

December 2022

Summary Health Safety & Wellbeing Performance Report

Board Sponsor: Lawrence Gosden
Executive Sponsor: Mike Wilson
Author: Melanie Clarke

Executive Summary



All data included within this report is up to date as of **4 January 2023**. 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

Lower Thames Crossing

| | | | |
|----------------|-----------------|---------------|----------------------|
| 741,198 | -0.44% | 51,141 | 85.90% |
| 12 Month Total | 12 Month Change | Current Month | Current Month Change |

Major Projects

| | | | |
|-------------------|-----------------|----------------|----------------------|
| 15,595,770 | -2.05% | 980,541 | -24.39% |
| 12 Month Total | 12 Month Change | Current Month | Current Month Change |

Operations

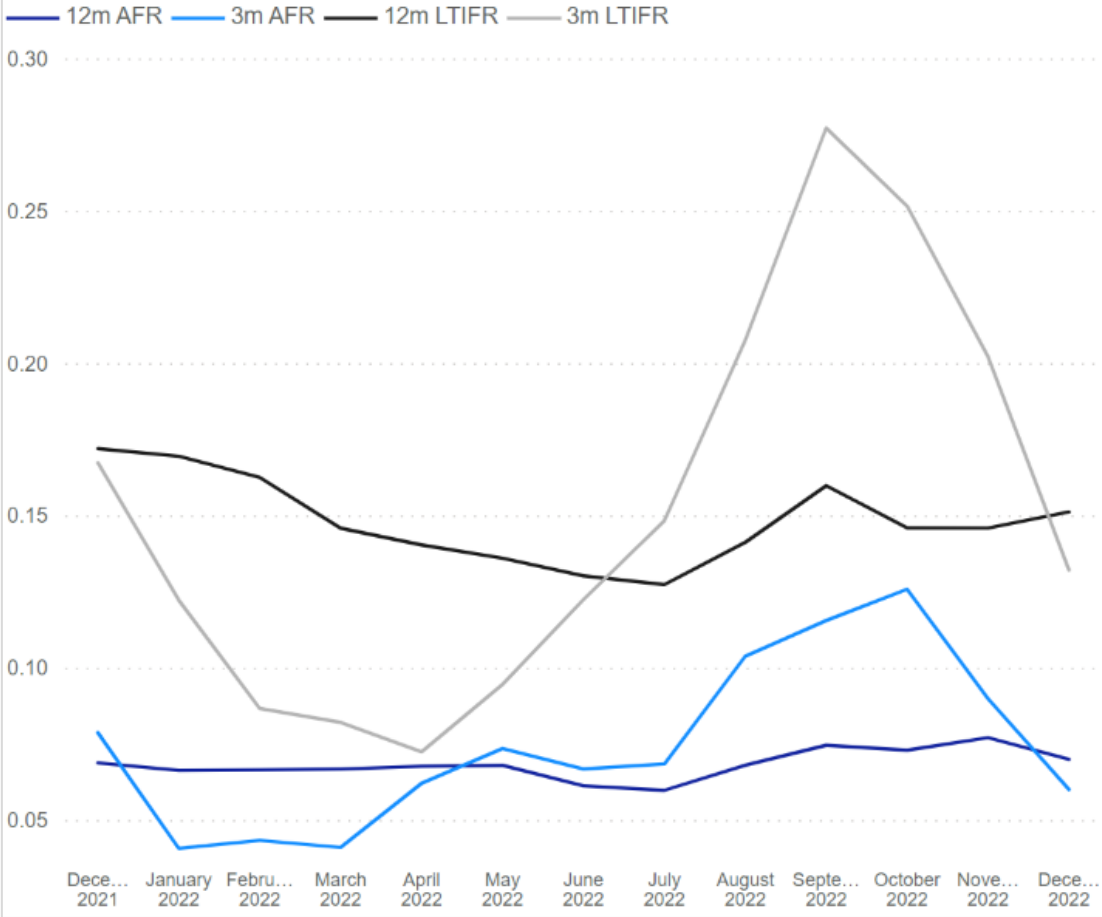
| | | | |
|-------------------|-----------------|------------------|----------------------|
| 19,388,747 | -1.48% | 1,304,586 | -43.51% |
| 12 Month Total | 12 Month Change | Current Month | Current Month Change |

Please note the method for calculating service strikes rates has changed; please see deep-dive slide 10 for full details

Please note: Incidents move out of scope once the duration of 12 months has passed. For example, if an incident occurs in January, it will remain within the frequency rate until December. The following month, it will move out of scope, for rate calculations.

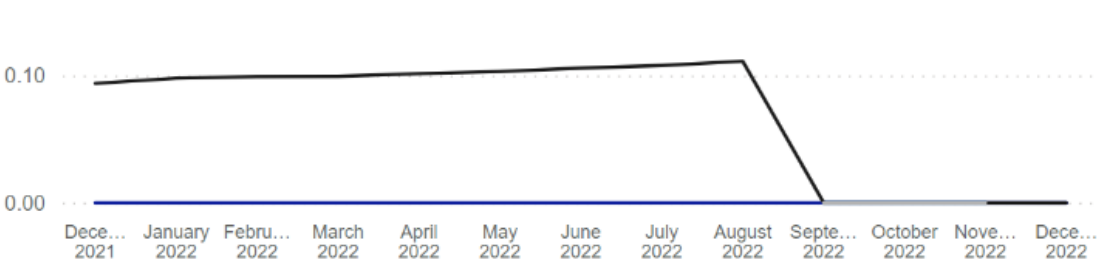
| RIDDORs | | | | | | |
|-----------------------|----------|------|---------|------|----------|------|
| Directorate | In Month | Rate | 3 Month | Rate | 12 Month | AFR |
| Lower Thames Crossing | | | | | 0 | 0.00 |
| Major Projects | 0 | 0.00 | 1 | 0.03 | 6 | 0.04 |
| Operations | 0 | 0.00 | 4 | 0.08 | 19 | 0.10 |
| Supply Chain | 0 | 0.00 | 5 | 0.06 | 25 | 0.07 |

Supply Chain

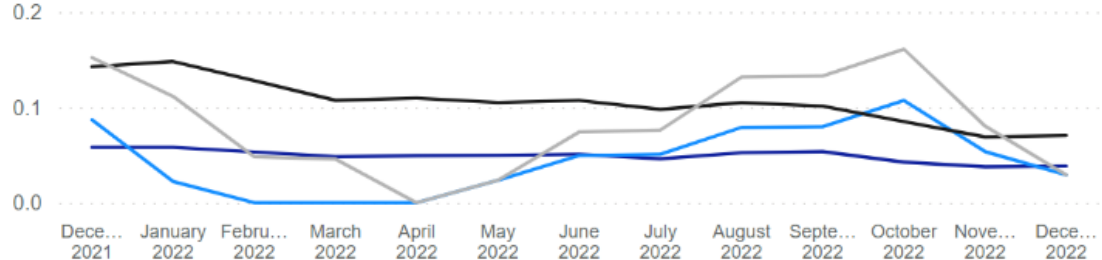


| Lost Time Incidents | | | | | | |
|-----------------------|----------|------|---------|------|----------|--------|
| Directorate | In Month | Rate | 3 Month | Rate | 12 Month | |
| Lower Thames Crossing | | | | | 0 | 0.00 ✓ |
| Major Projects | 0 | 0.00 | 1 | 0.03 | 11 | 0.07 ✓ |
| Operations | 4 | 0.31 | 10 | 0.21 | 43 | 0.22 ✗ |
| Supply Chain | 4 | 0.17 | 11 | 0.13 | 54 | 0.15 ! |

