

## Highways Safety Hub Team Newsletter

October 2020

## Luke McInerney and Natalie Mansell conquer the Yorkshire Three Peaks Challenge

**Highways England's Luke McInerney, Programme Manager and Natalie Mansell, Regional Health and Safety Manager recently completed the Yorkshire Three Peaks Challenge and not only was this a great personal achievement they also raised money for MIND – the mental health charity.**

Luke commented: "After a ridiculously gruelling 25 miles, myself and Natalie have completed the challenge that we set ourselves and this weekend conquered the Yorkshire three peaks!

I would like you to consider why we did this. The Government's new announcements (relating to Covid-19) will no doubt arouse some anxiety – once again changes are afoot (I shouldn't mention feet – mine are wrecked!). As sure as anything, we will all manage this new normal in our individual ways, but also be assured that it is better to do it together. If you need anything, then please reach out to either your mental first aiders or Health Assured for additional assistance. And should you simply need to find out more about mental health and wellbeing then Mind are there for you too.

I have to say that this challenge was immense for me personally and there were times when I had to dig really deep (I think that the first one came around 5 minutes in!) but I did it and it just goes to show what we can all achieve with the right support and an unwavering application.

I want to take the time out to recognise everyone who has donated to our charity – it means a lot.

Thank you all so much – and stay safe and well"

I am sure we would all applaud their efforts during these challenging and ever-changing times.



## Industry Accreditation withdrawal

**CPCS is required to phase out blue Competent Operator cards gained through Industry Accreditation from 1 January 2020, and any cards issued through transitional routes will be completely removed by 31 December 2024.**

The requirement to do this has been set by the Construction Leadership Council (CLC) who have said that the minimum standard for skilled operators is a Level 2 Vocational Qualification (VQ) relevant to their occupation. You can find the CLC requirements to industry here:

<http://www.constructionleadershipcouncil.co.uk/wp-content/uploads/2017/11/CLC-decision-on-card-scheme-logo-22.11.17.pdf>



This requirement stretches across our whole industry and every recognised card scheme.

In the past, Industry Accreditation allowed workers to get CPCS blue cards based on industry knowledge and employer recommendation rather than the achievement of a recognised qualification.

This route was closed to new card applicants in 2003 when a Level 2 (VQ) relevant to the categories held was required, but those already holding a blue card were still able to renew under the old rules.

From 1 January 2020 all cards renewed under Industry Accreditation will expire on 31 December 2024 and we will stop issuing these cards from 30 June 2024.

The current blue cardholders' status will be unchanged up to and including 2024. CPCS is currently working with industry to ensure that those blue card holders not holding an NVQ/SVQ at level 2 will be supported to ensure their current status will be retained."

## Highways England Delivery Hub guidance document Raising the Bar 9 “Service Avoidance” includes reference to PAS 128:2014 (on page 8 of the current document).

### What is PAS128?

British Standards Institution PAS 128, Specification for underground utility detection, verification and location is the publicly available specification document which allows the utility survey industry to deliver its services to a recognised level of accuracy in the UK.

It focuses on levels of accuracy – referred to as Survey Category Types – that you can specify when requiring a PAS 128 compliant underground utility survey.

### Survey category types

There are four Survey Category Types ranging from D - A:

#### PAS 128 Survey Category Type D

Desktop Utility Record Search. A thorough desktop search of all statutory asset owners to supply their record data. Sometimes referred to as a C2 Search.



#### PAS 128 Survey Category Type C

Underground utility plotted from utility record data only, but with site reconnaissance to match utility record with physical utility street furniture as a best fit.



#### PAS 128 Survey Category Type B

An on-site utility mapping survey using multiple geophysical instruments. The output from this survey shall be each linear 5 metre section of utility depicted as a Quality Level (QL) 1-4 for horizontal and vertical detection accuracy.



