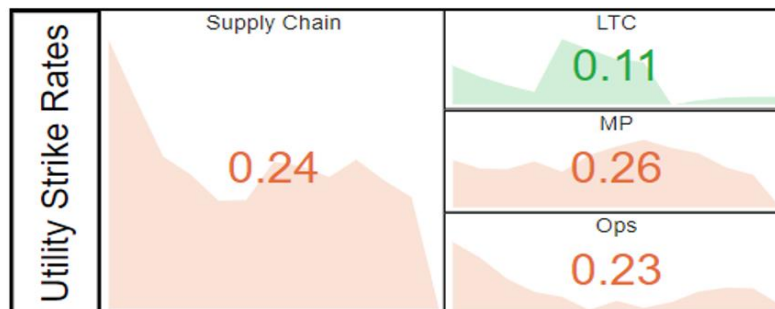
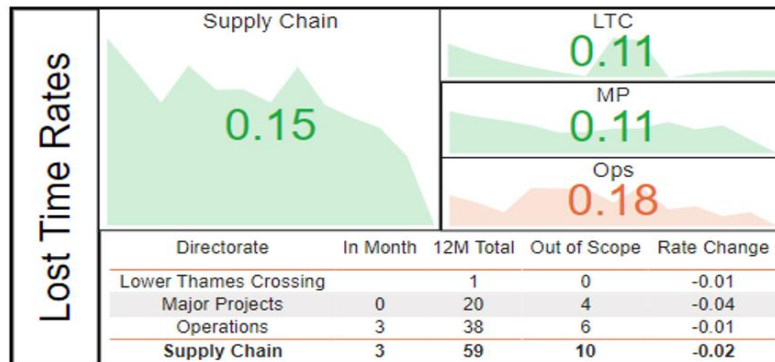
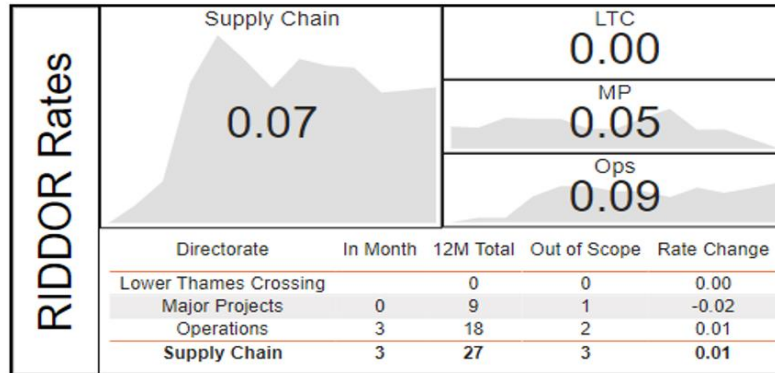


# **March 2022 Summary Health Safety & Wellbeing Performance Report**

**Board Sponsor: Alan Cumming  
Executive Sponsor: Mike Wilson  
Author: Stewart Evans**

# Executive Summary



All data included within this report is up to date as of **4 April 2022**. 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.

## Hours worked

### Lower Thames Crossing

894,058	0.43%	76,195	22.55%
12 Month Total	12 Month Change	Current Month	Current Month Change

### Major Projects

18,563,441	-0.85%	1,496,812	8.00%
12 Month Total	12 Month Change	Current Month	Current Month Change

### Operations

20,755,128	-0.07%	1,869,379	8.78%
12 Month Total	12 Month Change	Current Month	Current Month Change

# Executive Summary continued.

## HART records

How we now record incidents and events in HART is different to how they were recorded in our old accident and incident reporting system (Airsweb). In Airsweb, only one event could be associated with an incident record. This meant that the number of events and the number of incident records were always equal.

HART is more advanced, as it can store more than one event for each incident record. This means that the number of incident records and the number of events may no longer match.

This does not mean more incidents or events are taking place, only that we are recording more detail about the sequence of events that led to any given incident outcome. This helps us investigate more thoroughly and improve learning from our data.

