

August 2021 Summary Health Safety & Wellbeing Performance Report

Board Sponsor: Alan Cumming
Executive Sponsor: Mike Wilson
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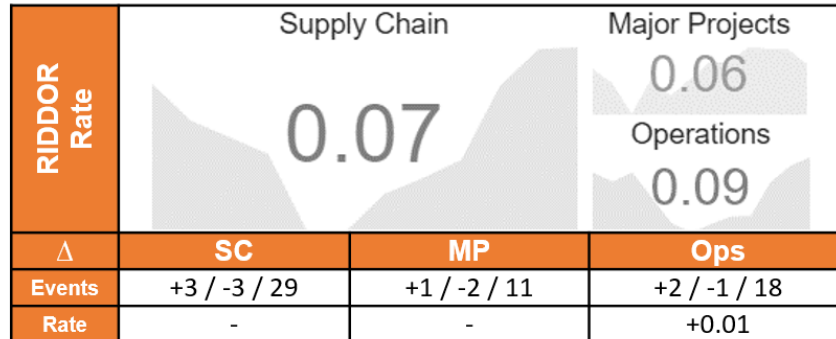
7 September 2021

Executive Summary

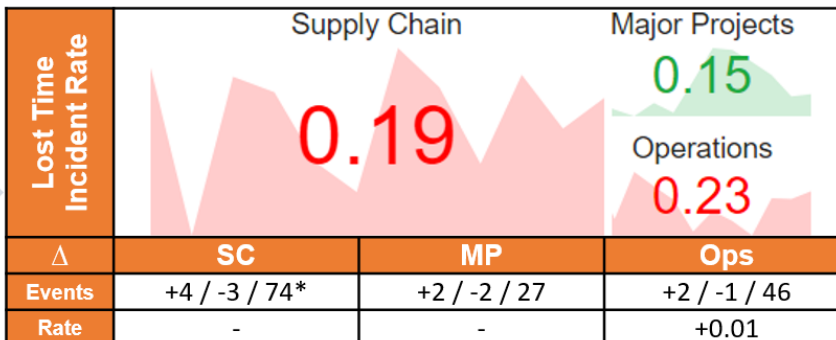
TARGETS

0.165

0.18

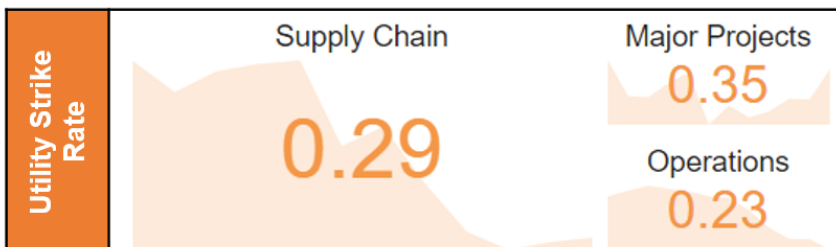


The 3 Numbers; In Month Incidents / Out of Scope Incidents / Total 12 Month Incidents



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*+1 LTI for LTC



All data included within this report is up to date as of **2 September 2021**. 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, Safety & Wellbeing Division

Hours worked

NH Office			
9,582,761	0.77%	765,647	0.78%
12 Month Total	12 Month Change	Current Month	1 Month Change
TO/ROC			
3,930,273	-0.60%	306,068	-0.60%
12 Month Total	12 Month Change	Current Month	1 Month Change
Lower Thames Crossing			
418,023	9.34%	39,053	10.31%
12 Month Total	12 Month Change	Current Month	1 Month Change
Major Projects			
18,477,215	-0.84%	1,384,897	-0.83%
12 Month Total	12 Month Change	Current Month	1 Month Change
Operations			
20,343,053	-0.11%	1,621,577	-0.11%
12 Month Total	12 Month Change	Current Month	1 Month Change

RIDDOR & Lost Time Incident frequency rates

RIDDORs

Directorate	In Month	Rate	3 Months	Rate	12 Months	Rate
Lower Thames Crossing	0	0.00	0	0.00	0	0.00
Major Projects	1	0.07	3	0.06	11	0.06
Operations	2	0.12	8	0.16	18	0.09
Supply Chain	3	0.10	11	0.11	29	0.07