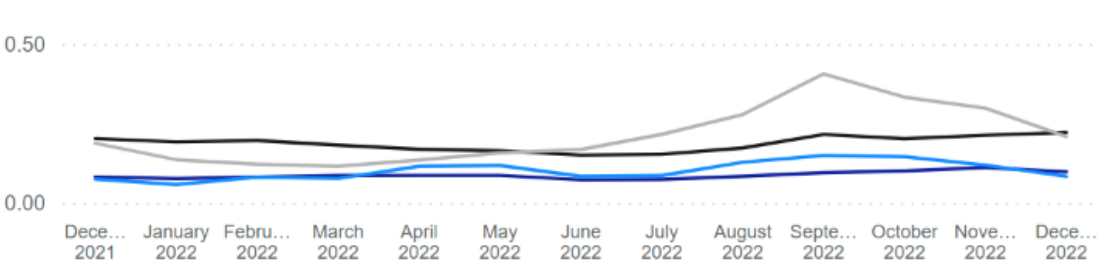
Lower Thames Crossing



Major Projects



Operations



| | | | | | |
|-------|---|-----------|---|--------|---|
| Red | ✗ | Amber | ! | Green | ✓ |
| ≥0.16 | | 0.15-0.16 | | ≤ 0.15 | |



| Supplier | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORs | AFR | Service Strikes | Service Strike Rate |
|------------------------------------|-------------------|---------------------|----------------|-----------|-------------|-----------------|---------------------|
| Costain | 4,637,582 | 4 | 0.09 | 3 | 0.06 | 7 | 0.15 |
| Kier | 3,923,647 | 2 | 0.05 | 1 | 0.03 | 5 | 0.13 |
| Balfour Beatty | 2,944,506 | 2 | 0.07 | 2 | 0.07 | 10 | 0.34 |
| Amey | 2,700,285 | 10 | 0.37 | 5 | 0.19 | 8 | 0.30 |
| Connect Plus | 2,499,965 | 6 | 0.24 | 4 | 0.16 | 4 | 0.16 |
| Ringway Ltd | 1,442,978 | 4 | 0.28 | 1 | 0.07 | 3 | 0.21 |
| Galliford Try | 1,132,455 | 2 | 0.18 | 0 | 0.00 | 6 | 0.53 |
| Skanska | 1,026,383 | 1 | 0.10 | 0 | 0.00 | 5 | 0.49 |
| Chevron | 906,452 | 2 | 0.22 | 0 | 0.00 | 1 | 0.11 |
| Morgan Sindall | 738,754 | 2 | 0.27 | 0 | 0.00 | 0 | 0.00 |
| HW Martin Traffic Management | 675,971 | 1 | 0.15 | 1 | 0.15 | 0 | 0.00 |
| Tarmac | 531,904 | 1 | 0.19 | 1 | 0.19 | 0 | 0.00 |
| Graham Construction | 501,479 | 1 | 0.20 | 0 | 0.00 | 3 | 0.60 |
| Carnell Support Services Ltd | 373,770 | 1 | 0.27 | 1 | 0.27 | 1 | 0.27 |
| John Sisk | 373,692 | 1 | 0.27 | 0 | 0.00 | 4 | 1.07 |
| Autolink Concessionaires (A19) Ltd | 358,696 | 3 | 0.84 | 0 | 0.00 | 0 | 0.00 |
| Egis | 358,437 | 1 | 0.28 | 1 | 0.28 | 0 | 0.00 |
| Volker Fitzpatrick | 347,198 | 1 | 0.29 | 1 | 0.29 | 2 | 0.58 |
| Sir Robert McAlpine | 265,533 | 1 | 0.38 | 0 | 0.00 | 0 | 0.00 |
| Eurovia UK | 220,354 | 0 | 0.00 | 0 | 0.00 | 2 | 0.91 |
| Arcadis | 173,932 | 0 | 0.00 | 0 | 0.00 | 1 | 0.57 |
| AE Yates | 130,086 | 0 | 0.00 | 0 | 0.00 | 5 | 3.84 |
| Road Management Services | 106,504 | 1 | 0.94 | 1 | 0.94 | 0 | 0.00 |
| Joe Roocroft & Sons Ltd | 103,367 | 2 | 1.93 | 2 | 1.93 | 0 | 0.00 |
| Farrans | 90,778 | 0 | 0.00 | 0 | 0.00 | 3 | 3.30 |
| Dyer and Butler | 70,602 | 0 | 0.00 | 0 | 0.00 | 1 | 1.42 |
| FM Conway | 69,120 | 0 | 0.00 | 0 | 0.00 | 2 | 2.89 |
| J McCann | 49,037 | 0 | 0.00 | 0 | 0.00 | 2 | 4.08 |
| ATM (Ainsty Timber Marketing Ltd) | 47,567 | 1 | 2.10 | 0 | 0.00 | 2 | 4.20 |
| HW Martin Ltd | 47,129 | 0 | 0.00 | 0 | 0.00 | 2 | 4.24 |
| R W Civil Engineering | 39,245 | 0 | 0.00 | 0 | 0.00 | 2 | 5.10 |
| Barrier Services | 25,101 | 1 | 3.98 | 1 | 3.98 | 0 | 0.00 |
| Green Valley Arborists | 17,195 | 1 | 5.82 | 0 | 0.00 | 0 | 0.00 |
| * | | 1 | | | | | |
| ** National Highways | | 1 | | | | | |
| Total | 26,943,902 | 54 | 0.20 | 25 | 0.09 | 84 | 0.31 |

Targets

Lost Time Incidents

| | | |
|-------|-----------|--------|
| Red | Amber | Green |
| × | ! | ✓ |
| ≥0.16 | 0.15-0.16 | ≤ 0.15 |

Service Strikes

| | | |
|-------|-----------|--------|
| Red | Amber | Green |
| × | ! | ✓ |
| ≥0.25 | 0.15-0.25 | ≤ 0.15 |

Please note the method for calculating service strikes rates has changed; please see slide 10 for full details

The Operations regional teams have been made aware that,
 (i) 1 Lost Time Incident (136274) need to be assigned to a supplier within the HART record. The investigations remain ongoing.
 (ii) 1 Lost Time Incident (136040), need to be amended from National Highways to Amey.



