

SIGNIFICANT RISK THINKING : FREE WEBINAR SERIES

National Highways and the Supply Chain Safety Leadership Group are hosting a series of three webinars that will provide detailed insights into their new Strategic Direction.



The primary aim of the Strategic Direction is to eliminate the significant risks that cause life-changing harm to those working on the strategic road network. It unreservedly prioritizes the most significant health and safety risks to the supply chain. Significant Risk Thinking is a unique approach, different to anything used in the highways industry before. The aim is to bring about National Highways' vision of Home Safe and Well by 2040.

The three webinars are targeted at health and safety professionals and last for 90 minutes. Facilitators from National Highways and the Supply Chain Safety Leadership Group will take attendees through the six-stage process that will help businesses embed Significant Risk Thinking in their organisation.

It is recommended that at least one representative from each business in National Highways' supply chain attends. Module 1 has passed, but the recording is available for anyone who missed the initial broadcast.

Information about each of the three modules and links to register for the upcoming webinars can be found below.

The Modules

Module 1 – Why Significant Risk

Covering:

- Stage 1: Significant risk education

Technical webinar Module 1 - <https://www.eventbrite.co.uk/e/650843479367>

Module 2 – How to prepare a significant risk strategy

Covering:

- Stage 2: Significant risk strategy developed

Please register as below:

20th June 2023 14:00 – 15:30 - <https://www.eventbrite.co.uk/e/634576564587>

Module 3 – How to risk profile

Covering:

- Stage 3: Initial significant risk profile completed
- Stage 4: Significant risk prioritized
- Stage 5: Objectives set to de-risk the significant risk profile
- Stage 6: Ongoing significant risk performance monitoring

Please register for your preferred date

28th June 14:00 – 15:30 - <https://www.eventbrite.co.uk/e/634578018937>

4th July 14:00 – 15:30 - <https://www.eventbrite.co.uk/e/634579262657>

THE DUTCH REACH METHOD - DID YOU KNOW?

The “[Dutch reach](#)” method is a practice used by both drivers and passengers to use their far hand to open the car door.

In 5 simple steps, those in vehicles can help avoid collisions by:

- Reach
- Swivel
- Look out
- Look back
- Open slowly



Drivers and passengers reach across for the door handle, using their far hand. They are forced to swivel and therefore you automatically look out, and back for oncoming traffic. Once the view is all clear, you can then open the door slowly whilst remaining vigilant.

Do you always use the Dutch reach method when exiting your vehicle?

Source: Telent

Mott MacDonald Mark World Day for Safety & Health at Work

To mark world day for safety and health at work 2023, Mott MacDonald produced “The Challenge”. (Please note that this video includes flashing lights and loud noises at regular intervals between 1:09 – 2:00).



“The Challenge” is part of a campaign centred around one simple message we’d like you to share with your network, and with colleagues and clients – what happens when your ability to make a safe decision is impaired? We must recognise that sometimes, it’s the smallest things that can tip us over into a potential state of risk and often, the signs that we are a safety risk to ourselves, and to others, can be invisible. Things add up, pressure builds and our resilience and ability to deal with things weakens.

We urge you to watch the film, get involved in the conversation in LinkedIn, and start conversations with those you work with too. Encourage people to reach out for support if needed, through your organisation’s employee assistance programmes and managers.

For further information about the campaign and our work in this, please see [our website](#) or contact: safetyandwellbeing@mottmac.com

Film credit: <https://rdcontent.com/>

Using Technology to Prevent Incursions



Road workers are continually exposed to hazards associated with traffic and the movement of vehicles on site. It is one of our significant risks. Ensuring we are doing everything possible to prevent and minimise incursions is critical and the use of technology and particularly solutions with cameras can be a valuable tool to deploy. They help suppliers comply with reporting guidance and other aspects of Raising the Bar 27:

[b27 - preventing and managing incursions v4 jan 22.pdf \(highwayssafetyhub.com\)](#)

Carnell's SafetyCam is a mobile road worker protection system that fuses image, video and Automatic Number Plate Recognition (ANPR) technology with state-of-the-art processing and reporting techniques. It has and is being used extensively on the strategic road network and aims to improve the safety of road workers by improving driver behaviour in and around our works.

SafetyCam uses two camera systems – one to monitor and report on the speeds of passing site traffic and one to record the beginning to end submissible footage of unauthorised vehicle incursions into road works. This footage is being successfully used with Police Forces to issue warning letter and proceed to prosecution. See the detail below:

SAFETYcam - Police on side

Police force	Vehicle incursions	Total Awaiting Action	Warning letters issued	Successful convictions	No further action
Hampshire		12	6	28	41
Lancashire		8	32	32	35
Kent		11	18	26	48
Hertfordshire		2	16	29	19
North Wales			8	28	8
Staffordshire		12	218	58	78
Suffolk		7	45	27	38
Northamptonshire		9	21	23	69
TOTAL	1,012	61	364	251	336
Police force	Ignoring Traffic Restrictions	Total Awaiting Action	Warning letters issued	Successful convictions	No further action
Avon & Somerset	12			12	
Staffordshire	500		500		
TOTAL	512		500	12	

If you are interested in learning more about SafetyCam please contact Mark Frost at Carnell's

Mobile [07814 241819](tel:07814241819) Email mark.frost@carnellgroup.co.uk

Incursions and IPV Working Group



Incursions into roadworks remain an important and critical safety risk for all those working and travelling on the strategic road network. The Incursions and IPV Working Group work tirelessly in the background investigating the use of new technologies, new techniques and monitoring how we are, or are not always, managing this risk successfully.

