

May 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 May 2018 increased from 0.08 to **0.09**.

There were **no** RIDDOR accidents reported in May 2018, and **one** late report from April 2018, the in-month AFR was **0.00**.

No RIDDOR accidents from 13 months ago dropped out of the 12 month rolling AFR calculation, the 12 month rolling hours remaining at 12.7m, and the additional April accident, resulted in the increased AFR.

The **Operations 12 month rolling AFR** to May 2018 remained at **0.14**.

There were **two** RIDDOR accidents reported in May 2018, one of which was a Dangerous Occurrence with no injury and not included in the AFR calculation, therefore the in-month AFR was 0.07

Two RIDDOR > 7 day accidents from 13 months ago dropped out of the 12 month rolling AFR calculation, the 12 month rolling hours decreasing 19.5m to 19.2m, and the movement of accidents, resulted in the static AFR.

The overall **Supply Chain 12 month rolling AFR** to May 2018 remained at **0.12**

The in-month AFR was 0.04.

The movement of accidents, and 12 month rolling hours decreasing by approx. 300k, resulted in the static AFR.

**Site Inspections:** There were **59** inspections carried out in May 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 **23** fatalities on the Strategic Road Network.

# Accident Frequency Rate Overview

All data included within this report is up to date as of 4<sup>th</sup> June 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	0.09	0.00	0 (0)	0 (5)	0 (6)	0 (0)	0 (11)	0 (2)
Operations	0.06	0.14	0.07	0 (0)	1 (11)	0 (15)	0 (1)	1 (27)	1 (1)
<b>Supply Chain Total</b>	0.06	0.12	0.04	0 (0)	0 (16)	0 (21)	0 (1)	0 (38)	1 (3)

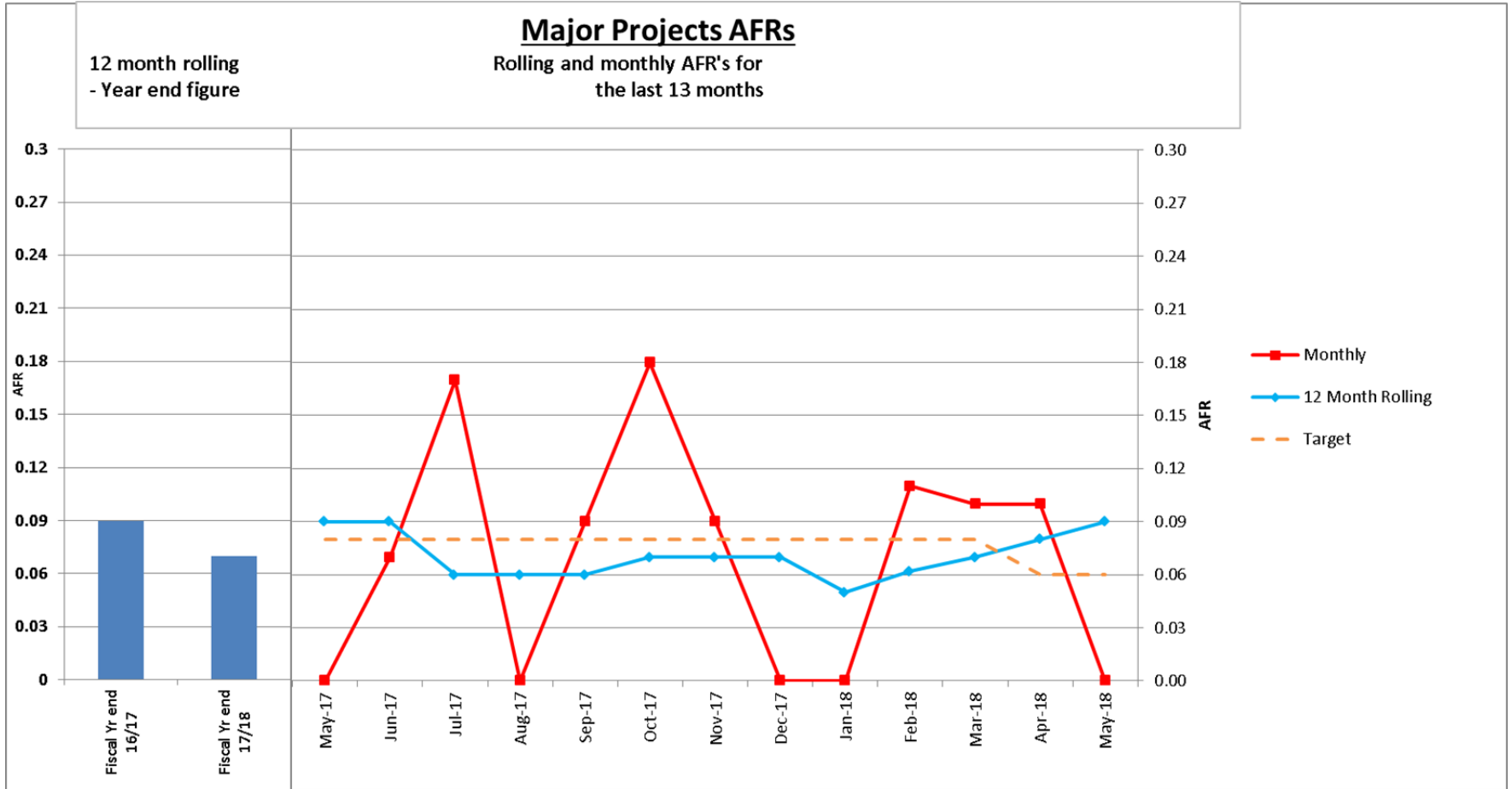
NB: The data recorded in **(brackets)** is the 12 month rolling data. The content of this report is informed by the IoD/HSE "Leading Health and Safety at Work" guidance.

