

Construction and Maintenance Health, Safety and Wellbeing Briefing

October 2018

The Highways England Awards

The Highways England Awards are now open for nominations. These awards recognise and celebrate the work of people in our company and in our supply chain who have made notable improvements in the safety, customer experience and delivery of our network.

These awards set the bar of expectation for those working for us and with us, above all on our prime imperative of safety, as well as on our imperatives of customer and delivery. They combine last year's Health, Safety and Wellbeing Awards and Supplier Recognition Scheme Awards into a single event that rewards individuals, teams, projects and companies who have innovated and improved our business. The 11 categories include the prestigious Chairman's Award for Excellence in safety, which is our first imperative.

More information about the awards and our online entry forms are available via www.highwaysengland.co.uk/awards

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.

Highways England Awards

The Vox Conference Centre,
Birmingham on 28 March 2019



Preparing for Winter

The month of October kicks off the transition to winter; shortening days, dusk coming earlier and adverse weather come with some associated safety risks due to dark and wet conditions. Fatigue can also become a problem towards the end of this month, especially when the clocks go back, knocking everyone's body out of sync by an hour. There are four key areas to consider when the weather and the clocks changes at this time of year;

Slips, Trips and Falls

High levels of rainfall and early sunsets present an increased risk of slips and trips due to wet surfaces and poor visibility.

Driving

Winter driving presents additional challenges; the the wet conditions and darkness arriving before most people commute home being the main reasons why.

Lighting

With decreasing daylight hours come the potential hazard of poor visibility. The reduced daylight can also affect people's wellbeing and this should be considered together with increasing background lighting levels in and around sites and offices at dawn and dusk.

Winter Health and Wellbeing

Clocks going back, cold mornings and shorter days can leave you feeling fatigued and struggling to get out of bed.

Should you require any further information please contact your Health and Safety team who can provide further support



Raising the Bar Documents

The following Raising the Bar documents are currently under review by the Hub team members;

- B1 – Plant and Equipment
- B2 – Traffic Management Entry and Exit
- B7 – Overhead Services and Structures Protection
- B23 – Site Health and Safety Inductions

Watch this space for updated RtB documents in the coming months.

Highways England Safety Alerts issued since the last briefing:-

- HEi055 – Vehicle collision or breakdown on the SRN Motorways
- HEi056 – Trip and fall resulting in fractured knee
- HEi057 – Positive Legionella test

Additional Information Increased Health and Safety Executive site inspections

During a recent meeting with the HSE it became evident that a planned and targeted Blitz Campaign across the UK construction industry will commence on the 8th October 2018. The key area of focus will be around Occupational Health however it has been discussed that the visiting enforcement teams will be looking at physical attributes on site and supporting documentation, this is likely to include retrospective supporting documentation, based around occupational health as well as what they see on the day. Detailed below is a summary, provided by Morgan Sindell, of typical points which may be considered during any visits, however all the items mentioned are essentially a good guide to managing occupational health on projects and should be normal daily activities.

HEi054 Lifting Operations Incident

This and previous alerts are available through the following link:
www.highwaysafetyhub.com/alerts.html

Dust

Dust producing tools and equipment should have either water suppression or type M or H vacuum extraction (wood/concrete/board/Silica etc.)

Are appropriate respirators (dust masks/RPE) being worn for activities that create dust (in addition to suppression/extraction measures)? Appropriate filters are FFP3.

Do all those wearing respirators have a face fit test for the actual respirator they are using? (All respirators require a face fit test) Appropriate records of face fit testing should be held within the SHE Registers.

Are the users of RPE clean shaven? If not or they refuse to shave then the employer must provide powered air respirators that do not require a face seal for effective use/alternative work should be sourced if neither is undertaken which does not result in exposure to dusts.

CIS36 Construction dust publication is attached to this email.

RAMS should include dust controls and reflect the actual work being undertaken on site.



Noise

Have noisy works been identified within the project RAMS? Do the RAMS adequately control the noise for both the operative concerned and the general community around the works.

Are sources of noise screened, isolated or located remotely? (e.g. acoustic enclosures, screens, booths)

Are hearing protection zones in place with signage? Do the noise protection zones extend far enough away from the noise source? How is the noise being measured?

Is hearing protection available for those who need it? And is it located at suitable locations? Are zones being enforced.

Is the hearing protection provided suitable for the noise and does it properly interface with other PPE.



Vibration

Have noisy works been identified within the project RAMS? Do the RAMS adequately control the noise for both the operative concerned and the general community around the works.

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<http://www.hse.gov.uk/vibration/hav/vibrationcalc.htm>



Manual handling

Does the project's approach to materials distribution and waste management consider manual handling risks and control measures? Essentially has the need for manual handling been reduced to its absolute minimum?

Review your manual handling activities, can they be designed out or reduced?

Are specific manual handling assessments in place for the works being undertaken?

Do the RAMS include specific details about manual handling and the approach to be undertaken during the works?

Lead

Has the risk of lead based products been identified on your project?

Is a detailed risk assessment in place for the use/handling of materials that contain lead?

Are controls measures identified and implemented for the control of works involving lead?

Are operatives working with lead subject to health surveillance and are records available as evidence?

COSHH

Are COSHH Assessments in place for all hazardous substances? - Material Safety Data Sheets are NOT COSHH Assessments.

Are the control measures specified in use?

Are other persons not involved directly with using the hazardous substance being inadvertently exposed?



General

Are Occupational Health subjects included in daily briefings with supervisors?

Are Occupational Health issues being properly considered during Point of Work Risk Assessments?

Have Morgan Sindall staff completed the Occupational Health awareness programme?

The above details should not be considered as a complete definitive list; however it should go a long way towards the management of occupational health on our projects. Each project is very different, following review of these points please speak to your Health and Safety contact.



Digger incident prompts A14 C2H team to fit cameras to enhance safety

An incident with a live cable has prompted the A14 Cambridge to Huntingdon project team to request that its supply chain fits cameras on all its 360 machines as a minimum requirement.

The incident, which happened in August 2018, caused a live, low voltage cable to get caught in the bucket of an excavator as a contractor was working at the side of the road on the A14 project to remove a diverted culvert.

The driver of the excavator managed to move the bucket clear of the cable and track away to safety but the cable remained live, continuing to fizz and smoke in the water of the culvert.

Colleagues watched the culvert and live cable while the driver went to get his supervisor to report the incident.

An exclusion zone was created and an investigation began, uncovering confusion over the details of the permit to dig and presence of live cables. A camera present in the cab of the excavator provided evidence for the incident and highlighted the fact that digging had taken place where a live cable was present.

Without a camera in the cab, it would have been much more complicated to uncover the circumstances of the incident and to draw conclusions about the issues the excavator driver faced and what caused the incident to happen.

Following this incident, A14 Cambridge to Huntingdon project director David Bray said:

"This incident highlights the need to have clear evidence when things don't go to plan on a work site.

"I have now instructed the A14 supply chain to provide cameras in all excavators as a minimum requirement when working on the project. I hope this will help everyone to gain a better understanding of the safe behaviours needed and to identify practical measures that will make a difference out on site."

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ. Highways England Company Limited registered in England and Wales number 09346363