#### PAS 128 Survey Category Type A

Utility verified and positioned by physical identification. This may be by strategically positioned vacuum excavation, hand dug trail pitting or by visual inspection within a utility chamber.



## First archaeological finds uncovered at A428 site dating back at least 2000 years



As part of the early works on the A428 Black Cat to Caxton Gibbet Improvements scheme, between Milton Keynes and Cambridge, archaeologists from Museum of London Archaeology (MOLA) have discovered historical objects that date back two millennia.

Over 30 archaeological experts have been investigating the 1,000 or so trial trenches that have been dug to assess the ground conditions before construction work begins.

Their work has revealed some fantastic discoveries, including a complete set of deer antlers, a Roman glass bead and a pottery kiln.

Simon Marcus, Project Manager at MOLA, said: “The scheme has given us a fantastic insight into life around Cambridgeshire and Bedfordshire over 2,000 years ago. With the help of Skanska’s team, we’ve identified several Iron Age and Roman settlement sites that were previously unknown.”

Archaeological lessons learned from the neighbouring A14 Improvement Scheme led the trial trenching to begin earlier, forming the first part of the overall archaeological clearance process.

Protecting local ecology has also been an important factor for the works, to avoid disturbing barn owls, reptiles, badgers and a hobby, a rare type of falcon, during prime nesting season.

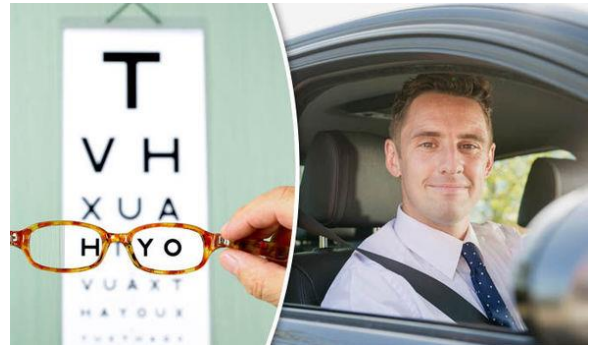
Close liaison with ecologists and significant changes to programme and trench layouts were implemented to enable this, alongside additional safety measures to combat the spread of COVID-19.

Daniel Trathen, Project Manager for Skanska, said: “A whole new way of working was developed in response to the COVID-19 pandemic. The team has used tablets to record the works, as well as deliver remote inspections and facilitate signoffs. This not only has environmental benefits, but also allows for contactless and socially distanced management of the works.”

## Regular Checks on Drivers Eyesight as Vital as Regular Vehicle checks

People often do not notice small progressive changes to their vision. So, where does the responsibility lie for checking that employees can see properly when driving for work?

An employee who drives a group 2 vehicle, a heavy-goods for example, will have to undergo stringent medical tests and eyesight checks. There are, however, an increasing number of employees who drive in the course of their work but do not come under such regulations. Responsibility for ensuring the fitness to drive of employees who are attending meetings, visiting sites or making deliveries in their own or a company car is a grey area.



These employees may be driving tens of thousands of business miles a year in a sales role, or simply attending the occasional meeting or dropping off parcels at the local post office. While the risk increases with the number of miles driven, the responsibility remains the same.

### Employer responsibility

In theory, the Highway Code and the law place the responsibility to ensure fitness to drive with the individual driver. There is, however, more to it than that and, when an employee is driving for work purposes, some of the onus is on the employer.

Under the Corporate Manslaughter Act, courts will look at the “management systems and practices” across an organisation. The Act has only recently come into force and, under many circumstances, is yet to be tested. It is not, however, too great a leap to imagine a situation where allowing an employee to drive without first ensuring they are fit to do so would be seen as a breach of an employer’s duty of care.