For example, a scenario where



A vehicle driven by a member of the public enters a work site



The vehicle hits a bridge










The vehicle then hits an Impact Protection Vehicle (IPV)



The IPV impact causes the IPV driver to suffer a reportable injury

would be reported very differently in HART compared to Airsweb:

 <b>Airsweb record</b> (up to January 2022)	 <b>HART record</b> (from January 2022)
 IPV driver reportable injury	 Work site incursion  Asset damage (bridge strike)  Impact Protection Vehicle strike  IPV driver reportable injury
One record, severity "Reportable injury" One event entered	One record, severity "Reportable injury" Four separate events entered

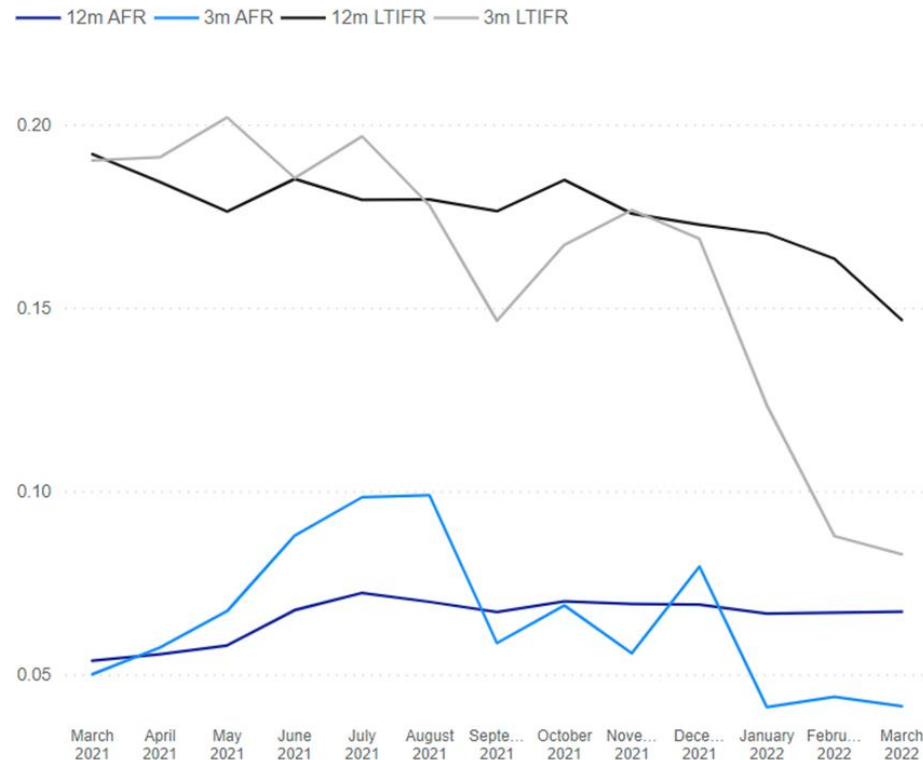
This ability to record greater detail is why the number of events and the number of incident records in HART may no longer match. This means we need to be clear, from when HART launched (on 17 January 2022) whether we are counting the number of incident records (which can be compared to our historic data from Airsweb) or are counting numbers of events (which cannot).

# RIDDOR & Lost Time Incident frequency rates

## RIDDORs

Directorate	In Month	Rate	3 Month	Rate	12 Month	AFR
Lower Thames Crossing					0	0.00
Major Projects	0	0.00	0	0.00	9	0.05
Operations	3	0.16	4	0.08	18	0.09
Supply Chain	3	0.09	4	0.04	27	0.07

