



**Construction and Maintenance
Health, Safety and Wellbeing Briefing**

September 2019



Road User Performance and Road User Safety

The **Motorways Campaign** has been a success with good social media coverage with a potential reach of 14 million. The high levels of engagement on social media included: the campaign website (peaking at 12,844 views per day) strong stakeholder support including a supportive quote in our press release from Edmund King (AA), re-tweets from partner organisations such as Legoland and British Ports Association and a Facebook live event with the RAC with 60,000 followers. Building on this campaign research has been commissioned reviewing the overall approach to manage unplanned incidents (breakdowns, collisions, medical episodes) and what advice/guidance we give to customers to reduce their risk. The results of this research will be available in early 2020.



Regional Safety Co-ordinators

continue to deliver a range of partnership activities including three commercial vehicle load security training courses delivered by the Health and Safety Executive involving over 50 officers from Cheshire, Merseyside and Greater Manchester Police Forces. We attended Car-Fest North which saw over 120,000 visitors attend the 3-day festival over 3000 people actively engaged with the staff on the stand which was supported by the North West Commercial Vehicle Policing Unit, North West Road Safety Partnerships and local authorities.

As part of the **Red X Signal Enforcement Programme** the upgrade of 32 camera sites across the network has been completed, these are now being tested and evidence provided to police enforcement authorities that the cameras are ready for go-live. We expect to commence roll out of enforcement in late September. In the meantime, we continue to undertake target engagement and communication activities to improve compliance, to date we have issued 190,000 formal warning letters to drivers who drive under a Red X or in a dynamic hard-shoulder when not in operation.



As part of the Driving for Better Business

(DfBB) a survey has been conducted of over 250 Executive Directors and over 1000 business drivers to better understand corporate attitudes to issues such as grey fleet, mobile phone use and vehicle checks. The survey continues to highlight gaps in knowledge. The subsequent report has been shared across our DfBB partnership and findings shared with various media partners. Direct engagement continues to be measured through the total number of drivers being managed and vehicles being operated by employers who are registered on the DfBB 7-step process. Businesses registered on the 7-step process at the end of July collectively manage 567,300 drivers and 416,300 company vehicles (139,600 company cars, 219,800 company vans and 56,900 LGVs).

Safer Highways 2019

A successful and well attended event at Silverstone showing how the industry supply chain are working collaboratively, learning from each other and sharing best practice ideas. The event included senior addresses from key personnel including Mark Byard and Jim O'Sullivan from Highways England.

Lots of different innovations were showcased including a secondary protection inflatable temporary barrier, hearing protection with in-built noise monitoring at the ear, site vision surveying equipment showing utilities in augmented reality, use of digitised information to plan work safely to name but a few.

There was also an emphasis on wellbeing and culture and how engaging with people on site, showing respect for each other and instilling the right values, is critical to ensuring safe outcomes.



Celebrating the best in our business

We are excited to announce nominations are now being accepted for the Highways England Awards.

This is the second Highways England Awards, and this year we aim to set the bar even higher and celebrate the individuals, teams, projects and companies who have committed to innovate our business.

They are designed to recognise people in both our company and our supply chain who have achieved outstanding results in the safety, customer experience and delivery of our network. This is your opportunity to highlight the great work you are doing to deliver safe, innovative work that provides value for customers.

The awards are open to colleagues across the business, our suppliers and their supply chain (extended supply chain, small and medium enterprises, etc). You can find the details of each category and how to enter on our website: www.highwaysengland.co.uk/awards, including the prestigious Chairman's Award which will be chosen from one of the winners.

The awards ceremony will be held at the ICC, Birmingham on 30 April 2020 where we will announce winners from Highways England and our supply chain for each of the three award categories: safety, customer and delivery.

Submissions can be made from 12pm on 23 September and 5pm on 6 December. This is your opportunity to highlight the great work you are doing and encourage people in all areas of our business to enter. If you have regular contact with our supply chain, please encourage them to apply. We look forward to seeing your submissions.