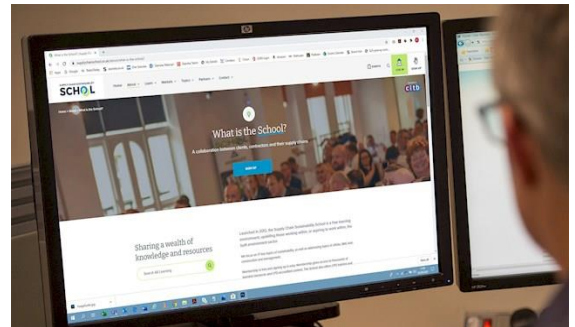
One factor is that the DVLA believes that a great deal of the responsibility is already shouldered by the employer. In a recent consultation regarding fitness to drive and driver eyesight, the DVLA states: “Many employers have their own procedures in place to ensure medical fitness to drive.” However, research by Specsavers Corporate Eyecare shows that more than half (53%) of employers do not offer eyecare to any of their employees who drive in the course of their work and 14% of employers offer eyecare only to some drivers.

It is perhaps wise to turn to the Health and Safety Executive (HSE) for guidance. The HSE document “Driving at work: managing work-related road safety” states: “Some employers believe, incorrectly, that provided they comply with certain road traffic law requirements, e.g. company vehicles have a valid MOT certificate, and that drivers hold a valid licence, this is enough to ensure the safety of their employees, and others, when they are on the road. However, health and safety law applies to on-the-road work activities as to all work activities, and the risks should be effectively managed within a health and safety management system.”

## Supply Chain Sustainability School reaches new milestone

The Supply Chain Sustainability School now has 101 partners and 40,000 members – a milestone reached just eight years after launching

The **Supply Chain Sustainability School** is a free, virtual learning environment that helps construction suppliers and sub-contractors to develop their sustainability knowledge and competence.



The award-winning initiative represents a common and collaborative approach to addressing sustainability within the industry.

The school was founded by Skanska in 2012 and now has 101 partner members, all actively embedding its approach into their supply chains. Around 400 new subscribers sign up every month.

More than 130,000 resources, including over 100 e-learning modules, have been accessed by suppliers over the past six years. Over 17,000 people have attended one of the school's supplier engagement days, which are held in locations countrywide.

The school has developed a number of new sector leadership groups developing specific resources in [Digital and BIM maturity](#), [Lean Construction](#) and [offsite manufacturing](#).

Skanska UK's Director of Procurement and Supply Chain, Dale Turner, said: "The school continues to go from strength to strength and is the UK's leading supplier engagement sustainability tool."

Recently we have developed multiple resources in relation to [modern slavery](#), [fairness](#), [inclusion and respect](#), [wellbeing](#) and [social value](#), supporting many of the Skanska values."

Our virtual collaborative supplier days are now packed with positive experiences and presentations from our supply chain partners on what the school means to them and how they are progressing on their sustainability journey."

## Amey receives next round of funding to create a new Impact Protection Vehicle (IPV)

**Amey has secured additional funding of £759,000 from Highways England to design a revolutionary Impact Protection Vehicle (IPV), that will protect roadworkers from harm when putting out traffic management on live carriageways.**



Amey has been working with Highways England and suppliers such as HW Martin, King Highway Products, Rennicks UK, HIAB and HORIBA MIRA as well as Coventry University and the Manufacturing and Technology Centre, and other industry bodies through the Safety Supply Chain Leadership Group, to combine their expertise to develop the IPV.

The deployment of traffic management is currently a manual operation, requiring both operatives on the ground and manned Traffic Management IPVs.

Since Amey received funding for phase one of this project back in November 2018, a number of iterations and concepts have been tested. Risk assessments have been completed and elements such as development of the electronic messaging signs, lifting technology and the use of virtual reality for the deployment of the electronic messaging signs have been approved.

Highways England Regional Director Catherine Brookes said:

“Our ultimate aim at Highways England is to ensure nobody working or travelling on our network is harmed. Investing in innovations such as the new Impact Protection Vehicle is one of the paths we are taking to help meet this goal.

“While we are doing all we can to change driver behaviour and prevent traffic management incursions, we cannot eliminate all risk. But measures such as this new type of IPV could protect the lives of our workers and road users and we look forward to seeing its further development.”

