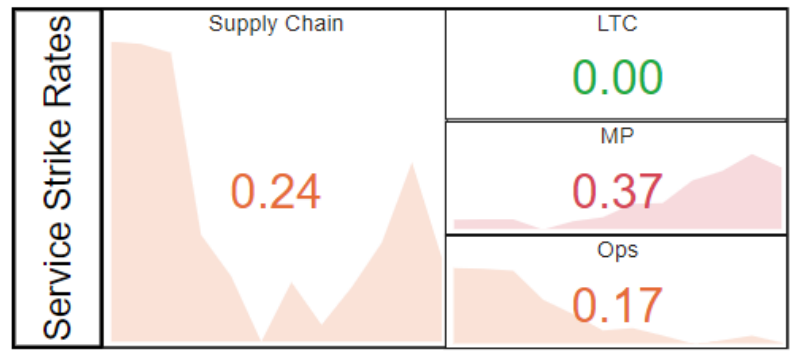
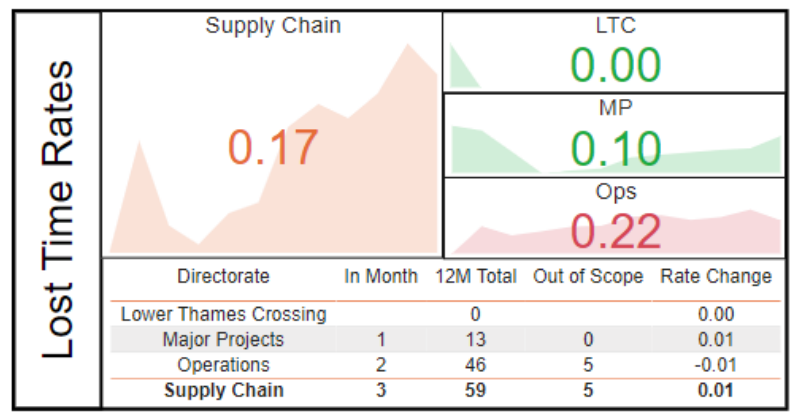
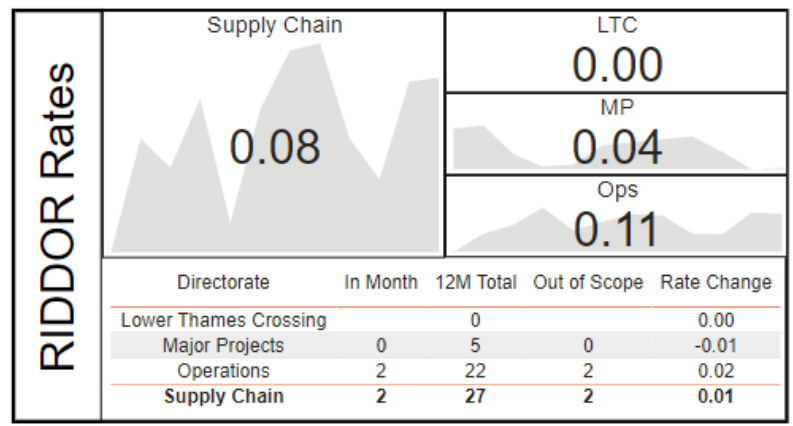
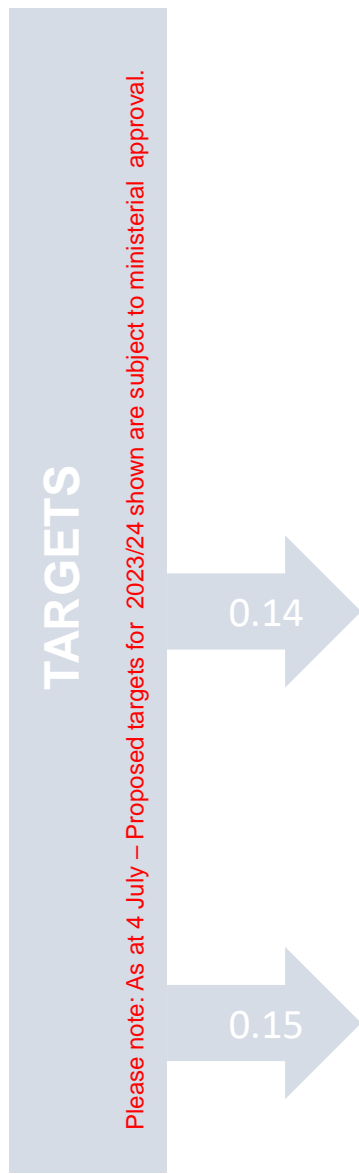


July 2023

Summary Health Safety & Wellbeing Performance Report

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



All data included within this report is up to date as of **2 August 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.

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

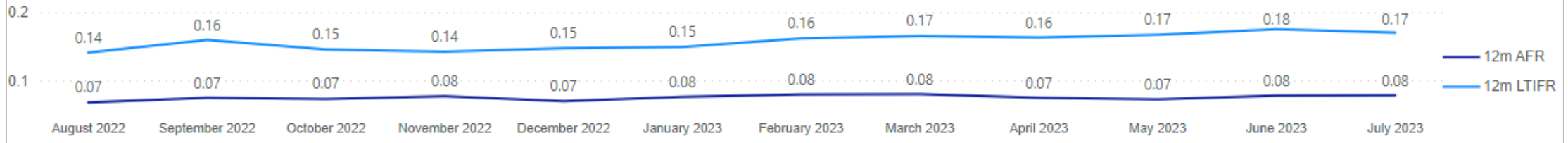
Supply Chain RIDDORs

Directorate	In Month	Rate	3 Month	Rate	12 Month	AFR
Operations	2	0.12	7	0.14	22	0.11
Lower Thames Crossing			0	0.00	0	0.00
Major Projects	0	0.00	0	0.00	5	0.04
Supply Chain	2	0.07	7	0.08	27	0.08

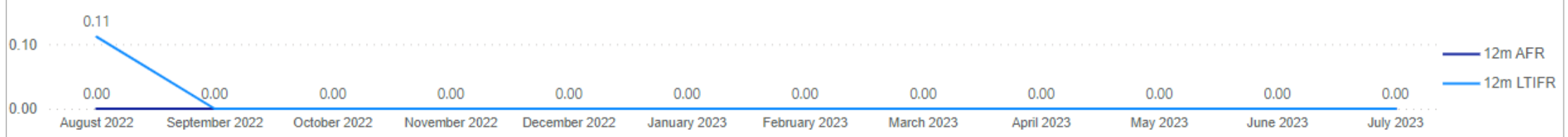
Supply Chain Lost Time Incidents

Directorate	In Month	Rate	3 Month	Rate	12 Month	
Operations	2	0.12	11	0.21	46	0.22 ✘
Major Projects	1	0.10	4	0.13	13	0.10 ✔
Lower Thames Crossing			0	0.00	0	0.00 ✔
Supply Chain	3	0.11	15	0.18	59	0.17 ✘

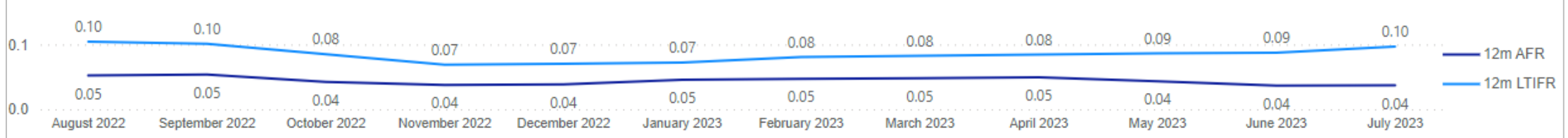
Supply Chain Lost Time Incidents & RIDDORs Rate