Supply Chain RAG status based on AFR target of 0.06 and aligning to the CPF model Key:

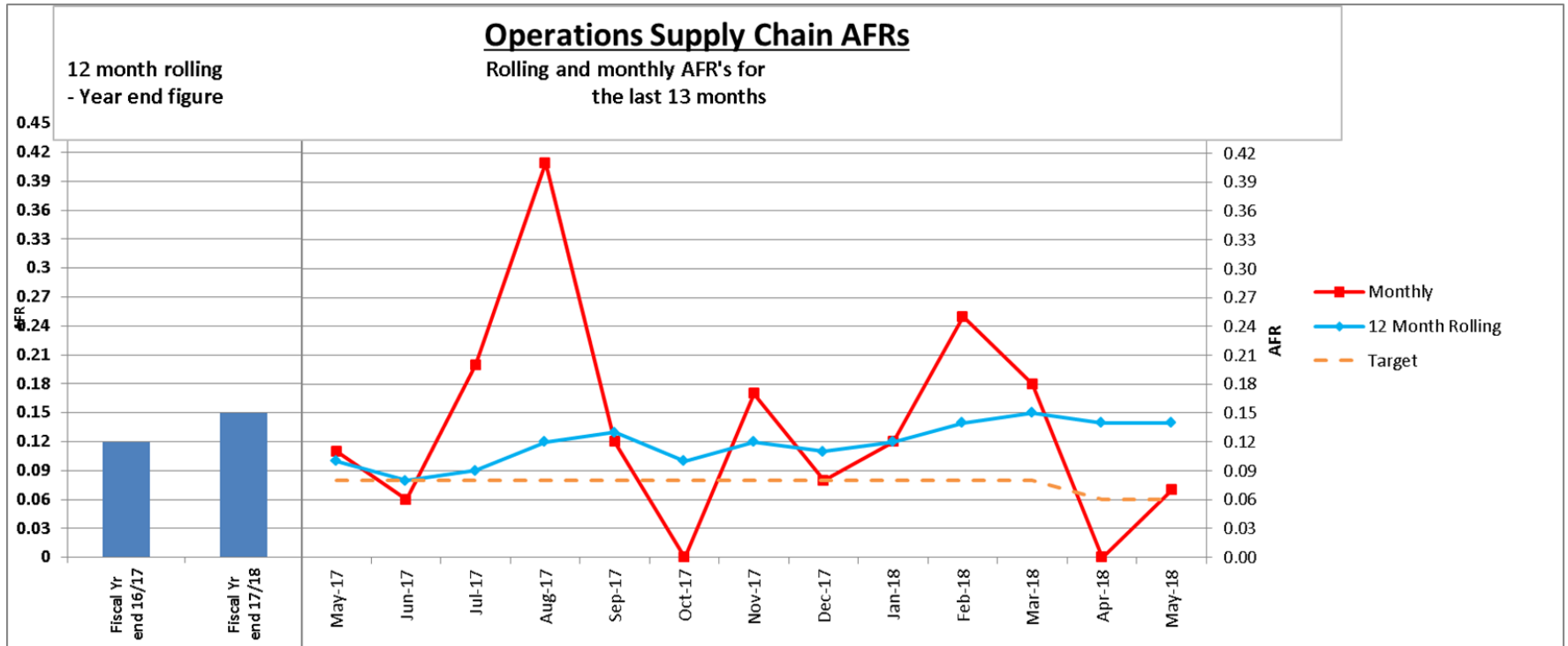


<sup>1</sup> RIDDOR Dangerous Occurrences