



Highways Safety Hub Team Newsletter

July 2023

Revised Process for Blue Stars

Sharing best practice and new methods of managing risk is a fundamental way that we can all help enable continuous improvement across the National Highways supply chain. Blue Star Awards recognise companies, teams and individuals who have delivered benefits for health safety or wellbeing through innovation.



The Blue Star Award Submission process has been revised:



Nominations are scored by the Award Panel against six criteria:

- Context – what problem are you trying to solve
- Innovation – is this a new method of working, a new product, something not seen before
- Raising the bar – does it link to one of the existing Raising the Bar documents
- What you did – structure approach and measuring the impact
- Benefits – HSW benefits and other benefits, such as efficiency savings, carbon reduction etc.
- Scalability – is the solution easily applied across your business and by others

For those of you who have submitted Blue Stars in the past, the Case Study nomination form remains the same, but there is a new email in-box now set up. For full details see the Safety Hub website here: [Toolkit \(highwayssafetyhub.com\)](https://www.highwayssafetyhub.com)

Safety by Design Rewarded

The Safety by Design team, which has worked on the Stopped Vehicle Detection (SVD) programme since the inception of the SMP Alliance, was awarded the Home Safe and Well Award at the '7OGETHER' annual awards in early June.

The team was motivated by the need to ensure health and safety aspects were at the forefront of the design teams considerations throughout the SVD Programme.

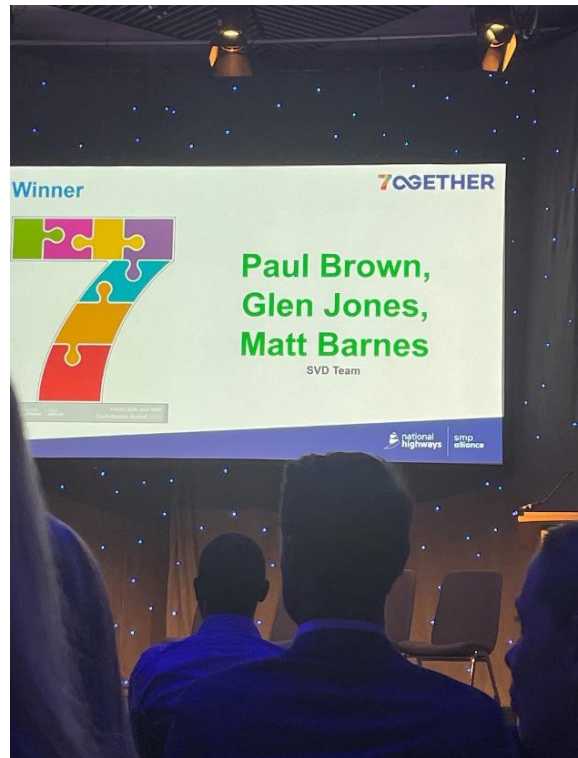
As a major programme of works spread over the whole of the existing all lane running smart motorway network, this package of work was significantly different to a major scheme on a discrete section of the strategic highway network.

We developed bespoke tools to account for the unique nature of this project, which the standard products were not designed to accommodate.

From the initial project on the M20, the team continually developed and improved the processes and documentation to ensure they remained fit for purpose, whilst introducing improvement and efficiencies wherever possible.

With the close relationship between designers and contractors within the SMP Alliance, it was possible to test designs and develop these with the support of the supply network. The high-profile aspects associated with the offsite production of pre-cast foundations and the reduced manual handling risk achieved with the multi-section gantry bracket, undoubtedly had a huge impact on the success of the programme. Additionally, the close working during buildability workshops made a huge contribution, ensuring sites were selected where foreseeable hazards were either already eliminated or minimised from the outset of the design.

The work undertaken during the early stages of the SVD programme by Paul Brown, Glen Jones and Matt Barnes from WSP, undoubtedly contributed to the positive safety outcome, with no lost-time incidents on the programme since work commenced in 2021.



Summer Holiday Cover

We all need a break.

There are very few of us who don't have at least a week off during the summer and whilst you are away the work continues without you.

A lot of effort is applied to try and minimise the disruption caused by personnel having time off.

Liaise with Line Managers at the earliest stage to ensure correct cover is available and minimize any last-minute changes.

During summer it is vital that the correct cover is arranged when personnel take holiday and that we have the correct resources on sites to ensure you keep safe whilst working.



Key Roles to Consider

- Supervisors
- Appointed Persons
- First Aiders / Fire Marshals
- Plant Ops
- Coordinators

Stand in' Supervisors

- Supervisors may be brought in just to cover absence.
- Need familiarising with the job, works areas and workforce.
- It is important that they get up to speed quickly.
- Co-operating with them and supporting them in this process.
- Ensuring that the above is achieved gives the supervisor a greater understanding of his works areas and reduces the risk of an incident occurring.



