

September 2020 Summary Health Safety & Wellbeing Performance Report

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6 October 2020

home
safe
and **well**

Executive Summary

Supply Chain

The overall **Supply Chain 12 month rolling RIDDOR AFR** to September 2020 **remained** at **0.07**.

There was **1 RIDDOR** accident reported in September 2020.

There have been **26 RIDDORS** in the rolling 12-month period.

2 RIDDORS have moved out of scope for the rolling RIDDOR AFR calculation.

The in-month RIDDOR AFR was **0.03** and the net 12 month recorded hours decreased by 0.26% (38.87 to 38.77m).

The **Major Projects 12 month rolling RIDDOR AFR** to September 2020 **remained** at **0.06**.

There was **1 RIDDOR** accidents reported in September 2020.

2 RIDDORS have moved out of scope for the rolling RIDDOR AFR calculation.

The in-month RIDDOR AFR was **0.07** and the net 12 month recorded hours decreased by 0.90% (18.99 to 18.83m).

The **Operations 12 month rolling RIDDOR AFR** to September 2020 **remained** at **0.08**.

There were **0 RIDDOR** accidents reported in September 2020.

0 RIDDORS have moved out of scope for the rolling RIDDOR AFR calculation.

The in-month RIDDOR AFR was **0.00** and the net 12 month recorded hours increased by 0.35% (19.87 to 19.94m).

Incidents reported in month: There have been **6** Lost Time Incidents reported this month – **1** Major Projects, **3** Operations and **2** TO/RCC of which **1** was RIDDOR reportable.

Site Inspections: There have been **27** inspections carried out for September 2020 by the H&S Division, **21** in Major Projects and **6** in Operations

Utility Strikes: There have been **10** utility strikes reported this month

Fatality Data: The National Incident Liaison Officer (NILO), media and police reports provide information on the number of fatalities on the strategic road network. These data sources indicated that there had been **18 fatal incidents** and **4 suicides** on the Strategic Road Network.

Vehicle Incursions: There have been **142** Vehicle Incursions reported this month

IPV Strikes: There have been **0** IPV Strikes reported this month

Bridge Strikes: There has been **1** Bridge Strike reported this month

RIDDOR Accident Frequency Rate Overview

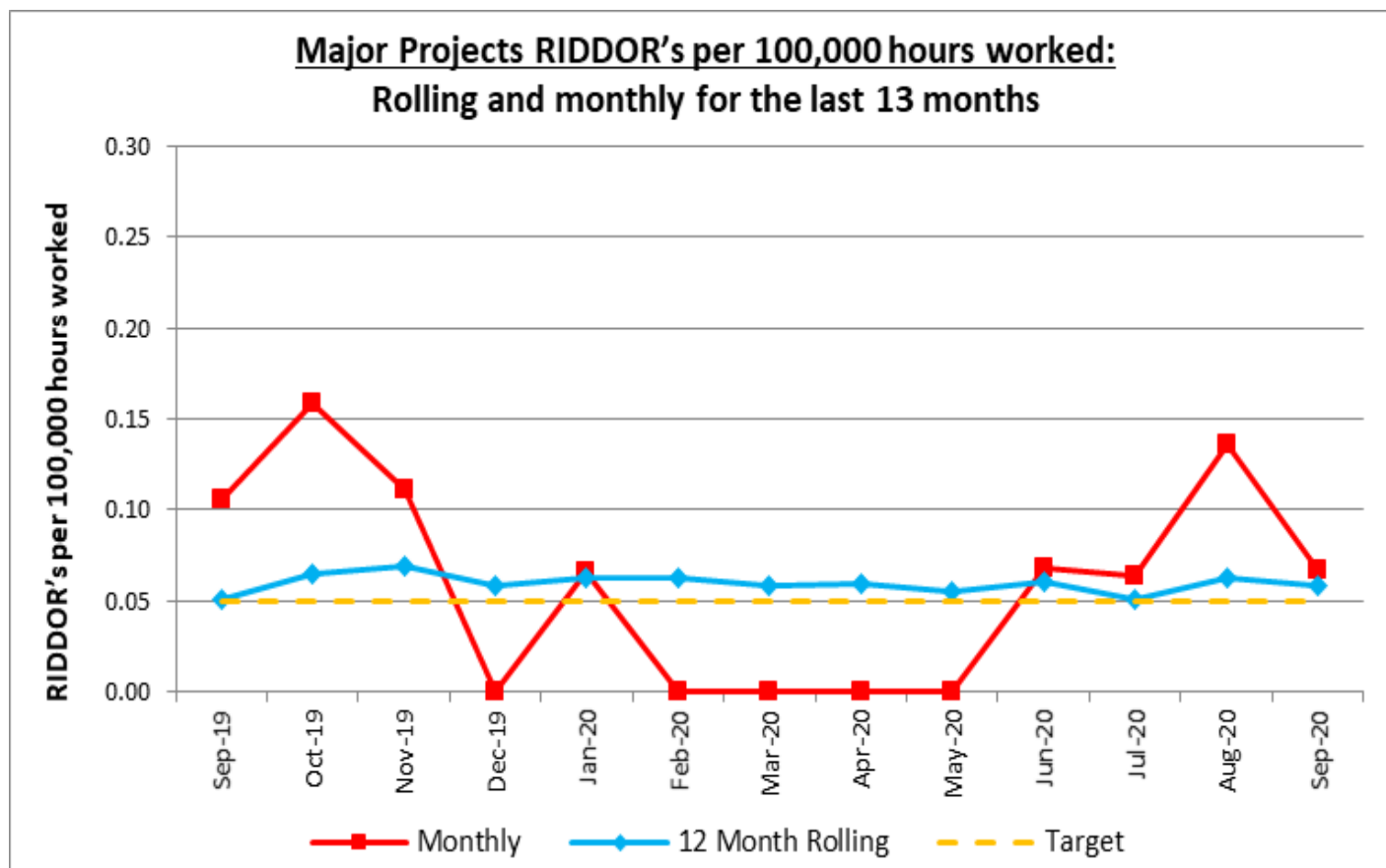
Month and 12 month rolling RIDDOR incident data

| Area | AFR RIDDOR Target | AFR RIDDOR Actuals (rolling 12 months) | AFR RIDDOR for month | Fatality | RIDDOR Specified Injury | RIDDOR > 7-day injury | RIDDOR Disease | RIDDOR - Other | Total RIDDOR Reportable | RIDDOR Dangerous Occurrences ⁽¹⁾ |
|---------------------------|-------------------|--|----------------------|----------|-------------------------|-----------------------|----------------|----------------|-------------------------|---|
| Major Projects | 0.05 | 0.06 | 0.07 | 0 (0) | 1 (7) | 0 (4) | 0 (0) | 0 (0) | 1 (11) | 0 (2) |
| Operations | 0.05 | 0.08 | 0.00 | 0 (0) | 0 (8) | 0 (5) | 0 (1) | 0 (1) | 0 (15) | 0 (0) |
| Supply Chain Total | 0.05 | 0.07 | 0.03 | 0 (0) | 1 (15) | 0 (9) | 0 (1) | 0 (1) | 1 (26) | 0 (2) |

