><b>Underlying Cause</b></p> <ul style="list-style-type: none"> <li>- Length of time to detect bacteria growth.</li> </ul> <p><b>Root Cause</b></p> <ul style="list-style-type: none"> <li>- Hazard not identified due to insufficient water sampling frequency. Design and age of system.</li> </ul>   |
| <b>Actions taken</b>            | <p><b>What has been done?</b></p> <ul style="list-style-type: none"> <li>• Contractors have been instructed to replace tanks, pipework and associated items ASAP.</li> <li>• All gritters have been moved to Strensham for Winter Maintenance.</li> <li>• Hereford Council has been notified and their vehicles have been moved out.</li> <li>• Email issued to Highways England employees who visit Bury Court to report to their line manager (if they have symptoms).</li> <li>• Signing in records obtained to identify Highways England employees.</li> <li>• Frequency of water sampling has been increased.</li> </ul> |
| <b>Investigation Status</b>     | Completed   |
|                                 | 51634   |
| <b>Safety Alert issued</b>      | No  |


## Summary of Significant Supply Chain Incidents reported (continued)

|                                  |  |   |
|----------------------------------|--|---|
| <b>Date of Incident</b>          | 19/03/2018   |   |
| <b>Location</b>                  | Operations Area 5 - M25  |   |
| <b>Contractor</b>                | Connect Plus Services  |   |
| <b>Incident category</b>         | RIDDOR > 7 Day injury  |   |
| <b>Initial cause</b>             | Slip, trip or fall at the same level   |   |
| <b>5 year Safety Plan action</b> |  |   |
| <b>Overview of Incident</b>      | <p>A Thompson Estate Management operative working on behalf of Connect Plus Services (Operations), was undertaking vegetation clearance alongside boundary post and rail fencing. Teams commenced work on specified areas of brambles, low tree branches with one team using power tools and the other using loppers and a silky saw due to working in close proximity to the chain-link fencing. The IP stepped back to move on to the next section when they put their right foot in an unseen hole causing them to lose balance. They put their left hand down to break their fall which came into contact with the blade of the silky saw causing a cut to their finger.</p> |  |
| <b>Findings &amp; Causation</b>  | <p><b>Immediate Cause</b></p> <ul style="list-style-type: none"> <li>- The IP slipped, tripped at the same level which resulted in contact with a blade.</li> </ul> <p><b>Underlying Cause</b></p> <ul style="list-style-type: none"> <li>- Inadequate assessment of tools and equipment.</li> <li>- Lack of evaluation of hazards or mitigation.</li> <li>- Inadequate job safety hazard analysis.</li> </ul> <p><b>Root Cause</b></p> <ul style="list-style-type: none"> <li>- TBC.</li> </ul>   |   |
| <b>Actions taken</b>             | <p><b>What has been done?</b></p> <ul style="list-style-type: none"> <li>- A full investigation is underway</li> </ul>   |   |
| <b>Investigation Status</b>      | Ongoing  |   |
| <b>Incident Reference No</b>     | 51900  |   |
| <b>Safety Alert issued</b>       | Awaiting   |   |

## Summary of Significant Supply Chain Incidents reported (continued)

|                                 |   |
|---------------------------------|---|
| Date of Incident                | 22/03/2018  |
| Location                        | Major Project SMP - M1 J23A – J15   |
| Contractor                      | Costain   |
| Incident category               | RIDDOR > 7 Day injury   |
| Initial cause                   | Struck by moving object   |
| 5 year Safety Plan action       |   |
| <b>Overview of Incident</b>     | A Littlewoods Fencing operative working on behalf of Costain on the M1 J23a –J15 Smart Motorways scheme, was part of a team installing fence posts. An excavator was being used to lift a 6.8m fence post into position, assisted by the IP, when the post moved, striking them on the head and shoulder/back causing them to fall to the ground. |
| <b>Findings &amp; Causation</b> | <p><b>Immediate Cause</b></p> <ul style="list-style-type: none"> <li>- Struck by moving fence post as it was being positioned.</li> </ul> <p><b>Underlying Cause</b></p> <ul style="list-style-type: none"> <li>- TBC.</li> </ul> <p><b>Root Cause</b></p> <ul style="list-style-type: none"> <li>- TBC.</li> </ul>                               |
| <b>Actions taken</b>            | <p><b>What has been done?</b></p> <ul style="list-style-type: none"> <li>- Installation of environmental barrier suspended whilst risk assessment and method statements are reviewed.</li> </ul>  |
| <b>Investigation Status</b>     | Ongoing   |
| <b>Incident Reference No</b>    | 51992   |
| <b>Safety Alert issued</b>      | Awaiting  |