Stand in' Workforce

- You may be asked to 'stand in' on a different area of the project.
- Are you familiar with the activity and works site?
- Are you doing a role you normally do as part of your normal routine?
- Are you familiar with new emergency procedures and your role/responsibilities?
- Are you working alongside the same people you normally work with?
- Ask yourself the above questions, if the answer is **NO** to any of them you may be putting yourself at risk!

Losing Focus

As your holiday draws closer you will start winding down and your concentration will falter, this is where you are at most risk! Don't take your eye off the ball.
Stay focused until end of the last shift.
Actively listen to any briefings and ask questions if you don't understand something.
Stay aware of the people around you and their capabilities.
Ensure you have handed over fully to your 'Stand In', if required.



Infotainment Driver Distraction

Our colleagues at Telent have recently had a campaign on Driver Distraction relating to Infotainment in vehicles.

The Telent's Top Tips slide could be useful for sharing with your own colleagues and family members.

Taking your eyes off the road for just two seconds doubles a driver's risk of a crash.

It takes between 11 and 16 seconds for drivers to perform a simple task using Android Auto and Apple CarPlay.

Driver distraction is estimated to be a factor in around a third of all road collisions in Europe every year.



Risk factors

Taking your eyes off the road to look at an infotainment screen, even for a few seconds, poses significant risks. This includes:

Mental resources focusing away from the task of driving and the road ahead

Increased likelihood of missing potential hazards, changed traffic signals, other road users or a pedestrian crossing

Slower reaction times to the changing situation

The road ahead and your surroundings may be out of your peripheral vision

Impaired ability to make quick decisions

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Telent's top tips

Stop and think

- Consider your journey requirements before you get behind the wheel
- Make responsible driving decisions before starting the journey

Making changes when driving

- Use voice commands where possible
- Ask front passengers to change controls
- Wait until your handbrake is applied at a junction or roundabout, or pullover somewhere safe



Plan ahead

- Programme your [SatNav](#) before setting
- Choose your music or radio station
- Adjust your heating or air conditioning controls

Sharing experiences

- It's important to share an experience of a near miss/incident caused by in-vehicle distraction within your team
- We can all learn from each other to avoid the same happening to others

telent

In 2020, Transport Research Laboratory (TRL) research found that the latest in-vehicle infotainment systems impair reactions times behind the wheel more than alcohol and cannabis use.

Conclusion: Using screen-based technology in the vehicle is **at least** as dangerous as using handheld technology whilst driving, which is against the law.

Focus on Blue Stars Awards

Intelliframe

Skanska were awarded a Blue Star for use of Intelliframe, working with their TM Contractor HW Martin TM. Ensuring that temporary traffic management including signage is maintained in a safe condition is critical both for the safety of road workers and members of the travelling public.

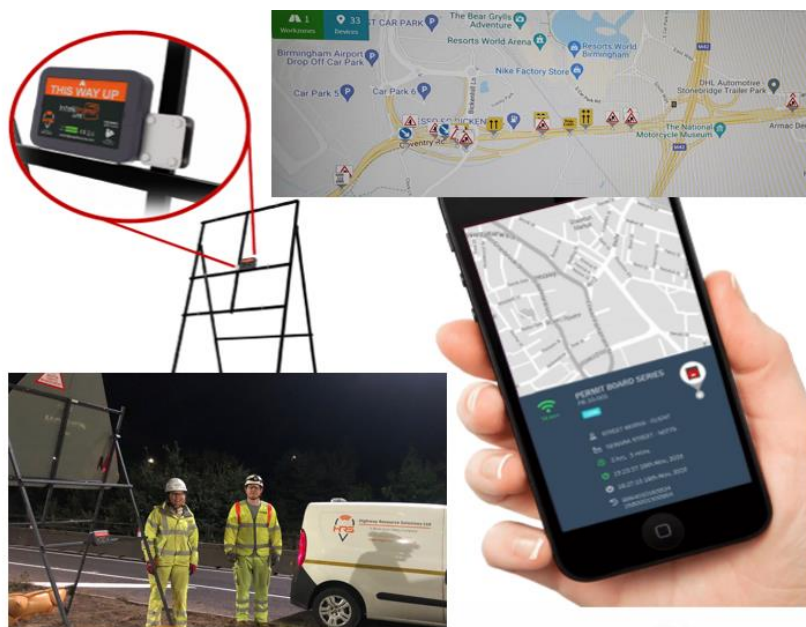
Intelliframe is a mobile solution comprising of a small box that can be fitted to any A frame sign in seconds. Once installed it connects with a back-end system to report the frames position and location, battery life and any movement. It provides automated reports and alerts enabling real time information if any sign moves – this enables reduced maintenance checks and ensures continuous TM compliance. Tangible benefits measured included:

Overall costs saved using Intelliframe were £309, 093 – a significant saving.

