

November 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 November 2018 **remained** at **0.03**.

There was **1** RIDDOR accident reported in November 2018.

1 RIDDOR fell out of the scope of the rolling AFR calculation.

The in-month AFR was **0.07** and the net 12 month recorded hours increased by 1.56% (15.2m to 15.4m).

The **Operations 12 month rolling AFR** to November 2018 **decreased** from 0.11 to **0.10**.

There were **0** RIDDOR accidents reported in November 2018.

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

The in-month AFR was **0.00** and the net 12 month recorded hours decreased by 0.92% (21.6m to 21.4m).

The overall **Supply Chain 12 month rolling AFR** to November 2018 **decreased** from 0.08 to **0.07**.

There have been **14** RIDDORs year to date and **26** RIDDORs in the rolling 12 month period.

4 RIDDORs fell out of the scope of the rolling AFR calculation.

The in-month AFR was **0.03** and the net 12 month recorded hours increased by 0.1% (36.84m to 36.88m).

Incidents Reported:

There was 1 RIDDOR accident reported in November 2018.

Site Inspections:

There were **47** inspections carried out in November 2018 by the H&S Division, **14** in Major Projects and **33** 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 **19** fatalities on the Strategic Road Network

Accident Frequency Rate Overview

All data included within this report is up to date as of 5th December 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 ¹
Major Projects	0.06	0.03	0.07	0 (0)	0 (2)	1 (3)	0 (0)	1 (5)	0 (0)
Operations	0.06	0.10	0.00	0 (0)	0 (9)	0 (11)	0 (1)	0 (21)	0 (1)
Supply Chain Total	0.06	0.07	0.03	0 (0)	0 (11)	1 (14)	0 (1)	1 (26)	0 (1)

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:



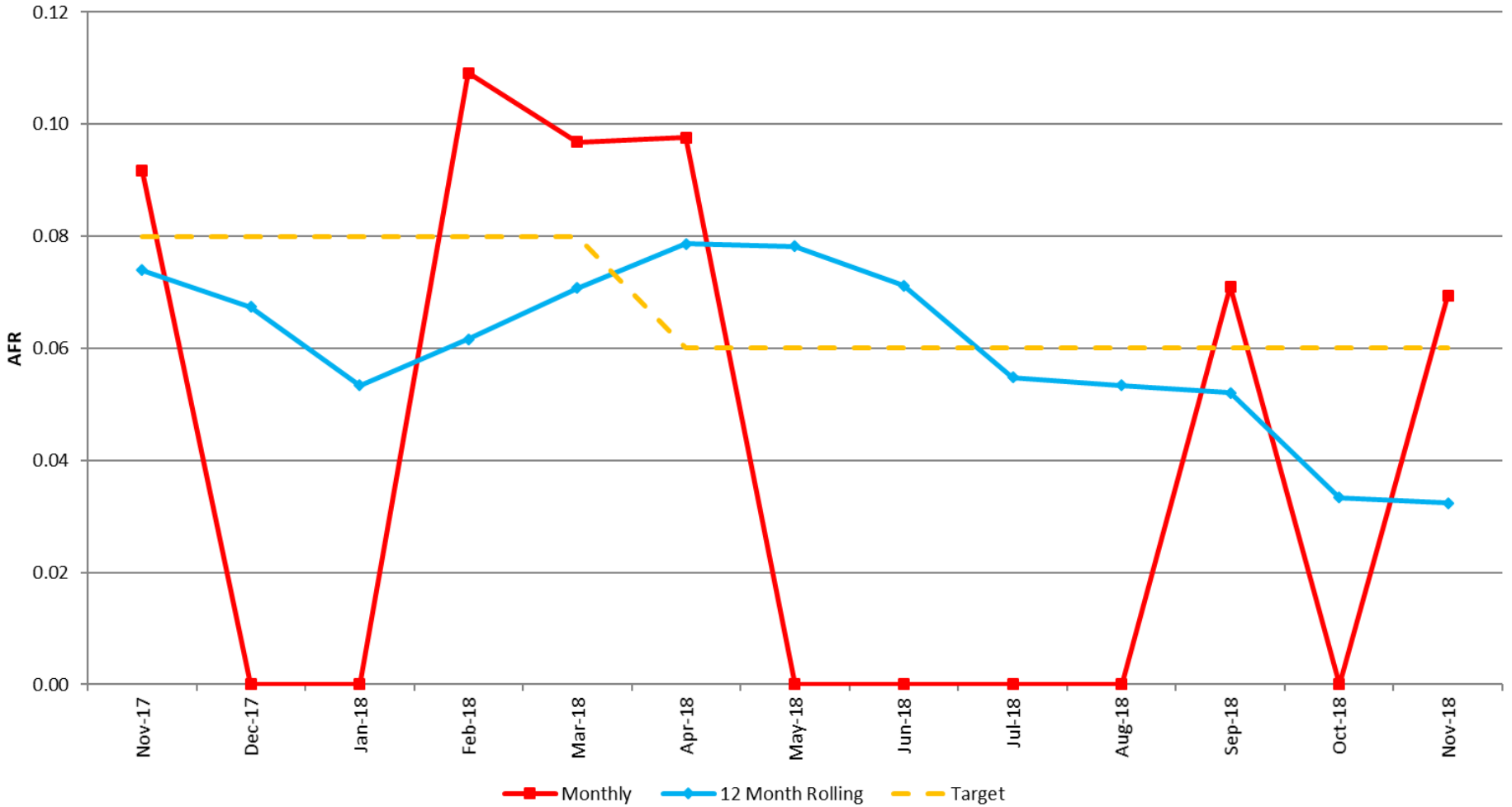
¹ RIDDOR Dangerous Occurrences are not injuries so are not included in the AFR calculation