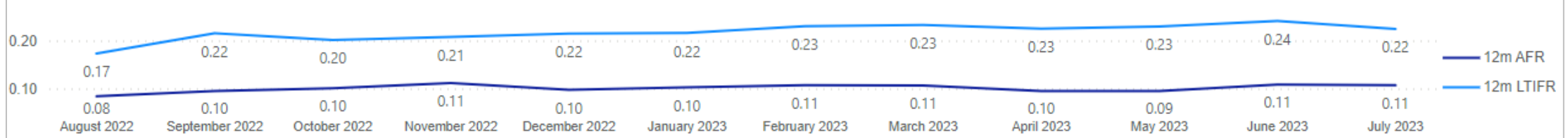
Lower Thames Crossing Lost Time Incidents & RIDDORs Rate



Major Projects Lost Time Incidents & RIDDORs Rate



Operations Lost Time Incidents & RIDDORs Rate



Last month's Supply Chain LTI rate was reported as 0.17 but due to changes in June events reported for Operations the Supply Chain LTI rate for June has retrospectively changed to 0.18. Last month's Supply Chain AFR was reported as 0.07 but again due to changes in June events reported in Operations the Supply Chain AFR rate for June has retrospectively changed to 0.08.

Red ✘	Amber !	Green ✔
≥0.18	0.14-0.18	≤ 0.14

Leading Indicator: Strategic Direction adopted & evidenced throughout the Supply Chain and National Highways

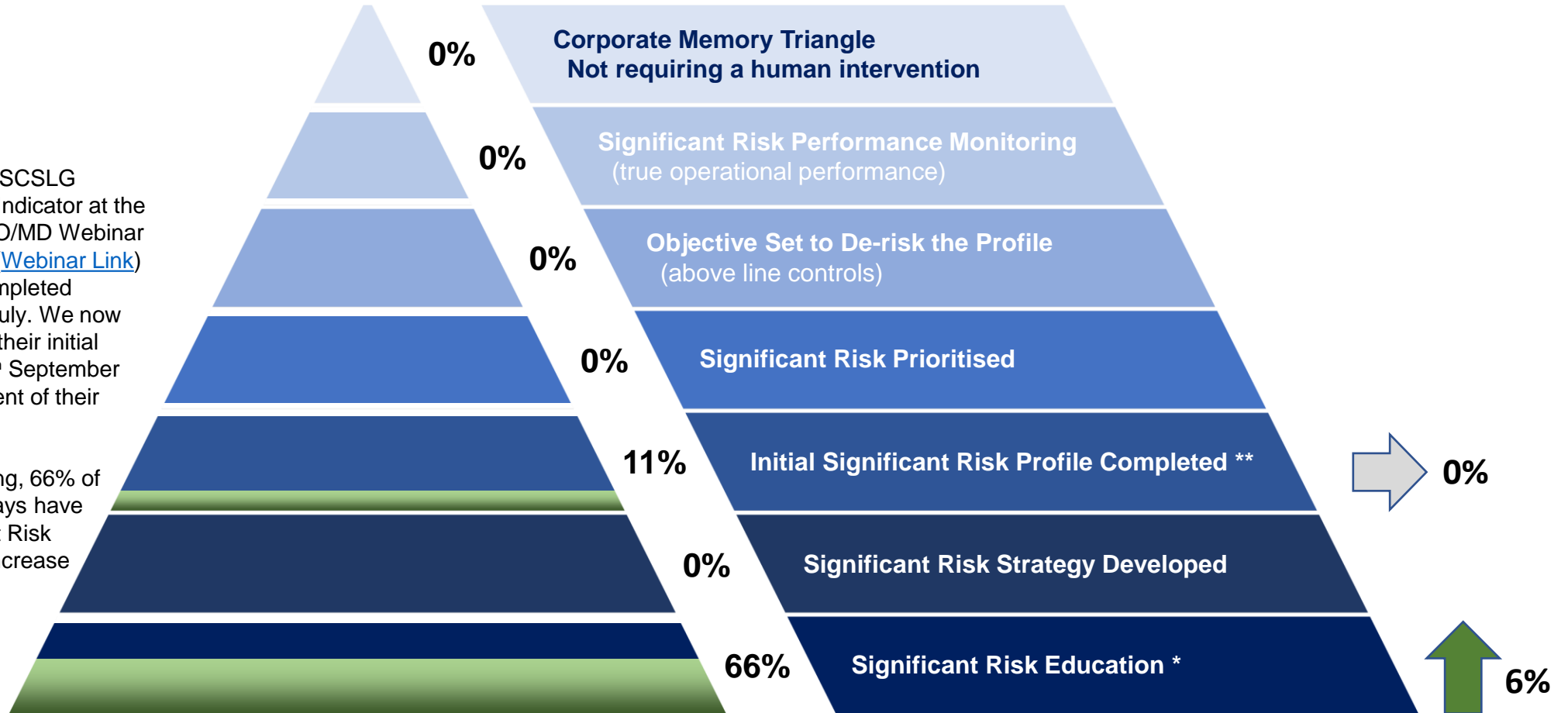
The Supply Chain Safety Leadership Group with our full support, are implementing a Significant Risk approach. This aims to eliminate the significant risks that cause life-changing harm to those working on the strategic road network. Significant risk profiling carried out across the supply chain has identified significant risks of which the top 9 will be focused upon first. This Leading Indicator is the fundamental building block and must be delivered and embedded to ensure success as we move forward with the 9 Significant Risks.



In-month commentary:

On the 15th March 2023 the SCSLG launched their first Leading Indicator at the Engagement Council. A CEO/MD Webinar followed on the 22nd March ([Webinar Link](#)) and [Technical Webinars](#) completed throughout May, June and July. We now await suppliers to complete their initial significant risk profile by 10th September which will lead to development of their strategy.

In this third month of reporting, 66% of suppliers to National Highways have engaged with the Significant Risk Education programme, an increase of 6%



* Significant Risk Education CEO/MD Engagement (109 out of 165 suppliers engaged)