Suppliers will only be shown in this table if LTIs, RIDDORs or Service Strikes, have been assigned to them




| Programme | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORs | AFR | Service Strikes | Service Strike Rate |
|--------------|-------------------|---------------------|----------------|----------|-------------|-----------------|---------------------|
| RIP | 8,976,023 | 6 | 0.07 | 4 | 0.04 | 34 | 0.38 |
| SMP | 6,083,053 | 4 | 0.07 | 2 | 0.03 | 8 | 0.13 |
| CIP | 536,694 | 1 | 0.19 | 0 | 0.00 | 0 | 0.00 |
| Total | 15,595,770 | 11 | 0.07 | 6 | 0.04 | 42 | 0.27 |

| Programme | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORs | AFR | Service Strikes | Service Strike Rate |
|------------------------|-------------------|---------------------|----------------|----------|-------------|-----------------|---------------------|
| RIP | 8,976,023 | 6 | 0.07 | 4 | 0.04 | 34 | 0.38 |
| South West | 1,959,211 | 1 | 0.05 | 0 | 0.00 | 6 | 0.31 |
| Yorkshire & North East | 1,928,616 | 2 | 0.10 | 2 | 0.10 | 7 | 0.36 |
| Midlands | 1,542,383 | 0 | 0.00 | 0 | 0.00 | 12 | 0.78 |
| South East | 1,471,246 | 2 | 0.14 | 2 | 0.14 | 5 | 0.34 |
| North West | 1,383,271 | 0 | 0.00 | 0 | 0.00 | 2 | 0.14 |
| East | 691,296 | 1 | 0.14 | 0 | 0.00 | 2 | 0.29 |
| SMP | 6,083,053 | 4 | 0.07 | 2 | 0.03 | 8 | 0.13 |
| East | 1,856,424 | 1 | 0.05 | 1 | 0.05 | 3 | 0.16 |
| North West | 1,542,605 | 2 | 0.13 | 1 | 0.06 | 3 | 0.19 |
| South East | 975,706 | 0 | 0.00 | 0 | 0.00 | 1 | 0.10 |
| National | 822,978 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Midlands | 452,678 | 1 | 0.22 | 0 | 0.00 | 0 | 0.00 |
| Yorkshire & North East | 252,624 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Yorkshire & North East | 163,431 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| South West | 16,607 | 0 | 0.00 | 0 | 0.00 | 1 | 6.02 |
| CIP | 536,694 | 1 | 0.19 | 0 | 0.00 | 0 | 0.00 |
| East | 445,478 | 1 | 0.22 | 0 | 0.00 | 0 | 0.00 |
| South West | 83,853 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Yorkshire & North East | 7,363 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Total | 15,595,770 | 11 | 0.07 | 6 | 0.04 | 42 | 0.27 |




Rows with no data/rates means the site/projects have not loaded any incident data in HART within the past 12 months.

Targets

Lost Time Incidents

| | | |
|---|---|---|
| Red  | Amber  | Green  |
| ≥0.16 | 0.15-0.16 | ≤ 0.15 |

Service Strikes

| | | |
|---|---|---|
| Red  | Amber  | Green  |
| ≥0.25 | 0.15-0.25 | ≤ 0.15 |




Please note the method for calculating service strikes rates has changed; please see slide 10 for full details

| Region | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORS | AFR | Service Strikes | Service Strike Rate |
|---|------------------|---------------------|----------------|----------|-------------|-----------------|---------------------|
| South East | 4,349,402 | 7 | 0.16 | 5 | 0.11 | 9 | 0.21 |
| AD - Construction - Four | 91,254 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - Design - Four | 2,923 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - M&R - Four | 376,367 | 0 | 0.00 | 0 | 0.00 | 3 | 0.80 |
| AD - OD-CDF - Four | 20,364 | | | | | | |
| Area 3 | 701,137 | 1 | 0.14 | 1 | 0.14 | 0 | 0.00 |
| Area 4 | 263,032 | 0 | 0.00 | 0 | 0.00 | 2 | 0.76 |
| ASC & PAD - Four | 70,757 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| DBFO - M25 (Area 5) | 2,499,965 | 6 | 0.24 | 4 | 0.16 | 4 | 0.16 |
| M20 Quick Moveable Barrier Project | 250,275 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Pavements - Four | 30,282 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Pavements - Three | 11,235 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| RTMC - M25 Regional Technology Contract | 26,466 | | | | | | |
| TST - TST(N) - Four | 5,345 | | | | | | |
| Total | 4,349,402 | 7 | 0.16 | 5 | 0.11 | 9 | 0.21 |




| Region | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORS | AFR | Service Strikes | Service Strike Rate |
|--|------------------|---------------------|----------------|----------|-------------|-----------------|---------------------|
| East | 3,550,322 | 11 | 0.31 | 4 | 0.11 | 9 | 0.25 |
| AD - Construction - Eight | 392,811 | 1 | 0.25 | 0 | 0.00 | 0 | 0.00 |
| AD - Design - Eight | 476,409 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - M&R - Eight | 959,679 | 0 | 0.00 | 0 | 0.00 | 2 | 0.21 |
| Area 6 & 8 | 1,240,949 | 9 | 0.73 | 3 | 0.24 | 7 | 0.56 |
| ASC & PAD - Eight | 3,083 | | | | | | |
| CPMS M0025 Operations East 20/21 H&S Close Out | 327 | | | | | | |
| DBFO - A1(M) Alconbury to Peterborough | 40,884 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| DBFO - A249 Stockbury (M2) to Sheerness DBFO (Area 34) | | 0 | | 0 | NaN | 0 | |
| DBFO - M40 J1-15 Denham to Warwick (area 30) | 358,437 | 1 | 0.28 | 1 | 0.28 | 0 | 0.00 |
| OD-CDF - OD-CDF - Eight | 900 | | | | | | |
| Pavements - Eight | 54,021 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| TST - TST(I) - Eight | 22,822 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| TST - TST(N) - Eight | 0 | | | | | | |
| Total | 3,550,322 | 11 | 0.31 | 4 | 0.11 | 9 | 0.25 |

Targets

Lost Time Incidents

| | | |
|---|---|---|
| Red  | Amber  | Green  |
| ≥0.16 | 0.15-0.16 | ≤ 0.15 |

Service Strikes

| | | |
|---|---|---|
| Red  | Amber  | Green  |
| ≥0.25 | 0.15-0.25 | ≤ 0.15 |

Please note the method for calculating service strikes rates has changed; please see slide 10 for full details

Rows with no data/rates means the site/projects have not loaded any incident data in HART within the past 12 months.




| Region | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORs | AFR | Service Strikes | Service Strike Rate |
|------------------------------|------------------|---------------------|----------------|----------|-------------|-----------------|---------------------|
| North West | 2,652,980 | 3 | 0.11 | 2 | 0.08 | 12 | 0.45 |
| AD - Construction - Ten | 93,227 | 0 | 0.00 | 0 | 0.00 | 2 | 2.15 |
| AD - Construction - Thirteen | 83,281 | 0 | 0.00 | 0 | 0.00 | 3 | 3.60 |
| AD - Design - Ten | 159,709 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - Design - Thirteen | 20,850 | | | | | | |
| AD - M&R - Ten | 591,567 | 2 | 0.34 | 2 | 0.34 | 3 | 0.51 |
| AD - M&R - Thirteen | 424,555 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Area 10 | 917,528 | 0 | 0.00 | 0 | 0.00 | 2 | 0.22 |
| Area 13 | 349,479 | 1 | 0.29 | 0 | 0.00 | 2 | 0.57 |
| ASC & PAD - Ten | 601 | | | | | | |
| Pavements - Ten | 8,624 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| TST - TST(I) - Ten | 2,811 | | | | | | |
| TST - TST(N) - Ten | 748 | | | | | | |
| Total | 2,652,980 | 3 | 0.11 | 2 | 0.08 | 12 | 0.45 |