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² This is the national AFR figure calculated using the hours worked in the TOS and RCCs.

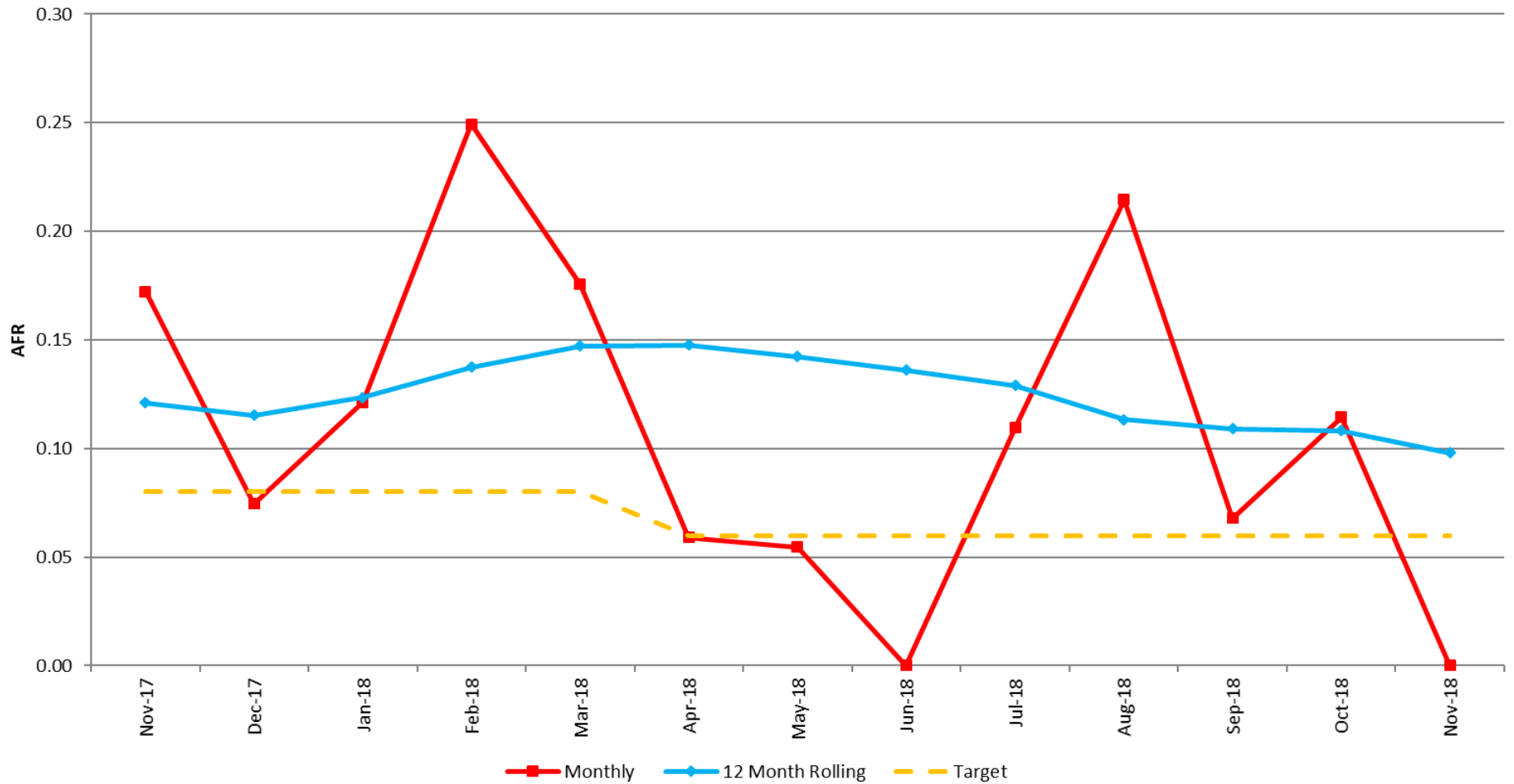
Graph 1 – Rolling AFR for Supply Chain - Major Projects

