



Construction and Maintenance Health, Safety and Wellbeing Briefing

February 2019



Blue Star Focus

The following Blue Star has been issued in the period for Excellence/Innovation in Health and Safety:-

Rebloc ©– RB80SA_12

The Spur Road heading into Gatwick and associated slip road at Junction 9 was recognised early in the scheme to present difficulty in creating enough safe working space and maintaining the current two-lane configuration that Gatwick require for the smooth operation of the airport. In consultation with the supply chain the above challenge has been met and overcome on the M23, by being the first scheme to use this new to the market innovative safety barrier.

Features and Benefits

Rebloc© Temporary Safety Systems is ideal for narrow road widths. It can be easily installed and removed, with only 4 anchor pins per section, and a low product width of 30cm, Containment level N2 and the low working width W1 has allowed has given many advantage over the current system being used along the M23 main scheme.

- Installation is the same rate as VarioGuard but the level of containment is better N2W1 (Rebloc) to N2W2 (VG). The Rebloc is heavier so the wagons carry less sections.
- Installation has reduced Hand Arm vibration due to a limited need to use hand tools when pining.
- Creating more working space in the verge for the workforce by only taking 700mm opposed to 1300mm on the main M23 scheme
- The programme for these works has been reduced significantly because previously the scheme needed lane closures and that would limit the working window.
- By reducing lane closures, it limits the exposure of traffic management operatives to live lanes.
- The deflection of the safety barrier has been reduced to less than 100mm compared to 300mm on the main M23 scheme creating a safer environment for the work force.
- It has allowed the project to maintain wider

lanes on Gatwick spur road making it safer for the customer when commuting

- The interlocking coupling means that there are no loose parts, which prevent unauthorised removal of pieces and protects fully against vandalism.
- Elastomer pads in contact areas for protection of the road surface preventing later maintained and potential a poor driving surfaces making it safety for the public.

The Rebloc© barrier is proving beneficial in so much as it gives 2 full lanes in a potential hotspot area and it ensures that for Gatwick Airport, it is business as usual. The quick installation, ensured that the project only had to close the road for a minimum period, and now in place guarantees that this vital artery into the airport is open, **safe and fit for purpose.**

Gatwick have stated that they are 'happy with the barrier and especially pleased that the road is open, has two operational lanes and is business as usual for them.'

Please follow the link below to see the barrier installation. The video shows the actual installation as it took place on the Spur Road and is now on You Tube for general viewing to highlight Kier innovations and to show the benefits of the Rebloc© barrier.

https://youtu.be/EVYGRcF6k_s



Spotlight on Innovation

The Innovation

Although the A14 already has GS6 in place, Section 5 has made the overhead cable / structure awareness even more identifiable when working in the dark or on a night shift. The simple solution of mounting LED warning lights (also found on cones) onto timber stands allows the light to illuminate which clearly indicates when you are approaching and within GS6 overhead controls. The LED lamps are visible upon approaching the overhead cable / structure and when leaving the area. They are positioned one behind the other and the red flashing LED light can be easily seen when day light becomes limited. This is a significant safety innovation and improvement.

The Benefits

- The workforce can easily identify when approaching an overhead cable / structure GS6 controls particularly on Nights.
- Minimising the risk of striking an overhead cable(s) structure at night
- Greater visibility of the GS6 in the dark
- Minimal Maintenance
- Early warning to members of the public that they are travelling past a work area.
- vehicles



Better site management from a single-source solution.

The HUB community were recently joined by Leica Geosystems who presented a new product to assist with service avoidance. The Leica DD220 SMART utility locator offers best-in-class locating and tracing performance, using industry-leading digital signal processing to identify underground assets deeper, faster and more accurately than any other system. The new utility locators, paired with DX Shield software, connects tasks and professionals on any jobsite for improved integration. Using GPS and Bluetooth connectivity, users can remotely transfer and access buried utilities data to a hosted service that can be accessed by multiple users across multiple sites. The result is better management of site activities, helping to protect assets, personnel and utilities.



Red light zones around machines to keep workers safe

Colas and Highway Service are beaming a clear red danger zone around their biggest machines. The red beam is a visible warning to operatives that they are in the danger area if they are inside the red line. Working with Colas operational teams, Highway Service took existing technology and developed it to create an unmistakable LED-lit red zone around the Colas construction machines. Throwing a light cordon around pavers and rollers leaves Colas staff in no doubt where workers and vehicles should be – and where they should not venture. The system uses LED lights located on top of the machine or on the canopy. At night, these throw a clear red box around the vehicle, marking out a solid red line around the sides of the machine to a standard distance of two metres. This can be extended to match the size of the paving activity at the rear of the machine with a five metre clearance at the back in the case of pavers. The system also includes blue arrow lights, which make clear to the roller drivers the extent of the exclusion zone at the rear of the paver. Lee Corbett of Highway Service said: “We have been delighted to work closely with Colas on this project and we are really pleased with the results.”