| Region | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORs | AFR | Service Strikes | Service Strike Rate |
|--|------------------|---------------------|----------------|----------|-------------|-----------------|---------------------|
| Yorkshire & North East | 2,482,902 | 7 | 0.28 | 2 | 0.08 | 2 | 0.08 |
| AD - Construction - Fourteen | 44,163 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - Construction - Twelve | 135 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - Design - Fourteen | 30,775 | | | | | | |
| AD - M&R - Fourteen | 215,479 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - M&R - Twelve | 544,567 | 2 | 0.37 | 1 | 0.18 | 1 | 0.18 |
| Area 12 | 398,861 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Area 14 | 407,651 | 1 | 0.25 | 1 | 0.25 | 1 | 0.25 |
| ASC & PAD - Twelve | 180,151 | | | | | | |
| DBFO - A1 Darrington to Dishforth | 84,959 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| DBFO - A168 / A19 Dishforth to Tyne Tunnel | 449,488 | 4 | 0.89 | 0 | 0.00 | 0 | 0.00 |
| DBFO - A69 Carlisle to Newcastle | 33,819 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| DBFO - M1 - A1 Link Road | 66,591 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| M62 J28 - J29 & M1 J42 – M621 J7 Concrete Barrier Scheme | | 0 | | 0 | | 0 | |
| Pavements - Fourteen | 8,676 | | | | | | |
| Pavements - Twelve | 13,110 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| TST - TST(I) - Twelve | 3,085 | | | | | | |
| TST - TST(N) - Twelve | 1,392 | | | | | | |
| Total | 2,482,902 | 7 | 0.28 | 2 | 0.08 | 2 | 0.08 |




Rows with no data/rates means the site/projects have not loaded any incident data in HART within the past 12 months.

Targets

Lost Time Incidents

| Red  | Amber  | Green  |
|---|---|---|
| ≥0.16 | 0.15-0.16 | ≤ 0.15 |

Service Strikes

| Red  | Amber  | Green  |
|---|---|---|
| ≥0.25 | 0.15-0.25 | ≤ 0.15 |




Please note the method for calculating service strikes rates has changed; please see slide 10 for full details

| Region | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORs | AFR | Service Strikes | Service Strike Rate |
|--|------------------|---------------------|----------------|----------|-------------|-----------------|---------------------|
| South West | 1,795,721 | 7 | 0.39 | 2 | 0.11 | 6 | 0.33 |
| AD - Construction - One | 4,968 | 0 | 0.00 | 0 | 0.00 | 1 | 20.13 |
| AD - Design - One | 113,357 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - M&R - One | 325,409 | 1 | 0.31 | 0 | 0.00 | 0 | 0.00 |
| AD - SBIM - One | 160,179 | 2 | 1.25 | 0 | 0.00 | 0 | 0.00 |
| Area 1 & 2 | 1,003,476 | 3 | 0.30 | 1 | 0.10 | 5 | 0.50 |
| DBFO - A30 / A35 Exeter to Bere Regis | 46,861 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| DBFO - A419 / A417 Swindon to Gloucester | 79,493 | 1 | 1.26 | 1 | 1.26 | 0 | 0.00 |
| Pavements - One | 36,595 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| RTMC - SOUTH WEST | 2,124 | | | | | | |
| Severn Bridge | | 0 | | 0 | | 0 | |
| Severn Bridge Maintenance Unit | 16,008 | | | | | | |
| TST - TST(I) - One | 4,073 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| TST - TST(N) - One | 3,178 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Total | 1,795,721 | 7 | 0.39 | 2 | 0.11 | 6 | 0.33 |




| Region | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORs | AFR | Service Strikes | Service Strike Rate |
|----------------------------------|------------------|---------------------|----------------|----------|-------------|-----------------|---------------------|
| Midlands | 3,360,183 | 6 | 0.18 | 3 | 0.09 | 4 | 0.12 |
| AD - Construction - Seven | 76,183 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - Design - Seven | 15,477 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| AD - M&R - Seven | 490,951 | 4 | 0.81 | 1 | 0.20 | 4 | 0.81 |
| Area 7 | 766,667 | 2 | 0.26 | 2 | 0.26 | 0 | 0.00 |
| Area 9 | 636,498 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| ASC & PAD - Nine | 1,219,386 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| DBFO - A50 / A564 Stoke to Derby | 65,700 | | | | | | |
| Oldbury | 42,114 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Pavements - Nine | 38,404 | | | | | | |
| Pavements - Seven | 7,820 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| TST - TST(N) - Seven | 983 | | | | | | |
| Total | 3,360,183 | 6 | 0.18 | 3 | 0.09 | 4 | 0.12 |

Targets

Lost Time Incidents

| | | |
|---|---|---|
| Red  | Amber  | Green  |
| ≥0.16 | 0.15-0.16 | ≤ 0.15 |

Service Strikes

| | | |
|---|---|---|
| Red  | Amber  | Green  |
| ≥0.25 | 0.15-0.25 | ≤ 0.15 |




Please note the method for calculating service strikes rates has changed; please see slide 10 for full details

Rows with no data/rates means the site/projects have not loaded any incident data in HART within the past 12 months.




| Region | Total Hours | Lost Time Incidents | Lost Time Rate | RIDDORs | AFR | Service Strikes | Service Strike Rate |
|--|------------------|---------------------|----------------|----------|-------------|-----------------|---------------------|
| National | 1,197,237 | 2 | 0.17 | 1 | 0.08 | 0 | 0.00 |
| Estates and Property Services | 54,457 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| HE Noise Insulation Project | 18,598 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| National Expert Control Room Tech Support -NECoRTS | 18,713 | | | | | | |
| National Highways TFM | 237,600 | 1 | 0.42 | 1 | 0.42 | 0 | 0.00 |
| National Roads Telecommunications Services | 674,189 | 1 | 0.15 | 0 | 0.00 | 0 | 0.00 |
| National Traffic Information Service | 75,132 | | | | | | |
| NGVR National - Next Generation Vehicle Recovery | 71,821 | | | | | | |
| Property Management, Enquiries, Sales & Estates | 17,493 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Redflex Speed Cameras | 29,234 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |
| Total | 1,197,237 | 2 | 0.17 | 1 | 0.08 | 0 | 0.00 |