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



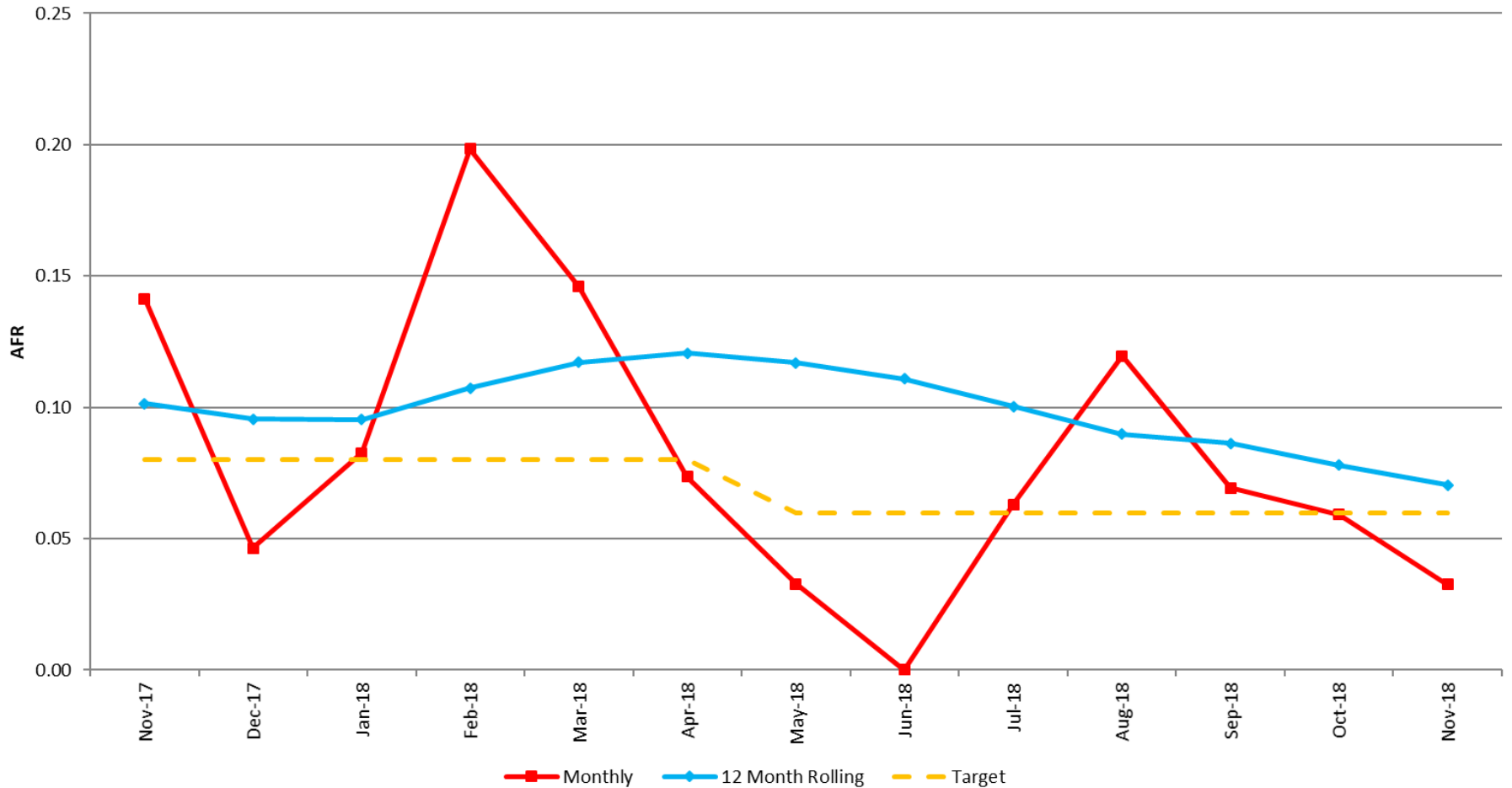
Graph 2 – Rolling AFR for Supply Chain - Operations