** Initial Significant Risk Profile Completed (19 out of 165 suppliers engaged)




Supplier	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
Costain	4,299,451	4	0.09	2	0.05	7	0.16
Balfour Beatty	2,901,321	2	0.07	2	0.07	17	0.59
Kier	2,883,777	4	0.14	1	0.03	3	0.10
Amey	2,825,856	6	0.21	2	0.07	3	0.11
Connect Plus	2,590,368	5	0.19	3	0.12	4	0.15
Ringway Ltd	1,414,775	0	0.00	0	0.00	2	0.14
Skanska	1,243,976	2	0.16	1	0.08	4	0.32
Morgan Sindall	1,231,969	3	0.24	1	0.08	1	0.08
Galliford Try	1,044,596	0	0.00	0	0.00	4	0.38
Colas	971,620	3	0.31	2	0.21	2	0.21
Chevron	886,756	2	0.23	0	0.00	1	0.11
HW Martin Traffic Management	782,785	1	0.13	1	0.13	0	0.00
Telent	699,603	1	0.14	0	0.00	0	0.00
Tarmac	670,938	1	0.15	1	0.15	0	0.00
Graham Construction	612,929	1	0.16	0	0.00	4	0.65
Atkins	504,499	1	0.20	0	0.00	0	0.00
Autolink Concessionaires (A19) Ltd	487,361	4	0.82	0	0.00	0	0.00
John Sisk	468,938	1	0.21	0	0.00	4	0.85
CHC Highways	442,255	1	0.23	1	0.23	0	0.00
Keltbray (formerly NMCN)	421,058	0	0.00	0	0.00	4	0.95
Egis	387,289	1	0.26	1	0.26	0	0.00
Carnell Support Services Ltd	385,342	1	0.26	1	0.26	0	0.00
Eurovia UK	251,965	1	0.40	1	0.40	2	0.79
Aggregate Industries	196,320	0	0.00	0	0.00	1	0.51
Volker Laser Ltd	174,830	1	0.57	1	0.57	0	0.00
Sir Robert McAlpine	174,284	0	0.00	0	0.00	1	0.57
Winvic	150,219	0	0.00	0	0.00	1	0.67
AE Yates	142,098	0	0.00	0	0.00	1	0.70
Concrete Repairs Ltd	140,673	2	1.42	1	0.71	0	0.00
Joe Rookcroft & Sons Ltd	132,086	2	1.51	2	1.51	1	0.76
Road Management Services	130,349	0	0.00	0	0.00	2	1.53
J McCann	97,601	0	0.00	0	0.00	3	3.07
FM Conway	77,599	0	0.00	0	0.00	1	1.29
Farrans	73,950	0	0.00	0	0.00	2	2.70
AMCO Giffen	55,722	0	0.00	0	0.00	1	1.79
Tilbury Douglas	45,689	1	2.19	0	0.00	0	0.00
Crown Highways	45,279	0	0.00	0	0.00	1	2.21
Wilson and Scott	28,680	1	3.49	0	0.00	0	0.00
HW Martin Ltd	28,351	0	0.00	0	0.00	2	7.05
ATM (Ainsty Timber Marketing Ltd)	27,263	1	3.67	1	3.67	1	3.67
XEIAD	17,282	0	0.00	0	0.00	1	5.79
*	13,480	2	14.84	0	0.00	0	0.00
Universal Sealants	10,213	1	9.79	1	9.79	0	0.00
Total	30,183,646	59	0.20	27	0.09	84	0.28

Targets

Lost Time Incidents

Red	Amber	Green
≥0.18	0.14-0.18	≤ 0.14

Service Strikes

Red 	Amber 	Green 
≥0.25	0.15-0.25	≤ 0.15

Proposed LTI Targets for 2023 / 2024 shown here are subject to final ministerial approval.

* Record IDs 144187 and 143598 : Investigation not yet completed, and supplier not yet assigned.

Changes from last month's report:

- 143322 LTI for AD-M&R-Twelve previously reported as an LTI for June has now been downgraded to a minor injury
- 143325 LTI for Area 10 changed from 1 to 3-day injury to RIDDOR >7 days
- 143535 LTI for Area 4 for June was only reported in July
- 142906 LTI for AD-MR-Fourteen for June was only reported in July
- 142466 LTI changed from NH Godstone ROC to Supply Chain Area 3

Programme	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
RIP	9,164,397	8	0.09	3	0.03	41	0.45
SMP	3,783,759	4	0.11	2	0.05	9	0.24
CIP	499,029	1	0.20	0	0.00	0	0.00
Total	13,447,185	13	0.10	5	0.04	50	0.37

Programme	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
RIP	9,164,397	8	0.09	3	0.03	41	0.45
South West	2,018,068	3	0.15	0	0.00	8	0.40
Yorkshire & North East	1,819,723	1	0.05	1	0.05	9	0.49
North West	1,662,566	2	0.12	0	0.00	5	0.30
South East	1,655,663	1	0.06	1	0.06	10	0.60
Midlands	1,434,254	1	0.07	1	0.07	9	0.63
East	574,123	0	0.00	0	0.00	0	0.00
SMP	3,783,759	4	0.11	2	0.05	9	0.24
North West	1,364,119	1	0.07	1	0.07	1	0.07
Yorkshire & North East	585,130	1	0.17	0	0.00	0	0.00
Midlands	561,343	1	0.18	0	0.00	0	0.00
East	503,778	1	0.20	1	0.20	4	0.79
South East	480,542	0	0.00	0	0.00	3	0.62
National	217,616	0	0.00	0	0.00	0	0.00
South West	71,231	0	0.00	0	0.00	1	1.40
CIP	506,005	1	0.20	0	0.00	0	0.00
East	409,818	1	0.24	0	0.00	0	0.00
South West	86,249	0	0.00	0	0.00	0	0.00
Yorkshire & North East	6,976						
Yorkshire & North East	2,962	0	0.00	0	0.00	0	0.00
Total	13,454,161	13	0.10	5	0.04	50	0.37

Targets

Lost Time Incidents

Red	Amber	Green
≥0.18	0.14-0.18	≤ 0.14

Service Strikes

Red	Amber	Green
≥0.25	0.15-0.25	≤ 0.15

Proposed LTI Targets for 2023 / 2024 shown here are subject to final ministerial approval.

For CIP YNE there is an issue with the core HART system which is being investigated. However, this is not impacting the overall MP rates or CIP YNE rates.

Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
South East	4,886,627	12	0.25	6	0.12	8	0.16
DBFO - M25 (Area 5)	2,590,368	5	0.19	3	0.12	4	0.15
Area 3	913,929	4	0.44	2	0.22	0	0.00
Area 4	665,655	3	0.45	1	0.15	3	0.45
AD - M&R - Four	275,330	0	0.00	0	0.00	1	0.36
M20 Quick Moveable Barrier Project	267,552	0	0.00	0	0.00	0	0.00
ASC & PAD - Four	71,035						
Pavements - Four	47,509						
RTMC - M25 Regional Technology Contract	25,566						
Pavements - Three	24,874						
AD - Design - Four	3,746	0	0.00	0	0.00	0	0.00
TST - TST(I) - Four	1,063						
TST - TST(N) - Four	0						
AD - Construction - Four		0		0	NaN	0	
Total	4,886,627	12	0.25	6	0.12	8	0.16




Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
East	4,085,218	10	0.24	4	0.10	9	0.22
Area 6 & 8	1,848,712	8	0.43	3	0.16	7	0.38
AD - M&R - Eight	965,040	0	0.00	0	0.00	2	0.21
AD - Design - Eight	473,802						
DBFO - M40 J1-15 Denham to Warwick (area 30)	387,289	1	0.26	1	0.26	0	0.00
AD - Construction - Eight	292,648	1	0.34	0	0.00	0	0.00
Pavements - Six & Eight	53,233						
DBFO - A1(M) Alconbury to Peterborough	48,353	0	0.00	0	0.00	0	0.00
TST - TST(I) - Eight	15,285	0	0.00	0	0.00	0	0.00
CPMS M0025 Operations East 20/21 H&S Close Out	856						
Total	4,085,218	10	0.24	4	0.10	9	0.22

Targets

Lost Time Incidents

Red	Amber	Green
≥0.18	0.14-0.18	≤0.14

Service Strikes

Red 	Amber 	Green 
≥0.25	0.15-0.25	≤0.15

Proposed LTI Targets for 2023 / 2024 shown here are subject to final ministerial approval.

Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
North West	2,556,977	4	0.16	3	0.12	5	0.20
Area 10	969,928	3	0.31	2	0.21	3	0.31
AD - M&R - Ten	558,197	1	0.18	1	0.18	0	0.00
AD - M&R - Thirteen	455,717	0	0.00	0	0.00	0	0.00
Area 13	377,345	0	0.00	0	0.00	0	0.00
AD - Construction - Ten	80,207	0	0.00	0	0.00	0	0.00
AD - Design - Ten	60,621						
Pavements - Ten	32,700	0	0.00	0	0.00	0	0.00
Pavements - Thirteen	15,033	0	0.00	0	0.00	1	6.65
AD - Construction - Thirteen	4,627	0	0.00	0	0.00	1	21.61
TST - TST(I) - Ten	1,628						
TST - TST(N) - Ten	974						
AD - Design - Thirteen		0		0	NaN	0	
Total	2,556,977	4	0.16	3	0.12	5	0.20

Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
Yorkshire & North East	3,110,091	7	0.23	3	0.10	5	0.16
Area 12	708,779	0	0.00	0	0.00	4	0.56
AD - M&R - Twelve	616,753	0	0.00	0	0.00	1	0.16
Area 14	530,763	2	0.38	2	0.38	0	0.00
DBFO - A168 / A19 Dishforth to Tyne Tunnel	487,361	4	0.82	0	0.00	0	0.00
AD - M&R - Fourteen	443,033	1	0.23	1	0.23	0	0.00
M62 J28 - J29 & M1 J42 – M621 J7 Concrete Barrier Scheme	93,637	0	0.00	0	0.00	0	0.00
DBFO - A1 Darrington to Dishforth	87,661	0	0.00	0	0.00	0	0.00
DBFO - M1 - A1 Link Road	65,799	0	0.00	0	0.00	0	0.00
DBFO - A69 Carlisle to Newcastle	38,649	0	0.00	0	0.00	0	0.00
Pavements - Twelve	15,817	0	0.00	0	0.00	0	0.00
AD - Construction - Fourteen	9,072	0	0.00	0	0.00	0	0.00
Pavements - Fourteen	7,353						
TST - TST(I) - Twelve	3,160						
TST - TST(N) - Twelve	2,254						
AD - Construction - Twelve		0		0	NaN	0	
AD - Design - Fourteen		0		0	NaN	0	
M606 M621 M62 2015/16		0		0	NaN	0	
Total	3,110,091	7	0.23	3	0.10	5	0.16

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
≥0.18	0.14-0.18	≤ 0.14

Service Strikes

Red	Amber	Green
≥0.25	0.15-0.25	≤ 0.15

Proposed LTI Targets for 2023 / 2024 shown here are subject to final ministerial approval.

Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
South West	1,648,888	3	0.18	1	0.06	4	0.24
Area 1 & 2	829,209	2	0.24	1	0.12	0	0.00
AD - M&R - One	405,576	0	0.00	0	0.00	0	0.00
AD - SBIM - One	179,376	1	0.56	0	0.00	0	0.00
DBFO - A419 / A417 Swindon to Gloucester	79,284	0	0.00	0	0.00	2	2.52
DBFO - A30 / A35 Exeter to Bere Regis	67,226	0	0.00	0	0.00	0	0.00
Pavements - One & Two	47,156	0	0.00	0	0.00	1	2.12
TST - TST(N) - One	19,377	0	0.00	0	0.00	1	5.16
Severn Bridge Maintenance Unit	16,008						
AD - Construction - One	4,216						
TST - TST(I) - One	1,460	0	0.00	0	0.00	0	0.00
Severn Bridge		0		0	NaN	0	
Total	1,648,888	3	0.18	1	0.06	4	0.24

Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
Midlands	2,986,838	8	0.27	4	0.13	3	0.10
Area 9	1,211,012	3	0.25	2	0.17	1	0.08
Area 7	1,018,891	2	0.20	2	0.20	0	0.00
AD - M&R - Seven	601,729	3	0.50	0	0.00	2	0.33
DBFO - A50 / A564 Stoke to Derby	70,076	0	0.00	0	0.00	0	0.00
AD - Construction - Seven	39,793	0	0.00	0	0.00	0	0.00
Pavements - Nine	37,453						
AD - Design - Seven	4,173	0	0.00	0	0.00	0	0.00
TST - TST(N) - Seven	2,596						
Pavements - Seven	1,115	0	0.00	0	0.00	0	0.00
Total	2,986,838	8	0.27	4	0.13	3	0.10

Targets

Lost Time Incidents

Red	Amber	Green
≥0.18	0.14-0.18	≤ 0.14

Service Strikes

Red	Amber	Green
≥0.25	0.15-0.25	≤ 0.15

Proposed LTI Targets for 2023 / 2024 shown here are subject to final ministerial approval.




Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Service Strikes	Service Strike Rate
National	1,220,975	2	0.16	1	0.08	0	0.00
National Roads Telecommunications Services	620,020	1	0.16	0	0.00	0	0.00
National Highways TFM	287,314	1	0.35	1	0.35	0	0.00
Estates and Property Services	89,199	0	0.00	0	0.00	0	0.00
National Traffic Information Service	81,125						
NGVR National - Next Generation Vehicle Recovery	72,310						
Redflex Speed Cameras	29,390	0	0.00	0	0.00	0	0.00
National Expert Control Room Tech Support -NECoRTS (to 30 April 2023)	15,620						
HE Noise Insulation Project	12,766	0	0.00	0	0.00	0	0.00
Property Management, Enquiries, Sales & Estates	8,293						
National Expert Control Room Tech Support -NECoRTS2	4,938						
Total	1,220,975	2	0.16	1	0.08	0	0.00

Targets

Lost Time Incidents

Red	Amber	Green
≥0.18	0.14-0.18	≤ 0.14

Service Strikes

Red 	Amber 	Green 
≥0.25	0.15-0.25	≤ 0.15

Proposed LTI Targets for 2023 / 2024 shown here are subject to final ministerial approval.

Operations - Personal illness or injury: RIDDOR - Specified Injury		HART ref: 142906
Project Name:	AD - M&R - Fourteen	
Location:	A1 between B1342 (Easington) - B6347 (South Charlton)	
Date: 13/06/2023	<p>A traffic management operative (TMO) was standing on the carriageway between the edge of carriageway marking and the verge operating a 'stop / go' board. A short queue of four vehicles (including a HGV) had stopped at the stop board.</p> <p>A vehicle driven by a member of the public approached the queue of traffic (at speed unknown), mounted the verge, passed the queue of traffic on the verge side with two wheels on the soft verge and two on the carriageway and then struck the TMO with the offside of the vehicle.</p> <p>The TMO was propelled into the carriageway by the impact, with the vehicle that hit them proceeding another 90 metres before it came to rest in the verge ditch. The TMO sustained five broken ribs and a broken arm and was taken to hospital by air ambulance before being admitted to Intensive Care.</p> <p>The driver of the vehicle that struck the TMO was arrested at the scene of the incident by the police under suspicion of dangerous driving.</p>	
Kind of event: Incursion; Unintentional - Result of accident		
Contractor: CHC Highways		
Employer: HW Martin Traffic Management		