**home
safe
and well**

Highways Transport and Fleet Operations

Changes to the DCPC Cards

The first 5 yearly renewal of the Driver Qualification Cards (DCPC) is due this September. The DVSA is expecting a large influx of renewals which may lead to a delay in getting out the new cards.

The Law.

It is normally a legal requirement that you carry your card while driving any Commercial vehicles over 3.5T MAM, bus or coach professionally.

You can get a £50 fixed penalty for driving professionally without your card.

You can still drive professionally if you've done your 35hrs periodic training and you're waiting for your new Driver CPC card to arrive. Just before your current card expires you should receive your replacement, or shortly afterwards. If you don't receive your card within 20 days of when it was expected you should contact DVSA.

CCC recommend that drivers access the DVLA site and download a copy of proof that they have completed their periodic training whilst, waiting for their new card, and carry this with them. This will act as evidence should anyone query it during this time.

To do this you will need to register: <https://www.gov.uk/check-your-driver-cpc-periodic-training-hours> You will be sent a link by post, (Ensure your driving licence address is up-to-date) to allow you to access your data



Raising Environmental Awareness

Wild Parsley

Habitat

Grows on rough, dry and often calcareous grassland. This species is often noted in numbers near the safety barriers on the network and is widespread in central and southern England.

Health Hazard

Like Giant Hogweed, the sap of Wild Parsnip contains photo-sensitive chemicals known as furanocoumarins. These chemicals can make the skin hyper-sensitive to sunlight and cause a reaction known as phytophotodermatitis. This reaction can occur up to 48 hours after contact and is not dissimilar to a chemical burn where reddening, itching, blistering or burning can occur.

Action

Do not touch this plant.

If accidental contact is made with the plant's sap wash the area immediately, cover the skin to prevent exposure to sunlight and seek medical advice if blistering occurs.



A Little Bit of Useful Information

Modes of commuter transport

Following the recent articles in the press regarding motorized scooters and electric assisted cycles, this guide will explain the differences and what can be used on the public highway and which is suitable for private land.

Personal Light Electric Vehicles (PLEV)

The term "Personal Light Electric Vehicle" covers a variety of novel personal transport devices which are mechanically propelled (propelled by a motor) as well as or instead of being manually propelled. It includes e-scooters, Segways, hoverboards, go-peds (combustion engine-powered kick-scooters), powered unicycles, and u-wheels.

The vehicles listed above are powered by a battery motor and are therefore classified as powered transporters (PLEVs) by the Department for Transport (DfT), making it illegal to use them on UK roads and pavements. However, it is legal to use them on private land and property

By using a PLEV on the public highway you are committing an offence under the Road Traffic Act, if stopped by the police you could be committing any of the following offences that will have an impact on your personal driving licence and carry a fine:

- Driving with no insurance (£300 / six points)
- Driving not in accordance with a licence (£100 / three points)
- Contravening red traffic light – junction (£100 / three points)
- Contravening route for buses / pedal cycles only sign (£50)
- Driving on a footway / driving elsewhere than on roads (£50)
- Contravening cycle lane (£50).



Focus on Blue Star Award

Overhead Safe

The SHE team working on the M23 SMP have recently implemented **Overhead Safe**. Developed by Carnell's [Innovation Team](#) as a Personal Hazard Alert System, **Overhead Safe** is worn by members of the site team where it provides a clear and visible warning of overhead hazards by illuminating the vest when it is within a designated warning zone. It is an enhancement to current GS6 guidance, providing a safety net especially during hours of darkness or low-light, where blue cones and goalposts have not been noticed. **Overhead Safe** uses GSM connectivity along with GPS, accelerometer and gyroscope sensors, with data being uploaded to the cloud so that it can be monitored by back-office teams.