are not injuries so are not included in the AFR calculation

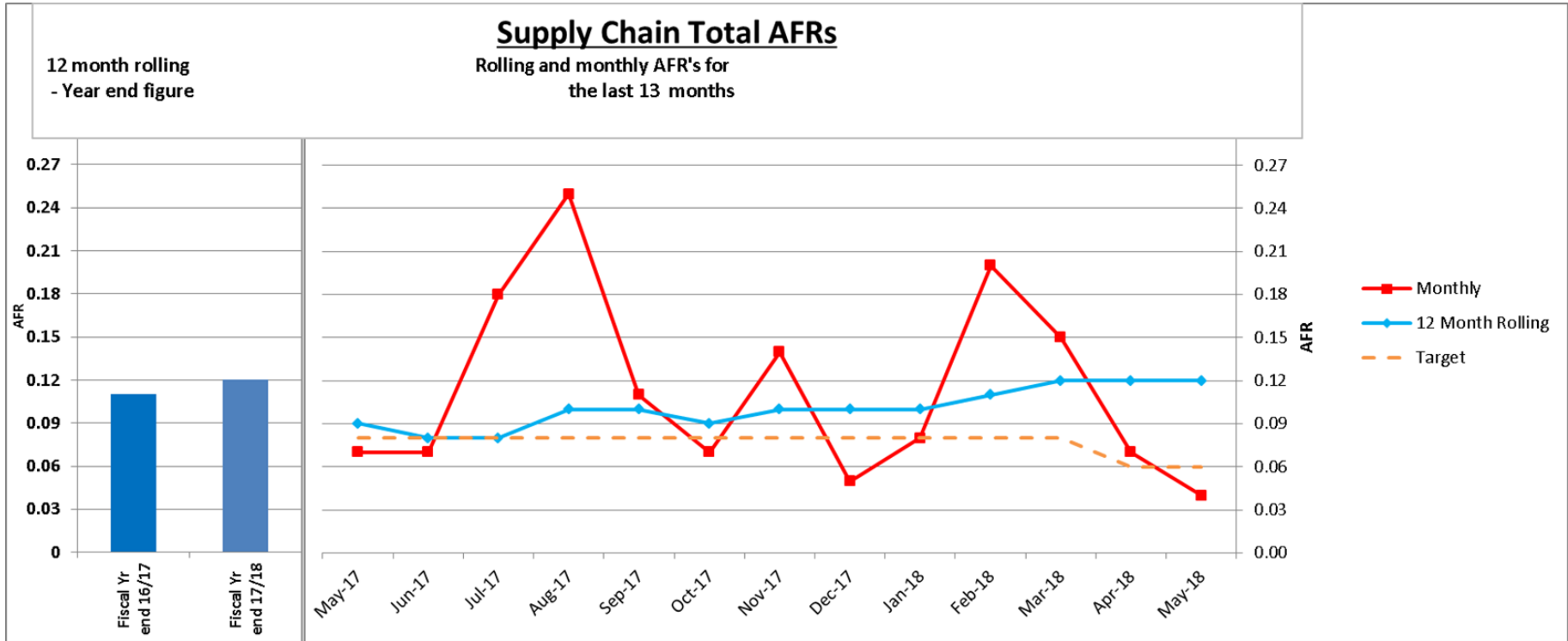
# Graph 1 – Rolling AFR for Supply Chain - Major Projects