## Summary of Significant Supply Chain Incidents reported (continued)

|                           |  |   |
|---------------------------|--|---|
| Date of Incident          | 28/03/2018   |   |
| Location                  | Major Project SMP - M6 J16 – J19   |   |
| Contractor                | Kier Highways  |   |
| Incident category         | RIDDOR Dangerous Occurrence  |   |
| Initial cause             | Damage to overhead power line greater than 200v  |   |
| 5 year Safety Plan action |  |   |
| Overview of Incident      | <p>On the M6 J16-19 Smart Motorways scheme (02:00hrs) a grab wagon driven by a Paul McGowan Grab Hire Ltd operative on behalf of Keir Highways, involved in removing excavation spoil, was driving through goalposts between J17-18. The arm of the grab wagon was raised which struck an 11kV overhead cable causing it to break and fall to the ground. The M6 was closed temporarily to allow a second overhead cable to be removed. There were no injuries sustained however there was damage to the grab wagon (blown out tyres). HSE Inspector David Argument is attending site on 09/04/2018 to begin an investigation.</p> |  |
| Findings & Causation      | <p><b>Immediate Cause</b></p> <ul style="list-style-type: none"> <li>- Overhead line struck by raised arm of a grab wagon</li> </ul> <p><b>Underlying Cause</b></p> <ul style="list-style-type: none"> <li>- TBC</li> </ul> <p><b>Root Cause</b></p> <ul style="list-style-type: none"> <li>- TBC</li> </ul>   |   |
| Actions taken             | <p><b>What has been done?</b></p> <ul style="list-style-type: none"> <li>- DNO Scottish Power contacted. Lines re-installed later the same day.</li> <li>- Sectional stand down for briefing during the day focussing on protection of overhead structures.</li> </ul>   |   |
| Investigation Status      | Ongoing  |   |
| Incident Reference No     | 52133  |   |
| Safety Alert issued       | Awaiting   |   |

# Road User Performance and Road User Safety

- We continue to work with **Associated British Ports (ABP)** to take forward our Driving for Better Business (DfBB) programme and wider safety initiatives; this has included a recent workshop at their Immingham Port with over forty representatives from key hauliers who operate out of the site. The workshop highlighted the importance of road safety, not only to ABP in the dock site, but also our role in road safety and how we can support safety initiatives in the area. As part of the workshop attendees were asked to sign-up to DFBB, of those attending a third agreed to participate on the day and follow-up activities are planned with other attendees.
- As part of our Motorcycling Incident Prevention Framework we have been working with the Driver Vehicle Standards Agency (DVSA) to take forward enhanced **CBT Motorcycle Training**, this includes additional guidance on importance of equipment and safety clothing, motorcycling theory, additional content around steering and filtering and more on site and on road training. We are working with DVSA to take forward any potential trails; the initial focus is extending the current course from one-day to two-days. DVSA has also agreed to play a more active role and sit on our National Motorcycling Working Group and Transport Scotland is looking to replicate our approach.
- We launched a number of **Road User Safety Campaigns** in March, this included: Young Riders - Distressed Campaign which seeks to inform and educate young male riders on the important of wearing protective clothing; and the Vehicle Checks Phase 3 campaign ahead of the Easter getaway, which looks to increase the number of people who perform vehicle checks and journey planning before long journeys. This Vehicle Check Campaign recently won a Highways England Health & Safety award for 'Excellence in Road User Safety', and previously won an award for Driver Education Campaign of the year (2017) from the Driving Instructors Association. We have also supported the DfT THINK! Campaigns through our owned channels which include Mobiles, Drink Drive and Country Roads.
- Following on from the successful launch of Highways England's **Suicide Prevention Strategy and Toolkit** we have produced [reports](#) for each region identifying trends for suicide and frequently used locations. These are being used by the Regional Safety Coordinators as they update their Incident and Casualty Reduction Plans. We have now reached an agreement with Samaritans in the use of their crisis signs and are currently installing these at 38 locations across in the North West. In the new financial year, we will be working closely with the remaining regions to support the wider rollout activities.
- We began our tyre scanner pilot with the **Fire and Rescue Service**, by attending two Fire Fighters Charity car wash events in Ellesmere Port and Frodsham. The aim of the pilot is to engage with motorists around the importance of tyre safety whilst they are waiting to have their car washed. They are offered a simple complimentary vehicle safety check; including having their tyre tread levels checked using our 3D tyre tread checking scanners. The two events were very successful with positive feedback received both from the public and Fire and Rescue Service. A further two events in April are planned with Lancashire Fire and Rescue service. These events will be evaluated before wider rollout through the Fire Service and our Regional Safety Coordinators.
- Fatal incidents occurred in March resulted in **14** fatalities.