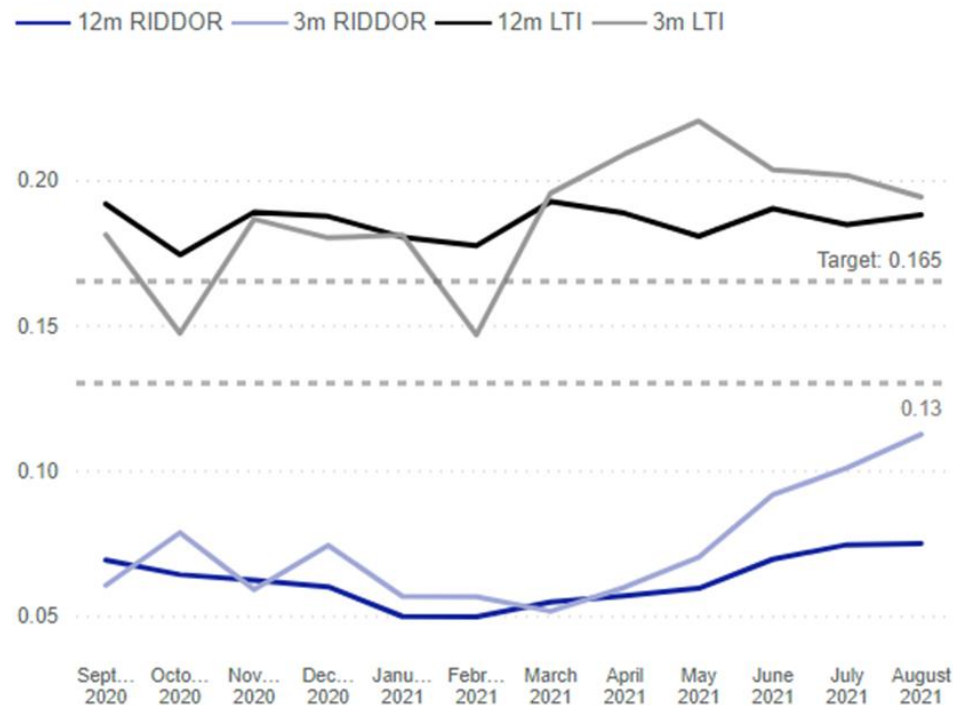
Lost Time Incidents

Directorate	In Month	Rate	3 Months	Rate	12 Months	Rate
Lower Thames Crossing			0	0.00	1	0.24 ✖
Major Projects	2	0.14	6	0.13	27	0.15 ✔
Operations	2	0.12	13	0.25	46	0.23 ✖
Supply Chain	4	0.13	19	0.19	74	0.19 ✖

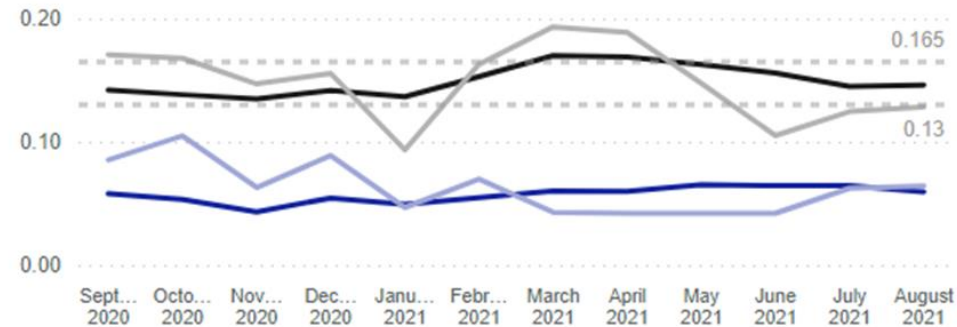
Red ✖	Amber !	Green ✔
> 0.19	0.166-0.18	< 0.165

RAG ranges are in-line with 21/22 vesting ranges

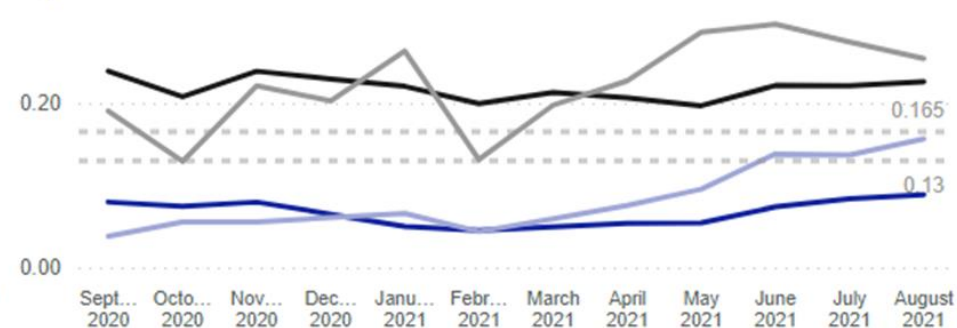
Supply Chain



Major Projects



Operations



Note: The data in the tables for the Lower Thames Crossing; is 1 and 3 month rolling data, due to the directorate change reflected in reporting from 1/11/20.

Performance by Supplier

Supplier Name	Total Hours	Lost Time Incidents	Lost Time AFR	RIDDORs	RIDDOR AFR	Utility Strikes	Utility Strike FR
Balfour Beatty	5,938,965	8	0.13	4	0.07	13	0.22
Kier	5,572,685	6	0.11	4	0.07	9	0.16
Costain	4,921,038	8	0.16	1	0.02	16	0.33
Connect Plus	2,264,469	4	0.18	2	0.09	5	0.22
BAM Nuttall	2,102,386	1	0.05	1	0.05	7	0.33
Aone+	2,083,899	1	0.05	0	0.00	1	0.05
Amey	1,777,414	7	0.39	2	0.11	4	0.23
Ringway Ltd	1,217,708	6	0.49	3	0.25	5	0.41
Telent	814,047	2	0.25	1	0.12	0	0.00
Chevron	781,891	3	0.38	0	0.00	0	0.00
Carnell Support Services Ltd	781,880	4	0.51	1	0.13	4	0.51
Skanska	732,890	1	0.14	0	0.00	3	0.41
Galliford Try	648,413	0	0.00	0	0.00	6	0.93
HW Martin Ltd	613,393	2	0.33	1	0.16	1	0.16
Aecom	600,437	2	0.33	1	0.17	0	0.00
Graham Construction	409,023	0	0.00	0	0.00	3	0.73
Autolink Concessionaires (A19) Ltd	383,382	1	0.26	0	0.00	0	0.00
John Sisk	359,182	0	0.00	0	0.00	2	0.56
Volker Fitzpatrick	336,717	1	0.30	0	0.00	7	2.08
Egis	317,362	3	0.95	1	0.32	1	0.32
Colas	298,133	3	1.01	2	0.67	2	0.67
CHC Highways	263,362	2	0.76	1	0.38	1	0.38
Interserve	227,196	0	0.00	0	0.00	1	0.44
M J Church	220,219	1	0.45	0	0.00	8	3.63
Osborne	217,857	2	0.92	1	0.46	5	2.30
Perfect Circle	192,501	0	0.00	0	0.00	1	0.52
Aggregate Industries	144,836	0	0.00	0	0.00	1	0.69
Road Management Services	86,021	1	1.16	1	1.16	0	0.00
J McCann	71,312	0	0.00	0	0.00	2	2.80
Joe Roocroft & Sons Ltd	61,206	0	0.00	0	0.00	1	1.63
Balvac	50,690	1	1.97	0	0.00	0	0.00
"TBC"	49,134	0	0.00	0	0.00	1	2.04
R W Civil Engineering	36,773	1	2.72	1	2.72	0	0.00
Idverde	35,037	0	0.00	0	0.00	1	2.85
Arcadis	30,849	1	3.24	1	3.24	0	0.00
VSL	26,387	1	3.79	0	0.00	0	0.00
Huyton Asphalt	16,677	0	0.00	0	0.00	1	6.00
RPS Group	438	1	228.31	0	0.00	0	0.00
Total	39,238,291	74	0.19	29	0.07	112	0.29