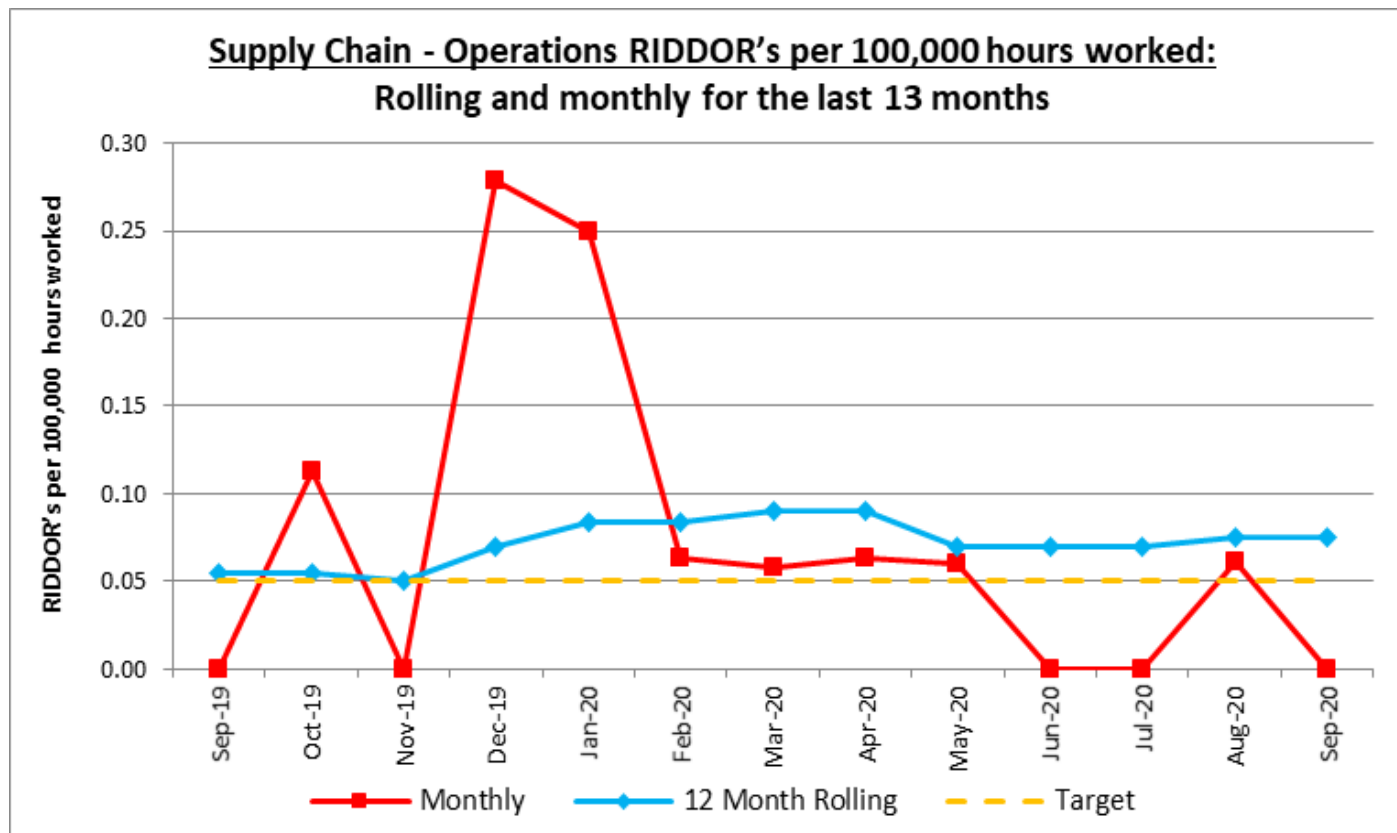
(These RAG ranges have been updated from May 2020 to align to agreed vesting ranges)

| | | | |
|------------------------------|-------------|-------------|-------------|
| Supply Chain AFR RIDDOR RAG: | ≥ 0.08 | 0.07 - 0.06 | ≤ 0.05 |
|------------------------------|-------------|-------------|-------------|

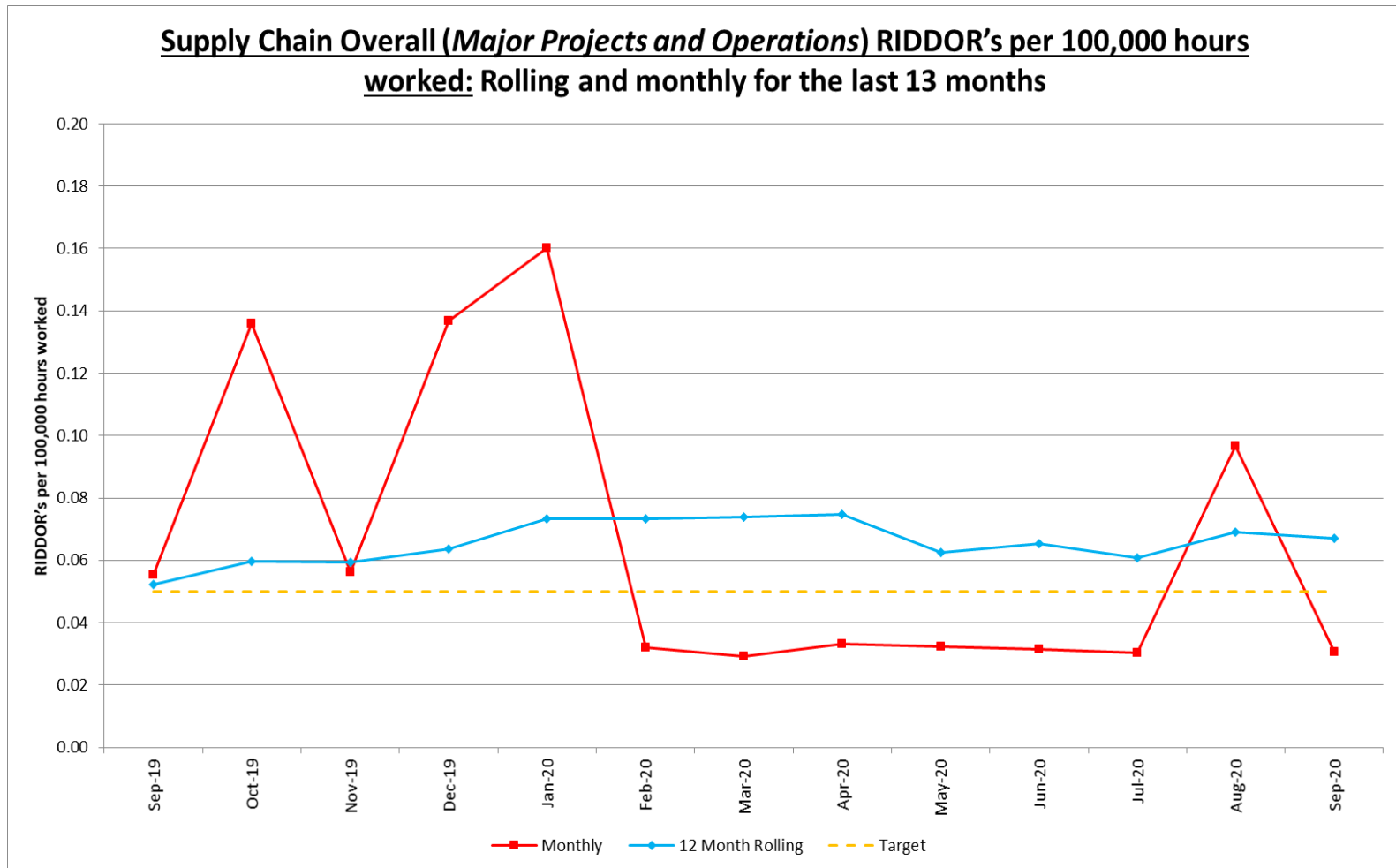
Graph 1 – Rolling AFR for Supply Chain - Major Projects