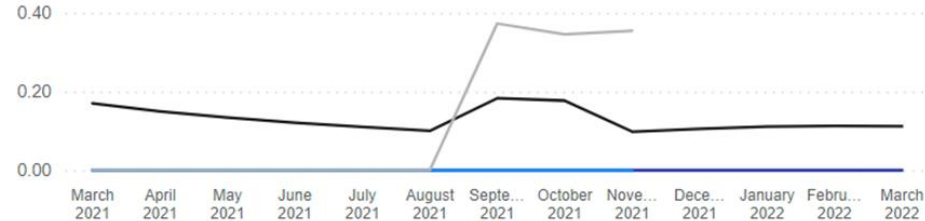
### Supply Chain



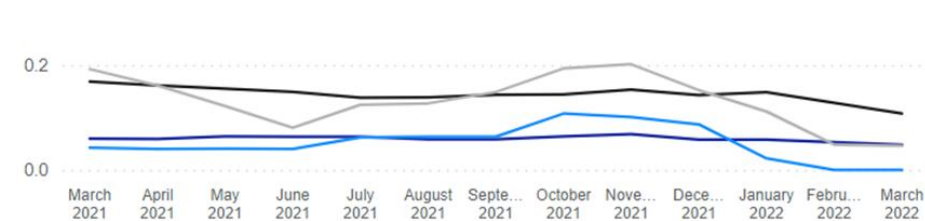
## Lost Time Incidents

Directorate	In Month	Rate	3 Month	Rate	12 Month	
Lower Thames Crossing					1	0.11 ✓
Major Projects	0	0.00	2	0.05	20	0.11 ✓
Operations	3	0.16	6	0.12	38	0.18 !
Supply Chain	3	0.09	8	0.08	59	0.15 ✓

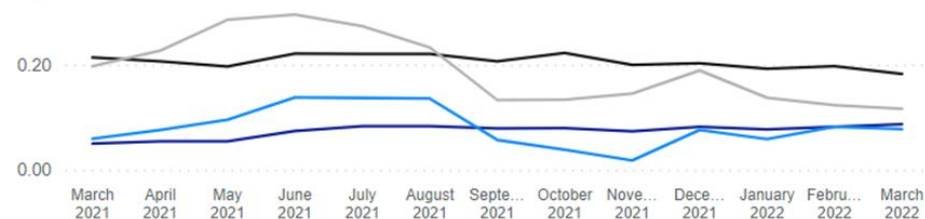
### Lower Thames Crossing



### Major Projects



### Operations



Red	Amber	Green
> 0.19	0.166-0.18	< 0.165

RAG ranges are in-line with 21/22 vesting ranges

# Performance by Supplier

Supplier	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Utility Strikes	Utility Strike Rate
Costain	5,759,902	7	0.12	3	0.05	15	0.26
Kier	5,358,176	2	0.04	2	0.04	8	0.15
Balfour Beatty	4,958,512	6	0.12	3	0.06	10	0.20
Connect Plus	2,406,420	5	0.21	3	0.12	2	0.08
Amey	2,177,349	7	0.32	3	0.14	3	0.14
BAM Nuttall	1,874,716	2	0.11	0	0.00	2	0.11
Aone+	1,209,796	2	0.17	0	0.00	0	0.00
Chevron	1,209,045	3	0.25	1	0.08	1	0.08
Ringway Ltd	1,195,589	4	0.33	2	0.17	8	0.67
Galliford Try	918,987	2	0.22	1	0.11	6	0.65
Telent	802,873	1	0.12	0	0.00	0	0.00
Carnell Support Services Ltd	686,929	1	0.15	0	0.00	2	0.29
Skanska	670,780	1	0.15	0	0.00	1	0.15
Sir Robert McAlpine	505,234	1	0.20	0	0.00	1	0.20
Graham Construction	471,962	0	0.00	0	0.00	2	0.42
Volker Fitzpatrick	401,276	0	0.00	0	0.00	4	1.00
John Sisk	373,377	0	0.00	0	0.00	2	0.54
Egis	319,731	3	0.94	2	0.63	0	0.00
Colas	315,581	1	0.32	1	0.32	0	0.00
HW Martin Ltd	284,224	2	0.70	1	0.35	5	1.76
Forest Support Services	263,845	1	0.38	0	0.00	0	0.00
Arcadis	241,605	1	0.41	1	0.41	1	0.41
Aggregate Industries	233,907	0	0.00	0	0.00	1	0.43
CHC Highways	218,080	1	0.46	1	0.46	1	0.46
Osborne	196,388	0	0.00	0	0.00	3	1.53
M J Church	190,427	0	0.00	0	0.00	3	1.58
Autolink Concessionaires (A19) Ltd	167,430	1	0.60	0	0.00	0	0.00
Taylor Woodrow	146,092	1	0.68	0	0.00	1	0.68
Road Management Services	132,323	2	1.51	2	1.51	0	0.00
AE Yates	128,912	0	0.00	0	0.00	2	1.55
Eurovia UK	116,979	0	0.00	0	0.00	1	0.85
Interserve	89,768	0	0.00	0	0.00	1	1.11
ATM (Ainsty Timber Marketing Ltd)	82,234	1	1.22	1	1.22	0	0.00
J McCann	67,077	0	0.00	0	0.00	4	5.96
FM Conway	57,970	0	0.00	0	0.00	1	1.73
Dyer and Butler	57,940	0	0.00	0	0.00	1	1.73
Farrans	45,256	0	0.00	0	0.00	1	2.21
R W Civil Engineering	45,060	0	0.00	0	0.00	1	2.22
VSL	27,504	1	3.64	0	0.00	0	0.00
Mway Comms	20,148	0	0.00	0	0.00	1	4.96
Huyton Asphalt	11,583	0	0.00	0	0.00	1	8.63