Targets

Lost Time Incident rate

Red	Amber	Green
> 0.19	0.166-0.18	< 0.165

Utility Strikes




Red	Amber	Green
> 0.48	0.19-0.47	< 0.18

Performance by Supplier across Major Projects




Directorate	Major Projects						
Function	Hours	Lost Time Incidents	Lost Time AFR	RIDDORs	RIDDOR AFR	Utility Strikes	Utility Strike FR
CIP	1,174,972	3	0.26	1	0.09	3	0.26
RIP	7,588,927	13	0.17	2	0.03	34	0.45
SMP	9,713,316	11	0.11	8	0.08	27	0.28
Total	18,477,215	27	0.15	11	0.06	64	0.35

Targets

Lost Time Incident rate

Red 	Amber 	Green 
> 0.19	0.166-0.18	< 0.165

Utility Strikes

Red 	Amber 	Green 
> 0.48	0.19-0.47	< 0.18

Directorate	Major Projects						
Function	Hours	Lost Time Incidents	Lost Time AFR	RIDDORs	RIDDOR AFR	Utility Strikes	Utility Strike FR
CIP	1,174,972	3	0.26	1	0.09	3	0.26
RIP	7,588,927	13	0.17	2	0.03	34	0.45
RIP North	4,702,992	8	0.17	1	0.02	18	0.38
Midlands	1,283,327	2	0.16	0	0.00	8	0.62
North West	1,241,798	2	0.16	1	0.08	1	0.08
Yorkshire and North East	2,177,867	4	0.18	0	0.00	9	0.41
RIP South	2,885,935	5	0.17	1	0.03	16	0.55
East	779,974	1	0.13	0	0.00	2	0.26
South East	1,396,990	2	0.14	1	0.07	12	0.86
South West	708,971	2	0.28	0	0.00	2	0.28
SMP	9,713,316	11	0.11	8	0.08	27	0.28
Total	18,477,215	27	0.15	11	0.06	64	0.35

Performance by Supplier across Operations

Directorate	Operations						
Regions	Total Hours	Lost Time Incidents	Lost Time AFR	RIDDORs	RIDDOR AFR	Utility Strikes	Utility Strike FR
South East	4,255,911	5	0.12	3	0.07	9	0.21
Midlands	3,887,577	10	0.26	3	0.08	8	0.21
Yorkshire and North East	3,254,697	4	0.12	1	0.03	3	0.09
East	2,958,516	7	0.24	3	0.10	4	0.14
North West	2,535,657	9	0.35	4	0.16	5	0.20
South West	2,228,966	9	0.40	3	0.13	17	0.76
National	1,221,729	2	0.16	1	0.08	0	0.00
Total	20,343,053	46	0.23	18	0.09	46	0.23

Targets

Lost Time Incident rate

Red	Amber	Green
> 0.19	0.166-0.18	< 0.165

Utility Strikes

Red	Amber	Green
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Directorate	Operations						
Regions	Total Hours	Lost Time Incidents	Lost Time AFR	RIDDORs	RIDDOR AFR	Utility Strikes	Utility Strike FR
South East	4,255,911	5	0.12	3	0.07	9	0.21
DBFO - M25 (Area 5)	2,264,469	4	0.18	2	0.09	5	0.22
Area 3	1,031,800	0	0.00	0	0.00	3	0.29
Area 4	731,856	1	0.14	1	0.14	1	0.14
M20 Quick Moveable Barrier Project	179,644	0	0.00	0	0.00	0	0.00
RTMC: M25 Regional Technology Contract	25,507	0	0.00	0	0.00	0	0.00
RTMC: South East Regional Technology	22,635	0	0.00	0	0.00	0	0.00
Midlands	3,887,577	10	0.26	3	0.08	8	0.21
Area 9	2,288,525	3	0.13	1	0.04	4	0.17
Area 7	1,550,995	7	0.45	2	0.13	4	0.26
DBFO - A50 / A564 Stoke to Derby	48,057	0	0.00	0	0.00	0	0.00
Yorkshire and North East	3,254,697	4	0.12	1	0.03	3	0.09
Area 12	1,872,968	1	0.05	0	0.00	1	0.05
Area 14	791,393	2	0.25	1	0.13	2	0.25
DBFO - A168 / A19 Dishforth to Tyne Tunnel	383,382	1	0.26	0	0.00	0	0.00
DBFO - A1 Darrington to Dishforth	84,992	0	0.00	0	0.00	0	0.00
North East Tech Mac Contract	43,473						
DBFO - M1 - A1 Link Road	43,433	0	0.00	0	0.00	0	0.00
DBFO - A69 Carlisle to Newcastle	34,876	0	0.00	0	0.00	0	0.00
Newport (Hull) Maintenance Compound Construction	180						