MGF – Standard Solutions for Temporary Works

MGF have recently been involved in numerous smart motorway projects where the use of standard solutions has improved efficiencies and reduced design waiting times due to the use of MGF’s Standard Solutions. Standard Solutions are pre-engineered, calculated temporary works (TW) solutions, created from a specification given by the customer through their own process for excavations. MGF’s internal research found that 60% of all temporary works designs created produced similarities; providing scope to create pre-engineered BS5975 compliant solutions which could be used on projects with repetitive groundwork operations; whilst still fully complying with the latest safety legislation and design standards. To use an MGF Standard Solution there must be a Designated Individual within the company who is responsible for ensuring that the people using or issuing the solutions are competent to do so.



Standard Solutions used during the M6 smart motorway project between Jct 2 at Coventry and 4 near Coleshill. (Balfour Beatty and Vinci JV with subcontractor Hillstreet Construction)

The benefits

- Simplified process to obtaining a design solution
- Place orders directly with the hire desk without the need for a new design (your order is based on the selected standard solution)
- Quick response time – ideal for utility works
- Excellent training tool

All standard solutions are presented in a drawing format with supporting calculations and takes the user through the following six easy steps:

1. Assessing the site conditions
2. Validating the ground conditions
3. Details on the most appropriate temporary works equipment
4. End support considerations
5. Safe installation sequences
6. Guidance on local ground reductions

If you would like to see an example of a full standard solution please visit:

www.mgf.ltd.uk/standard-solutions.

Safety Alert Hei 072 Spotlight:

Conquip Engineering Group have issued a Safety Alert for the CA122-03000 Boat Skip. An issue with 2015 models has been identified which could potentially cause the weld around the captive washer on the end of the pivot pin to fail.

If the retaining washer (Item 3) on the end of the pivot pin (Item 2) is welded to the inside of the skip, therefore disabling free movement of the pin, these items should be quarantined. They should be returned to Conquip Engineering Group for remedial work or quarantined on site until a field service engineer can visit to carry out the necessary repairs.

The correct assembly should show the captive washer (Item 4) welded to the end of the pivot pin (Item 2) allowing free movement of the pin against the pad eye washer (Item 1) that is fully welded to the inside of the skip.

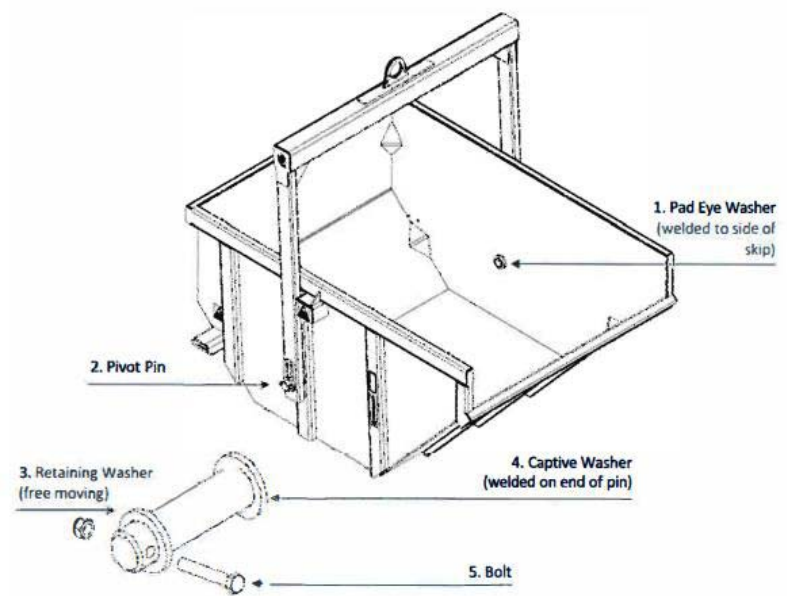


Diagram showing correct free movement of retaining washer



Lord Dennis Stevenson to give Keynote at this year's SH Wellbeing Forum

Lord Stevenson is a long time campaigner for greater understanding and treatment of mental illness informed by his own experiences of depression. He was the Founding Chair of MQ: Transforming Mental Health, a charity which supports research into mental health; and he promoted a Private Members' Bill – the "Mental Health (Discrimination) Bill" – the first key step in the UK to removing a number of the key discriminations against people who suffer from mental illness.

Taking place at the House of Commons on Thursday the 20th of June and commencing at 12.00pm, the invitation-only event will act as the launchpad for our industry-wide "Road to Better Wellbeing" strategy, designed to increase the awareness of wellbeing and mental health across the sector irrespective of the size of organisation. The day will act as a call to action for all organisations, large and small to participate in the 2019 road to wellbeing survey.

This ambitious project will be supported by the major contractors from across the sector and will take the form of a quantitative questionnaire which will be followed with further in-depth qualitative analysis in 2020 as we frame the current state of workplace wellbeing within the highways sector. Working alongside leading organisations such as Thames Water and the BMH Framework, this ambitious undertaking will take the form of quantitative and qualitative analysis, developed by

leading experts from across the field of wellbeing and led by Clare Forshaw, formerly Head of Centre for Health at the HSE.