## 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	7,662,133	24.00%	7	0	1	5	1	0.09	0.06
Costain	4,890,309	15.32%	3	0	0	3	0	0.06	0.10
Balfour Beatty	4,020,743	12.59%	6	0	4	2	0	0.15	0.07
A-one+	3,299,662	10.33%	5	0	3	2	0	0.15	0.13
Carillion	1,818,550	5.70%	2	0	2	0	0	0.11	0.07
Connect Plus	1,693,187	5.30%	3	0	1	2	0	0.18	0.10
Amey (Highways)	1,580,330	4.95%	3	0	0	3	0	0.19	0.12
BAM Nuttall Ltd	1,382,892	4.33%	2	0	2	0	0	0.14	0.10
Skanska	692,717	2.17%	0	0	0	0	0	0.00	
Morgan Sindall	363,303	1.14%	0	0	0	0	0	0.00	
Highways England <sup>2</sup>	499,033	1.56%	0	0	0	0	0	0.00	
Sisk Lagan JV	397,005	1.24%	0	0	0	0	0	0.00	
Jacobs	334,461	1.05%	0	0	0	0	0	0.00	
Interserve	318,944	1.00%	1	0	1	0	0	0.31	
CHC Highways	279,101	0.87%	0	0	0	0	0	0.00	
Tarmac Aggregates Ltd	166,647	0.52%	2	0	1	1	0	1.20	0.13
Volker Fitzpatrick	121,744	0.38%	1	0	1	0	0	0.82	
Balvac	28,373	0.09%	1	0	0	1	0	3.52	0.07
Hochtief	22,591	0.07%	1	0	0	1	0	4.43	
Jointline Limited	16,498	0.05%	1	0	0	1	0	6.06	
Rest of Group (52)	2,341,837	7.33%	0	0	0	0	0	0.00	
<b>Total</b>	<b>31,930,059</b>	<b>100%</b>	<b>38</b>	<b>0</b>	<b>16</b>	<b>21</b>	<b>1</b>	<b>0.12</b>	

Key	> 0.13	0.13 ≥ & > 0.06	≤ 0.06
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<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.

<sup>2</sup> This data excludes MP and TOS&RCC Hours and, where Asset Delivery Hours have been recorded on AirsWeb without supply chain organisation, they have defaulted to Highways England

## Summary of Significant Supply Chain Incidents reported

There were **two** RIDDOR accidents in May and **one** late report from the end of April from supply chain and four other significant events. Further details can be found in **Appendix 4**.

Date of incident	Location	Incident category	Overview of incident
30/04/18	Major Projects – SMP M6 J17 hard shoulder Keir	RIDDOR>7 Days	The IP injured his right ankle on as he missed his footing while stepping down from an excavator after having carried out refuelling. <b>AirsWeb:</b> 52921
08/05/18	Operations – Area 9 Maesbury Road, Just off A483 Keir	RIDDOR Dangerous Occurrence Service Strike	Operative cut through an exposed live 11kv cable in the drainage trench using a petrol cut off saw in order to facilitate the installation of a drainage connection. <b>AirsWeb:</b> 52904
17/05/18	Major Projects CIP-A14	High Potential Near Miss	In Section 4, the auger bore team hit an unknown object during boring operations which resulted in a small explosion. No one was hurt. <b>AirsWeb:</b> 53483
19/05/18	Operations – Oldbury M5 J2 S/B exit slip road work area	High Potential Near Miss	Member of the public vehicle incursion into the works area for approx. 2.5km at speeds of 60mph. Crashed into a stationary mobile compressor. The driver and passenger abandoned their vehicle and fled the scene, police attended shortly after. <b>AirsWeb:</b> 53181
30/05/18	Operations – A66 Hulands Quarry Interserve	RIDDOR>7 Days	Whilst working within the central reserve, the (Tarmac TM) operative slipped on the grass area and broke a bone in his foot. <b>AirsWeb:</b> 53377
31/05/18	Operations – A49 north of Onibury Rail Crossing Kier	High Potential Near Miss	Mini-digger track slipped off the side of a manhole and tipped to fall on it's side. No one was hurt. <b>AirsWeb:</b> 53395