Performance by Supplier across Operations (continued)

Directorate Regions	Operations						
	Total Hours	Lost Time Incidents	Lost Time AFR	RIDDORs	RIDDOR AFR	Utility Strikes	Utility Strike FR
East	2,958,516	7	0.24	3	0.10	4	0.14
Area 6 & 8	2,533,888	3	0.12	1	0.04	3	0.12
DBFO - M40 J1-15 Denham to Warwick (area 30)	317,362	3	0.95	1	0.32	1	0.32
DBFO - A419 / A417 Swindon to Gloucester	43,194	0	0.00	0	0.00	0	0.00
DBFO - A1(M) Alconbury to Peterborough	42,827	1	2.33	1	2.33	0	0.00
RTMC: East Regional Technology Contract	18,246	0	0.00	0	0.00	0	0.00
East CDF (All Packages)	2,999						
North West	2,535,657	9	0.35	4	0.16	5	0.20
Area 10	1,599,827	6	0.38	2	0.13	3	0.19
Area 13	930,259	3	0.32	2	0.21	2	0.21
RTMC: North West Regional Technology Contract	5,571						
South West	2,228,966	9	0.40	3	0.13	17	0.76
Area 1 & 2	2,044,972	9	0.44	3	0.15	17	0.83
Severn Bridge	87,715	0	0.00	0	0.00	0	0.00
DBFO - A30 / A35 Exeter to Bere Regis	46,048	0	0.00	0	0.00	0	0.00
RTMC: South West Regional Technology Contract	32,550	0	0.00	0	0.00	0	0.00
Severn Bridge Maintenance Unit	17,681	0	0.00	0	0.00	0	0.00
National	1,221,729	2	0.16	1	0.08	0	0.00
NRTS - National Roads Telecommunications Services	741,396	2	0.27	1	0.13	0	0.00
National Highways TFM	295,035						
Redflex Speed Cameras	75,818						
NGVR National - Next Generation Vehicle Recovery	59,549	0	0.00	0	0.00	0	0.00
Property Management, Enquiries, Sales & Estates	25,241	0	0.00	0	0.00	0	0.00
National Expert Control Room Tech Support -NECoRTS	23,448						
HE Noise Insulation Project	1,242						

Targets

Lost Time Incident rate

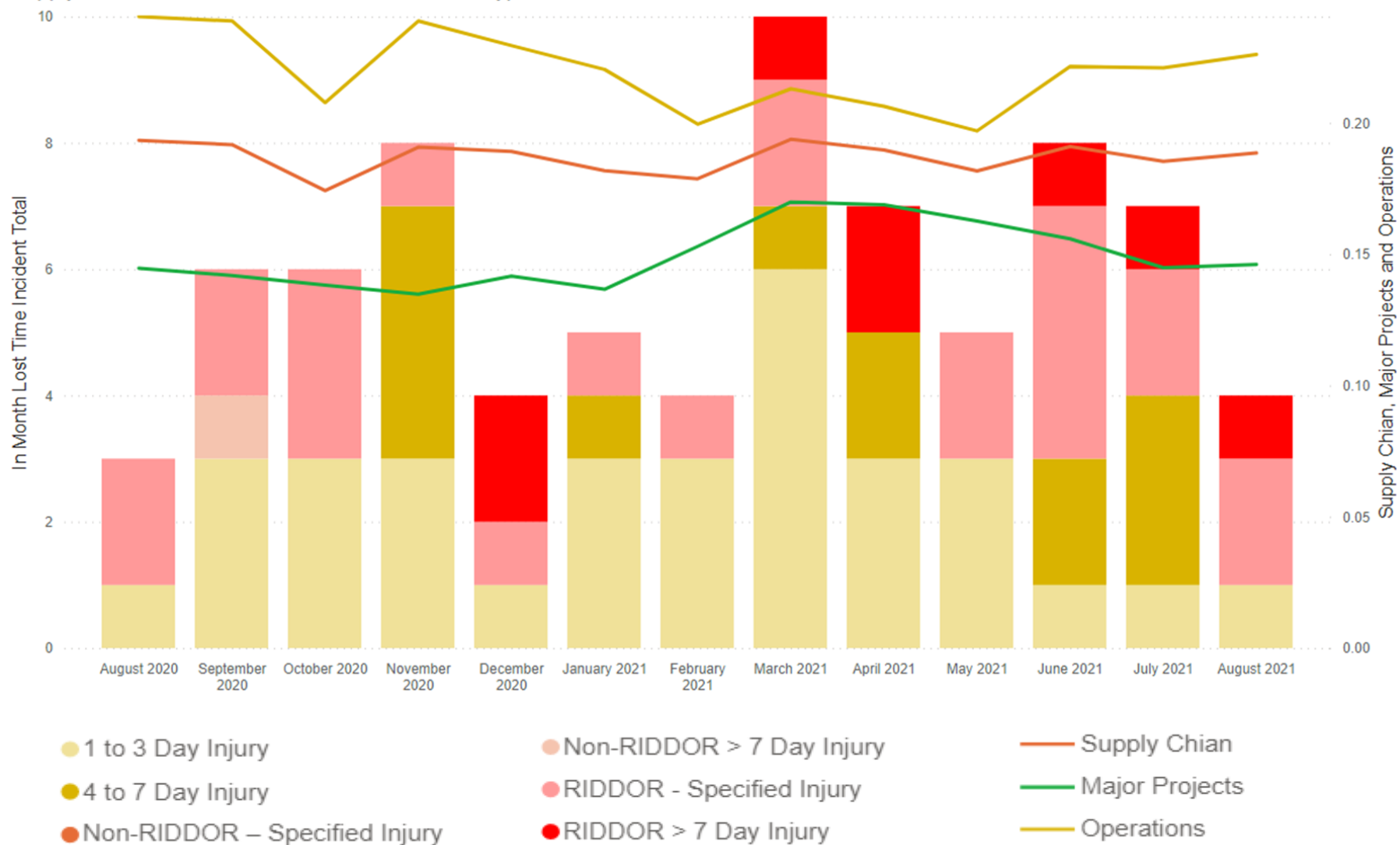
Red	Amber	Green
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Utility Strikes