Targets

Lost Time Incidents

| | | |
|---|---|---|
| Red  | Amber  | Green  |
| ≥0.16 | 0.15-0.16 | ≤ 0.15 |

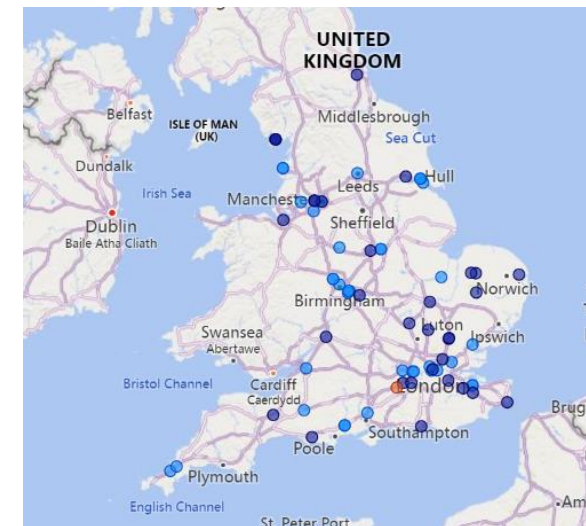
Service Strikes

| | | |
|---|---|---|
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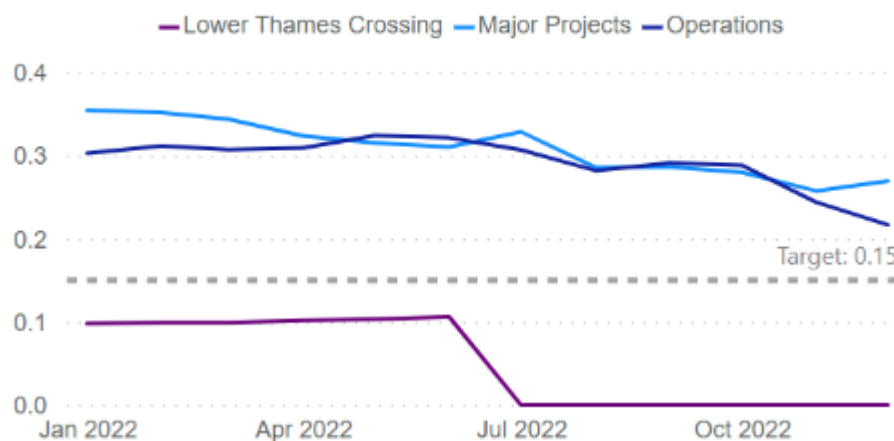
Rows with no data/rates means the site/projects have not loaded any incident data in HART within the past 12 months.

| Directorate | Damage of Infrastructure or Asset | Disruption | High Potential (Near Miss) | Minor or Low Potential Impact | Minor or Low Potential Impact (Near Miss) | RIDDOR Dangerous Occurrence | Total |
|--|-----------------------------------|------------|----------------------------|-------------------------------|---|-----------------------------|-----------|
| Operations | 1 | 11 | 2 | 23 | 3 | 2 | 42 |
| Service strike water | | 2 | | 2 | | | 4 |
| Service strike Telecom | | 3 | | 8 | | | 11 |
| Service strike other cables or pipelines | | 1 | | 6 | 1 | | 8 |
| Service strike gas | | | | | | | |
| Service strike electricity | 1 | 4 | 2 | 5 | 2 | 2 | 16 |
| Service strike CCTV | | 1 | | 2 | | | 3 |
| Major Projects | | 14 | 1 | 25 | | 2 | 42 |
| Service strike water | | 2 | | 3 | | | 5 |
| Service strike Telecom | | 3 | | 5 | | | 8 |
| Service strike other cables or pipelines | | 3 | | 6 | | | 9 |
| Service strike gas | | | | 3 | | | 3 |
| Service strike electricity | | 3 | 1 | 6 | | 2 | 12 |
| Service strike Drainage | | | | 2 | | | 2 |
| Service strike CCTV | | 3 | | | | | 3 |
| Total | 1 | 25 | 3 | 48 | 3 | 4 | 84 |



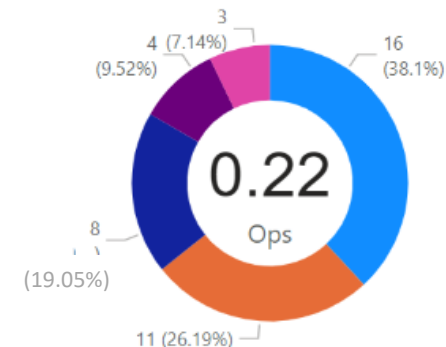
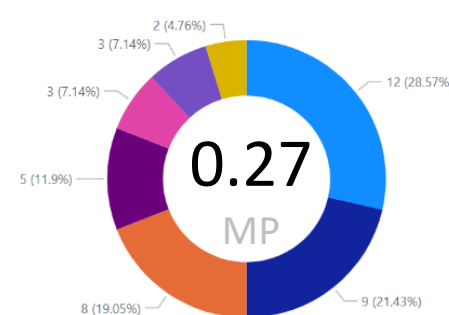
As detailed in November's Health Safety & Wellbeing Performance report, we found discrepancies with how the data is recorded (and understood) by our suppliers. We have seen a high number of Service Strikes incorrectly reported and therefore not currently included in the service strike rate calculation. The changes we have made have addressed the discrepancy but in turn have led to an increase in the current rates. These rates are a more accurate reflection on performance as they now include all Service Strikes reported, not just those reported as leading to 'disruption'. We are also working on extra guidance (with the supply chain) to support the new GG128 publication ready for April 2023.

Service Strike Rates



0.00

LTC



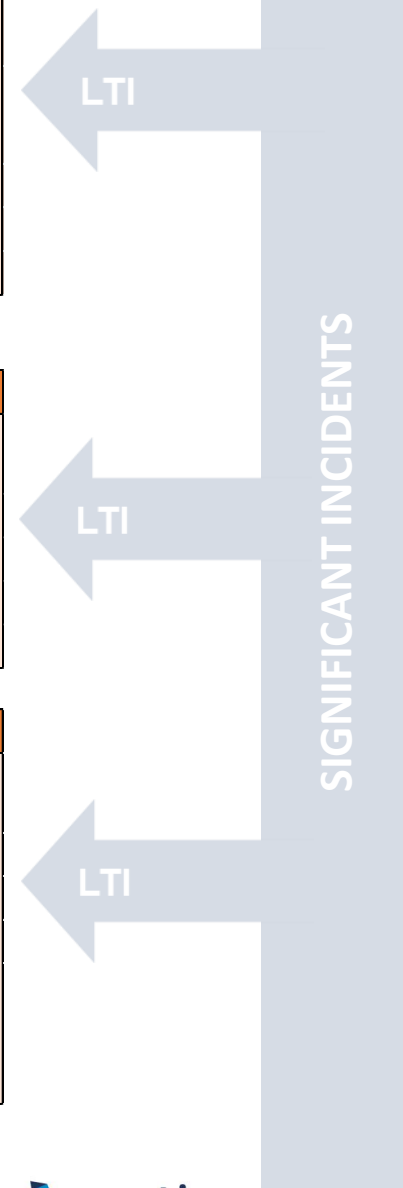
| Operations - 1-3 day Lost Time Incident | | HART ref: 135206 |
|--|---|------------------|
| Area 6 & 8, East region, Area Contracts. A12 J14. | A traffic management operative was exiting his vehicle, when his knee gave way beneath him, leading to him falling forwards onto the carriageway (closed to the public). The operative was assisted by a secondary traffic management operative back into the passenger seat of his van as the operative was unable to bear weight on his left leg. | |
| 18/11/2022 upgraded to a Lost Time Incident 08/12/2022 | | |
| Slipped from Height | | |
| Contractor: Morgan Sindall | | |
| Employer: Morgan Sindall | | |

This event occurred on 18 November 2022 however was upgraded to a Lost Time Incident on 8 December 2022.