 RIDDOR

Operations - Personal illness or injury: 4 to 7 Day Injury		HART ref: 143535
Project Name:	Area 4	
Location:	Entrance to Pond 3 on Hathersham Lane, Horley	
Date: 30/06/2023	<p>Whilst performing ground clearance/groundworks activities, the operative opened the Heras fence gateway and snagged his arm on a loose wire that had become detached at one end, this caused some minor bruising and a small graze to the inner forearm.</p>	
Kind of event: First Aid		
Contractor: Tilbury Douglas		
Employer: Hailsham Roadways Construction Co Ltd		


 LTI

Changes from last month's report:

- 143535 LTI for Area 4 for June was reported late (above)
- 142906 LTI for AD-M&R- Fourteen for June was reported late (top)
- 143322 LTI for AD-M&R-Twelve previously reported as an LTI for June has now been downgraded to a minor injury
- 143325 LTI for Area 10 changed from 1 to 3-day injury to RIDDOR >7 days
- 142466 changed from NH Godstone ROC to Supply Chain Area 3

Operations - Personal illness or injury: RIDDOR > 7 Days		HART ref: 143598
Project Name:	Area 14	
Location:	A19 Moor Farm to Killinworth Interchange	
Date: 07/07/2023	An operative was changing a hydraulic breaker ("pecker") unit on a JCB 3CX Streetmaster excavator.	
Kind of event: Investigation not completed, hence kind of event not concluded	This required using the hydraulic controls to independently move the main arm and the pecker unit so that two holes aligned and a locking pin could be inserted.	
Contractor: Investigation not completed, hence kind of event not concluded	Whilst trying to align the holes and insert the locking pin the operative nudged one of the lever controls, causing the arm to move and pinch his finger between the pin and the arm. This was initially reported as a no lost time injury, but an unrelated site visit determined that the injury is apparently more significant than first reported.	
Employer: Tarmac	The operative is understood to have requires a significant number of stitches in their hand and to date has had seven days off work.	



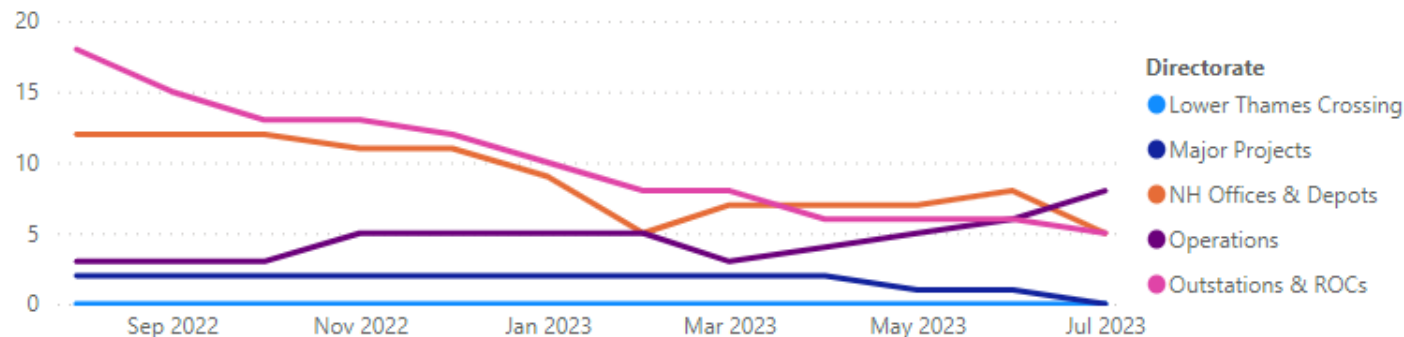
Operations - Personal illness or injury: RIDDOR - Specified Injury		HART ref: 143664
Project Name:	Area 4	
Location:	A21, near Hildenborough	
Date: 08/07/2023	An operative was standing beside the left (passenger) side door of a van with their hand on the edge of the door.	
Kind of event: Hit by a moving plant	Their hand became trapped between the door edge and the rear offside body of a spray wagon which was moving slowly forwards.	
Contractor: Universal Sealants	The operative's hand was seriously injured, suffering three hand bone fractures, one dislocated knuckle, a fractured finger and deep lacerations to the palm and the back of their hand.	
Employer: Universal Sealants		



Major Projects - Personal injury or illness: 1 to 3 Day Injury		HART ref: 144187
Project Name:	MP - 0258 - A303 Sparkford to Ilchester Dualling - RDP	
Location:	A303	
Date: 27/07/2023	Concrete channel was being installed on the carriageway mainline. During this work, an operative's foot was run over by the paving machine.	
Kind of event: Investigation not completed, hence kind of event not concluded	The operative was taken to hospital by their colleagues to be checked for injuries.	
Contractor: Investigation not completed, hence supplier not concluded		
Employer: Galliford Try		



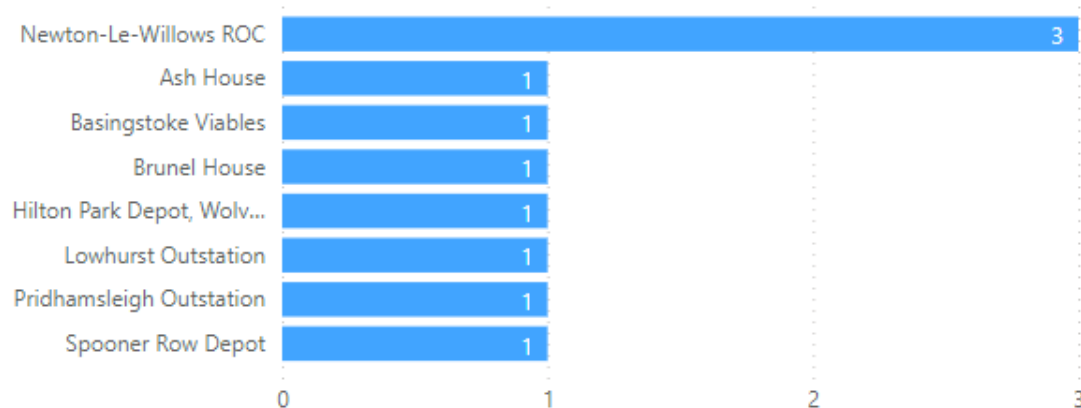
National Highways & Supply Chain Rolling 12 Months Total Structural Safety (Including Bridge Strikes)



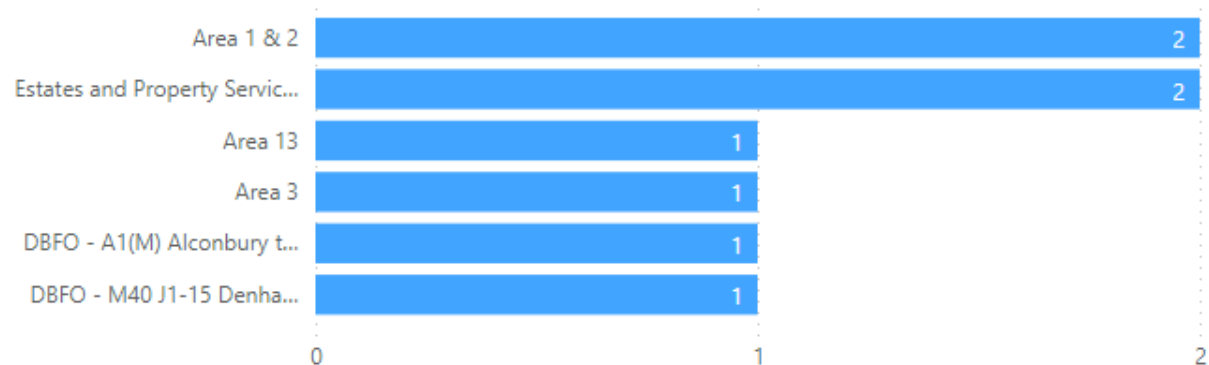
National Highways & Supply Chain 3 Months Total Structural Safety (Including Bridge Strikes)