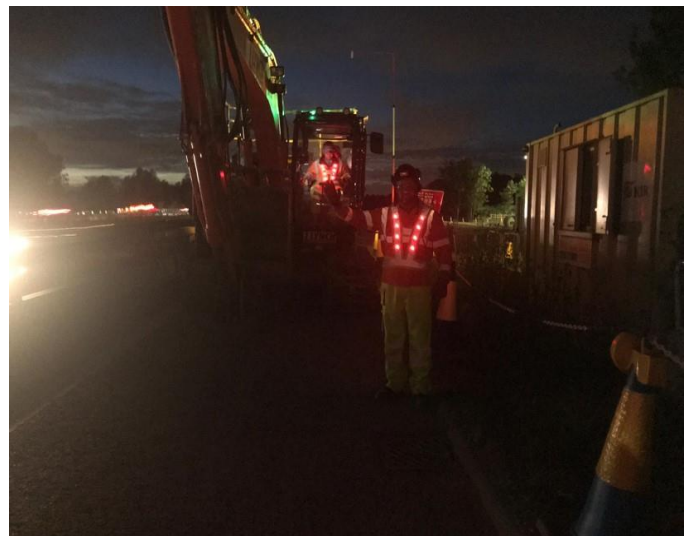
The Benefits

Overhead Safe has benefitted the project in several ways. When working at night or in low-light conditions, with the vests being very visible when illuminated to both the plant operator and permitted operatives working alongside the machine (such as banksman, gangers and foreman). It's not just machine operators that benefit with this innovation, as the system can be used in all types of site vehicles and plant.

The system is also advantageous within main works areas where plant operators track between work areas or work within the vicinity of Overhead Services. With plant operators on the project having been here for a while and progress essential it is easy for an individual to become complacent and sometimes not appreciate the areas they are working in. With the cones placed at every overhead service in a location that doesn't allow the cone to be moved a radius of 20 meters is set up so that should a plant operator or Hiab operator come within the exclusion zone the vest lights up reminding the operator of the overhead service thus eliminating

the risk of a strike occurring. The cones are monitored regularly for battery charge and location due to the GPS function. This allows the site to re position the cone quickly should it have been moved during works being undertaken there.

The **Overhead Safe** system works well on a full closure where a chicane is required to direct works traffic into one lane. Cones housing the system can be placed along the advancing route triggering the paired vests before vehicles are close to the overhead risk. It works best in a more static environment and therefore is ideal for all types of overhead fixed assets. Furthermore, the system is portable and takes up the space of a standard cone, leading to quick site establishment and operational readiness.



Spotlight on Innovation

M62 J10-12 – Exercise Dark Knight

The **bmJV team** assisted as around 100 emergency services workers took part in one of the biggest ever motorway emergency exercises on the M62 overnight on Saturday 10 August. Making use of a planned motorway closure as part of our **smart motorway upgrade**, Greater Manchester and Cheshire's emergency services worked with Highways England's traffic officers through the night to respond to a staged multiple-casualty incident.

Born out of the M62 incident workshop, the exercise known as **Exercise Dark Knight**, involved an overturned coach, two HGVs, eight cars and a motorbike. While we installed new gantry bases and temporary road layouts were changed near Junction 10 at the Eccles interchange, around 50 volunteers taking the role of injured drivers and passengers helped bring the incident to life at the other end of the major road scheme.

Barry Russell, Senior TM Manager was bmJV lead coordinator for the exercise and commented: "We supported the operation in a number of ways – from supplying traffic management crews to using the Eccles depot as a mock hospital for the casualties. Significant lessons learned from this innovative operation were put into practice just two weeks later by the emergency services dealing with a road traffic collision involving a bus and a lorry on the M56."

Exercise Director and Station Manager Chris Evans said: "Last night's exercise was the culmination of months of meticulous planning, all designed to ensure that should an incident of this type and scale occur on our motorway network - we can all respond as efficiently and as effectively as possible to provide the public with a first- class service."