Red	Amber	Green
> 0.48	0.19-0.47	< 0.18

Lost Time Incidents recorded by Supplier

Supply Chain Lost Time Incident Rate and Event Type

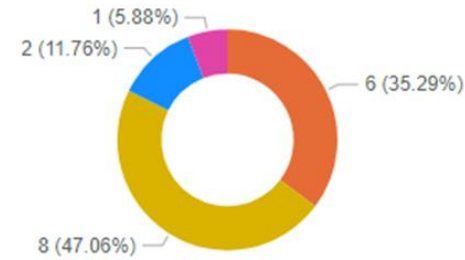


Utility Strikes recorded by Supplier

Directorate	Infrastructure Asset	Near Miss	Undesired Circumstance	Total
Lower Thames Crossing	2		0	2
Major Projects	64	4	3	71
Operations	46	1	1	48
Supply Chain	112	5	4	121

Directorate	12m Rate	Other Cables/Pipelines	Electricity	Water	Gas	CCTV	Total
Lower Thames Crossing		0	0	1	1	0	2
Major Projects	0.35	22	25	11	2	3	64
Operations	0.23	16	27	3	0	0	46
Supply Chain	0.29	38	52	15	3	3	112

In Month Strikes ● Other Cable... ● Electricity ● Water ● Gas ● CCTV



● Lower Thames Crossing ● Major Projects ● Operations



Utility Strikes Reported per Month and Frequency Rates



Summary of Significant Supply Chain Incidents reported

Operations - RIDDOR Specified Injury		Airsweb ref: 141238
North West region, M6 Junction 40 to 39.	An operative was walking inside the closure. As he turned around, he lost his balance and went over on his right ankle. He suffered a fracture to his right ankle, requiring surgery to re-set it.	
09/08/2021		
Fell, slipped or tripped on same level		
Contractor: HW Martin Traffic Management		
Employer: Premier Traffic Management		
Major Projects - RIDDOR Over 7 days		Airsweb ref: 141372
M1 J13 - J16 Smart motorway project	The operative was using the arm of a lorry mounted crane to push an environmental barrier post into position, during its installation. One of the posts had met resistance so the operative used the end of the Lorry Loader boom to push the top of the post. The pressure from the Lorry Loader boom caused the fence post to twist in the concrete causing the boom to slip and strike the operative on the top of the hard hat which caused them to fall. The operative fell on to two fence posts that were stored on the batter (sloped embankment). The fall onto these posts, caused of the operative's facial injuries.	
11/08/2021		
Hit by a moving vehicle or plant		
Contractor: Costain		
Employer: Costain		
Operations - RIDDOR Specified Injury		Airsweb ref: 141616
West Midlands region, M5 Oldbury.	Whilst installing ducting/guttering under the span of the Oldbury Viaduct, three operatives fell from a height when a carabiner, that the three operatives were attached to, gave way and the rope they were attached to snapped. The operatives fell approximately 8 metres; two operatives landed on the floor below, one suffered a broken ankle, and another suffered a broken wrist and femur. The third operative, who landed in the canal, did not suffer from any injuries but has been monitored for illness due to the dirty water.	
14/08/2021		
Fell from a height		
Contractor: Volker Laser Ltd		
Employer: Total Access Solutions		
Major Projects - 1-3 day Lost Time Incident		Airsweb ref: 142113
Smart Motorway Programme, M4, J3-12 Westbound verge	Whilst descending a 15t wheeled excavator, the driver turned his ankle. After reporting it to his ganger, he was taken to hospital where he was diagnosed with a soft tissue injury.	
24/08/2021		
Fell slipped or tripped on the same level		
Contractor: Balfour Beatty		
Employer: Balfour Beatty		