James Haluch, Managing Director for Highways and Waste Collections at Amey, said: “Since the end of 2018, our teams have been researching, trialling the latest technology and working in collaboration with suppliers, to create an impact protection vehicle that will protect our workforce whilst working on a live network.

“This latest round of funding will enable the team to progress to phase two of the project to complete the detailed design of a prototype. We have made great strides in the project to date, completing collision simulation modelling, exploring the use of virtual reality technology to operate the crane and sign deployment as well as reviewing and modifying the deployment mechanisms of the crash cushions.

“I’m looking forward to seeing a prototype and a final solution which the whole industry could adopt ensuring the safety of all roadworkers on the network.”



This new vehicle will enable the automatic deployment of existing lorry mounted impact protection systems, as well as advanced warning signs that give greater visibility for road users and is comprised of three elements, all on a single vehicle. These include;

- A deployable Impact Protection System
- A deployable Variable Message System
- An automated Deployment Vehicle

The funding for this next phase of the project includes the creation of a 3D schematic model of the IPV and its deployable crash cushions, a collision simulation model to validate the design as well as a tailor made driver simulation programme to further test road user perception of the current operational solution.

The vehicle, once live on the network, will be capable of deploying impact protection system in live lanes (lanes in use), removing a significant risk to engineers and road users.

## Highways England airs plan to protect roadworkers with new inflatable barrier

**An inflatable safety barrier that can be put up in a matter of minutes is to help protect road workers on Highways England's road network.**

The new airbag is being trialled in the Midlands in a bid to reduce the number of motorists that mistakenly drive into work areas putting the drivers and road workers at risk.

Large, bright and very visible, the airbag sends a clear message to drivers but can also be put in place very quickly – it is inflated in under 10 minutes.



Highways England's Midlands Innovation Manager, Lisa Maric, said: "On average, our road workers report nearly 300 incidents of vehicle incursions and abuse every week. It is a far too frequent hazard for our workforce going about their daily job – and the consequences could be fatal.

"We are committed to keeping our workforce safe and doing all we can to ensure no-one is harmed when travelling or working on our network. We are also committed to investing in new innovations to help improve safety for road workers and users.

"We hope these airbags will go some way to protecting our workers but also help change drivers' behaviours. We ask drivers to respect our road workers, to slow down near works and obey speed limits and signs."

The trial, being carried out with partners Kier, will initially use the barrier on a slip road at the A45/A46 Stivichall interchange in Coventry during roadworks later this month.

Vehicles are often driven into work sites on slip roads as drivers try to exit the motorway or A road but the inflatable barrier should act a deterrent.

Kier Highways Senior Project Manager, Mark Sheppard, said: “The Vehicle Incursion Airbag project will give us a great opportunity to trial something a little bit different, to supplement the standard approach to road worker protection measures.

“Traffic management incursions are all too common, so the chance to take a different tack to help influence the decisions made by some road users is worth exploring.

“Hopefully, it’ll help towards making the network a safer place for drivers and our workforce.”

In the initial trial it will be installed as part of a weekend junction and slip road closure, but it is anticipated that the airbag will be tested within various types of temporary traffic management scenarios over the coming months.

The inflatable barrier is in addition to cones and signs, adding another layer to the traditional traffic management to influence drivers’ behaviour and prevent vehicle incursions.

The £95,700 cost of the airbags trial was met through the Designated Funds programme. Highways England had a £150 million ring-fenced fund allocated to support innovation as support of the Road Investment Strategy for 2015-2020.

*Source: Safer Highways*

## **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.

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

Also consider joining the Twitter group which gives out lots of useful information regarding changes and uploads including the latest safety alerts.

[https://twitter.com/highwayssafety2?ref\\_src=twsrc%5Etfw](https://twitter.com/highwayssafety2?ref_src=twsrc%5Etfw)