Supply Chain - Operations AFR's:
Rolling and monthly AFR's for the last 13 months



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

Supply Chain Overall (Major Projects and Operations) AFRs:
Rolling and monthly AFR's for the last 13 months



Performance by Supplier across the Supply Chain

Supplier	Hours worked	% hours worked	RIDDOR	Type of incidents				AFR	Group AFR
				Fatality	Specified Injury	> 7 Day	Disease		
Kier Highways	9,915,425	26.61%	6	0	2	3	1	0.06	0.06
Balfour Beatty	4,017,862	10.78%	3	0	3	0	0	0.07	0.10
Skanska	3,662,855	9.83%	0	0	0	0	0	0.00	0.00
A-one+	3,322,926	8.92%	1	0	1	0	0	0.03	0.13
Connect Plus	2,041,537	5.48%	3	0	2	1	0	0.15	0.10
Costain	1,529,833	4.11%	1	0	0	1	0	0.07	0.07
BAM Nuttall Ltd	1,446,458	3.88%	0	0	0	0	0	0.00	0.10
Amey (Highways)	1,313,677	3.53%	1	0	0	1	0	0.08	0.12
Jacobs	1,189,036	3.19%	0	0	0	0	0	0.00	0.00
Ringway Ltd	419,998	1.13%	1	0	0	1	0	0.24	0.00
Severn River Group	401,721	1.08%	0	0	0	0	0	0.00	0.00
Carillion	374,181	1.00%	0	0	0	0	0	0.00	0.07
Interserve	294,786	0.79%	2	0	2	0	0	0.68	0.13
CHC Highways	234,407	0.63%	1	0	0	1	0	0.43	0.00
AECOM	234,213	0.63%	1	0	0	1	0	0.43	0.00
Sisk Lagan JV	222,142	0.60%	0	0	0	0	0	0.00	0.00
Volker Fitzpatrick	208,804	0.56%	1	0	1	0	0	0.48	0.00
Graham Construction	162,534	0.44%	1	0	0	1	0	0.62	0.00
Tarmac Aggregates Ltd	132,059	0.35%	1	0	0	1	0	0.76	0.00
Forrest Support Services	67,695	0.18%	1	0	0	1	0	1.48	0.00
FMG Support	16,468	0.04%	1	0	0	1	0	6.07	0.00
CC Ground Investigations Ltd	3,774	0.01%	1	0	0	1	0	26.50	0.00
<i>Rest of Group (54)</i>	6,053,363	16.24%	0	0	0	0	0	0.00	
Total	37,265,754	100%	26	0	11	14	1	0.07	

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**.

Key	> 0.13	0.13 ≥ & > 0.06	≤ 0.06
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Summary of Significant Supply Chain Incidents reported

There has been 1 RIDDOR accident in the supply chain.