RIDDOR

RIDDOR

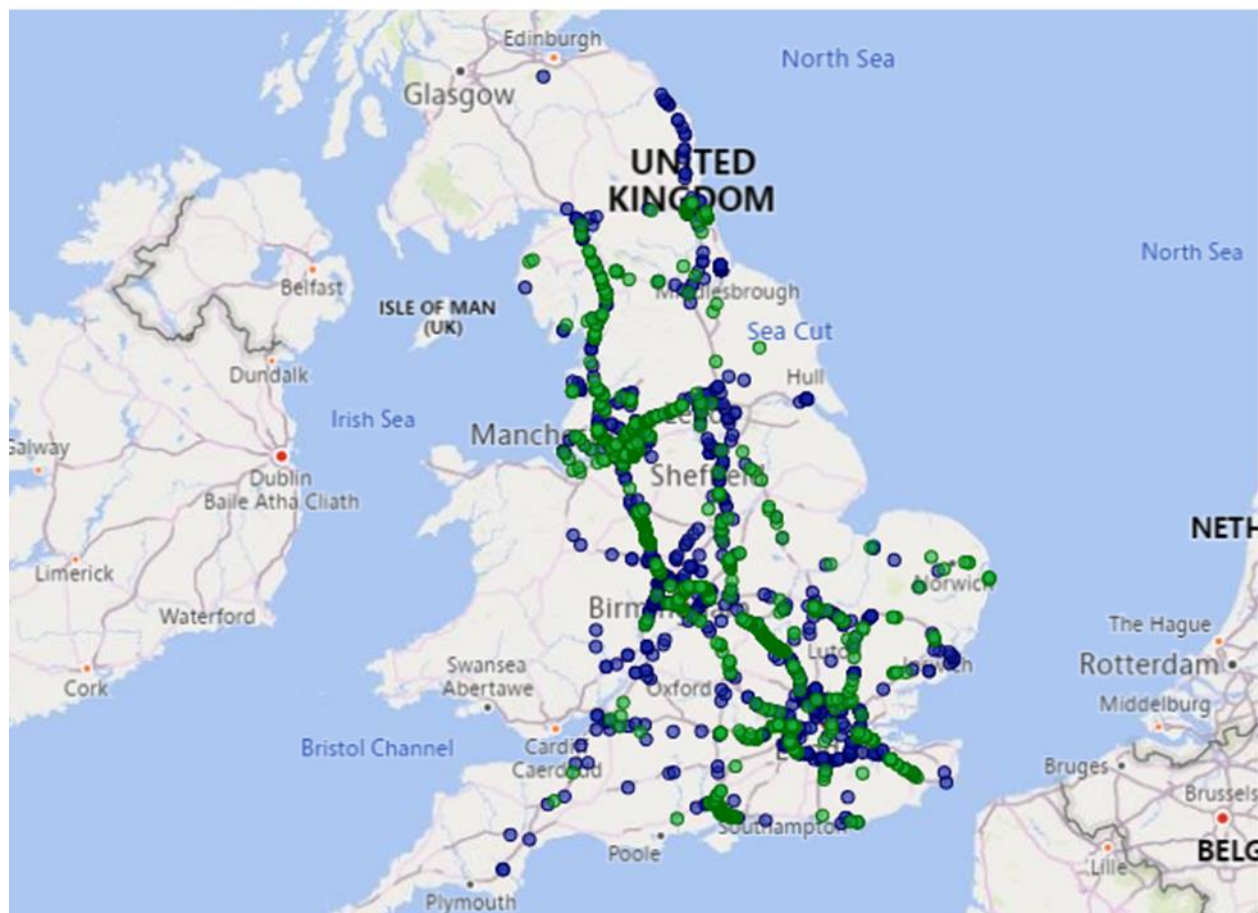
RIDDOR

LTI

SIGNIFICANT INCIDENTS

Vehicle incursions into roadworks

● Asset Security or Personal Security ● Near Miss ● Personal Illness or Injury ● Undesired Circumstance



Directorate	June 2021	July 2021	August 2021	Total
Major Projects	216	221	181	618
Near Miss	7	9	3	19
Personal Illness or Injury		1		1
Undesired Circumstance	209	211	178	598
NH Office	5	1	2	8
Asset Security or Personal Security	1			1
Near Miss	2	1	1	4
Undesired Circumstance	2		1	3
Operations	58	73	60	191
Near Miss	36	48	36	120
Undesired Circumstance	22	25	24	71
TO/ROC	45	38	35	118
Near Miss	30	22	27	79
Personal Illness or Injury		1		1
Undesired Circumstance	15	15	8	38
Total	324	333	278	935

Map displays the previous 12 months events.

Impact Protection Vehicle (IPV) Strikes

● Asset Security or Pe... ● Near Miss ● Personal Illness ... ● Undesired Ci...



Directorate

June 2021

July 2021

August 2021

Total

TO/ROC				
Undesired Circumstance		1		1
Operations	4	2	1	7
Near Miss	2	1	1	4
Personal Illness or Injury	1	1		2
Undesired Circumstance	1			1
Major Projects	1			1
Asset Security or Personal Security	1			1
Total	5	3	1	9

Directorate	Site/Project	Date	Event Subtype	Description of the Event
Operations	Area 6 & 8	23 August	High Potential non-RIDDOR intervention by person	Renteq working for Ringway M&R east were installing a lane 2 closure after the exit slip of junction 12 of the A12 W/b near Brentwood when a member of the public had a collision with the IPV protecting the installation crew.

Map displays the previous 12 months events.

Infrastructure Incidents including Bridge Strikes

● Infrastructure Asset



Directorate	June 2021	July 2021	August 2021	Total
Operations	2		2	4
Infrastructure Asset	2		2	4
Major Projects		1		1
Infrastructure Asset		1		1
TO/ROC		1		1
Infrastructure Asset		1		1
Total	2	2	2	6

Directorate	Site/Project	Date	Event Subtype	Description of the Event
Operations	Area 3	4 August	Structural Damage	Boom of the 14t Duck excavator struck the bridge by Rownhams Service Station.
Operations	Area 1 & 2	3 August	Structural Damage	Whilst breaking out a repair to joint 2 on NW footpath of Burderop Bridge which was required to break out to 25mm below the reinforcement, the operative broke through the deck. So some concrete fell through onto the grass verge below.