The results of the pilot surveys carried out with the selected organisations will also be presented. The survey will be robust and thorough, yet easily accessible. They will also be launching their ongoing strategy for monitoring wellbeing within the industry.

To inquire about attending the Forum or for more information on 'The Road to Better Wellbeing' on the 20th June please email: admin@saferrhighways.co.uk

Highways England Safety Alerts issued since the last briefing:

Hei 072	Conquip Boat Skip Recall
Hei 071	M1 J39-42 Smart Motorway Pile Connection Defect
Hei 070	Change in HSE enforcement expectations for mild steel welding fume
Hei 069	Jerol Lighting Column Sheath Fault

These and previous alerts are available through the following link: <http://www.highwayssafetyhub.com/alerts.html>

SafetyCam evidence secures first incursion convictions

Police have confirmed that two drivers have recently been convicted of motoring offences and have received a fine and penalty points on their license following incursions into road works that were captured by Carnell's award winning SafetyCam mobile road worker protection system. Highways England's East Midlands Asset Delivery team requested the deployment of SafetyCam on a scheme on the A5 after reports of drivers failing to adhere to signed diversions and 'trying their luck' driving the wrong way through traffic management closures. Incursions were subsequently recorded by SafetyCam, with evidence files fully submissible in a court of law, passed to the police to deal with in the appropriate manner. As well as the two convictions, two other drivers are due to appear in court in March, one other has completed a driver improvement course, and one received a fixed penalty notice. Commenting on the use of SafetyCam on the A5, Highways England's Regional Director Catherine Brookes said "We were encouraged that the extensive trials of SafetyCam had shown a significant reduction in vehicle incursions and a noticeable increase in traffic compliance with road works speed limits. This gave us the confidence to adopt SafetyCam on this scheme, to give increased protection to road workers.



IAN 128 – Data Reporting

A requirement for Highways England supply chain partners (designers and contractors) is to report hours worked onto the reporting system Airsweb.

An extract from the document below confirms what 'additional information' is required, along with when it needs to be provided by;

Additional information required:

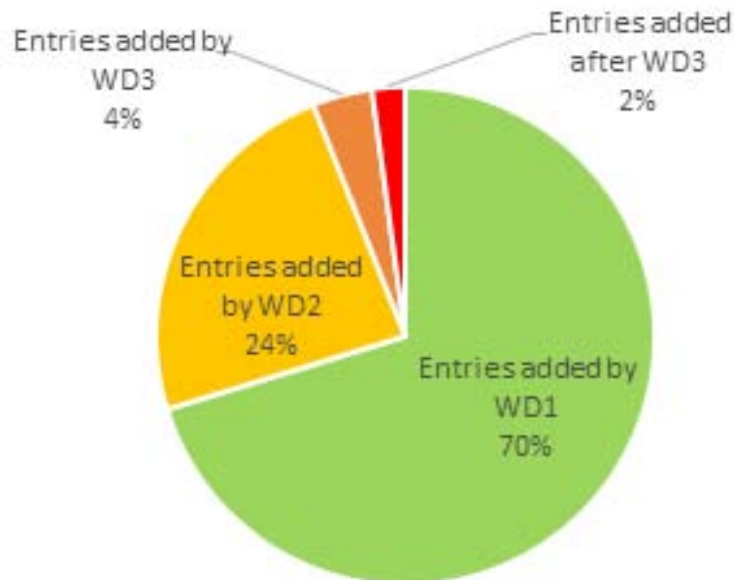
- The average number of employees on site each working day / 24 hour period
- The total hours worked (average number employed during the calendar month multiplied by the average number of hours worked on site per month by a typical full-time employee). See the note below.

Note:

- Supervisory staff (project managers etc) for ASC/TechMac works would be included
- Other Staff based in the depots would be included where their role involves working on the network – e.g. inspectors within the ASC
- For Operations contracts Highways England requires the number of employees and hours worked on the whole of the contract including any office based staff to be provided by working day 1 of each month. It should be noted that Highways England expects any incidents or high potential near misses meeting the relevant criteria involving office based staff, to be recorded on AIRSweb against the Area contract
- For Major Projects Highways England requires the number of employees and hours worked on the whole of that project including office based staff to be provided by working day 1. Any incidents or high potential near misses meeting the criteria involving office based staff shall also be recorded on AIRSweb against the Project contract.

Information supplied by the HE National Health and Safety Team shows compliance rates for this IAN during February 2019.

Hours Entry Times onto Airsweb: February



		Actual number of entries
Entries added by WD1	70%	163 (63 before WD1, 100 on WD1)
Entries added by WD2	24%	55
Entries added by WD3	4%	9
Entries added after WD3	2%	5

The Hub Newsletter contains updates and advice for our supply chain. The newsletter is written by supply chain partners to share health and safety best practice, any advice is provided as guidance.

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