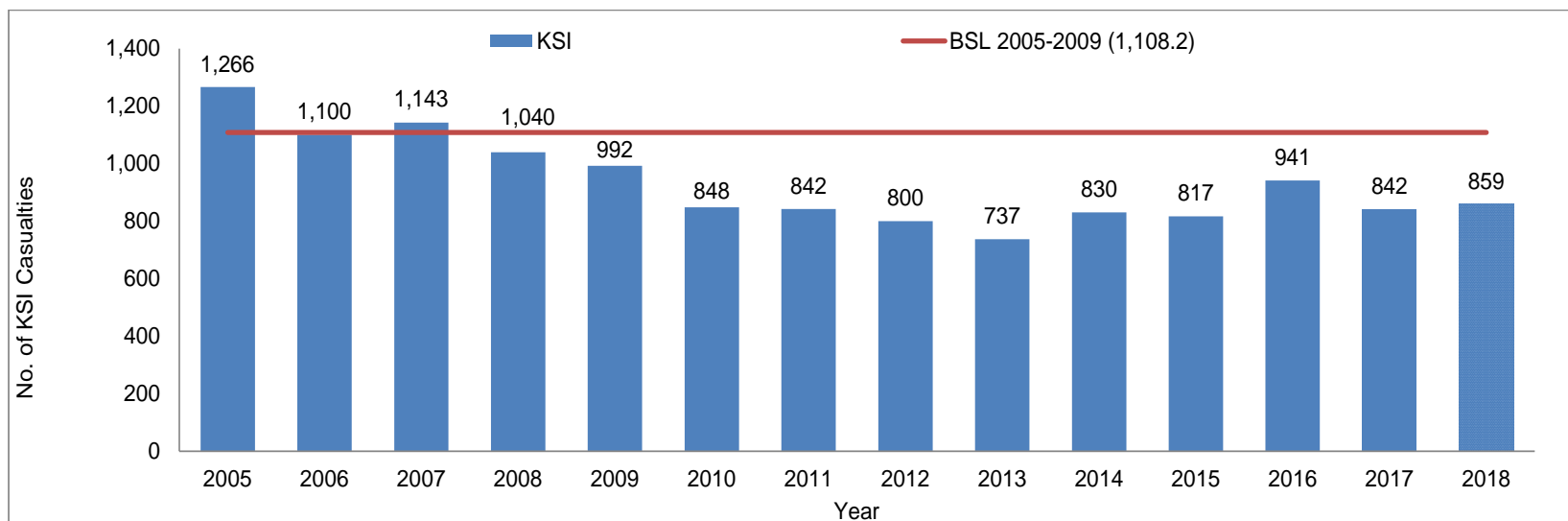


Date of incident	Location	Incident category	Overview of incident
02/11/18 (reported on 21/11/2018)	Major Projects CIP - <u>Ramsar</u> site - Lower Thames Crossing	RIDDOR > 7 day injury	A drilling crew second man working for Structural Soils on behalf of <u>Aecom</u> suffered bruising and swelling to their right foot after a dry latch fixed to a <u>Geobor</u> core barrel (approximately 40kg) disengaged from the core barrel and fell onto their foot. Airsweb: 89356.

Road User Performance and Road User Safety

Key Activities This Month:

- Following the publication of the [Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Year Ending June 2018](#) on the 8 November further analysis has been undertaken which provides a provisional understanding of safety performance based on unvalidated data for Quarter 1 and 2 (Q1 – 2). The figure below shows the number of unvalidated 2018 Q1–2 KSI casualties increased to 859 from 842 in 2017; a 2.0 per cent increase on 2017. This is the result of increases in reported serious casualties; the number of fatalities at 98 is comparable to 2017.



- The government has published its response to [Cycling and Walking Investment Strategy \(CWIS\): Safety Review](#) call for evidence and identified a number of new measures and ideas, covering infrastructure design, law and guidance, enforcement, education, risk reduction and planning policy. Some of the key interventions include: reviewing guidance in the Highway Code to improve safety for cyclists and pedestrians; encouraging local councils to invest around 15 per cent of their local transport infrastructure funding over time on safe and efficient cycling and walking infrastructure; investing £100,000 to support the police to improve enforcement by developing a national back office function to handle footage provided through dash-cam evidence; enforcement against parking in mandatory cycle lanes; appointing a cycling and walking champion to raise the profile of Active Travel; and engaging with key cycling and walking organisations to develop behaviour change campaigns. We continue to work with the Department of Transport (DfT) on a number of these new measures, and are particularly interested in supporting the development of the police back office function for dash-cam evidence.

Road User Performance and Road User Safety (Continued)

- The AA Charitable Trust and FIA Foundation have launched a new campaign advert targeting fatigue and falling asleep at the wheel, [the minute long advert](#) shows a driver falling asleep and carries the strapline 'don't let tiredness creep up on you'. The campaign is based on a AA Charitable Trust Survey which indicated that one in eight respondents admitted falling asleep while driving and that over a third of drivers said they were scared of falling asleep. The top five reasons given for driving tired by respondents were: a long/hard day at work (39%); monotony of the journey (33%); late night driving (27%); trying to cover too much distance in one day (27%) and lack of sleep the night before (26%). The latest GB Road Casualty Statistics for 2016 shows that fatigue was a factor in 53 fatal and 351 serious crashes in 2017, however, this is likely to be higher due to under-reporting. We have supported this campaign through our owned media channels (i.e. Twitter/Facebook) and are considering how our planned safety communication activities can further build on this work.
- All 200 **Traffic Officer Patrol Vehicles** are now fitted with high-definition front and rear closed-circuit television cameras (CCTV) to help identify and record incidents of poor driving. Footage where appropriate is shared with the Police and looks to highlight and challenge inconsiderate driving or dangerous behaviours such as ignoring traffic management, not complying with overhead signs and signals, breaching rolling road blocks or instructions from Traffic Officers. The list of successful police actions using our dashcam footage is growing. The latest example is against one driver who recently admitted to and was subsequently charged with careless driving. The driver was trying to get past a rolling road block on the M6 and while he didn't overtake our patrol vehicle, he was caught close following and waving his arms out of the window. The footage of the incident can be viewed at [M6 Driver Footage](#) and was passed to Cumbria Police. An internal portal article has been published providing a more detailed understanding of our work in this area.