| Operations - 4-7 day Lost Time Incident | | HART ref: 135847 |
|--|---|------------------|
| A12 J25, Area 6 & 8 Area Contracts, East region. | Whilst undertaking an engineering survey a piece of existing pavement rebar become wedged into the sole of the operatives boot, causing him to lose balance and fall. | |
| 07/12/2022 | | |
| Tripped from Same Level | | |
| Contractor: John Sisk | | |
| Employer: John Sisk | | |

| Operations - Non-RIDDOR Over 7 Day Injury | | HART ref: 136040 |
|--|---|------------------|
| South West region, Asset Delivery contract. | Whilst exiting the door from reception, the operative slipped and fell from a fabricated access platform (3 tread stairs). The operative sustained bruising to his wrist. | |
| 08/12/2022 | | |
| Slipped from Height | | |
| Contractor: Amey | | |
| Employer: Amey Specialist Bridges Inspection and Maintenance | | |

This event was incorrectly assigned to National Highways, instead of Amey. Therefore, whilst this Lost Time Incident is included in the supply chain overall data it is not currently shown in Amey's performance data. The corrections have been made by the regional health & safety team and therefore these will be reflected from next months reporting cycle.



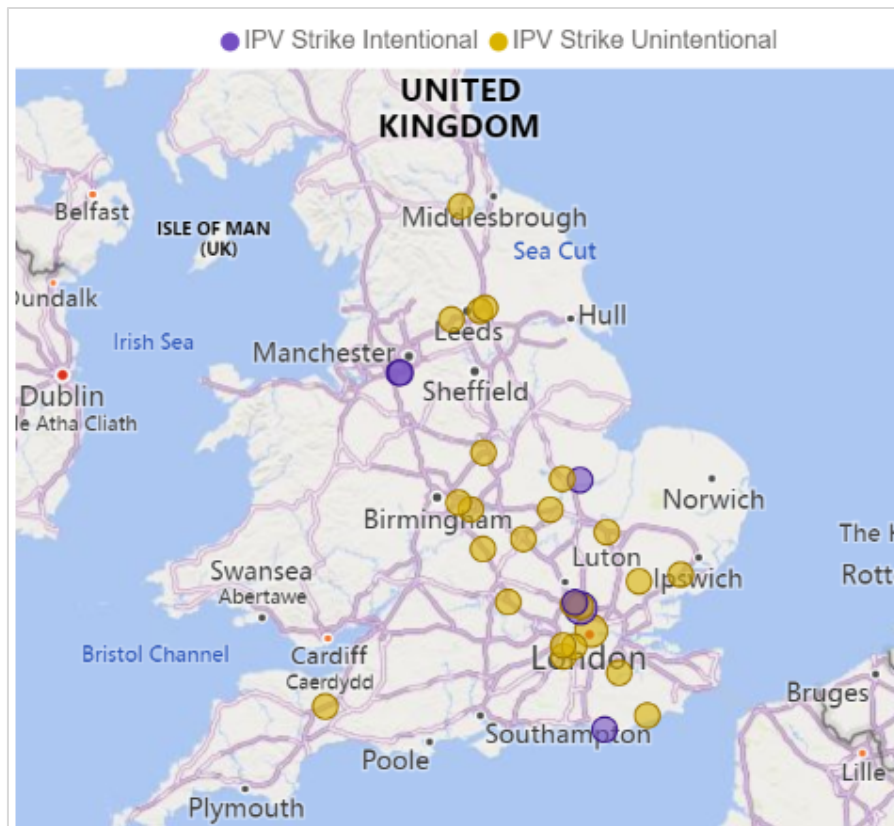
| Operations - 1-3 day Lost Time Incident | | HART ref: 135993 |
|--|---|------------------|
| A19 / A684 exit slip. DBFO - A168 / A19 Dishforth to Tyne Tunnel, Yorkshire & North East region. | A vehicle belonging to a member of the public had broken down on the A19 southbound carriageway prior to the A684 exit slip. An Incident Support Unit (ISU) attended and the ISU operative assisted with the removal of the vehicle from the carriageway onto the verge by pushing the vehicle from the rear. | |
| 11/12/2022 | | |
| Manual Handling - Pushing | | |
| Contractor: Autolink Concessionaires (A19) Ltd | | |
| Employer: Autolink Concessionaires (A19) Ltd | | |
| Whilst pushing the vehicle the ISU operative felt a shooting pain in his lower right leg calf muscle. They were instructed to stop work and another ISU crew was called to assist in the removal of the vehicle. | | |

LTI

| Operations - 4-7 day Lost Time Incident | | HART ref: 136274 |
|---|---|------------------|
| M20 J46/5, National Roads Telecommunications Services, South East region. | The operative was attending a fault at the M20 J46/5 and slipped going down the access steps from Topcliffe road. | |
| 19/12/2022 | | |
| TBC | | |
| Contractor: TBC Employer: TBC | | |

LTI

SIGNIFICANT INCIDENTS



| Directorate | Site/Project | Date of Event | Event Details/Event Sub Type | HART Ref |
|----------------|--|------------------|------------------------------|----------|
| Operations | DBFO - M25 (Area 5) | 05 October 2022 | IPV Strike Intentional | 134547 |
| Operations | Area 1 & 2 | 10 October 2022 | IPV Strike Unintentional | 133731 |
| Operations | DBFO - M25 (Area 5) | 11 October 2022 | IPV Strike Unintentional | 133777 |
| Operations | DBFO - M25 (Area 5) | 24 October 2022 | IPV Strike Intentional | 134802 |
| Operations | DBFO - M25 (Area 5) | 26 October 2022 | IPV Strike Intentional | 134803 |
| Operations | Area 6 & 8 | 28 November 2022 | IPV Strike Unintentional | 135572 |
| Major Projects | MP-0147 - M1 J13 to J16 | 14 December 2022 | IPV Strike Unintentional | 136087 |
| Operations | DBFO - M40 J1-15 Denham to Warwick (area 30) | 22 December 2022 | IPV Strike Unintentional | 136315 |

| Directorate | October 2022 | November 2022 | December 2022 |
|--------------------------|--------------|---------------|---------------|
| Major Projects | | | 1 |
| IPV Strike Unintentional | | | 1 |
| Operations | 5 | 1 | 1 |
| IPV Strike Intentional | 3 | | |
| IPV Strike Unintentional | 2 | 1 | 1 |
| Total | 5 | 1 | 2 |