There are a wealth of resources and materials available on the Safety Hub website including:

- Raising the Bar 27 – Preventing and Managing Incursions
- Videos produced by the supply chain for the supply chain covering all aspects of Raising the Bar 27
- Supply chain guidance on recording of incursions and IPV strikes onto HART
- New incursions performance data published on a monthly basis

Please have a look and make use of this information to raise awareness on your projects and contracts.

[Traffic Management Incursions Reports \(highwaysafetyhub.com\)](https://www.highwaysafetyhub.com)

Blue Light Awareness – Driver Safety

As drivers, we have all experienced hearing the loud siren or seeing the flashing blue lights of an approaching emergency vehicle. Drivers often feel pressured to get out of the way and may react quickly and without thinking, putting themselves at **risk of an incident** or even **breaking the law**. It's important to **avoid panic** and know **what to do** when an emergency vehicle is close.

Here we've brought together information to **increase awareness and knowledge** among road users on how to safely create space to allow emergency vehicles to pass.



Stay calm, look and listen – give yourself time to plan. Check your blind spot before you manoeuvre

Pull over somewhere safe and stop - stay off kerbs, pavements and verges and don't stop near traffic islands

Don't break the law or take risks – you can still be fined if you go through a red light or enter a bus lane!



Junctions and roundabouts – be patient and wait for emergency vehicles to pass

Motorways/dual carriageways – give plenty of room to create space for all emergency vehicles to safely pass

Solid white lines – keep going at the speed limit until you are clear of the white lines



Hills and bends – keep going then pull over when you have a better view

Parking – always leave enough space for any size emergency vehicle to get through

Moving off – be aware that there may be more than one emergency vehicle and look all around before moving off. Be mindful of other road users trying to re-enter the road space at the same time.

Remember your courtesy and safe actions may well be helping to save a life!

Source : Telent

Blue Light Incursions

We all know that members of the public ending up within works areas poses a serious risk both to the road user and our workers on the strategic road network. Working with colleagues across the supply chain we can all help ensure we plan and set up our sites safely in accordance with Raising the Bar 27 to reduce risks, see link:

[b27 - preventing and managing incursions v4 jan 22.pdf \(highwayssafetyhub.com\)](#)



Encouraging everyone to report incursions and making use of technology to capture incursions allows dialogue with the Police resulting in actions including successful prosecutions.

The IPV Strikes & Incursions Working Group have noticed an increase in blue light incursions. It is important that these are reported onto HART using the blue light incursion category to enable investigation.

Case Study in Best Practice

In May this year during night works on the A5306 a Police vehicle with its blue lights flashing drove through a lane 2 closure at a speed of approximately 50MPH. The driver entered the lane closure area to overtake cars that were in live lanes. There were roadworkers in the closure undertaking maintenance works and one was almost driven into. Fortunately, no-one sustained any physical injuries. Working with National Highways this incident was reported to the relevant force and the Police have taken some positive action with regards to the driver.

An internal Police investigation included a review of the telematics of the Police vehicle. This showed that although the Police driver did slow down whilst driving through the roadworks the vehicle was still travelling at an excessive speed for the conditions. This resulted in the Driving Authority of the officer being removed – he is now required to attend re-training. This information was communicated to the TM crew involved in the initial incident and we would like to share it wider, so you can see how serious our commitment is to making **ALL** vehicle incursions a completely unacceptable practice, by anyone.

For more information and resources on the prevention and management of incursions please see the Safety Hub website:

[Traffic Management Incursions Reports \(highwayssafetyhub.com\)](#)

Safety Alert Database – All Alerts

Safety Alert Database - All Alerts

Safety alerts etc. index listing – Issue 17 (31 May 2023): “The Burj Khalifa skyscraper”

This database contains **2,722no.** document entries, including SHEQ alerts, bulletins, learning, best practice, guidance and other docs, produced onto an Excel File, that provides links to each document.

Although containing messages that cover S, H, E and Q topics, for ease of reference the database is titled “**Safety alerts etc. index listing**”.

To use the database download the excel spreadsheet to your desktop, enable editing and then use sorting columns to find the information you need.

Please ensure your firewall allows access to Google Drive to view linked alert documents.



How to access

- The latest “Safety alerts etc. index listing”, has been posted on the Highways safety hub web site, nested in the alerts tab page; <http://www.highwayssafetyhub.com/all-alerts-database.html>
- It can be used by opening the Excel File copy held on the web site, or by opening after saving a copy onto your own PC.
- To access individual documents from the links in column “G”, users will need internet access – All documents have been uploaded onto the index listing from a Google Drive account

Trivia note: *Issue 17, containing 2,722 document entries, is referred to as “The Burj Khalifa skyscraper ” >*

The Burj Khalifa is a skyscraper in Dubai, United Arab Emirates, known for being the world's tallest building, with a total height of 829.8 m (2,722 ft) or just over half a mile to the tip. When completed in 2009 (inauguration in 2010), the Burj Khalifa set several world records, including: Tallest (1) existing structure, (2) structure ever built, (3) freestanding structure, (4) skyscraper to top of spire, (5) skyscraper to top of antenna: 829.8 m (2,722 ft).

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>