# Road User Performance and Road User Safety

- a) Ahead of the 4<sup>th</sup> June 2018 and the change in legislation which allows **learner drivers** to have lessons on the motorway, there have been many communication activities to support this. Filming took place on 22 May in Quinton which involved a driving instructor on the motorway, a traffic officer and the Head of Road Safety and will be followed by a wider media launch event on 4 June. The official press release will be released on Wednesday 30 May under embargo for Friday 1 June. We have completed development and testing activities on our [Driving Hub](#), which has been launched and is available to view.
- b) Following our attendance at the **Commercial Vehicle Show** at Birmingham NEC in April there have been a number of follow-up activities with partners, which have included: DVSA have taken delivery of 10,000 strap leaflets which provides information on best practice, these will be distributed to drivers at their check sites; testing of the Blind Spot Virtual Reality App was successful and feedback has informed future development activities, following the show we have been approached by various companies requesting to use the App in their driver training sessions which we have supported; and industry feedback has been received on our emerging Diesel Spills Guidance document, i.e. improved fuel tank protection.
- c) We have received an International Road Federation - Finding the Way Award which recognises outstanding commitment to safer roads, with a particular focus on efforts to improve safety for workers and motorists in road work zones. The award will be formally presented in Dubrovnik, Croatia on October 23 2018 at the European Road Conference.
- d) On 17 May 2018, the European Commission published a large package of transport policy proposals known as the '[Third Mobility Package](#)' including some very significant measures to improve road safety in the European Union. The EU has the exclusive authority to set minimum safety standards for all new vehicles sold on the EU market. These standards were last updated in 2009. The revision of the "General Safety Regulation" includes a set of **new vehicle safety measures**, including mandatory installation of new driver assistance technologies, as well as revised minimum crash testing standards and measures to protect pedestrians and cyclists. The measures are expected to come into force from 2020 onwards. An assessment by the European Commission has indicated that full market penetration of these standards would reduce collisions by 30% and fatalities by 20%. A paper providing more detail on the measures and likely impact will be provide to the Executive and Board Safety Meetings in July 2018;
- e) We have undertaken a number of targeted **safety communication** campaigns in May, these have included: a campaign looking to improve load security which sought to decrease the number of shed loads on our roads during the campaign and to raise awareness of the need to properly secure loads; and a campaign remind drivers why stopping on the hard shoulder should only be undertaken for an emergency and to reduce the number of drivers inappropriately stopping on the hard shoulder. The impacts of these campaigns are currently being reviewed.
- f) As part of our **Towing** project we are working with the Customer Insight team to capture the views, insights and observations of the Traffic Officers and customers in the South West (M5) who tow vehicles on our network. This will include filming Vox Pops with towing drivers using the motorway service areas.
- g) Incidents which have occurred in May resulted in **23** fatalities.



## National Health & Safety Team Update

- a) **Investigation training:** 169 Highways England employees were invited to Investigation Training. With additional sessions having taken place to capture those who did not attend and additional attendees invited 257 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) **Health, Safety & Wellbeing Awards update:** Following the significant success of our first Health, Safety and Wellbeing Awards we have published the 'Sharing Best Practice and Celebrating Success' brochure (<https://www.gov.uk/government/publications/sharing-best-practice-and-celebrating-success>). The brochure contains all the details from the winners and highly commended nominations which I hope will help people reflect on, and embrace how they can make an improvement to our health, safety or wellbeing. Please share this document with colleagues and partners to promote the great work being undertaken by Highways England and our supply chain.
- c) **HE Safety Passport Scheme:** The Passport Steering Group met on 30th May with representation from Highways England, Tier 1 supply chain, Lantra and Mitie. Updates were provided on competency requirements, D&A rules and process, content and delivery of the common induction, scheme rules and governance. It was again noted at the Steering Group that take up of the scheme was slow since launch in Oct 2017, with not all Tier 1s attending the cross industry meeting and / or registering users onto the system.. Work is also underway with HE, and supply chain, Data Protection Officers to ensure compliance to the new GDPR Regulations, in particular issues around Drug and Alcohol testing and conformance to Article 9 of GDPR. The Privacy Notice for the scheme will be issued shortly. Competency Management System: 6043 people registered to-date for card and 120 sponsor administrators trained, HCI: 47 training providers ready to deliver training, 474 learners attended to-date, with 1065 booked and 98 course held. Discrepancy between numbers registered for a card and the numbers attending HCI course was noted. Supply chain urged to start using the Passport on schemes in order to identify any practical "in-use" snagging issues. A review of the scheme is planned with Project Sponsor in mid-June.
- d) **Safety Alerts:** There was 1 Safety Alert issued in the month: -
- [HEi049 - Highways England Safety Alert - roll away vehicles](#)