## National Health & Safety Team Update

**Update on AIRSweb and associated training:** The use of AirsWeb continues to improve and increase month on month. With interest and usefulness of the My-AirsWeb/Discover modules growing, alongside the efficacy of the Event Notification Rules, an updated batch of procedures and training guides is scheduled to be developed. Expanding the scope and potential of AirsWeb, further works towards a notification and interactive monitoring package for teams such as Structural Safety and Environmental are now in their infancy. The first meeting with the Structural Safety team is due to take place on the 9<sup>th</sup> of March.

**Audits:** Audits of the South West TOS regions, Costain-Galliford Try, Sisk-Lagan and MSM-JV have been completed in this period. Draft audit reports will be written and shared with the appropriate audit sponsor once agreed with Corporate Assurance Directorate (CAD). Areas of interest for the April 2018 to March 2019 audit schedule have been agreed following discussion with the Heads of safety for MP and Operations, Head of Policy & Compliance and the Corporate Assurance Divisional Director. A paper will be produced and delivered in the Safety Executive meeting for approval.

**Safety Culture Maturity:** The H&S team ran a safety culture maturity survey session with our supply chain at the engagement council on 20 March, to help consider against our internal assessment. Around 50 senior supply chain representatives were asked to rate our company against the 18 elements of the 'hearts and minds' (Parker & Hudson) model we have used for the last three years. We had previously carried out the same exercise with the Exec Safety Committee members on 13 March, and propose to undertake the survey with the SLT on 26<sup>th</sup> April. A summary paper with the overall result of the safety culture survey and a way forward will then be presented to the ESC in May.

**Health, Safety & Wellbeing Awards update:** The Health, Safety & Wellbeing Awards event on 7 March went really well and was attended by over 200 people. Evaluation has been largely positive so far and we have a full de-brief planned for later in April. A case studies document is currently being prepared and will be published by the end of April so we share all the best practice learned.

**HE Safety Passport Scheme:** The HE Passport Steering Group met on 28th Mar with representation from Tier 1 supply chain, Lantra and Mitie. Updates were provided from the working groups focussing on areas such as a common D&A process, content and delivery of the common induction, Passport competency requirements, scheme rules and governance. The Operations H&S team continues to facilitate and support these groups and Chair the Steering Group. A Project Manager from Ops has been appointed to support the group, and the scheme through its proof of concept phase to Oct 2019. It was noted that not all Tier 1s currently attend the steering group, and so these organisations will be contacted to reaffirm their commitment to the scheme and invited to attend the steering group. A follow up meeting with Build UK and CSCS is to be scheduled end Apr/early May as to opportunities for alignment and / or affiliation.