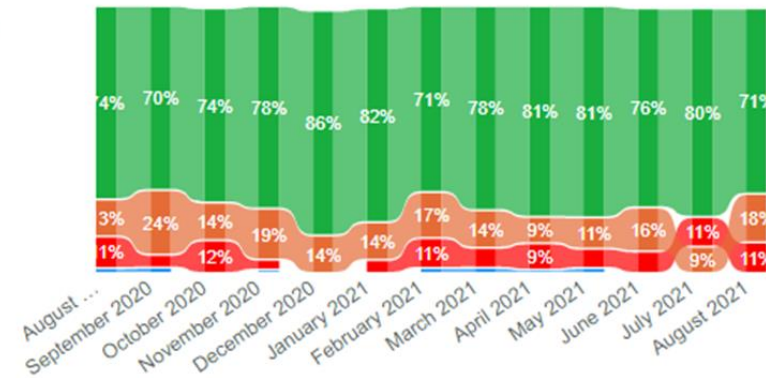
Map displays the previous 12 months events

Site Inspections undertaken in August 2021

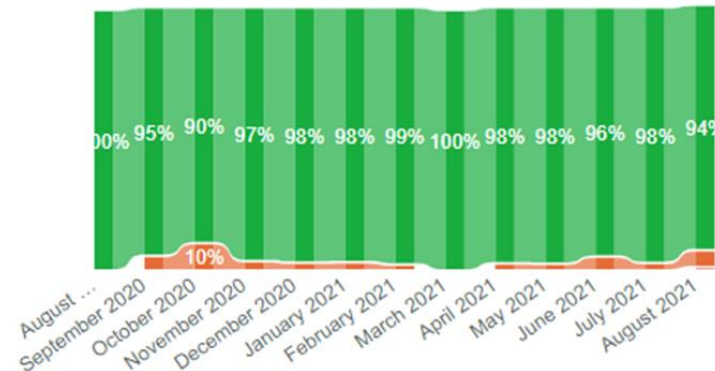
Directorate	In Month Inspections	Red	Amber	Green	Blue	Actions Raised
Operations	17	1	20	336	0	2
Major Projects	16	22	36	142	0	45
Total	33	23	56	478	0	46

Score Directorate	Red		Amber	
	Identified	Actions	Identified	Actions
Major Projects	22	20	36	24
Documentation	3	3	3	3
Electrical Safety	1	1		
Housekeeping	3	3	5	1
Lifting Operations			1	
Management Arrangements			9	9
Management of Traffic, Mobile Plant and Vehicles	7	5	15	9
Office / Welfare Facilities	4	4	1	1
Work at Height and Associated Activities	2	2	2	1
Workforce Communication	2	2		
Operations	1		20	1
Documentation	1		4	
Housekeeping			8	
Management Arrangements			1	
Office / Welfare Facilities			2	
Work at Height and Associated Activities			5	1
Total	23	20	56	25

Major Projects Finding Percentages



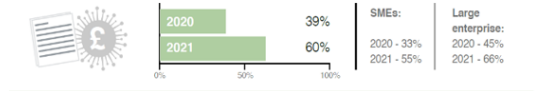
Operations Finding Percentages



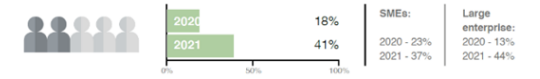
Road User Performance and Road User Safety

- Last year, Driving for Better Business published its [Business Resilience report](#) into how companies were dealing with the challenges they faced. In July we followed up our 2020 survey (of 150 SME business owners and 150 decision-makers at board level in large enterprises) to get a comparative snapshot of their attitudes and behaviours in relation to business resilience across the UK. This 2021 Post COVID-19 [report](#) reveals that UK businesses are emerging from the COVID-19 pandemic with renewed confidence, as they feel better equipped to deal with the disruption caused by COVID-19.
 - 3 in 5 (60%) businesses have strategies in place to deal with future COVID-19 disruption, including localised lockdowns and COVID-19 waves. In comparison to last year, less than half (39%) of businesses had plans to deal with local lockdowns, and two-thirds of companies had no plans in place for a resurgence of COVID-19.
 - Over 2 in 5 (41%) of businesses are reporting on driver behaviour at board level in 2021. This has more than doubled since 2020.
 - 2 in 5 (40%) businesses are reporting on fuel spend for company vehicles in 2021. This has increased since 2020.
- This year's report also demonstrates the top concerns for business leaders across different sectors such as coping with additional demand, effective management of staff working from home, and preparedness for further lockdowns. Also included in the report is evidence of improved reporting to boards on the elements of managing work-related road risk.
- The new **Suicide Attempt closure form** went live in ControlWorks on 1 July. The closure form requires control room operators to complete a number of standard data fields about the events of a suicide attempt on the closure of a log and will include outcome of incident, gender, age, location and intervention details. This will be supported by an updated suicide prevention dashboard which will provide regional road safety teams and project managers better evidential support in identifying their high frequency locations and monitoring trends across the region.
- M6 J10 Social Study** was approved at the Users and Communities IDC. This is the first study of its kind, undertaking an ethnography study of the local area, providing considerations for further **suicide prevention activity**. The M6 J10 is one of the highest frequency locations in the Midlands region. A major projects junction improvement is underway at the location which will incorporate increased parapet height and, potentially, art installations to improve the look and feel of the location. However, during construction there have been a number of attempts where we have successfully intervened at both the M6 J10 and on the pedestrian diversion route. The project team want to do more within the wider community to prevent the crisis at these locations. The study will help us to better understand the location, the people within the surrounding community and identify future considerations for interventions. These studies are used in Network Rail's escalation process and if proven useful, when applied to the road network they could potentially form part of our suicide prevention toolkit and allow other schemes to adopt the same approach. The study is due to start in September.