## Site Inspections undertaken in May 2018

This month there has been **59** 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 ★
<b>Major Projects</b>	28	7	27	345	5
<b>Operations</b>	31	3	16	103	0
<b>Totals</b>	<b>59</b>	<b>10</b>	<b>43</b>	<b>448</b>	<b>5</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 May 2018 (continued)


Inspection findings on Major Project sites	
RAG Status	Trends
Red	<p>There were a total of <b>7</b> Red observation for this period which is an increase of 4 from the previous month. However, this increase can be attributed to the new reporting process implemented within MP which has aligned the function reporting mechanism. Another contribution is the number of reports completed have increased to 28 in comparison to 26 in April. One particular section of the M20 J10 RIP project was given 4 'Red' observations. All 4 'Red' observations were around signage or the lack thereof. It has been observed that this signage should be added as a matter of urgency along with the addition of extra pedestrian signage. Another section this time the A14 Huntingdon to Cambridge (CIP) was given 2 red observations. The first was in relation to a ladder that was at a significant pitch and not in accordance with accepted standards. The second red was in relation to the H&amp;S manager for this area witnessing BT workers who were working in 'very close proximity' to an operating 360 machine. The issue was immediately communicated to the black hat on site who spoke to the BT team. The final 'Red' for this month comes from the Leeds Lateral office and the lack of evidence around bomb alert testing. This issue was founding during a RIP office review of a HE office.</p>
Amber	<p>There were <b>27</b> amber observations for the month of May. Amber markers have increased from 14 last month however very much in line with the months before that. An additional contributing factor could also be the increase in the number of the reports as mention above. Keeping with the theme of signage above, one amber observation relates to the A14 Huntingdon to Cambridge scheme. "Once onto the main carriageway area, upon turning left there is a sign which states that dumpers should stay to the right (25mph limit) and all other traffic to the left (11mph limit). Apart from an occasional sign there is no other plant / vehicles demarcation, except for spoil that has fallen from dumpers and is creating a natural "bund". This becomes a significant issue at pinch points where all other traffic should give way to dumpers. It is very important to note that an ADT (Articulated Dump Truck) in use has an all-up weight of 90 tonnes – the unit weights 45 tonnes and it carries 45 tonnes. There are 44 units being operated by the sub-contractor Walters at any particular time so consequently there are a lot of earth movements taking place. With the dry compacted earth surface, the stopping distance of a full unit at pace (25mph) is significantly increased."</p>
Green	<p>There were <b>345</b> Green observations in this period. This is a very small increase from 326 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. The increased 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. Given the increase in 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 5 blue star awards for the month of May which relate to things such as implementation of incursion technology to the cleanliness and general upkeep of welfare facilities. One innovation worth of mention would be the following: "The installation of beams is by crane onto the steel bridge frame. The deck sits on top of the frame. The deck sections have been manufactured to fit in between pins welded to the top of the bridge beams. As temporary guides metal posts are installed to guide the deck into place. The posts fit into pre-installed temporary metal sleeves, which guide the bridge into place. The safety improvements are significant as there is less risk associated with placing and swinging loads. Quality control over placing is much improved, as is the efficiencies associated with the installation."</p>