- We have worked with the Driver Vehicle Standards Agency to support the development of computer-generated clips of adverse weather conditions which have now been added to the **hazard perception** section of the driving theory test. The hazard perception element of the test was introduced in 2002 and requires learner drivers to watch a simulated journey and spot 'developing situations' on the road. The new clips include 23 new scenarios covering driving in snow, wind, rain and fog – and dusk and dawn scenes. A number of these scenarios include driving on the strategic road network and are designed to provide more realistic driving conditions to better test a learner's ability.

Road User Performance and Road User Safety (Continued)

- We continue to deliver our **Motorcycle Safety and Transport Policy Framework** in partnership with the National Police Chiefs Council (NPCC), Motor Cycle Industry Association (MCIA), DfT and wider partners. Our National Motorcycle Working Group is delivering a range of intelligence led interventions to reduce motorcyclist casualties on the Strategic Road Network (SRN), one specific area of focus is infrastructure and how we better consider the needs of motorcyclists in our road design, construction and maintenance where over 40 areas were identified for further consideration, for example inspection requirements. Where appropriate our standards are being up-dated to reflect work to date and further research has been identified. Motorcyclists continue to be disproportionately represented in killed or seriously injured (KSI) casualty figures; 10.6% (25) of fatalities and 17.6% (326) of KSI casualties were motorcyclists in 2017. It is however encouraging to note that compared to 2016 the number of KSI's had fallen by 12.4% in 2017 and that the provisional 2018 unvalidated data for Quarter 1 & 2 indicates that this downward trend is continuing.

National Health & Safety Team Update

a) **The Automated Impact Protection Vehicle (AIPV) programme developed and funded by Colas;** we have funded development of the testing needed for the safety risk report that is required before operating it on-road. The safety risk assessment process (GG104) has shown the current version of the AIPV functions, are not reliable enough either to be insured or to be operated safely on-road. On-road operation was scheduled for January 2019; the challenge has been issued to Colas to solve the issues with the AIPV so that it can still be operated on-road this financial year. A more detailed briefing note is available.

b) **Health and Safety Team at GAF Forum;** On 20th November members from the H&S team attended the Graduate and Apprentice Forum to talk about home safe and well, the development of our new approach and our safety innovations. We also talked about the new Safety, Health and Environment Technician Apprenticeship – Level 3 programme which is planned to go live in September 2019. The event was great way to highlight the work of the division and talk to our younger employees about how they can get involved to ensure themselves, and those around them get home safe and well every day.

c) **Safety Alerts:** There were 6 Safety Alert issued in the month:

- HEi059 Highways England Safety Alert - [High Potential Near Miss](#)
- HEi060 Highways England Safety Alert – [Errant Vehicle Near Miss on M2](#)
- HEi061 Highways England Safety Alert – [Crush injury from a Scaffold pole](#)
- HEi062 Highways England Safety Alert – [Principal Designer duties](#)
- HEi063 Highways England Safety Alert – [CCTV Cable Strike M6](#)
- HEi064 Highways England Safety Alert – [CCTV Mast failure](#)

Site Inspections undertaken in November 2018

This month there has been 47 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 ★
Major Projects	14	3	8	78	2
Operations	33	13	45	245	1
Totals	47	16	53	323	3