Graph 2 – Rolling AFR for Supply Chain - Operations



Graph 3 – Rolling AFR for Supply Chain – Major Projects and Operations



RIDDOR performance by Supplier across the Supply Chain

Summary of 12 month rolling RIDDOR performance by supplier across all Supply Chain

| Supplier | Hours Worked | % Hours Worked | RIDDOR | Type of incidents | | | | | Sept. AFR | Group AFR RIDDOR (2019/20 performance) |
|------------------------------------|-------------------|----------------|-----------|-------------------|------------------|----------|----------|------------------------|-------------|--|
| | | | | Fatality | Specified Injury | > 7 Day | Disease | MOP hospital admission | | |
| Kier Highways | 7,718,904 | 19.91% | 2 | 0 | 1 | 1 | 0 | 0 | 0.03 | 0.05 |
| Balfour Beatty | 4,191,617 | 10.81% | 3 | 0 | 1 | 1 | 1 | 0 | 0.07 | 0.08 |
| Aone+ | 3,646,469 | 9.40% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| BAM Nuttall Ltd | 2,700,031 | 6.96% | 4 | 0 | 4 | 0 | 0 | 0 | 0.15 | 0.10 |
| Costain | 2,645,043 | 6.82% | 2 | 0 | 1 | 1 | 0 | 0 | 0.08 | 0.05 |
| Connect Plus | 2,021,866 | 5.21% | 2 | 0 | 2 | 0 | 0 | 0 | 0.10 | 0.00 |
| AECOM | 1,985,957 | 5.12% | 3 | 0 | 1 | 2 | 0 | 0 | 0.15 | 0.01 |
| Skanska | 1,878,572 | 4.84% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.06 |
| Amey | 1,591,455 | 4.10% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.06 |
| Ringway Ltd | 835,007 | 2.15% | 1 | 0 | 0 | 1 | 0 | 0 | 0.12 | 0.16 |
| Telent | 730,831 | 1.88% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.06 |
| HW Martin Ltd | 708,044 | 1.83% | 1 | 0 | 1 | 0 | 0 | 0 | 0.14 | 0.13 |
| Chevron | 556,636 | 1.44% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Interserve | 540,578 | 1.39% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.08 |
| Carnell Support Services Ltd | 467,870 | 1.21% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Tarmac | 437,643 | 1.13% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.77 |
| Galliford Try | 424,175 | 1.09% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.10 |
| Autolink Concessionaires (A19) Ltd | 390,331 | 1.01% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | TBC |
| Egis | 317,664 | 0.82% | 1 | 0 | 1 | 0 | 0 | 0 | 0.31 | 0.60 |
| Vinci Construction | 269,153 | 0.69% | 1 | 0 | 1 | 0 | 0 | 0 | 0.37 | 0.11 |
| CHC Highways | 251,170 | 0.65% | 1 | 0 | 1 | 0 | 0 | 0 | 0.40 | 0.37 |
| Midland Express Way | 146,179 | 0.38% | 1 | 0 | 0 | 1 | 0 | 0 | 0.68 | 0.35 |
| Huyton Asphalt | 22,120 | 0.06% | 2 | 0 | 1 | 1 | 0 | 0 | 9.04 | 0.00 |
| Jointline Limited | 20,329 | 0.05% | 1 | 0 | 0 | 0 | 0 | 1 | 4.92 | TBC |
| DDC Engineering Solutions | 5,830 | 0.02% | 1 | 0 | 0 | 1 | 0 | 0 | 17.15 | TBC |
| Rest of Group (62) | 4,270,575 | 11.00% | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | - |
| Grand Total | 38,774,049 | 100% | 26 | 0 | 15 | 9 | 1 | 1 | 0.07 | - |

Group AFR RIDDOR data relates to 2019/20 performance

| | | | |
|-----|--------|-------------|--------|
| Key | ≥ 0.08 | 0.07 - 0.06 | ≤ 0.05 |
|-----|--------|-------------|--------|

Performance by Supplier across the Supply Chain

Major Projects Contractor Performance

| Supplier | Rolling 12 months to September 2020 | | | | | | | | | |
|------------------------------------|-------------------------------------|---------------|----------|------------------|----------|----------|------------------------|----------------|-------------|-------------|
| | Hours Worked (12 Mths) | Total RIDDORs | Fatality | Specified Injury | >7 day | Disease | MOP hospital admission | Minor Injuries | Sept. AFR | Aug. AFR |
| Balfour Beatty | 3,951,429 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 0.03 | 0.03 |
| Kier Highways | 3,324,877 | 1 | 0 | 1 | 0 | 0 | 0 | 5 | 0.03 | 0.06 |
| Costain | 2,645,043 | 2 | 0 | 1 | 1 | 0 | 0 | 9 | 0.08 | 0.08 |
| BAM Nuttall Ltd | 2,347,714 | 3 | 0 | 3 | 0 | 0 | 0 | 11 | 0.13 | 0.13 |
| AECOM | 1,916,874 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 0.16 | 0.10 |
| Skanska | 1,878,572 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0.00 | 0.00 |
| Interserve | 427,228 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0.00 | 0.00 |
| Galliford Try | 418,322 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.00 | 0.00 |
| Vinci Construction | 269,153 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 0.37 | 0.33 |
| Osborne | 257,710 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0.00 | 0.00 |
| Jacobs | 232,193 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.00 | 0.00 |
| John Sisk | 141,577 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.00 | 0.00 |
| Atkins | 141,038 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Arup | 140,746 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Sisk Lagan JV | 132,099 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Sir Robert McAlpine | 100,283 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| WSP | 99,435 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Volker Fitzpatrick | 97,371 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Amey | 77,636 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Redflex | 49,766 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Arcadis | 34,250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Pre-construction/PC to be assigned | 146,091 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 | 0.00 |
| Grand Total | 18,829,407 | 11 | 0 | 7 | 4 | 0 | 0 | 65 | 0.06 | 0.06 |