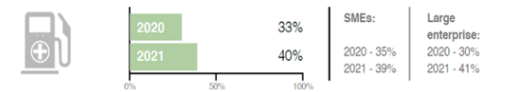
3 in 5 (60%) businesses have plans in place to deal with localised lockdowns due to COVID-19 in 2021. This has increased significantly since 2020:



Over 2 in 5 (41%) of businesses are reporting on driver behaviour at board level in 2021. This has more than doubled since 2020:



2 in 5 (40%) businesses are reporting on fuel spend for company vehicles in 2021. This has increased since 2020:



The Suicide Attempt (SA) closure form has been streamlined to capture the following data within Control Works. Duty ROC Team Managers will be responsible for ensuring all data captured is accurate before a log is closed.

Drop Down Box Title	Drop Down Options	How the data will be used
Outcome (Mandatory)	Fatal Non-injury Serious injury Minor injury	To prioritise sites where there may be more risk of harm. To undertake a scheme appraisal. To understand the effectiveness of interventions. Are they successful in preventing or reducing the severity of an event?
Location (Mandatory)	Bridge Slip Road Main Carriageway Hard Shoulder Layby/ERA Verge/Footway Central Reservation	To provide a more accurate description of where events occur in a large cluster site, so we can more effectively target interventions. To provide a strategic look at characteristics of the network which may be more at risk of suicide events and the consideration of early preventative action in new scheme designs.
Place of Access	Official (pedestrian area, parking, other roads) Unofficial (paths, works access points, parking, private land) Unknown	To provide more detail for those delivering interventions To target location points which can more impact on preventing suicides. To support the identification of common issues and development of preventative action.
Person type	Not a Vehicle User Vehicle Driver Vehicle Passenger	To help us understand the behaviours of those in suicidal crisis. To help us target those groups who may be more at risk. To help us understand access points and journey
Gender	Female Male Unknown	To identify cluster groups To develop interventions which target specific high-risk groups at a local and national level
Age	0-19 20-29 30-39 40-49 50-59 60-69 70-79 80-89 90-99 Unknown	To respond quickly to high risk groups where actions are more likely to be copied - teenagers To identify cluster groups To develop interventions which target specific high-risk groups at a local and national level
Any Communication Made to individual?	Yes No	To understand how frequently interventions are made and by who To understand the relationship between intervention and outcome To understand and evaluate the effectiveness of intervention strategies
Communication conducted by?	HE Police Other	To understand who is more likely to make an intervention To identify or evaluate training needs To develop strategies that improve intervention working? To help prioritise sites where interventions are not/cannot be made. To inform partnership working
Known Previous Encounters on SRN	Yes No Unknown	To help prioritise locations To help inform partnership working To develop interventions

Road User Performance and Road User Safety – continued.

- **TRL Suicide Risk Tool Feasibility project:** Through their social contribution fund TRL are investing in the feasibility work for the development of a Suicide Risk Tool. We are working very closely with them to share our knowledge and understanding of road related suicide and seek input from our expert panel members. The overall objective of a suicide risk tool will be to enable the business to incorporate improved management of suicide risk on the network, especially but not exclusively on new road sections. The feasibility study will enable us to understand if there is a preferred approach to assess risk, the information and data required to build the tool and to seek subject matter experts input into the value of the tool. The first workshop will be held on 3 September.
- Our **holding response for iRAP release of data** has been approved by the Press Team: We have carried out full “*International Roads Assessment Programme (iRAP)*” surveys of the strategic road network in England every five years, since 2010. We continue our work to assess the star rating of the Strategic Road Network using the latest iRAP Safety Rating Model (v3.02). This will provide a baseline star rating assessment for our 2020 (current) network and provide a 2025 forecast which considers our planned major investments during Road Investment Strategy 2 (RIS 2). When this work is completed we will then undertake three levels of analytical assurance and an audit review of the baseline and forecast with the Department for Transport (DfT) and the Office of Rail and Roads (ORR). We expect to release the results in 2022. Each aspect of the Baseline and Forecast development including; Updated Methodology, v1 2020 Results, v3.02 2020 Results, v3.02+ 2020 Results, v3.02 2025 Forecast & v3.02+ 2025 Forecast has undergone level 1 & 2 assurance, we are now undertaking level 3 assurance with an independent lead assurer.

Health Safety & Wellbeing team

- **Safety Alerts:** There have been **5** Safety Alerts issued in the month of August:
 - HEi263- Highways England for Information Safety Alert – [Duct Bracket Failure](#)
 - HEi264 - Highways England for Information Safety Alert – [Unsafe manhole cover](#)
 - HEi265 - Highways England for Action Safety Alert – [Product Recall of STIHL TS 410 & TS 420.](#)
 - HEi266 - Highways England for Information Safety Alert – [Failure of High Access Equipment](#)
 - HEi267 – Highways England for Information Safety Alert – [Tree Shears and Grapple Saws](#)