Competency Management System: 4459 People registered, 3759 Cards issued, 66 Sponsors registered, 79 people trained as Administrators

HCI: 64 instructors approved (and 30 awaiting approval) across 39 registered training centres (and 21 awaiting approval), 47 courses run / scheduled (covering 544 delegates)

**H&S Stakeholder Mapping** – An H&S stakeholder mapping session has been arranged for 24<sup>th</sup> May. The aim of the session is to help shape an appropriate stakeholder engagement strategy that will help improve health and safety performance, continue to mature our culture, deliver our business goals and satisfy our customers.

## National Health & Safety Team Update (continued)


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

- [HEi044 - Highways England Safety Alert - Excavation Collapse](#)
- [HEi045 - Highways England Safety Alert - People Plant Interface Broken Toe Incident](#)
- [HEi14 - TOS Safety Alert - Slip Trip fall incident](#)
- [HEi15 - TOS Safety Alert - Traffic Officer Vehicle Strike](#)




## Site Inspections undertaken in March 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  |
|-----------------------|-----------------------|-------------------------------|---------------------------------|---------------------------------|---|
| <b>Major Projects</b> | 26                    | 3                             | 42                              | 252                             | 1   |
| <b>Operations</b>     | 52                    | 12                            | 64                              | 432                             | 0   |
| <b>Totals</b>         | <b>78</b>             | <b>15</b>                     | <b>106</b>                      | <b>684</b>                      | <b>1</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                             |
|  | Exceptional performance or new initiative not widely used on other sites             |

## Site Inspections undertaken in March 2018 (continued)

| Inspection findings on Major Project sites |  |
|--|--|
| RAG Status                                 | Trends   |
| Red  | There were <b>3 Red observations</b> in this period: The month of March sees a significant decrease of 'Red' observation from 7 to 3 compared to February. One particular site within the SMP Programme was marked as red due to poor levels of supervision on the project and not meeting the minimum requirements of Raising the Bar initiative during inspection. There was also inadequate provision for fall prevention, with operatives working in close proximity at one site and inadequate protection as well as PPE not being worn during cutting operation at same site.  |
| Amber                                      | There were <b>42 Amber observations</b> in this period: 'Amber' markers have increased from 21 to 42 however this may be due to the fact that significantly more inspections completed (and more RTB subjects have been covered this month, particularly in RIP) compared to February. On a specific project within SMP an <b>excavation</b> that appeared no longer in use had not had its access dismantled properly. Other themes included: Safety Tours with periodic demonstration from some sites around this initiative. Some sites and offices did not have adequate Root Cause Assessment for incidents, Senior management visibility and unattended vehicles.  |
| Green                                      | There were <b>252 Green Observations</b> in the period. <b>Green</b> and <b>Observations</b> markers have reduced slightly from February. However, overall a positive month considering the increase in inspections with topics and themes covered that include <b>electrical (PAT) testing, traffic management, plant person interface, communication of risk and behavioural safety</b> ; incident and observation reporting and trend analysis. On some sites, scaffolds appeared to be of good standards with weekly examinations being carried out by supervisors and <b>First Aiders</b> were notifiable by markings displayed on Hard Hats. There was also an improved <b>site inductions</b> plan and <b>pedestrian routes</b> were clearly marked out on another inspection. Other common themes inspected were: Waste collection, cleaning and maintenance regimes, Welfare and work areas, Daily briefings and consultations, <b>toolbox talks, PPE</b> and good encouragement <b>of reporting Slips, Trips and Falls</b> . |

 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   |
|-----------------------------|---|
| A14 Huntingdon to Cambridge | Innovation use of the control of PAT testing equipment. Equipment is recorded on a schedule which is actioned through an app. When equipment is reaching its run out date the schedule is updated and the owner advised. Tested on site on equipment available. |