Performance by Supplier across the Supply Chain

Supply Chain Operations (Regional and Programme performance)

| Region / Function | Rolling 12 months to September 2020 | | | | | | | | |
|---|-------------------------------------|---------------|----------|------------------|----------|----------|------------------------|----------------|-------------|
| | Hours Worked (12 months) | Total RIDDORs | Fatality | Specified Injury | >7 day | Disease | MOP hospital admission | Minor Injuries | Sept. AFR |
| East | 1,503,010 | 2 | 0 | 1 | 1 | 0 | 0 | 12 | 0.13 |
| Area 6 & 8 | 786,194 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0.13 |
| East CDF (All Packages) | 351,294 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.00 |
| DBFO - M40 J1-15 Denham to Warwick (area 30) | 317,664 | 1 | 0 | 1 | 0 | 0 | 0 | 8 | 0.31 |
| DBFO - A1(M) Alconbury to Peterborough | 25,109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| RTMC: East Regional Technology Contract | 22,749 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Midlands | 4,727,594 | 3 | 0 | 1 | 2 | 0 | 0 | 23 | 0.06 |
| Area 9 | 2,481,908 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 0.04 |
| Area 7 | 1,700,190 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0.00 |
| M5 Oldbury Project | 352,317 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0.28 |
| DBFO - A50 / A564 Stoke to Derby | 47,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| North West | 2,813,414 | 4 | 0 | 2 | 1 | 0 | 1 | 13 | 0.14 |
| Area 10 | 1,792,536 | 3 | 0 | 2 | 1 | 0 | 0 | 8 | 0.17 |
| Area 13 | 970,361 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 0.10 |
| RTMC: North West Regional Technology Contract | 50,517 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |

| | | | |
|------------|---------------|--------------------|---------------|
| Key | ≥ 0.08 | 0.07 - 0.06 | ≤ 0.05 |
|------------|---------------|--------------------|---------------|

(Table 14 continues on the next page)

Performance by Supplier across the Supply Chain

Supply Chain Operations (Regional and Programme Performance)

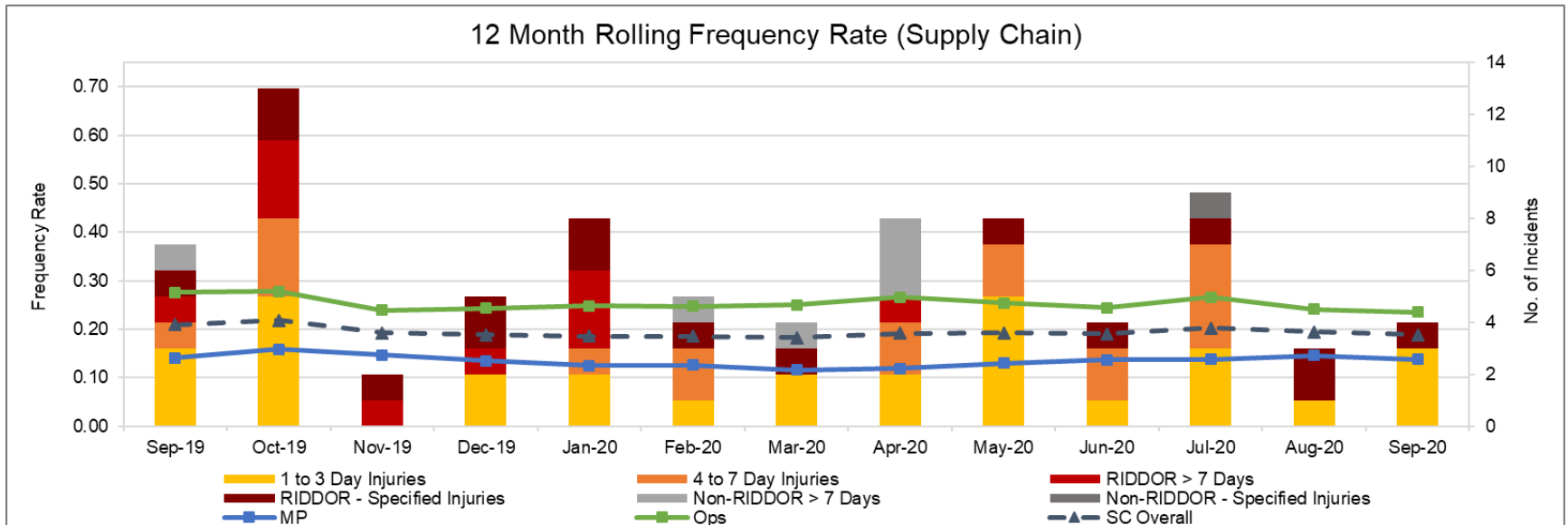
| Region / Function | Rolling 12 months to September 2020 | | | | | | | | |
|--|-------------------------------------|---------------|----------|------------------|----------|----------|------------------------|----------------|-------------|
| | Hours Worked | Total RIDDORs | Fatality | Specified Injury | >7 day | Disease | MOP hospital admission | Minor Injuries | Sept. AFR |
| South East | 4,485,945 | 2 | 0 | 2 | 0 | 0 | 0 | 18 | 0.04 |
| DBFO - M25 (Area 5) | 2,021,866 | 2 | 0 | 2 | 0 | 0 | 0 | 5 | 0.10 |
| Area 4 | 1,316,321 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0.00 |
| Area 3 | 1,099,163 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.00 |
| RTMC: M25 Regional Technology Contract | 26,954 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.00 |
| RTMC: South East Regional Technology | 21,641 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.00 |
| South West | 1,933,721 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 0.05 |
| Area 1 & 2 | 1,743,011 | 1 | 0 | 0 | 1 | 0 | 0 | 8 | 0.06 |
| Severn Bridge Maintenance Unit | 118,255 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.00 |
| DBFO - A30 / A35 Exeter to Bere Regis | 45,210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| RTMC: South West Regional Technology Contract | 27,245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Yorkshire and North East | 3,704,536 | 3 | 0 | 2 | 0 | 1 | 0 | 6 | 0.08 |
| Area 12 | 2,334,003 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Area 14 | 761,017 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | 0.13 |
| DBFO - A168 / A19 Dishforth to Tyne Tunnel | 390,331 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0.00 |
| DBFO - A1 Darrington to Dishforth | 78,210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| North East Tech Mac Contract | 58,718 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| DBFO - M1 - A1 Link Road | 51,189 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 3.91 |
| DBFO - A69 Carlisle to Newcastle | 31,068 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| National | 776,422 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0.00 |
| NRTS - National Roads Telecommunications Services | 659,487 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.00 |
| NGVR National - Next Generation Vehicle Recovery | 59,121 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0.00 |
| Property Management, Enquiries, Sales & Estates | 26,084 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| HE Efficiency and Noise Insulation Project | 15,064 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Expert Support for Control Room Technology(ESCoRT) | 10,896 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| National Expert Control Room Tech Support -NECoRTS | 5,770 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Grand Total | 19,944,642 | 15 | 0 | 8 | 5 | 1 | 1 | 84 | 0.08 |