Directorate	May 2023	June 2023	July 2023	Total
NH Offices & Depots			1	1
(DOIA) Damage or collapse imminent		1		1
Operations	1	1	2	4
(DOIA) Partial damage or partial collapse			1	1
Incident	1			1
Near Miss			1	1
Structural Concern		1		1
Total	1	2	2	5

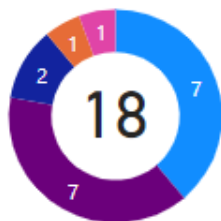
NH Rolling 12 Months Structural Safety (Including Bridge Strikes)



Supply Chain Rolling 12 Months Structural Safety (Including Bridge Strikes)



National Highways & Supply Chain Rolling 12 Months Structural Safety (Including Bridge Strikes) Status



- Awaiting Investigation
- Closed
- Awaiting Sign Off 1
- Awaiting Sign Off 2
- In Progress

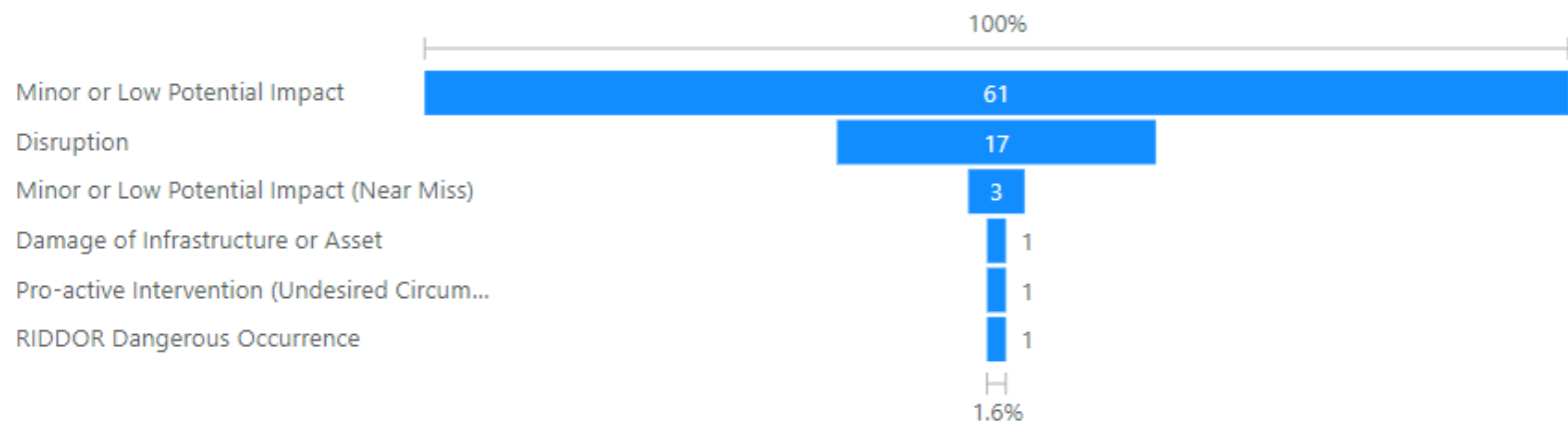
Supply Chain Rolling 12 Months Service Strikes

Directorate	Service Strike
Major Projects	50
Service strike electricity	16
Service strike Telecom	13
Service strike other cables or pipelines	7
Service strike water	7
Service strike Drainage	3
Service strike CCTV	2
Service strike gas	2
Operations	34
Service strike electricity	12
Service strike Telecom	9
Service strike other cables or pipelines	4
Service strike CCTV	3
Service strike Drainage	2
Service strike gas	2
Service strike water	2
Total	84

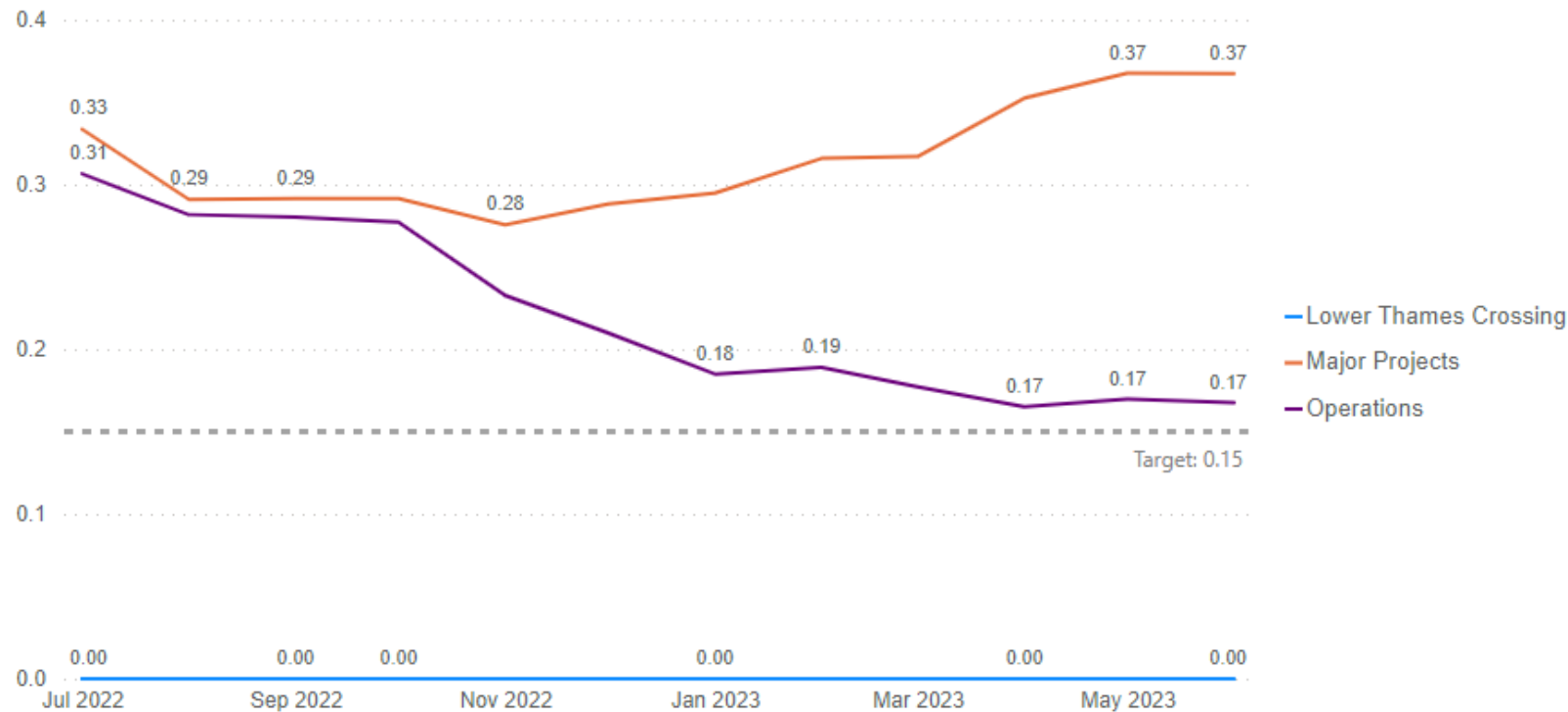
Supply Chain Rolling 12 Month Service Strikes Status