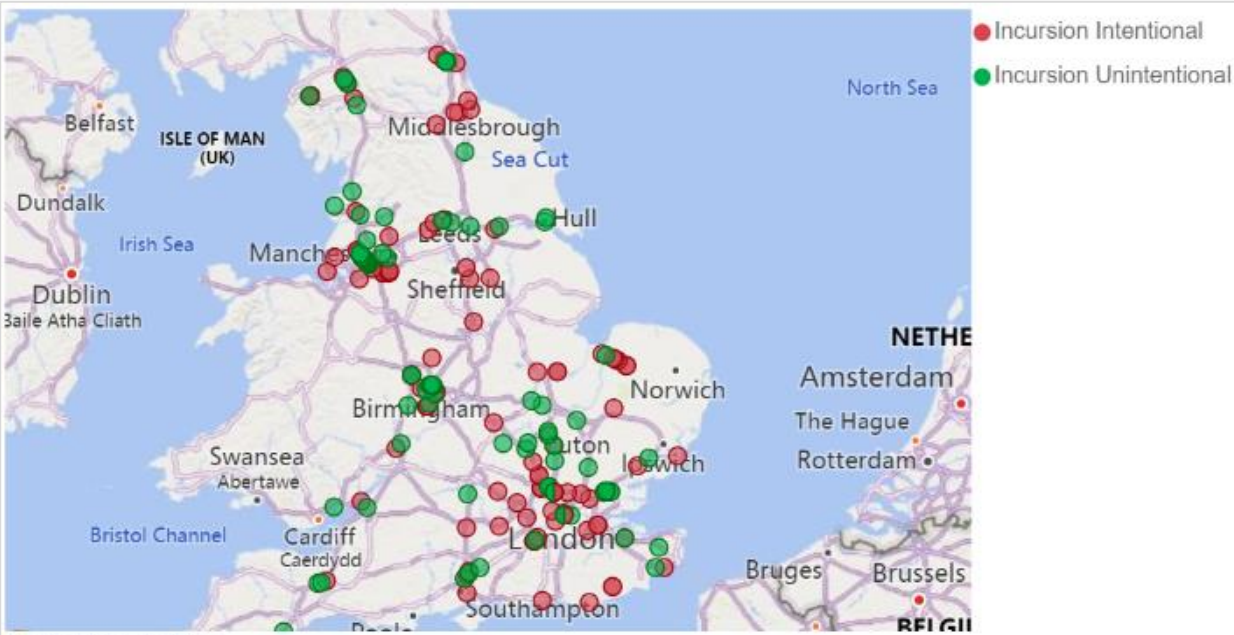


- High Potential Near Miss
- Structural Concern

Map displays the previous 3 months events.

| Directorate | October 2022 | November 2022 | December 2022 | Total |
|-------------------------------|--------------|---------------|---------------|-------|
| Operations | | 2 | | 2 |
| High Potential Near Miss | | 2 | | 2 |
| Outstations & ROCs | | 1 | 1 | 2 |
| High Potential Near Miss | | | 1 | 1 |
| Structural Concern | | 1 | | 1 |
| Total | | 3 | 1 | 4 |

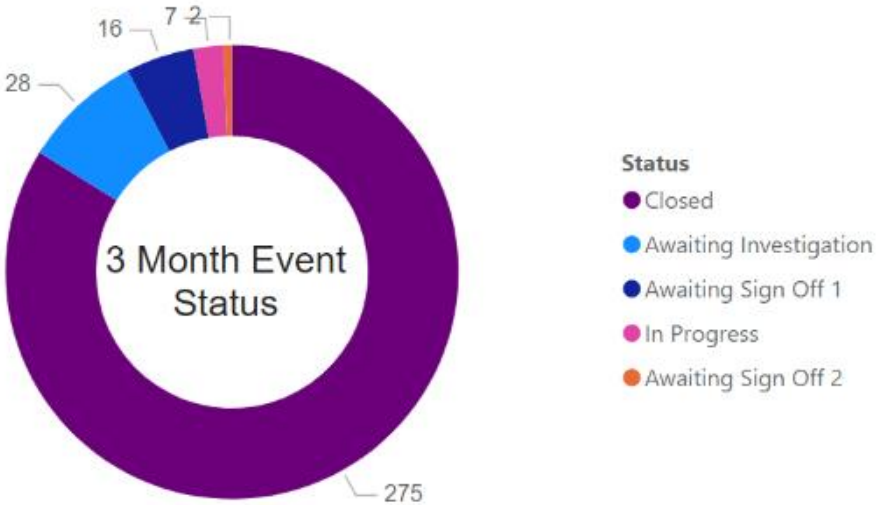
| Directorate | Site/Project | Date of Event | Event Details/Event Sub Type | Report Event/Describe the facts of what happened |
|--------------------|--------------------------|------------------|------------------------------|---|
| Outstations & ROCs | Pridhamsleigh Outstation | 07 December 2022 | High Potential Near Miss | RRB for bridge inspector to asses expansion joint. Inspector requested immediate lane 1 closure and full chapter 8. I requested chapter 8 and deployed lane 1 closure. this was on a raised viaduct section with no safe place to stand, was told by the rock approx. 2 hour eta for chapter 8. asked for update on chapter 8 approx. 2 hours later, another extended eta given. Chapter 8 finally in place approx. 21:00 hours, almost 5 hours from first request. |



In Month Events

| Division | National Highways | Supply Chain |
|--|------------------------|------------------------|
| Investigation/Kind of Event | Incursion / IPV Strike | Incursion / IPV Strike |
| Procedural - On Road | 1 | 1 |
| Incursions; Intentional - Blue Light Incursion | | 2 |
| Incursion; Unintentional - Result of accident | 2 | 1 |
| Incursion; Unintentional - Follow in | | 1 |
| Incursion; Unintentional - Driver confused | 1 | 15 |
| Incursion; Intentional - To seek benefit | 1 | 8 |
| Incursion; Intentional – Because of breakdown | | 6 |
| Collision with fixed or stationary object or material - Not in Vehicle | 1 | |
| | | 5 |
| Total | 6 | 39 |

| Directorate | October 2022 | November 2022 | December 2022 | Total |
|--------------------------------|--------------|---------------|---------------|------------|
| Major Projects | 68 | 66 | 28 | 162 |
| Incursion Intentional | 53 | 42 | 12 | 107 |
| Incursion Unintentional | 15 | 24 | 16 | 55 |
| NH Offices & Depots | 1 | | | 1 |
| Incursion Unintentional | 1 | | | 1 |
| Operations | 61 | 70 | 11 | 142 |
| Incursion Intentional | 38 | 43 | 8 | 89 |
| Incursion Unintentional | 23 | 27 | 3 | 53 |
| Outstations & ROCs | 6 | 11 | 6 | 23 |
| Incursion Intentional | 4 | 7 | 2 | 13 |
| Incursion Unintentional | 2 | 4 | 4 | 10 |
| Total | 136 | 147 | 45 | 328 |



Map displays the previous 3 months events.

• Operation Orbital 2022

Improving Collaboration

Safe People

We attended [Motorcycle Live](#) 2022 at the National Exhibition Centre in Birmingham. Just under 90,000 motorcycle enthusiasts attended across the course of the nine day show with over 50 manufacturers and retailers showcasing their brand new 2023 models and products. We attended with colleagues from the DVSA to engage with riders on post-test training opportunities and to promote the [Elite Rider Training Hub](#). The hub, created by the [MCIA](#), road safety and training experts is designed to help riders choose the most suitable training based on affordability, availability, and accessibility. The hub brings together the best of the best in the industry all in one place. It gives an insight into how riders can take the training which will make them a safe, capable, and progressive rider. Better trained riders are safer riders and post-test training is the best way to address this. The National Highways stand was in partnership with Emergency Services with representatives from the Police and Fire Service working alongside colleagues from other regions and areas of the business including The East, the midlands & DfBB. Bedfordshire Fire and Rescue were engaged with the public with the use of their VR kit (Virtual reality). We are looking to support this work with further programmes being developed in relation to red X compliance and the use of smart motorways.