## Site Inspections undertaken in May 2018 (continued)

 The following observation achieved a Blue Star for 'exceptional performance or new initiatives not widely used on other sites' <b>Observations on Major Project sites</b>	
Project	Observation
CIP: A14 Huntingdon to Cambridge	Several welfare cabins were passed along the route. General checks were made for toilet cleanliness, contents of first aid kits and especially given the very warm recent weather, availability of drinking water. At one site near BN13, the Site Manager "Raymond" purchases cold drinks at his own expense and makes sure they get to the personnel on site. Award recommended.
CIP: A14 Huntingdon to Cambridge	Innovation. Currently the installation for reinforcement at the junctions of the beams involves the installation of 9m long sections. To improve the installation the steelwork installer has invented, and fabricated several roller brackets which fit between the beams (see photographs) this improves the speed of installation, quality control, and reduces some of the H & S issues, manual handling/fatigue etc.
CIP: A14 Huntingdon to Cambridge	Innovation. The installation of the beams is by crane onto the steel bridge frame. The deck sits on top of the frame. The deck sections have been manufactured to fit in between pins welded to the top of the bridge beams. As temporary guides metal posts are installed to guide the deck into place. The posts fit into pre-installed temporary metal sleeves, identified in the photograph below, which guide the bridge into place. The safety improvements are significant as there is less risk associated with placing and swinging loads. Quality control over placing is much improved, as is the efficiencies associated with the installation.
SMP: M1 23a -25	An incursion detection camera has been installed and this was viewed out on site. This allows accurate analysis to be provided on incursions. Allowing this information to be used to plan work accordingly, where possible avoiding working in areas prone to incursions as busy periods. Giving site a better understanding the trends and awareness. Also helping identify the timings of incursions and the information around or how staff can work safer. Device also captures footage which can contribute to evidence during investigations.
SMP: M1 23a -25	The (wheeled) base light would be used for task lighting; it can be lifted and manoeuvred easily (reducing manual handling risk). It consumes around 75% less energy and lowers the risk of contacting overhead services. The lights can be daisy chained to provide a larger area of lighting and all from one generator. The direction of the light heads can be changed, to face away from live traffic to avoid dazzling road users.

## Site Inspections undertaken in May 2018 (continued)

Inspection findings on Operations sites	
RAG Status	Trends
<b>Red</b>	There were <b>3</b> Red Observations in the period. Inspections continue trends and themes from March which focus around poor housekeeping issues with incorrect storage of flammable materials and exposed, trailing electrical cabling on site. Failed welding on a telehandler bucket was also noted. All red observations were addressed: The flammable materials were moved to an appropriate storage container and the electrical cabling was tidied up and moved away from pedestrian walkways. The telehandler bucket was removed from site and sent for repair.
<b>Amber</b>	There were <b>16</b> Amber Observations in the period. 9 of the observations related to incomplete or insufficient legionella checks and records in depots; one observation was noted as the welfare facilities were too far from the works location; two housekeeping issues were noted - a vehicle inspection pit was left unattended and open presenting a fall from height hazard and dirty equipment was left in a gatehouse. One observation was raised regarding the lack of noise monitoring in place.
<b>Green</b>	There were <b>103</b> Green Observations 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, health and safety paperwork, good practice in relation to lifting operations, working at height and good traffic management 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

## Supply Chain Performance Tables

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	4,890,309	0	0	3	0	13	16	0.06	0.11	0.06	0.11
Balfour Beatty	2,706,042	0	3	1	0	13	17	0.15	2.35	0.14	2.25
Carillion	1,800,492	0	2	0	0	6	8	0.11	2.29	0.11	2.16
Skanska	645,072	0	0	0	0	8	8	0.00	0.25	0.00	0.39
Sisk Lagan JV	397,005	0	0	0	0	4	4	0.00	0.20	0.00	0.16
Morgan Sindall	363,303	0	0	0	0	5	5	0.00	0.28	0.00	0.14
Jacobs	375,026	0	0	0	0	1	1	0.00	0.05	0.00	0.06
Kier Highways	271,808	0	0	1	0	6	7	0.37	0.81	0.86	1.90
CH2M HILL	227,692	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Mott MacDonald Ltd	151,342	0	0	0	0	4	4	0.00	0.53	0.00	0.25
Atkins	140,248	0	0	0	0	1	1	0.00	0.14	0.00	0.15
AECOM	88,880	0	0	0	0	2	2	0.00	0.45	0.00	0.50
Amey (Highways)	69,910	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Vinci Construction	63,945	0	0	0	0	0	0	0.00	0.00	0.00	0.44
Hyder Consulting	34,213	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Arcadis	31,106	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Hochtief	22,591	0	0	1	0	1	2	4.43	5.31	4.10	4.92
Carnell Support Services Ltd	21,849	0	0	0	0	0	0	0.00	0.00	0.00	0.00
BAM Nuttall Ltd	18,883	0	0	0	0	0	0	0.00	0.00	0.00	0.00
Interserve	11,086	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	4.63
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	3	3	0.00	750.00	0.00	250.00
Not assigned to a Principle Contractor	416,719	0	0	0	0	4	4	0.00	0.19	0.00	0.22
<b>Total</b>	<b>12,755,827</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>78</b>	<b>89</b>	<b>0.09</b>	<b>0.95</b>	<b>0.09</b>	<b>0.94</b>