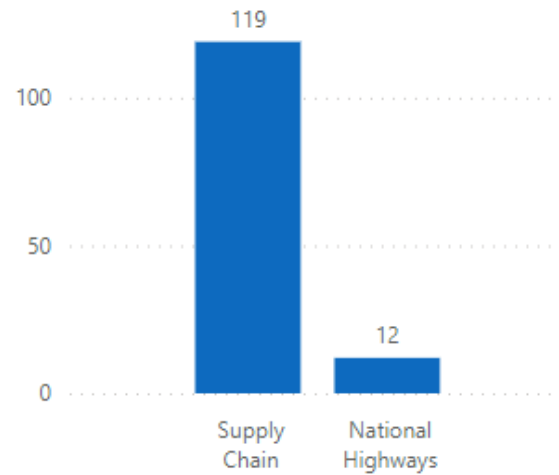
Supply Chain Rolling 12 Months Service Strikes by Event Sub Type



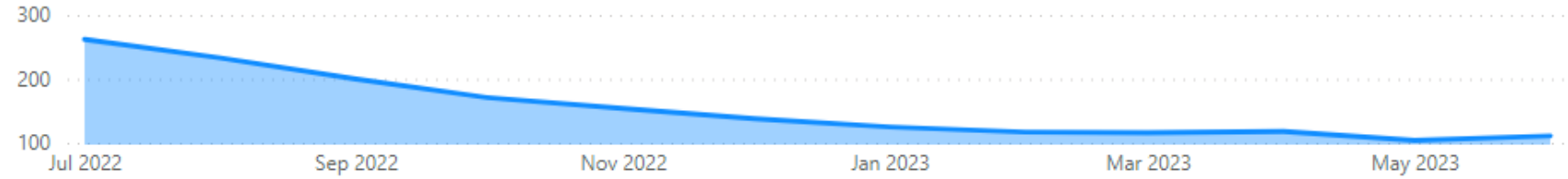
Supply Chain Service Strike Rates



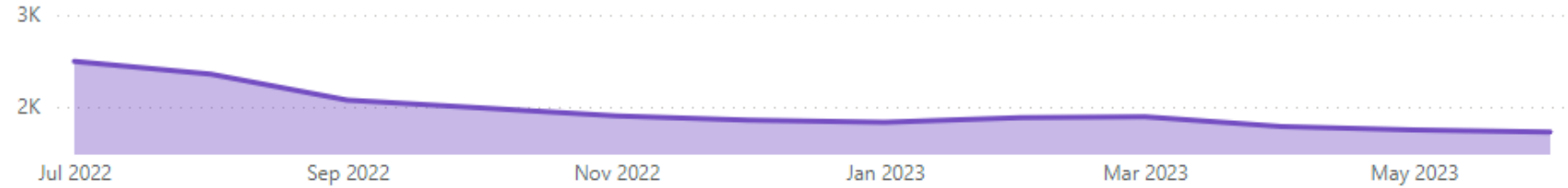
In Month Vehicle Incursion by Division



NH Rolling 12 Months Vehicle Incursions



Supply Chain Rolling 12 Months Vehicle Incursions



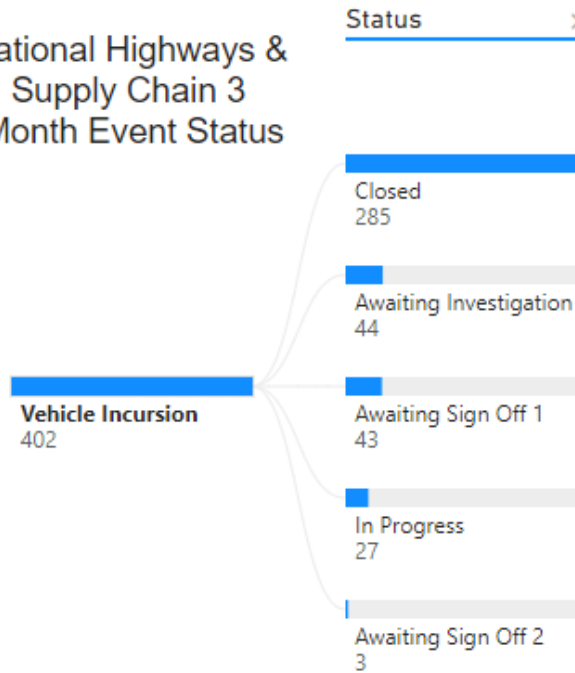
National Highways & Supply Chain Rolling 12 Months Vehicle Incursions

Directorate	April 2023	May 2023	June 2023	Total
Lower Thames Crossing	0	0	0	0
Major Projects	996	903	838	838
NH Offices & Depots	7	11	12	12
Operations	792	847	888	888
Outstations & ROCs	111	93	99	99
Total	1906	1854	1837	1837

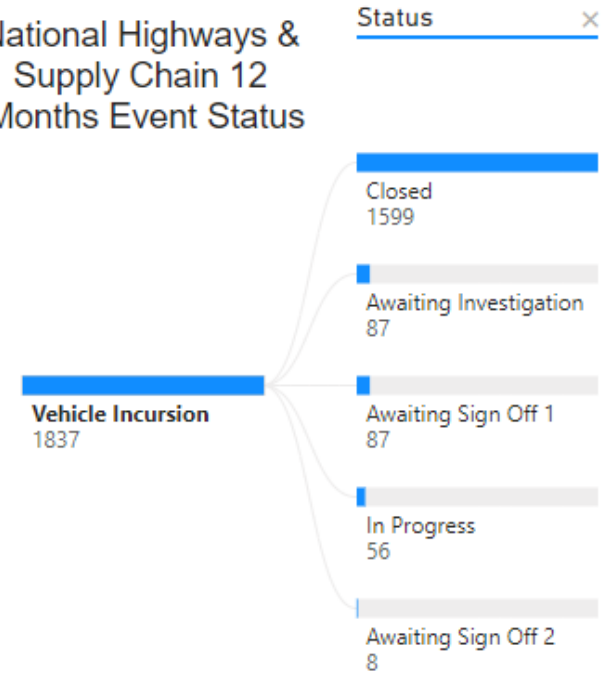
National Highways & Supply Chain In Month Vehicle Incursions

Directorate	April 2023	May 2023	June 2023	Total
Lower Thames Crossing			0	0
Major Projects	37	37	40	114
NH Offices & Depots	1	4	2	7
Operations	69	109	79	257
Outstations & ROCs	10	4	10	24
Total	117	154	131	402

National Highways & Supply Chain 3 Month Event Status



National Highways & Supply Chain 12 Months Event Status



- **Operation Tramline**

- **Commercial Vehicle Incident Prevention Team**

- ***Safe vehicles & safe people***

This month, Operation Tramline has featured in various news articles again. There have been several publications, including [the BBC](#) and [ITV News](#), reporting that officers from West Yorkshire Police stopped more than 80 drivers last month on motorways during the latest iteration of Operation Tramline. Using an unmarked HGV tractor unit provided by National Highways to patrol the motorway, officers caught motorists on video using mobile phones while driving, not wearing seatbelts, speeding and other high-risk behaviours. Sergeant Ryan Burt, of West Yorkshire Police's Roads Policing Unit, said: "It is clear that despite warnings through the media and the serious road traffic collisions that we see on our roads, there are still drivers who play with their own and other's safety." In other reporting, [Essex Police](#) have been busy in July dealing with 97 drivers reported for a variety of offences. [Surrey Police](#) also reported they issued 366 points in just two days as a result of Traffic Offence Reports issued for mobile phone offences with several other cases going straight to court.