Lost Time Incidents recorded by Supplier

Supply Chain Lost Time Incidents

| Supplier | Hours worked | % hours worked | Total No. of LTIs | Type of incidents | | | | | | LTI AFR |
|------------------------------------|-------------------|----------------|-------------------|-------------------|-------------------|-----------------------|-------------------------|---------------------------|-----------------------------|-------------|
| | | | | 1 to 3 Day Injury | 4 to 7 Day Injury | RIDDOR > 7 Day Injury | RIDDOR Specified Injury | Non-RIDDOR > 7 Day Injury | Non-RIDDOR Specified Injury | |
| Kier Highways | 7,718,904 | 19.91% | 8 | 3 | 3 | 1 | 1 | 0 | 0 | 0.10 |
| Balfour Beatty | 4,191,617 | 10.81% | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0.07 |
| Aone+ | 3,646,469 | 9.40% | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0.08 |
| BAM Nuttall Ltd | 2,700,031 | 6.96% | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0.15 |
| Costain | 2,645,043 | 6.82% | 5 | 3 | 0 | 1 | 1 | 0 | 0 | 0.19 |
| Connect Plus | 2,021,866 | 5.21% | 5 | 2 | 1 | 0 | 2 | 0 | 0 | 0.25 |
| AECOM | 1,985,957 | 5.12% | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 0.15 |
| Skanska | 1,878,572 | 4.84% | 6 | 5 | 0 | 0 | 0 | 0 | 1 | 0.32 |
| Amey | 1,591,455 | 4.10% | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0.13 |
| Ringway Ltd | 835,007 | 2.15% | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0.24 |
| Interserve | 540,578 | 1.39% | 4 | 1 | 2 | 0 | 0 | 1 | 0 | 0.74 |
| Carnell Support Services Ltd | 467,870 | 1.21% | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 1.28 |
| Galliford Try | 424,175 | 1.09% | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0.47 |
| Autolink Concessionaires (A19) Ltd | 390,331 | 1.01% | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0.51 |
| Egis | 317,664 | 0.82% | 5 | 2 | 0 | 0 | 1 | 2 | 0 | 1.57 |
| Balvac | 54,351 | 0.14% | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 3.68 |
| Huyton Asphalt | 22,120 | 0.06% | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 9.04 |
| Rest of Group | 7,342,039 | 18.94% | 9 | 1 | 2 | 2 | 3 | 1 | 0 | 0.12 |
| SC Total | 38,774,049 | 100.00% | 73 | 27 | 16 | 9 | 15 | 5 | 1 | 0.19 |

Lost Time Incidents recorded by Supplier



Road User performance - Fatality data

The National Incident Liaison Officer (NILO), Media and Police Reports provide some understanding on the number of fatalities on the strategic road network. Based on our current understanding there are 18 fatalities due to road traffic collisions and 4 suspected suicides in September. We have reviewed the historic number of fatalities in September for 2017 – 2019, this indicates that the average number of fatalities recorded was 19.

Fatal Summary Data September 2020

| Ref | Date of Incident | Location | Incident Vehicles Involved | No. of Fatalities |
|-------|------------------|------------------------------------|------------------------------------|-------------------|
| 1 | 01/09/2020 10:39 | A38, Newton Abbott, Devon | 1 Car Towing Trailer, 1 Pedestrian | 1 |
| 2 | 01/09/2020 14:37 | A38, Plymouth, Devon | 1 LGV, 1 Car | 1 |
| 3 | 02/09/2020 13:35 | A30, <u>Lanivet</u> , Cornwall | 2 LGVs, 1 Pedestrian | 1 |
| 4 | 06/09/2020 21:10 | M55, Moor Side, Lancashire | 1 Van, 2 Cars, 1 Motorcycle | 1 |
| 5 | 09/09/2020 00:30 | M4, Wokingham, Berkshire | 1 HGV, 1 Pedestrian | 1 |
| 6 | 13/09/2020 05:28 | M5, Tewksbury, Gloucestershire | 2 HGVs, 1 Car | 1 |
| 7 | 17/09/2020 11:13 | M60, Denton, Greater Manchester | 1 Car, 1 Motorcycle | 1 |
| 8 | 19/09/2020 12:36 | M180, Brigg, Lincolnshire | 1 Car | 1 |
| 9 | 20/09/2020 13:23 | A414, St Albans, Hertfordshire | 1 Car, 1 Motorcycle | 1 |
| 10 | 21/09/2020 16:01 | A1089, Thurrock, Essex | 1 HGV, 1 Van | 1 |
| 11 | 22/09/2020 00:25 | M40, Warwick, Warwickshire | 3 HGVs, 1 Car | 1 |
| 12 | 24/09/2020 01:41 | M4, Fosse Gate, Wiltshire | 1 Car | 1 |
| 13 | 24/09/2020 03:34 | M4, Fosse Gate, Wiltshire | 2 HGVs | 1 |
| 14 | 24/09/2020 13:25 | A5, Milton Keynes, Buckinghamshire | 1 HGV, 2 Cars | 1 |
| 15 | 25/09/2020 08:04 | M180, Hatfield, Lincolnshire | 1 HGV | 1 |
| 16 | 26/09/2020 22:53 | M11, Epping Forest, Essex | 4 Cars | 1 |
| 17 | 26/09/2020 23:18 | M1, Markfield, Leicestershire | 2 Cars | 1 |
| 18 | 30/09/2020 11:17 | M4, Fosse Gate, Wiltshire | 1 Car | 1 |
| Total | | | | 18 |

Suspected Suicides Summary Data September 2020

| Ref | Date of Incident | Location | Incident Vehicles Involved | No. of Fatalities |
|-------|------------------|---|----------------------------------|-------------------|
| 19 | 02/09/2020 09:13 | M5, Dudley, West Midlands | 1 Pedestrian | 1 |
| 20 | 03/09/2020 00:00 | A14, Orwell Bridge, Suffolk | 1 Pedestrian | 1 |
| 21 | 13/09/2020 20:11 | M1, <u>Pleasley Road Bridge</u> , Rotherham, <u>S Yorks</u> | 1 Pedestrian | 1 |
| 22 | 28/09/2020 12:30 | M5, Cullompton, Devon | 1 Pedestrian and Unknown Vehicle | 1 |
| Total | | | | 4 |

Utility Strikes recorded by Supplier

Utility Strike data – rolling 12 months.