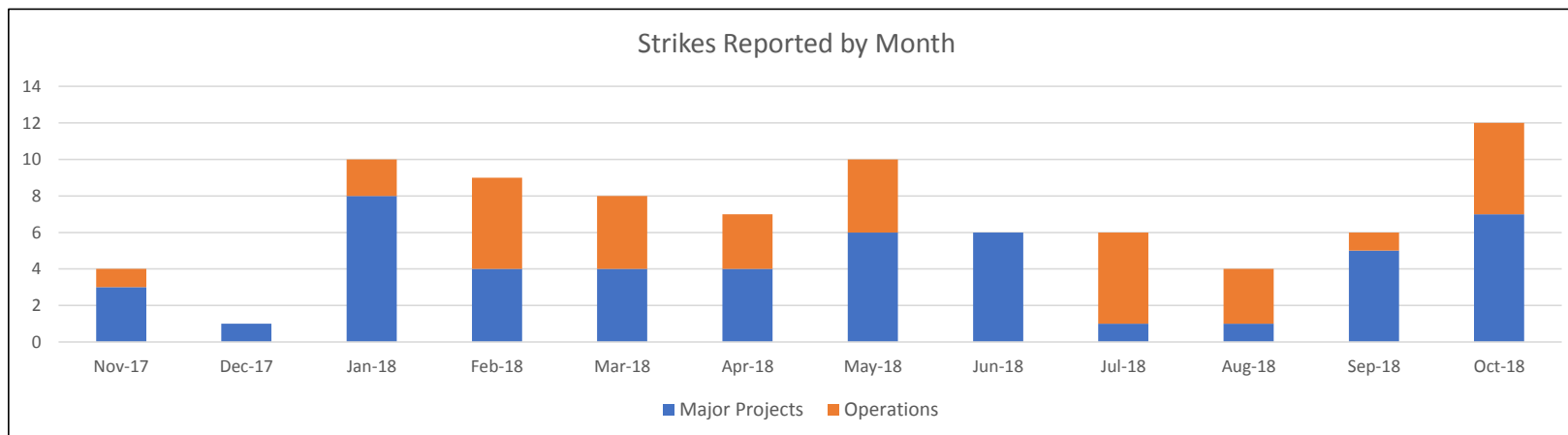
Key to non-conformance RAG status:

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

Cable Strikes

The number of utility strikes remains a concern. We have undertaken a review of strikes on our contracts; **Appendix 8** includes a table of the number and types of strikes being reported. The Safety Hub which is a collaborative working group of H&S professionals from our wider supply chain met on 5 December, and much of the agenda was assigned to this issue and the associated “raising the bar” standard. In addition, given that over half of the cable strikes involve our largest 3 suppliers, we are arranging a dedicated root cause review session with them to identify further improvements needed.

Table 3: Cable Strikes reported per month - November 2017 – October 2018.



Supply Chain Performance Tables

Table 4 – Major Projects Contractor Performance

Supplier	Rolling 12 months to November 2018								
	Hours Worked (12 Months)	Total RIDDORs	Fatality	Specified injury	> 7 day	Disease	Minor Injuries	AFR	Oct. AFR
Skanska	3,662,855	0	0	0	0	0	3	0.00	0
Kier Highways	2,693,012	1	0	0	1	0	5	0.04	0.04
Balfour Beatty	2,431,044	2	0	2	0	0	3	0.08	0.09
Costain	1,529,833	1	0	0	1	0	4	0.07	0.13
Jacobs	1,189,036	0	0	0	0	0	0	0.00	0.00
Mott MacDonald Ltd	534,767	0	0	0	0	0	1	0.00	0.00
Atkins	524,870	0	0	0	0	0	0	0.00	0.00
Carillion*	374,181	0	0	0	0	0	1	0.00	0.00
Morgan Sindall	360,582	0	0	0	0	0	2	0.00	0.00
Galliford Try	264,508	0	0	0	0	0	1	0.00	0.00
AECOM	234,213	1	0	0	1	0	0	0.43	0.00
Sisk Lagan JV	222,142	0	0	0	0	0	0	0.00	0.00
Vinci Construction	205,487	0	0	0	0	0	1	0.00	0.00
John Sisk	194,227	0	0	0	0	0	0	0.00	0.00
WSP	172,800	0	0	0	0	0	0	0.00	0.00
Arcadis	123,253	0	0	0	0	0	0	0.00	0.00
Interserve	55,821	0	0	0	0	0	0	0.00	0.00
BAM Nuttall Ltd	41,785	0	0	0	0	0	0	0.00	0.00
Redflex	41,059	0	0	0	0	0	0	0.00	0.00
Carnell Support Services Ltd	18,623	0	0	0	0	0	0	0.00	0.00
SWECO	8,057	0	0	0	0	0	0	0.00	0.00
Hochtief	890	0	0	0	0	0	0	0.00	0.00
Pre-construction/PC to be assigned	555,712	0	0	0	0	0	2	0.00	0.00
Grand Total	15,438,557	5	0	2	3	0	23	0.03	0.03

* Carillion hours are reducing each month but will remain within the table until the 'Hours worked in the last 12 months' has reached zero.