- **Smart Motorways and Safer Vehicles Driver CPC refresh**

- **Commercial Vehicle Incident Prevention Team**

- ***Safe vehicles & safe people***

Working with Smart Motorway colleagues and Logistics UK, the Commercial Vehicle Incident Prevention team have completed a refresh and update of the previously released Smart Motorway approved Periodic Driver CPC Training module. The previous version, which was released in 2018, had become out of date including some of the safety advice that was contained within it. This has now been completed and has been approved by the DVSA (formerly JAUP) approvals unit. A test session for the training module was held with Tarmac at their Skills Safety Park facility in Nether Langwith. The session went really successfully and generated lots of engagement amongst the drivers attending the training. Some minor changes and updates to the training materials have been recommended and will be completed and released for wider use in early August 2023. In addition to the half day Smart Motorway module, we also updated and tested the [Safer Vehicles](#) module which will also be released in August 2023.



- **Commercial vehicle compliance events**

SE Road Safety Programme Manager

Safe vehicles & safe people

July is the National Police Chiefs Council and National Fire Chiefs Council calendar commercial vehicle focus month. Together with Hampshire Constabulary, Sussex Police, Surrey Police, Kent Police, and DVSA, we have been at the roadside on some of our higher risk routes giving advice on load security, getting enough rest, and tyre safety among other things. Compliance events targeting the highest risk commercial vehicles on the A34, A23, and M2 were conducted during July, and a significant number of defective or high risk non-compliant vehicles were removed from the network as a result. Load security issues were prevalent, significantly overweight vehicles were observed and subject to immediate prohibitions, and a number of tyres worn through to the cords were also discovered. One lorry carrying 12 tons of steel was found to have old canvas strapping securing the load. When advised that chains were required, the driver immediately removed the straps and fitted the chains, showing that he had the appropriate tool for the job but had chosen not to use them.

A significant number of overweight 3.5t flat-bed vans were observed, none of which had any load covering. Loads were required to be covered or secured, and weight limits complied with before vehicles were allowed to leave the check sites. Drivers were given advice on use of cargo nets and straps, and also advised to visit the Driving for Better Business website and show their transport managers for free tools, help, and advice on managing their fleets of vehicles appropriately.



- **Occupational Road Risk: Spotlight on Legal Compliance – article**

Driving for Better Business

Safe vehicles & safe people

We worked with Mike Hayward, Partner, Road Transport Crime & Regulatory at Woodfines to provide up to date advice on legal responsibilities for employers. If an offence is committed, it is not only an offence committed by the person driving that vehicle, but also by anyone who causes or permits this to take place. In these cases, a person can be guilty of an offence if the vehicle or trailer is being used on a road when: the law is a catch-all for any form of situation involving a motor vehicle or trailer that could be seen by law enforcement (the Police, the Driver and Vehicle Standards Agency or the Health and Safety Executive) as a danger or injury to any person. Importantly, they don't have to show that injury was caused, but that it poses a risk. It's not just the Police or DVSA that can bring a prosecution. The Health and Safety Executive may look at the way that a loading policy is put in place under regulations contained in the Health and Safety at Work Act.

<https://www.drivingforbetterbusiness.com/articles/safe-loading-a-legal-update/>



- **Road Safety Analysis and Reporting – STATS19**

Strategic Safety Team & Analysis and Insights

Road Safety Management

A new contract for Road Safety Data Analysis and Reporting has now been awarded to Costain-Agilysis. Road safety data analysis is vital in delivering National Highways' road safety targets. To achieve the anticipated year-on-year reductions, it is important to understand the different user groups involved and the circumstances of the collisions. This task will allow National Highways to build on its existing capability and undertake enhanced monitoring of road safety performance. The programme requires analysis, interrogation and reporting of Stats19 data on the SRN. The task includes the mapping and validation of the most recent STATS19 dataset to the SRN and the provision of a range of internal and external deliverables such as: the Network Performance Summary report, Regional Reports, Regional Network Analysis tables, Blank Calculating tables, Road Safety Performance Overview and the Casualty Report. From this year this contract is also inclusive of Smart Motorway Annual reporting. The project inception meeting was held on the 17 July 23 and the project team are now in a phase of mobilisation with close engagement with key stakeholders across the business and the Department for Transport (DfT).

- **Occupational Road Risk: Spotlight on Leadership – articles**

Driving for Better Business

Safe vehicles & safe people

Impairment and Driving for work

An official report has been published by the National Police Chiefs' Council (NPCC), advising that there are substantially more drug drivers on our roads than drink drivers. The report presents the findings from a nationwide crackdown on drink and drug driving known as Operation Limit, which saw all 43 UK police forces increase efforts to catch offenders from November 2022 through to January 2023. It was the largest ever coordinated campaign of its kind and saw an 18 per cent rise in arrests with 6,130 drivers caught compared with 5,186 during the same period in 2021. The NPCC reports that drug driving has overtaken drink driving, with findings showing an average of 80 motorists per day are caught unfit to drive through drugs.

Commercial vehicles – drug driving risk

Operators of commercial vehicles, company cars, vans, HGV's and coaches are particularly at risk because in some parts of the UK, over half of those caught drug driving are driving to work or for work. Driving for Better Business provides further resources and links to help employers develop policies to reduce impaired driving at work.

<https://www.drivingforbetterbusiness.com/articles/drug-screening-is-it-part-of-your-driving-for-work-policy/>

- Midlands

Safe vehicles & safe people

The start of the month saw us once more return to Silverstone for 4 days, to engage with 450,000 race goers at British Formula 1. Working alongside key stakeholders from Police and Fire service, as well as National Highways, we spoke to road users about tyres, journey planning, vehicle checking and Operation Tramline.



Our stand even made it on the 'Superheroes' blog of the day (scroll down on the link [here](#)) for some of the stories the public were sharing with us about the excellent customer service that they have received from the Traffic Officer Service up and down the country.



We have continued our engagement work with the abnormal load industry this month, working with CMPG to deliver another 'Abnormal Load Information Session' to the West Midlands members of the RHA, hosted by a local operator along the A5 in Staffordshire. This was very well received with feedback such as 'I've learnt more in 3 hours than I have in 3 years as a Transport Manager.'



Health Safety & Wellbeing Division updates

- **Safety Alerts:** There has been **5** Safety Alerts issued in the month of July:
 - [NHa333 National Highways Safety Alert for Information - Vacuum Excavator Incident.pdf](#)
 - [NHa 334 National Highways Safety Alert for Information - Fatal injury - concrete pumping operation.pdf](#)
 - [NHa 335 National Highways safety Alert for Information - Skyjack Mast Weld Repair.pdf](#)
 - [NHa336 National Highways Safety Alert for Information - Lifting Incident Shutter Panel slid off flatbed trailer.pdf](#)
 - [NHa 337 National Highways Safety Alert for Information - Lifting Incident Lowered Hook Block.pdf](#)