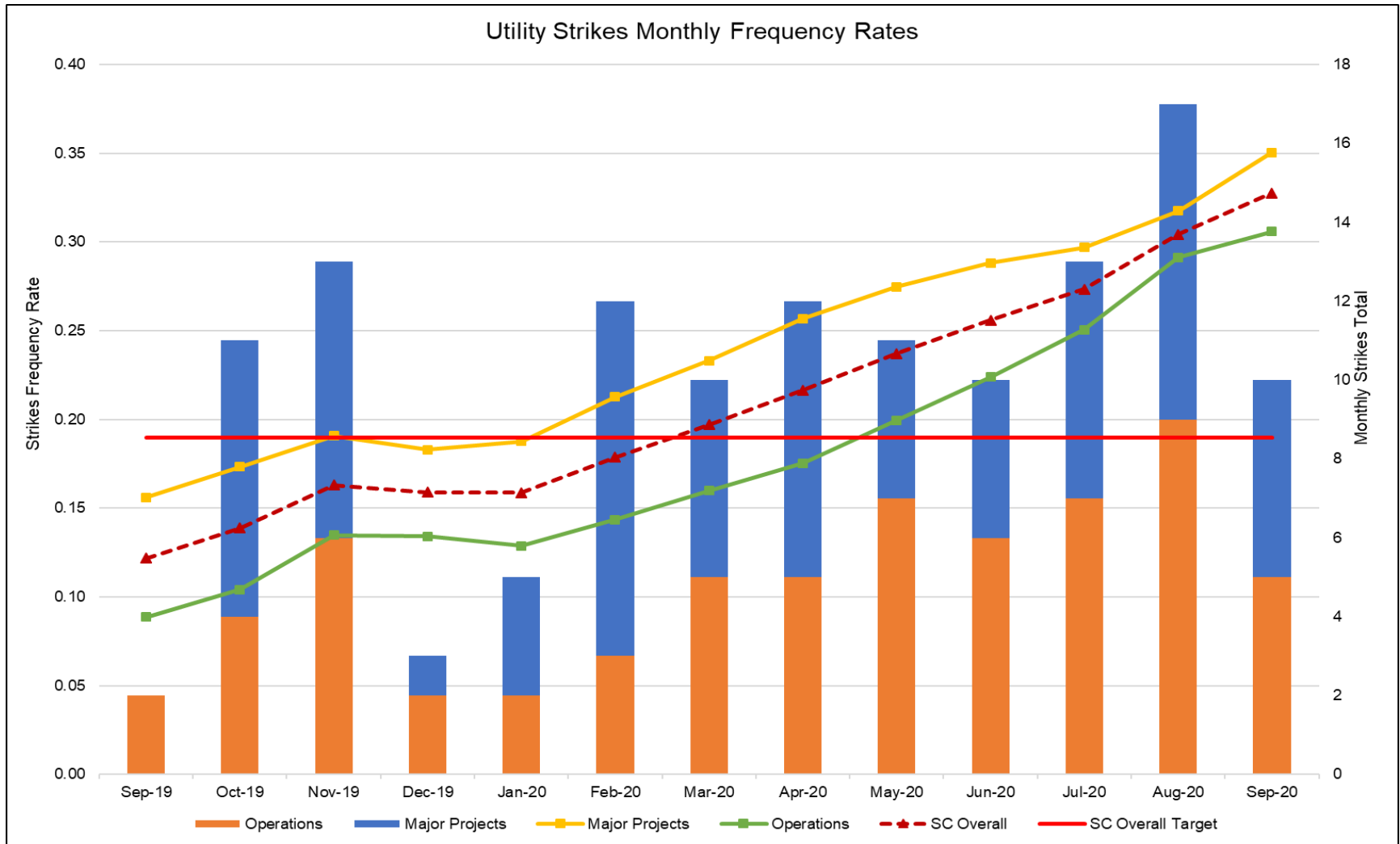
| | Service Strike - Infrastructure Asset | Service Strike - Near Miss | Service Strike - Undesired Circumstance | Grand Total |
|--------------------|---------------------------------------|----------------------------|---|-------------|
| Major Projects | 66 | 8 | 2 | 76 |
| Operations | 61 | 3 | 0 | 64 |
| Grand Total | 127 | 11 | 2 | 140 |

Table 9 – Classification of Utility Strikes across Directorates

| Directorate | Aug Rolling FR | Type of incidents | | | | | Total No. of Strikes – in month (rolling 12 months) | Total No. of Utility Strike Near Misses reported | Total No. of Utility Strike Undesired Circumstances reported |
|----------------------|----------------|--|----------------------------|----------------------|--------------------|---------------------|---|--|--|
| | | Utility strike other cables or pipelines | Utility strike electricity | Utility strike water | Utility strike gas | Utility strike CCTV | | | |
| Major Projects | 0.35 | 2 (21) | 3 (29) | 0 (7) | 0 (3) | 0 (6) | 5 (66) | 2 (8) | 0 (2) |
| Operations | 0.31 | 1 (23) | 4 (27) | 0 (6) | 0 (2) | 0 (3) | 5 (61) | 0 (3) | 0 (0) |
| Supply Chain Overall | 0.33 | 3 (44) | 7 (56) | 0 (13) | 0 (5) | 0 (9) | 10 (127) | 2 (11) | 0 (2) |

| | | | |
|-----------------------|--------|-------------|--------|
| Utility Strike rates: | ≥ 0.41 | 0.20 – 0.40 | ≤ 0.19 |
|-----------------------|--------|-------------|--------|

Utility Strikes recorded by Supplier



Summary of Significant Supply Chain Incidents reported

There have been 5 Lost Time Incidents. This includes one reported in August but upgraded to RIDDOR reportable in September. This makes 2 of these RIDDOR reportable incidents, both within Major Projects.

RIDDOR reportable incidents:

| Date of Incident | Location | Incident Category | Principal Contractor | Overview of incident | Airsweb reference |
|------------------|------------------------------------|-------------------------|----------------------|---|-------------------|
| 27/08/2020 | M6 J13 – J15 Smart Motorway Scheme | RIDDOR Specified Injury | Kier Highways | <p>The operative was working to disassemble a pump <u>in order to</u> replace a piston seal. The piston needed to be moved so the operative communicated, via a radio headset, with the operator to power turn the unit. The movement in the piston caused the operatives thumb to become trapped by the moving piston.</p> <p>The operative was treated at hospital and initially returned to work after four days off. However, after further assessment of the injuries part of the injured person's thumb was surgically amputated. This makes this incident a RIDDOR Specified injury.</p> | 122721 |
| 21/09/2020 | Lower Thames Crossing | RIDDOR Specified Injury | AECOM | <p>A ground investigation lead driller, and mate, were working on a drilling rig, when they identified that the borehole casings were installed incorrectly. The lead driller suggested that a chain wrench be used to correct the problem. The driller's mate challenged the proposed method of works as it broke operational procedure, but his challenge was not accepted by the lead driller and the works proceeded.</p> <p>The driller's mate was standing about 6 feet away from the rig, when the force of the rotation on the casing broke the chain away from the wrench handle, which whipped around the casing and was then ejected, striking the mate on the nose and safety glasses. First Aid was administered by the lead driller. The following day the mate was in pain and was taken to A&E. He was diagnosed with a hairline fracture of his nose and whiplash.</p> | 123719 |