Take a look at Greater Manchester Police video here: <https://www.youtube.com/watch?v=c1Aj6aK2WvQ>



Electric Assisted Pedal Cycles (EAPC)

The EAPC regulations as amended set out the requirements that EAPCs must satisfy if they are not to be treated as motor vehicles when used on roads in GB - i.e. do not need to be licensed and registered etc.

The requirements are:

- The cycle must be fitted with pedals that are capable of propelling it.
- The maximum continuous rated power of the electric motor must not exceed 250 Watts
- The electrical assistance must cut-off when the vehicle reaches 15.5 mph
- The rider must be over 14 years of age.



An EAPC which complies with the above is not considered to be a motor vehicle within the meaning of the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988

Update from the Supply Chain HUB meeting

The community were joined by Mark Byard and Lucy Fell from Highways England in September to discuss the Supply Chain Safety Leadership Group and how the HUB community will support the SCSLG moving forward. During the meeting the group also reviewed the results from the survey that has been carried out by the HUB community on what key areas could be focussed on. It was agreed that the results from this survey would be linked to the proposals from the SCSLG and a proposal will be put forward to be presented at the October SCSLG meeting. Watch this space for further updates.

David McCann joined the meeting to present a summary of the 60mph trials which generated lots of useful discussion. David will be invited back to a group meeting in the near future to continue the discussion.

Other items discussed on the day included updates from the Principal Designer Working Group, ongoing changes to the HUB website and key risk areas including service avoidance.

Please see the following links for latest updates from the community;

<http://www.highwayssafetyhub.com/>

<https://twitter.com/highwayssafety2>

<https://www.linkedin.com/in/safety-hub-964b02178/>

Highways England Safety Alerts issued since the last briefing:-

- Hei 119 Paving Slab RIDDOR Incident
- Hei 118 High Potential Near Miss – Failure of Concrete Floor Saw
- Hei 117 Mechanically Operated Post Driver Overturning
- Hei 116 Vehicle Recovery
- Hei 115 Changes to the Driver Qualification Cards
- Hei 114 Inspection of Recessed Offset Gullies
- Hee 01 Wild Parsnip
Step by Step completing a Safety Alert

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



EVERY SINGLE
WORKING DAY
IN THE UK
TWO CONSTRUCTION
WORKERS TAKE
THEIR OWN LIFE



www.constructionindustryhelpline.com

World Suicide Prevention Day - Myth busting

Myth: People who talk about suicide aren't serious and won't go through with it.

Fact: People who kill themselves have often told someone that they do not feel life is worth living, they want to die or that they have no future. It's important to always take someone seriously if they talk about feeling suicidal. Helping them get the support they need could save their life.

Myth: If a person is serious about killing themselves then there's nothing you can do.

Fact: Often, feeling actively suicidal is temporary, even if someone has been feeling low, anxious or struggling to cope for a long period of time. This is why getting the right kind of support at the right time is so important.

Myth: You have to be mentally ill to think about suicide.

Fact: 1 in 5 people have thought about suicide at some time in their life. And not all people who die by suicide have mental health problems at the time they die.

Myth: People who are suicidal want to die.

Fact: The majority of people who feel suicidal do not actually want to die; they do not want to live the life they have. The distinction may seem small but is very important. It's why talking through other options at the right time is so vital.

Myth: Talking about suicide is a bad idea as it may give someone the idea to try it.

Fact: Suicide can be a taboo topic. Often, people who are feeling suicidal don't want to worry or burden anyone with how they feel and so they don't discuss it. But, by asking someone directly about suicide, you give them permission to tell you how they feel. People who have felt suicidal will often say what a huge relief it was to be able to talk about what they were experiencing. Once someone starts talking they've got a better chance of discovering options that aren't suicide.

Myth: People who say they are going to take their own life are just attention seeking and shouldn't be taken seriously.

Fact: People who say they want to end their lives should always be taken seriously. It may well be that they want attention in the sense of calling out for help and helping them get support may save their life.