## Supply Chain Performance Tables (continued)

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
<b>RIP Overall</b>	4,262,569	0	3	2	0	32	37	0.12	1.60	0.11	1.53
<i>MP RIP East</i>	260,884	0	0	0	0	2	2	0.00	0.15	0.00	0.15
<i>MP RIP Midlands</i>	136,400	0	0	0	0	1	1	0.00	0.15	0.00	0.16
<i>MP RIP North West</i>	1,546,377	0	2	1	0	4	7	0.19	2.70	0.19	2.65
<i>MP RIP South East</i>	436,203	0	0	1	0	6	7	0.23	0.50	0.23	0.50
<i>MP RIP South West</i>	117,457	0	0	0	0	4	4	0.00	0.68	0.00	0.16
<i>MP RIP Yorkshire &amp; North East</i>	1,765,248	0	1	0	0	15	16	0.06	1.30	0.05	1.20
MP CIP	4,032,749	0	0	2	0	16	18	0.05	0.13	0.05	0.13
MP NIP	139,329	0	0	0	0	0	0	0.00	0.00	0.00	0.00
MP SMP	4,280,614	0	2	2	0	30	34	0.09	1.12	0.09	1.13
<b>Grand Total</b>	<b>12,715,262</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>78</b>	<b>89</b>	<b>0.09</b>	<b>0.96</b>	<b>0.09</b>	<b>0.94</b>

<b>Key</b>	<b>&gt; 0.13</b>	<b>0.13 ≥ &amp; &gt; 0.06</b>	<b>≤ 0.06</b>
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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	345,755	0	0	0	0	9	9	0.00	0.52	0.00	0.46
Area 3 (Kier - ASC)	3,556,694	0	0	0	0	1	1	0.00	0.01	0.00	0.01
Area 4 (AOne+ - ASC)	1,458,037	0	1	1	0	12	14	0.14	1.60	0.14	1.62
Area 5 (ConnectPlus DBFO)	996,539	0	1	1	0	8	10	0.20	2.27	0.20	2.23
Area 6 & 8 Combined*	916,105	0	1	1	1	2	5	0.33	2.34	0.32	2.26
Area 7 (EMAD)	1,209,031	0	0	4	0	12	16	0.33	0.53	0.34	0.55
Area 9 (Kier - ASC)	2,367,765	0	0	2	0	1	3	0.08	0.09	0.08	0.10
Area 10 (BBMM - ASC)	1,162,246	0	1	1	0	3	5	0.17	1.86	0.17	1.85
Area 12 (AOne+ - ASC)	1,841,625	0	2	1	0	17	20	0.16	2.41	0.17	2.46
Area 13 (NWAD)	554,387	0	1	1	0	5	7	0.36	3.97	0.28	3.08
Area 14 (NEAD)	552,631	0	0	2	0	7	9	0.36	0.62	0.39	0.59
A1 Darrington to Dishforth (DBFO)	18,463	0	0	0	0	1	1	0.00	1.08	0.00	0.82
A168 / A19 Dishforth to Tyne Tunnel (DBFO)	187,975	0	0	0	0	2	2	0.00	0.21	0.00	0.27
CDF OD East Package 1 (West) M1, A1 & A5	86,340	0	1	0	0	1	2	1.16	23.40	1.42	28.72
RTMC: North West Regional Technology Contract	31,394	0	0	0	0	1	1	0.00	0.64	0.00	0.58
Historic Railways Estate	9,394	0	0	1	0	0	1	10.65	10.65	7.10	7.10
M25 DBFO	678,057	0	0	1	0	1	2	0.15	0.18	0.24	0.29
M5 Oldbury Project	1,253,550	0	2	0	0	14	16	0.16	3.41	0.17	3.71
Rest of Group (42)	1,988,811	0	0	0	0	11	11	0.00	0.11	0.00	0.10
<b>Totals</b>	<b>19,214,798</b>	<b>0</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>108</b>	<b>135</b>	<b>0.14</b>	<b>1.24</b>	<b>0.14</b>	<b>1.22</b>

<b>Key</b>	<b>&gt; 0.13</b>	<b>0.13 ≥ &amp; &gt; 0.06</b>	<b>≤ 0.06</b>
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\*Hours for Area's 6 & 8 are combined as they are functioning as a single contract.