Over the course of the week there were:

- Over 6000 interactions with visitors on the stand
- 9 Bikesafe courses given away in a competition (1 each day)
- 1 Helite airvest given away in a competition (1 at the end of the event)
- 1000 engagement bags given away; contents include Tyresafe information card on motorcycle tyres, Think Bike sticker from Shiny Side Up, Visor Wipes, Bikesafe promotional item, hi vis vest
- 968 people signed up to receive the 2023 Bikesafe dates to their inbox and receive their e learning package of 9 training modules for free
- 909 of these were people who hadn't previously enquired about a Bikesafe course, and their details were not held on the national database



• Operation Tramline & Project Edward 2022

Commercial Vehicle Incident Prevention Programme – Operation Tramline

Safe vehicles and safe people

National Highways and Durham police worked alongside Project Edward on day 5 of their Road Trip 2022. Operating on the A1M in the North East, the North Op Tramline HGV cab and other emergency services worked in partnership to identify unroadworthy vehicles and detect unsafe driver behaviour. This [video clip](#) illustrates how partnership working helps to keep our roads safe.



• Driving for Better Business - Occupational Road Risk: spotlight on safe vehicles Occupational Road Risk and safe vehicles

Improving collaboration

Safe vehicles, safe people & safe speeds

Key engagements in December include Sainsbury's and Vue – with Wheely-Safe, Health Assured and the Welsh Government confirmed as a new partner.

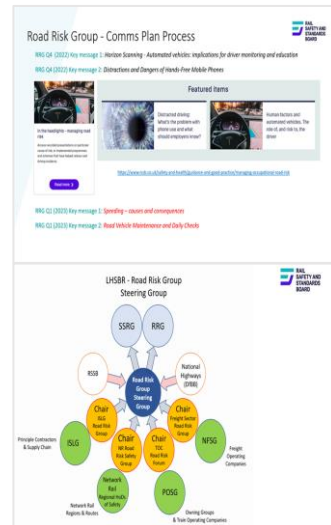
- This month DfBB has focussed on [safe vehicles](#). Experts warn that rising energy and fuel costs might shunt vehicle maintenance down fleet operator and driver priority lists, reducing vehicle safety. Cost-of-living rises mean that privately owned cars are becoming older, and industry research by Total Motion showed a stark difference between MOT failure rates on grey fleet vehicles compared to company cars or vans, including, Analysis of more than 200,000 vehicle defect checks by Total Motion in 2021 showed a stark difference between failure rates on grey fleet vehicles compared to company cars or vans, highlighting a real issue around vehicle safety. The comparisons were as follows:
 - Defective tyres 22% grey fleet, compared to 14.2% of company vehicles.
 - Defective brakes: 1.77% grey fleet, 0.38% of company vehicles
 - Defective lights: 1.75% of grey fleet as opposed to 0.47% of company vehicles.

Celebrating Women in Transport: Driving for Better Business is producing a series of articles and podcasts celebrating women in transport, fleet management, and road safety.

- [Article](#): Marie Biddulph, Assistant Regional Safety Co-ordinator in the Midlands, National Highways. Marie's role is all about road user and road worker safety. She is involved in the organisation of Operation Tramline with HGV cabs driven by the police patrolling the motorways, motorcyclist safety and supporting initiatives to keep road workers from harm.
- [Podcast](#): Laura Thomas, Barrister, Safety Strategist, and Risk Leader *"if you're running a business that has any involvement with transport – which most do – you're going to be led by your people. And they are the ones out there on the road. Once your drivers are out on the road, that is it. They are responsible for the vehicle they are driving, and how can you be sure that they are taking it seriously? That they're not using mobile phones, they're not over their driving hours limits, that they haven't had a heavy night the night before and have decided to still take the keys to the vehicle. And it's about instilling that people-centred culture in your business. I read a great quote the other day, and I loved it. It said 'you don't change culture through emails and memos. You change it through relationships one conversation at a time'."*

Occupational Road Risk: Rail Industry Progress

- 'In the Headlights' – managing road risk: DfBB and the Rail Safety and Standards Board (RSSB) have created the first [dedicated webpage for road risk in the rail industry](#). Hosted on the RSSB's website, the page publishes key messages from DfBB and the Leading Health & Safety on Britain's Railways (LHSBR) Road Risk Group.
- The Passenger Train Operators Road Risk Forum. A senior manager from a Train Operating Companies (TOC) has agreed to chair the first forum reporting to the Passenger Operators Safety Group and will now represent the TOC sector on the RRG Steering Group.



Occupational Road Risk:

- DfBB Sponsors the Risk Management category in the [‘What Van? Awards 2022’](#) Video telematics specialist VisionTrack has today won a prestigious What Van? Award. Among its many industry-leading innovations, VisionTrack has launched Notification, Analysis and Risk Assessment (NARA), an AI-powered post-analysis solution that is changing how vehicle camera footage is assessed and collisions detected. It automatically removes false positive events, without the need for human involvement, so fleets and their insurance partners can take advantage of accurate incident validation and intervention. This makes it possible to support speedy intervention following a crash and to call for emergency assistance in the event of a suspected injury, resulting in enhanced duty of care and improved driver welfare. It also delivers claims savings of an average of £2,000 for each collision detected.



Our Occupational Road Risk articles this month include:

- [Managing Fleet Safety Q&A – Balfour Beatty](#): DfBB talked to Adrian Wanford, Balfour Beatty’s Group Transport Compliance Manager about how he manages fleet safety across 7500 vehicles in the UK including cars, LCVs, and HGVs. Adrian outlines the policies, procedures, and standards they have in place to ensure their vehicles and drivers are the safest they can be.
- [Driver Competence](#) – driver training in the construction sector, Guest article from the British Aggregates Association Director, Mark Cowan. Mark discusses the focus on improving road safety in the industry and how changing your thinking can change behaviour.
- Occupational Road Risk: Promotion of Business Benefits
- [Reducing road risk](#) – increasing business benefits. DfBB promotes the significant business benefits that organisations can realise through managing their vehicles and drivers well. A short video highlights some of the results the organisation’s in the DfBB community have seen.
- We delivered a [presentation on the business benefits](#) of managing fleets well to 260 delegates as part of the United Nations Road Safety Collaboration’s regular global webinars on topics of importance to achieving the global goals of reducing road fatalities and injuries by 50% over the decade to 2030.



• Car Hire – Enterprise

Safe vehicles and safe people

The Regional Safety Programme Manager in the Northwest recently hired a car and went to pick it up. As always, the Regional Safety Programme Manager videos the simple visual checks so that the condition of the vehicle is recorded, and any issues highlighted at the time. It was noticed that the car had a damaged tyre and so rejected the vehicle. A second vehicle was offered which also had a major cut in the tyre. This vehicle was also rejected. The point is to highlight the importance of doing vehicle checks as the damage could have resulted in a high-speed deflation which would have had catastrophic consequences. Obviously, this was reported to the hire company at the time and also through the booking agent as being unacceptable.



Health Safety & Wellbeing team

Safety Alerts: There has been 1 Safety Alert issued in the month of December.

[NHa313 National Highways Safety Alert for Information - Christmas Shutdown and New Year Restart](#)