Summary of Significant Supply Chain Incidents reported

Lost Time Incidents:

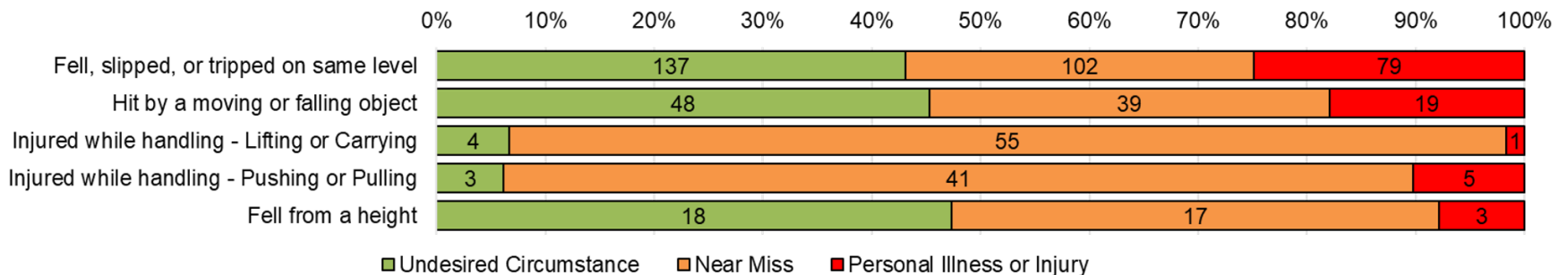
| Date | Location | Incident Category | Principal Contractor | Overview of Incident | Airsweb ref |
|------------|--|---|------------------------------|---|-------------|
| 03/09/2020 | DBFO: South East M25 J13 | 1 to 3 Day Injury: Injured while handling - Pushing or Pulling | Connect Plus | An operative employed by Barao Construction was undertaking work on M25 J13. The works included cutting concrete at the top of a pile using a Stihl saw. During the works, it is thought the blade either shattered or caught the operatives leg. | 122959 |
| 10/09/2020 | Area Contracts (Asset Delivery): North West M60, Area 10 | 1 to 3 Day Injury: Injured while handling - Pushing or Pulling | Carnell Support Services Ltd | An operative started the compaction plate by pulling the pull cord. In doing this with his right arm has impacted against a metal beam running beneath a bridge. The operative noted pain in his elbow and swelling to his wrist. He later attended A&E for treatment where the injury was diagnosed as suspected nerve damage. | 123236 |
| 11/9/2020 | Area Contracts (Asset Delivery): Midlands A52 Clifton Bridge. | 4 to 7 Day Injury: Person exposed to harmful substance | Balvac | On removing PPE at the end of the shift, the operative reported concrete burns to both arms in the region of his elbows. | 123415 |

Vehicle incursions into roadworks

| Table 5: Top 15 “Kind of Events” Leading to Lost Time Incidents 12 Months | Highways England | Major Projects | Operations |
|--|-----------------------------|-----------------------|-------------------|
| Fell, slipped, or tripped on same level | 8 | 14 | 14 |
| Hit by a moving or falling object | 1 | 10 | 6 |
| Injured while handling - Lifting or Carrying | 5 | 5 | 6 |
| Injured while handling - Pushing or Pulling | 3 | 0 | 5 |
| Fell from a height | 1 | 2 | 4 |
| Road Traffic Collision | 0 | 0 | 4 |
| Person exposed to harmful substance | 1 | 0 | 2 |
| Lower Limb Disorder | 2 | 1 | 0 |
| Health - Onset of illness to person | 1 | 0 | 2 |
| Fall, slide, or accumulation of debris or material | 2 | 0 | 1 |
| IPV Strike | 1 | 0 | 2 |
| Hit by a moving vehicle or plant | 1 | 0 | 1 |
| Asset failure, damage, or unsafe condition | 2 | 0 | 0 |
| Collision with fixed or stationary object or material - In Vehicle | 0 | 0 | 2 |
| Collision with fixed or stationary object or material - Not in Vehicle | 1 | 0 | 0 |

The colours in table 5 above are graded to show the frequency of events loaded for these kind of events.

12 Month Top 5 “Kind of Events” Leading to Lost Time Incidents: *Reporting Distribution*



Impact Protection Vehicle (IPV) Strikes

There have been **0** incidents with “IPV Strike” indicated as the Kind of Event reported in September.

Site Inspections undertaken in September 2020

This month (22/08 – 25/09), there have been **27** inspections undertaken across Highways England, a summary of the findings is below. |

| | Number of inspections | No. observations | No. observations | No. observations | No. observations |
|----------------|-----------------------|------------------|------------------|------------------|------------------|
| | | Status (Red) | Status (Amber) | Status (Green) | Blue Star |
| Major Projects | 21 | 12 | 62 | 153 | 0 |
| Operations | 6 | - | 8 | 92 | 0 |
| Totals | 27 | 12 | 70 | 245 | 0 |

Key to non-conformance RAG status:

| | |
|-------|--|
| Red | Non-conformance with legislation or Raising the Bar (RtB) requirements |
| Amber | RtB requirements not adopted everywhere on site or in full, and negative observation |
| Green | Positive observation relating to management of top risks |
| ★ | Exceptional performance or new initiative not widely used on another site |

Blue Star(s) Awarded – 0

Site Inspections undertaken in September 2020

Red and Amber findings across Major Projects:

| Division | Section | Question | Red | | Amber | |
|----------------|-------------------------|--------------------------------------|------------|---------|------------|---------|
| | | | Identified | Actions | Identified | Actions |
| Major Projects | Documentation | CDM | 1 | 1 | | |
| | | Permits | 3 | 2 | | |
| | | RAMS | 2 | 1 | | |
| | Housekeeping | Caps on Bars | 1 | | | |
| | | Drip Trays | 3 | 2 | | |
| | | Site Tidiness | 2 | 1 | | |
| | | Slip, Trips, Falls | 2 | 2 | 1 | 1 |
| | | Spill Kits | 1 | | | |
| | | Storage of Materials | 1 | 1 | | |
| | Management Arrangements | Accident Reporting and Investigation | 4 | 1 | | |
| | | Competence | 1 | | | |
| | | Emergency Procedures | 2 | 1 | 1 | 1 |
| | | Leadership | 1 | 1 | | |
| | | Near Miss / Don't Walk By | 3 | 1 | | |
| | | PPE | | | 1 | 1 |
| | | Site Rules | 3 | 2 | | |
| | | Supervision | 3 | 2 | 2 | 2 |
| | | Whole Life Design for Safety | 1 | | | |
| | | Management Arrangements | 1 | 1 | | |