## Site Inspections undertaken in March 2018 (continued)

| Inspection findings on Operations sites |  |
|---|--|
| RAG Status                              | Trends   |
| Red                                     | There were <b>12 Red Observations</b> in the period. These included out of date <b>fire risk assessments</b> and out of date <b>extinguishers</b> in depots. Incomplete or insufficient <b>legionella checks and records</b> in depots, resulting in closure of one depot (Bury Court) following the positive detection of <b>legionella bacteria</b> and necessary remedial works with health surveillance and guidance for those potentially exposed. Also identified were operatives <b>not wearing seatbelts</b> on site and <b>keys left unattended</b> in excavators. A series of poor <b>housekeeping issues</b> (e.g. unstable stacking of heavy palletised materials, numerous significant trip hazards, poor waste management, etc.) and insufficient <b>traffic management</b> controls to protect pedestrians were also identified on supply chain depots. |
| Amber                                   | There were <b>64 Amber Observations</b> in the period. These include the <b>use of fixed ladders</b> (fitted adjacent to salt barns) to be used for <b>emergency escape</b> purposes if roller shutters cannot be opened - however these are unsafe and have <b>no safe standing platform</b> at the top or safe transient across them. <b>Inadequate storage of equipment and materials</b> (e.g. use of toilets). Other amber observations included dirty or <b>inadequate PPE</b> used / available for staff, <b>poor housekeeping</b> on depots, generators (x 2) <b>not sited in drip trays</b> , a paver missing beacons and <b>poor quality task lighting</b> presenting a risk to operatives undertaking their work activities.  |
| Green                                   | There were <b>432 Green Observations</b> in the period. There were a high number of green inspection observations which demonstrated a good level of compliance to standards. Common themes include communication, <b>electrical (PAT) testing</b> , management of <b>working at height</b> activities, <b>occupational health controls</b> , <b>traffic management</b> , <b>welfare arrangements</b> , <b>lifting operations</b> , electrical safety and <b>underground / overhead services</b> management and evidence of suitable and sufficient pre start <b>briefings / inductions</b> with good quality and content.   |

## Supply Chain Performance Tables

| Major Projects Contractor Performance      | Rolling 12 months to March 2018 |          |                  |                    |          |                |           |             |             | February 2018 |             |
|--|---------------------------------|----------|------------------|--------------------|----------|----------------|-----------|-------------|-------------|---------------|-------------|
|  | Hours Worked (12 months)        | Fatality | Specified Injury | Lost Time > 7 days | Disease  | Minor Injuries | Total     | AFR         | SWAFR       | AFR           | SWAFR*      |
| Costain                                    | 5,552,751                       | 0        | 0                | 3                  | 0        | 12             | 15        | 0.05        | 0.10        | 0.02          | 0.06        |
| Balfour Beatty                             | 2,985,091                       | 0        | 2                | 1                  | 0        | 5              | 8         | 0.10        | 1.41        | 0.12          | 1.34        |
| Carillion                                  | 2,033,108                       | 0        | 2                | 0                  | 0        | 2              | 4         | 0.10        | 1.99        | 0.10          | 1.94        |
| Morgan Sindall                             | 506,729                         | 0        | 0                | 0                  | 0        | 2              | 2         | 0.00        | 0.08        | 0.00          | 0.06        |
| Sisk Lagan JV                              | 370,916                         | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| Jacobs                                     | 348,036                         | 0        | 0                | 0                  | 0        | 1              | 1         | 0.00        | 0.06        | 0.00          | 0.08        |
| CH2M HILL                                  | 179,052                         | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| Mott MacDonald Ltd                         | 149,391                         | 0        | 0                | 0                  | 0        | 1              | 1         | 0.00        | 0.13        | 0.00          | 0.13        |
| Atkins                                     | 127,267                         | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| AECOM                                      | 66,491                          | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| Amey (Highways)                            | 33,909                          | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| Vinci Construction                         | 33,046                          | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| Carnell Support Services Ltd               | 27,294                          | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| Hochtief                                   | 25,503                          | 0        | 0                | 1                  | 0        | 0              | 1         | 3.92        | 3.92        | 3.67          | 3.67        |
| Hyder Consulting                           | 25,365                          | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| Arcadis                                    | 21,812                          | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| Skanska                                    | 14,306                          | 0        | 0                | 0                  | 0        | 2              | 2         | 0.00        | 2.80        | 0.00          | 2.80        |
| BAM Nuttall Ltd                            | 11,285                          | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| WSP Parsons Brinckerhoff Limited           | 8,646                           | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| McCann                                     | 1,862                           | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| WJ North Limited                           | 1,061                           | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| Galliford Try                              | 80                              | 0        | 0                | 0                  | 0        | 1              | 1         | 0.00        | 250.00      | 0.00          | 250.00      |
| <i>Pre-constructions/PC to be assigned</i> | 173,752                         | 0        | 0                | 0                  | 0        | 5              | 0         | 0.00        | 0.58        | 0.00          | 0.00        |
|  | <b>12,696,752</b>               | <b>0</b> | <b>4</b>         | <b>5</b>           | <b>0</b> | <b>31</b>      | <b>40</b> | <b>0.07</b> | <b>0.72</b> | <b>0.06</b>   | <b>0.69</b> |