Key > 0.13 0.13 ≥ & > 0.06 ≤ 0.06

Supply Chain Performance Tables (continued)

Supplier	Rolling 12 months to November 2018								
	Hours Worked (12 Months)	Total RIDDORs	Fatality	Specified injury	> 7 Day	Disease	Minor Injuries	AFR	Oct. AFR
RIP Overall	4,527,172	1	0	1	0	0	8	0.02	0.02
<i>RIP East</i>	347,964	0	0	0	0	0	0	0.00	0.00
<i>RIP Midlands</i>	323,925	0	0	0	0	0	0	0.00	0.00
<i>RIP North West</i>	1,409,696	1	0	1	0	0	0	0.07	0.07
<i>RIP South East</i>	792,847	0	0	0	0	0	3	0.00	0.00
<i>RIP South West</i>	281,959	0	0	0	0	0	2	0.00	0.00
<i>RIP Yorkshire and North East</i>	1,370,781	0	0	0	0	0	3	0.00	0.00
CIP	4,391,794	1	0	0	1	0	4	0.02	0.02
NIP	426,617	0	0	0	0	0	0	0.00	0.00
SMP	6,037,266	3	0	1	2	0	11	0.05	0.05
Grand Total	15,382,849	5	0	2	3	0	23	0.03	0.03

Key	> 0.13	0.13 ≥ & > 0.06	≤ 0.06
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Supply Chain Performance Tables (continued)

Table 6 – Operations Contractor Performance

Area/Principal Contractor	Rolling 12 months to October 2018								
	Hours Worked (12 months)	Total RIDDORs	Fatality	Specified Injury	> 7 Days	Disease	Minor Injuries	AFR	Oct. AFR
East	2,147,359	5	0	3	1	1	5	0.23	0.28
Asset Support	1,394,279	2	0	1	0	1	5	0.14	0.20
CDF	687,585	3	0	2	1	0	0	0.44	0.42
DBFO	44,397	0	0	0	0	0	0	0.00	0.00
RTMC	21,098	0	0	0	0	0	0	0.00	0.00
Midlands	5,674,716	2	0	0	2	0	18	0.04	0.03
Asset Delivery	1,738,969	1	0	0	1	0	2	0.06	0.06
Asset Support	1,944,719	1	0	0	1	0	4	0.05	0.04
DBFO	49,830	0	0	0	0	0	0	0.00	0.00
Improvement Scheme	1,760,693	0	0	0	0	0	11	0.00	0.00
RTMC	180,505	0	0	0	0	0	1	0.00	0.00
North East	3,190,305	4	0	2	2	0	8	0.13	0.16
Asset Delivery	693,070	3	0	1	2	0	3	0.43	0.44
Asset Support	1,831,464	1	0	1	0	0	3	0.05	0.11
DBFO	549,625	0	0	0	0	0	2	0.00	0.00
Improvement Scheme	63,710	0	0	0	0	0	0	0.00	0.00
RTMC	52,436	0	0	0	0	0	0	0.00	0.00
North West	1,852,765	2	0	1	1	0	4	0.11	0.22
Asset Delivery	705,249	1	0	0	1	0	1	0.14	0.30
Asset Support	1,115,242	1	0	1	0	0	2	0.09	0.18
RTMC	32,274	0	0	0	0	0	1	0.00	0.00
South East	6,734,493	4	0	3	1	0	15	0.06	0.06
Asset Support	4,642,235	1	0	1	0	0	7	0.02	0.02
DBFO	2,041,537	3	0	2	1	0	6	0.15	0.15
RTMC	50,721	0	0	0	0	0	2	0.00	0.00
South West	1,060,296	3	0	0	3	0	4	0.28	0.21
Asset Delivery	580,132	3	0	0	3	0	2	0.52	0.30
DBFO	59,130	0	0	0	0	0	0	0.00	0.00
RTMC	19,313	0	0	0	0	0	0	0.00	0.00
Severn River Group	401,721	0	0	0	0	0	2	0.00	0.00
National	400,413	1	0	0	1	0	0	0.25	0.26
NGVR - Next Generation Vehicle Recovery	383,945	1	0	0	1	0	0	0.26	0.27
National Roads Telecom Services	16,468	0	0	0	0	0	0	0.00	0.00
Grand Total	21,060,347	21	0	9	11	1	54	0.10	0.11

Key > 0.13 0.13 ≥ & > 0.06 ≤ 0.06