Overall carbon savings – 64.48 tonnes.

Overall risk exposure hours saved (removing the need for operatives to be on the network) 768 hours, 3 crews of 2 persons each covering weekdays and weekend day and night shifts.

Significantly quicker response time for re-instatement of non-confirmative signs resulting in reduced risk for road users and improvements in the overall customer experience.



For more details contact Oliver Hayes: Oliver.Hayes@skanska.co.uk

Case Study Link: [intelliframe_case_study.pdf \(highwaysafetyhub.com\)](#)

Hydraulic Casing Handling Device

Balfour Beatty were awarded a Blue Star for use of a hydraulic casing handling device. Zueblin, Balfour Beatty's main contractor working on the A63 scheme have introduced a hydraulic casing handling device to the UK piling market which is making the handling of temporary pile casing sections safer, quicker and more sustainable.

This innovative piece of equipment was developed by the Zueblin plant division in Stuttgart, Germany and introduced to the A63 Castle Street Improvement project in Hull in close cooperation with Balfour Beatty. The hydraulic clamping device is mounted to a Liebherr wheel loader type L550-L576 which is generally used as part of tunnelling operations and has now been introduced to a UK piling project following a number of smart modifications to the standard loader configuration.



The benefits are:

- Eliminate the risks associated with the lifting of casings
- Minimise damage to piling platforms
- Expand the life span of casings
- Reduce the risk of casings toppling over due to inadequate anchorage into platforms
- No slinging of casings removes the requirement for working in close proximity to plant
- Improved productivity by quicker assembly / disassembly of casing strings
- No vertical casing storage reduces wear and tear on casing collars

Case Study Link: [hydraulic casing safety device case study.pdf \(highwayssafetyhub.com\)](#)

Operation Tramline

Since 2015, National Highways has been collaborating with the Police at a national level to target dangerously driven commercial vehicles, other high sided vehicles and private cars to improve compliance and to reduce the number of incidents caused by unsafe driver behaviour.

Three plain white HGV tractor units, equipped with multiple cameras and piloted by highly trained police drivers, patrol the strategic road network, capturing distracted HGV drivers and private motorists using mobile phones, laptops, reading/cooking or other unsafe activities.

The elevated position of the HGV cabs allows police forces to drive alongside vehicles to film any unsafe driver behaviour taking place. Since the initiative began Operation Tramline has stopped over 32,000 vehicles resulting in more than 35,000 offences.



The three top offences detected



Mobile Phone Use



Seatbelt Offences



Driver not in proper control of vehicle

Stand out examples of poor driving behaviour

- HGV driver caught steering with his knees whilst eating lunch from his lap and using a phone.
- Driver, with both hands off the wheel, watching video of how to rescue someone from a kayak.
- 3.5 tonne flatbed truck weighing 5.3 tonnes and travelling at 85mph on the motorway.
- HGV driver eating pickled gherkins from a jar using a fork with elbows on the steering wheel.
- HGV driver reading a book while driving.
- 3 lorry drivers from same company caught using their phones during the same week.

Where are they this week?

July			
Week commencing	NORTH	MIDLANDS	SOUTH
03/07/2023	Northumbria		Surrey and Sussex
10/07/2023	GMP	Nottinghamshire	Essex
17/07/2023	Cheshire	Staffordshire	Suffolk
24/07/2023	GMP	CMPG*	Norfolk
31/07/2023	Northumbria		Gloucestershire

Recent Update:

Operation Tramline: More than 80 drivers stopped by police in HGV



Police stopped 83 drivers on West Yorkshire's motorways during a special operation in June, dealing with 87 traffic offences.

West Yorkshire Police said drivers' behaviour was caught on video during the Operation Tramline crackdown, running from 19 to 23 June.

The force used an unmarked HGV tractor unit to patrol the motorways.

Offences included drivers not wearing seatbelts, speeding and using a phone while at the wheel.

Sgt Ryan Burt said it was clear there were still drivers "who play with their own and others' safety by committing moving road traffic offences on our motorways".

"We have further operations planned this year to ensure that the roads are safe and drivers feel safe using the roads within West Yorkshire," he added.

Operation Tramline is a joint initiative between the police and National Highways.

Source: BBC News

British Drilling Association Alert

A reminder of this alert as during recent inspections similar problems were identified on rigs in use on highways projects. Please ensure the message is passed on that regular checks MUST be carried out and any defects reported.