Key > 0.13 0.13 ≥ & > 0.08 ≤ 0.08

\*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 March 2018 |          |                  |                    |          |                |           |             |             | February 2018 |             |
|---|---------------------------------|----------|------------------|--------------------|----------|----------------|-----------|-------------|-------------|---------------|-------------|
|   | Hours Worked (12 months)        | Fatality | Specified Injury | Lost Time > 7 days | Disease  | Minor Injuries | Total     | AFR         | SWAFR       | AFR           | SWAFR       |
| <b>RIP Overall</b>                                  | <b>4,500,250</b>                | 0        | 3                | 2                  | 0        | 8              | 13        | 0.11        | 1.41        | 0.11          | 1.37        |
| MP RIP East   | 269,412                         | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| MP RIP Midlands                                     | 109,983                         | 0        | 0                | 0                  | 0        | 1              | 1         | 0.00        | 0.18        | 0.00          | 0.19        |
| MP RIP North West                                   | 1,631,552                       | 0        | 2                | 1                  | 0        | 1              | 4         | 0.18        | 2.53        | 0.18          | 2.41        |
| MP RIP South East                                   | 447,509                         | 0        | 0                | 1                  | 0        | 0              | 1         | 0.22        | 0.22        | 0.22          | 0.22        |
| MP RIP South West                                   | 110,130                         | 0        | 0                | 0                  | 0        | 1              | 1         | 0.00        | 0.18        | 0.00          | 0.17        |
| MP RIP Yorkshire & North East                       | 1,931,664                       | 0        | 1                | 0                  | 0        | 5              | 6         | 0.05        | 1.09        | 0.05          | 1.07        |
| MP CIP  | 3,778,411                       | 0        | 0                | 2                  | 0        | 7              | 9         | 0.05        | 0.09        | 0.05          | 0.10        |
| MP NIP  | 120,626                         | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| MP SMP  | 4,297,465                       | 0        | 1                | 1                  | 0        | 16             | 18        | 0.05        | 0.56        | 0.02          | 0.51        |
| <b>Grand Total</b>                                  | <b>12,696,752</b>               | <b>0</b> | <b>4</b>         | <b>5</b>           | <b>0</b> | <b>31</b>      | <b>40</b> | <b>0.07</b> | <b>0.72</b> | <b>0.06</b>   | <b>0.70</b> |

|            |                  |                               |               |
|------------|------------------|-------------------------------|---------------|
| <b>Key</b> | <b>&gt; 0.13</b> | <b>0.13 ≥ &amp; &gt; 0.08</b> | <b>≤ 0.08</b> |
|------------|------------------|-------------------------------|---------------|