Red and Amber findings across Major Projects:

| Division | Section | Question | Red | | Amber | |
|----------------|--|--|--------------------------|---------|------------|---------|
| | | | Identified | Actions | Identified | Actions |
| Major Projects | Management of Traffic, Mobile Plant and Vehicles | Mobile Plant | 1 | 1 | 1 | 1 |
| | | Seat Belts | 1 | | | |
| | | Segregation | 2 | 2 | 2 | 2 |
| | | Site Security | 1 | 1 | | |
| | | Temporary Barriers | 2 | 2 | | |
| | | Management of Traffic, Mobile Plant | 1 | | | |
| | Occupational Health | HAVS | | | 1 | 1 |
| | Office / Welfare Facilities | Canteen / Rest Area | | | 1 | 1 |
| | | Drying Room | 1 | | | |
| | | Fire Extinguishers | 2 | 1 | 1 | |
| | | First Aid | 3 | 1 | | |
| | | Toilets | 1 | 1 | | |
| | | Office / Welfare Facilities | 1 | | 1 | 1 |
| | | Work at Height and Associated Activities | Embankments | 2 | 2 | |
| | Excavations | | 1 | | | |
| | Unloading Vehicles | | 2 | 2 | | |
| | Workforce Communication | | Behavioural Based Safety | 1 | 1 | |
| | | Daily Briefings | 3 | 3 | | |
| | | Inductions | 1 | | | |
| | | Noticeboards | 1 | 1 | | |
| Grand Total | | 62 | 37 | 12 | 11 | |

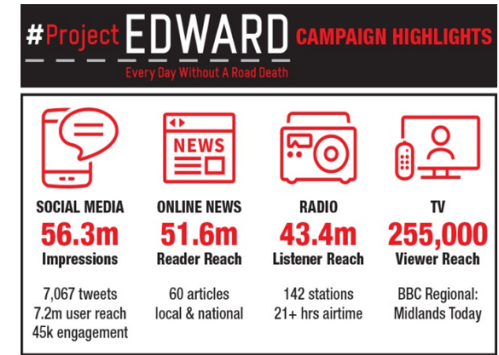
Site Inspections undertaken in September 2020

Red and Amber findings across Operations:

| Red and Amber Findings across Operations: | | | | | | |
|---|-----------------------------|-------------------------|------------|---------|------------|---------|
| Division | Section | Question | Red | | Amber | |
| | | | Identified | Actions | Identified | Actions |
| Operations | Electrical Safety | Cables and Transformers | | | 1 | 1 |
| | Housekeeping | Slip, Trips, Falls | | | 1 | |
| | Management Arrangements | Emergency Procedures | | | 1 | 1 |
| | | PPE | | | 1 | |
| | Office / Welfare Facilities | Canteen / Rest Area | | | 2 | 1 |
| | | Toilets | | | 2 | 2 |
| Grand Total | | | | | 8 | 5 |

Road User Performance and Road User Safety

- We delivered Project EDWARD (Every Day Without A Road Death) a national road safety campaign focused on Driving for Work, during 14-18 September, which was led by the Association for Road Risk Management (ARRM) and our Driving for Better Business Campaign. The programme raised awareness of the important responsibilities shared by those who drive for work and their employers, to clearly show the vital role they can play in ensuring safety on our roads. This year's campaign consisted of a virtual road trip which stopped at multiple locations each day to share exciting content, knowledge, interviews and stories all linked to keeping those who drive for work safe. The content looked at Safer Drivers, Safer Vehicles, Safer Journeys and Driver Wellbeing as well as how best to manage those who drive for work to reduce risk, control costs and improve efficiency. The campaign brought together key collaboration partners including DfT, DVSA, NPCC, Transport Scotland, UK Road Offender Education and the Association of Police and Crime Commissioners. Additionally, over 20 private companies provided the financial, content and marketing support needed to make the campaign a success. Project EDWARD also collaborated with police forces across the country to focus on driver behaviour and vehicle roadworthiness. In total, 39 separate police forces took part and supported Project EDWARD including all forces from Wales, Scotland and Northern Ireland.
- The **British EuroRAP Results** 2020 launched the results through a webinar on 17 September. The results show our network is generally low-risk and performs comparatively well. There are a few areas where further improvements are required; in the South East the A21 & A27 are identified as medium or medium-high risk. These will be considered through Designated Funds, Safety & Congestion and planned safety improvements on the A21. One other point is the planned investments and potential benefits, where some of our routes have been indicated (i.e. A21). https://downloads.roadsafetyfoundation.org/2020_Report/GB_2020_EuroRAP_Report_Embargo.pdf
- We supported the **TyreSafe Industry "Virtual" briefing** which was attended by over 650 organisations including international supporters from as far as the Far East, India and South Africa. Speakers this year included road safety professionals and speakers from DfBB, Project Edward, National Fire Chiefs Council as well as Industry experts. The briefing also launched October's Tyre Safety Month campaign materials and new innovative resources that will be shared with industry supporters and partners. www.tyresafe.org/introduction-to-tyresafe-2019/
- Following the **Unplanned Incidents** project which concluded in May of this year (2020), the findings are being used to progress our understanding of breakdowns on the SRN and to improve our communication with customers who might breakdown whilst using our network. The study is being used as part of the final submissions and creative work for the Highways England breakdown campaign and our group continues to act as technical assurance on that work. More widely, the 'Best Practice Guidance' developed as part of the study has been used to create a document which is expected to be released to all breakdown-related stakeholders early next year. In final development with our marketing and creative teams, the document will give organisations such as RAC and AA a blueprint for breakdown advice and early liaison with these groups has meant an agreement to align guidance across organisations. Aligned guidance, based on the evidence from the unplanned incidents study and data from our network, aims to ensure the best advice is given to any customer on our network who may find themselves in a breakdown situation.



Health, Safety & Wellbeing Team Update

- **Safety Alerts:** There have been 4 Safety Alerts issued in the month of September:
 - HEi183 – Highways England for Information Safety Alert - [Hydraulic Lock Lost Time Injury](#)
 - HEi184 – Highways England for Information Safety Alert - [Water main release - trust block](#)
 - HEi185 – Highways England for Information Safety Alert - [Safety Barrier Condition Inspections](#)
 - HEi186 – Highways England for Information Safety Alert - [Traffic Officer Assault](#)
- **Utility Strike avoidance:** In August Major Projects and Operations undertook a joint project to review and find improvement opportunities for their assurance activities related to Utility Strike avoidance. The project resulted in a guidance document and assessment programme being introduced from September 2020 that both Major Projects and Operations could utilise to enable a consistent approach in conducting assurance activities.

In October the Major Projects and Operations HSW teams will continue with a defined schedule of utility assurance activities and review the outputs from these at the monthly Utility Assurance forum.
- We are currently working with Birmingham City University, to recruit two PhD students to work with us on two themes over the next three years; The first on Human/Machine interface (to include utility strikes) and the second on (worker) accident modelling and prediction. This is the first time we've worked in this way with academia in the HSW team, and is co-funded activity between Birmingham City University and [HE](#). We anticipate both students will start work in 2021, subject to recruiting the right candidate.