**BRITISH
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SAFETY ALERT

The BDA is committed to Improving Standards in Health & Safety, Quality of Workmanship and Technical Proficiency for the Drilling Industry and its Clients.



Cable percussion footbrake failure leads to serious injuries

Background:

In April 2023, during a ground investigation project, an assistant driller was seriously injured when the drill string, consisting of two sinker bars and an 8" stubber struck him in the trunk. He suffered 5 broken ribs, bruises to his lung and spleen and was hospitalised for two days. He is making a good but slow recovery and is expected to be off work for approximately 6 weeks. The HSE have been made aware through the RIDDOR reporting system.

What went wrong:

The immediate cause of the incident was a locking latch which became engaged under the foot pedal of the brake assembly, due to a locking nut becoming loose, preventing the application of the brake. As the driller attempted to apply the brake to hold the drill string in the normal manner, he was unable to stop the tooling from dropping with the brake, the driller had to rapidly apply the winch to prevent the tooling from dropping. This stopped the tooling falling, but caused it to swing away from the rig, hitting the assistant driller. The photographs below show the brake pedal in normal operation (left) and the brake pedal engaged with the locking latch under the brake pedal (right)



**BRITISH
DRILLING
ASSOCIATION**

T: 01773 778751 E: office@britishdrillingassociation.co.uk

British Drilling Association Limited,
Registered Office: 55 Crown Street, Brentwood, Essex CM14 4BD. Registered No: 1341987

www.britishdrillingassociation.co.uk

The loose nut, the shape/size of the 'blade' on the handbrake assembly and a lack of awareness of the potential problem, all contributed to the incident. The Company have spoken with other drilling contractors and operators, none have reported a similar incident. The Company have also looked at a range of examples of this assembly from other contractors and there is considerable variation in size and shape. It is their opinion, that this is an issue known about by the industry, who in some instances have modified the assembly to overcome this potential issue by placing a curve or chamfer on the top of the assembly, or by extending the length of the locking latch to prevent it becoming engaged under the brake pedal. The following photographs shows some examples of the same assembly, on different equipment.



Brake lock with curved top

Small lock with square top

Larger lock with square top

There is no clear and definitive guidance within the operator's manual as to what constitutes suitable and correct adjustment or maintenance schedule for the brake system. Or of the specific dimension of the locking plate assemble. The manufacturer has been approached for further guidance, but nothing detailed has been provided at this time.

Outcome and lessons:

All the company CP rigs have been recalled and examined. In several cases, the Company have changed the locking latch assembly to ensure the latch cannot be engaged under the brake assembly. Working with industry experts they have developed guidance for adjusting this assembly and have adjusted their rigs accordingly.

The company involved have added this guidance to their preventative maintenance schedule, trained their drillers to check the brake assembly and added the specific requirement to check the brake to our daily check sheets.

May 2023

Fatigue and Road Safety

FATIGUE AND ROAD SAFETY

Fatigue is a lack of mental alertness, or drowsiness, arising from lack of sleep

REDUCES
ALERTNESS
S L O W S
REACTION TIMES

DECREASES
AWARENESS
OF HAZARDS



MORE LIKELY TO
BE INVOLVED IN
A ROAD CRASH

50 million
people injured



1.35 million
people dead

globally per year due to road crashes



17
HOURS
AWAKE

is equivalent to
a blood alcohol
content of
0.05%



1 in 5

FATAL AND SERIOUS
ROAD CRASHES
DUE TO FATIGUE

TAKE A BREAK

DO NOT BE TEMPTED TO KEEP
DRIVING TO REACH YOUR
DESTINATION.

Park somewhere safe,
drink 1 OR 2 CUPS OF
COFFEE, set an alarm for
20 mins and take a nap.



ON WAKING, WALK
AROUND OUTSIDE
FOR 10 MINS TO

WAKE UP PROPERLY BEFORE
SETTING OFF AGAIN.

For the next hour or two, you should
benefit from the alerting effects of
both the caffeine and the nap

- Yawning or rubbing your eyes?
- Blinking frequently, with heavy eyelids, and difficulty focusing?
- Trouble keeping your head up?
- Drifting from your lane, or hitting rumble strips?
- Changing speed randomly?



YOU'RE ALREADY FATIGUED



THE ONLY CURE
FOR FATIGUE IS **SLEEP**

Raising the Bar Checklist

This will help check compliance with the guidance by highlighting significant elements. A link is posted below that will direct you to the Highways Safety Hub website where there are also a lot of interesting items. Also consider joining the Twitter group which gives out lots of useful information regarding changes and uploads including the latest safety alerts.



<https://www.gov.uk/government/collections/health-and-safety-for-major-road-schemes-raising-the-bar-initiative>