## Supply Chain Performance Tables (continued)

| Operations Area Performance (Principal Contractor) | Rolling 12 months to March 2018 |          |                  |                    |          |                |           |             |             | February 2018 |             |
|--|---------------------------------|----------|------------------|--------------------|----------|----------------|-----------|-------------|-------------|---------------|-------------|
|  | Hours Worked (12 months)        | Fatality | Specified Injury | Lost Time > 7 days | Disease  | Minor Injuries | Total     | AFR         | SWAFR       | AFR           | SWAFR       |
| South West Asset Delivery                          | 467,224                         | 0        | 0                | 0                  | 0        | 1              | 1         | 0.00        | 0.04        | 0.00          | 0.17        |
| Area 3 (Kier - ASC)                                | 3,305,966                       | 0        | 0                | 0                  | 0        | 2              | 2         | 0.00        | 0.01        | 0.00          | 0.01        |
| Area 4 (AOne+ - ASC)                               | 1,401,257                       | 0        | 1                | 1                  | 0        | 4              | 6         | 0.14        | 1.56        | 0.14          | 1.57        |
| Area 5 (Connect Plus DBFO)                         | 331,265                         | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | -             | -           |
| Area 6 & 8 (Kier - ASC)*                           | 925,727                         | 0        | 1                | 1                  | 1        | 2              | 5         | 0.32        | 2.31        | -             | -           |
| Area 7 (EMAD)                                      | 1,157,667                       | 0        | 0                | 4                  | 0        | 3              | 7         | 0.35        | 0.40        | 0.28          | 0.33        |
| Area 9 (Kier - ASC)                                | 2,433,713                       | 0        | 0                | 2                  | 0        | 2              | 4         | 0.08        | 0.10        | 0.08          | 0.10        |
| Area 10 (BBMM - ASC)                               | 1,169,466                       | 0        | 1                | 2                  | 0        | 3              | 6         | 0.26        | 1.93        | 0.25          | 1.90        |
| Area 12 (AOne+ - ASC)                              | 1,741,122                       | 0        | 2                | 1                  | 0        | 16             | 19        | 0.17        | 2.54        | 0.17          | 2.57        |
| Area 13 (NWAD)                                     | 753,504                         | 0        | 1                | 1                  | 0        | 2              | 4         | 0.27        | 2.84        | 0.29          | 3.17        |
| Area 14 (NEAD)                                     | 467,882                         | 0        | 0                | 2                  | 0        | 3              | 5         | 0.43        | 0.56        | 0.43          | 0.51        |
| A1 Darrington to Dishforth (DBFO)                  | 28,205                          | 0        | 0                | 0                  | 0        | 1              | 1         | 0.00        | 0.71        | 0.00          | 0.59        |
| A168 / A19 Dishforth to Tyne Tunnel (DBFO)         | 248,744                         | 0        | 0                | 0                  | 0        | 3              | 3         | 0.00        | 0.24        | 0.00          | 0.21        |
| CDF OD East Package 1 (West) M1, A1 & A5           | 60,093                          | 0        | 1                | 0                  | 0        | 0              | 1         | 1.66        | 33.28       | 1.96          | 39.27       |
| DBFO - Area 5 (Connect Plus)                       | 493,791                         | 0        | 1                | 1                  | 0        | 0              | 2         | 0.41        | 4.25        | -             | -           |
| NTOC - Birmingham                                  | 14,203                          | 0        | 0                | 0                  | 0        | 1              | 1         | 0.00        | 1.41        | -             | -           |
| RTMC: North West Regional Technology Contract      | 6,204                           | 0        | 0                | 0                  | 0        | 1              | 1         | 0.00        | 3.22        | 0.00          | 0.15        |
| Historic Railways Estate                           | 18,788                          | 0        | 0                | 1                  | 0        | 0              | 1         | 5.32        | 5.32        | 4.26          | 4.26        |
| M25 DBFO   | 986,515                         | 0        | 0                | 2                  | 0        | 2              | 4         | 0.20        | 0.24        | 0.26          | 1.94        |
| M5 Oldbury Project                                 | 1,037,100                       | 0        | 2                | 0                  | 0        | 12             | 14        | 0.19        | 4.09        | 0.22          | 4.66        |
| Rest of Group (50)                                 | 2,778,274                       | 0        | 0                | 0                  | 0        | 0              | 0         | 0.00        | 0.00        | 0.00          | 0.00        |
| <b>Totals</b>                                      | <b>19,826,709</b>               | <b>0</b> | <b>10</b>        | <b>18</b>          | <b>1</b> | <b>58</b>      | <b>87</b> | <b>0.15</b> | <b>1.16</b> | <b>0.13</b>   | <b>1.16</b> |

|            |                  |                               |               |
|------------|------------------|-------------------------------|---------------|
| <b>Key</b> | <b>&gt; 0.13</b> | <b>0.13 ≥ &amp; &gt; 0.08</b> | <b>≤ 0.08</b> |
|------------|------------------|-------------------------------|---------------|

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