## Targets

Lost Time Incident rate

Red	Amber	Green
> 0.19	0.166-0.18	< 0.165

Utility Strikes

Red	Amber	Green
> 0.48	0.19-0.47	< 0.18

# Performance by Supplier across Major Projects

Programme	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Utility Strikes	Utility Strike Rate
SMP	9,025,813	8	0.09	4	0.04	17	0.19
RIP	8,769,032	12	0.14	5	0.06	30	0.34
CIP	768,596	0	0.00	0	0.00	1	0.13
<b>Total</b>	<b>18,563,441</b>	<b>20</b>	<b>0.11</b>	<b>9</b>	<b>0.05</b>	<b>48</b>	<b>0.26</b>

Programme	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Utility Strikes	Utility Strike Rate
<b>SMP</b>	<b>9,025,813</b>	<b>8</b>	<b>0.09</b>	<b>4</b>	<b>0.04</b>	<b>17</b>	<b>0.19</b>
East	4,490,878	5	0.11	3	0.07	6	0.13
South East	1,863,251	2	0.11	0	0.00	3	0.16
North West	991,535	1	0.10	1	0.10	7	0.71
National	858,260	0	0.00	0	0.00	0	0.00
Midlands	583,648	0	0.00	0	0.00	1	0.17
Yorkshire & North East	238,241	0	0.00	0	0.00	0	0.00
<b>RIP</b>	<b>8,769,032</b>	<b>12</b>	<b>0.14</b>	<b>5</b>	<b>0.06</b>	<b>30</b>	<b>0.34</b>
Yorkshire & North East	2,321,996	2	0.09	2	0.09	8	0.34
South East	1,531,304	2	0.13	1	0.07	7	0.46
Midlands	1,402,431	1	0.07	0	0.00	6	0.43
North West	1,377,374	2	0.15	1	0.07	2	0.15
South West	1,295,243	3	0.23	1	0.08	5	0.39
East	840,684	2	0.24	0	0.00	2	0.24
<b>CIP</b>	<b>768,596</b>	<b>0</b>	<b>0.00</b>	<b>0</b>	<b>0.00</b>	<b>1</b>	<b>0.13</b>
East	531,543	0	0.00	0	0.00	1	0.19
South West	220,928						
Yorkshire & North East	16,125						
<b>Total</b>	<b>18,563,441</b>	<b>20</b>	<b>0.11</b>	<b>9</b>	<b>0.05</b>	<b>48</b>	<b>0.26</b>

## Targets

### Lost Time Incident rate

Red	Amber	Green
> 0.19	0.166-0.18	< 0.165

### Utility Strikes

Red	Amber	Green
> 0.48	0.19-0.47	< 0.18



# Performance by Supplier across Operations

Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Utility Strikes	Utility Strike Rate
South East	4,201,059	6	0.14	3	0.07	9	0.21
Midlands	4,026,682	7	0.17	2	0.05	6	0.15
East	3,550,161	7	0.20	5	0.14	6	0.17
Yorkshire & North East	2,911,152	6	0.21	1	0.03	3	0.10
North West	2,684,321	5	0.19	4	0.15	10	0.37
South West	2,121,326	7	0.33	3	0.14	13	0.61
National	1,260,427	0	0.00	0	0.00	0	0.00
<b>Total</b>	<b>20,755,128</b>	<b>38</b>	<b>0.18</b>	<b>18</b>	<b>0.09</b>	<b>47</b>	<b>0.23</b>

Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Utility Strikes	Utility Strike Rate
<b>South East</b>	<b>4,201,059</b>	<b>6</b>	<b>0.14</b>	<b>3</b>	<b>0.07</b>	<b>9</b>	<b>0.21</b>
DBFO - M25 (Area 5)	2,406,420	5	0.21	3	0.12	2	0.08
Area 3	802,408	0	0.00	0	0.00	6	0.75
Area 4	604,025	0	0.00	0	0.00	1	0.17
M20 Quick Moveable Barrier Project	171,965	0	0.00	0	0.00	0	0.00
AD - Construction - Four	91,254						
AD - M&R - Four	71,622	0	0.00	0	0.00	0	0.00
RTMC - M25 Regional Technology Contract	24,564	1	4.07	0	0.00	0	0.00
Pavements - Four	12,333						
RTMC - SOUTH EAST	12,100						
Pavements - Three	3,183	0	0.00	0	0.00	0	0.00
TST - TST(N) - Four	920						
AD - Design - Four	265						
<b>Midlands</b>	<b>4,026,682</b>	<b>7</b>	<b>0.17</b>	<b>2</b>	<b>0.05</b>	<b>6</b>	<b>0.15</b>
Area 9	1,903,868	0	0.00	0	0.00	2	0.11
Area 7	1,286,466	6	0.47	1	0.08	4	0.31
ASC & PAD - Nine	677,736						
DBFO - A50 / A564 Stoke to Derby	57,438						
AD - M&R - Seven	55,685	1	1.80	1	1.80	0	0.00
Oldbury	25,840	0	0.00	0	0.00	0	0.00
AD - Construction - Seven	14,135	0	0.00	0	0.00	0	0.00
Pavements - Seven	4,239	0	0.00	0	0.00	0	0.00
AD - Design - Seven	481						
Pavements - Nine	481						
TST - TST(N) - Seven	313						

## Targets

Lost Time Incident rate

Red	Amber	Green
> 0.19	0.166-0.18	< 0.165

Utility Strikes

Red	Amber	Green
> 0.48	0.19-0.47	< 0.18

# Performance by Supplier across Operations (continued)

Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Utility Strikes	Utility Strike Rate
<b>East</b>	<b>3,550,161</b>	<b>7</b>	<b>0.20</b>	<b>5</b>	<b>0.14</b>	<b>6</b>	<b>0.17</b>
Area 6 & 8	2,768,974	2	0.07	1	0.04	6	0.22
DBFO - M40 J1-15 Denham to Warwick (area 30)	319,731	3	0.94	2	0.63	0	0.00
AD - M&R - Eight	212,613						
AD - Design - Eight	115,519						
AD - Construction - Eight	68,554						
DBFO - A1(M) Alconbury to Peterborough	45,793	2	4.37	2	4.37	0	0.00
TST - TST(I) - Eight	8,994						
Pavements - Eight	5,481						
RTMC - EAST	3,602						
OD-CDF - OD-CDF - Eight	900						
TST - TST(N) - Eight	0						
<b>Yorkshire &amp; North East</b>	<b>2,911,152</b>	<b>6</b>	<b>0.21</b>	<b>1</b>	<b>0.03</b>	<b>3</b>	<b>0.10</b>
Area 12	1,262,182	3	0.24	0	0.00	0	0.00
Area 14	653,460	1	0.15	1	0.15	3	0.46
DBFO - A168 / A19 Dishforth to Tyne Tunnel	391,605	2	0.51	0	0.00	0	0.00
ASC & PAD - Twelve	180,151						
AD - M&R - Twelve	134,603	0	0.00	0	0.00	0	0.00
DBFO - A1 Darrington to Dishforth	81,870	0	0.00	0	0.00	0	0.00
DBFO - M1 - A1 Link Road	52,825	0	0.00	0	0.00	0	0.00
AD - M&R - Fourteen	44,563	0	0.00	0	0.00	0	0.00
DBFO - A69 Carlisle to Newcastle	30,821	0	0.00	0	0.00	0	0.00
AD - Design - Fourteen	30,775						
AD - Construction - Fourteen	16,836	0	0.00	0	0.00	0	0.00
Pavements - Twelve	12,570						
RTMC - NORTH EAST	9,526						
Pavements - Fourteen	8,136						
TST - TST(I) - Twelve	711						
TST - TST(N) - Twelve	228						
Newport (Hull) Maintenance Compound Construction	180						
AD - Construction - Twelve	110						

## Targets

Lost Time Incident rate

Red	Amber	Green
> 0.19	0.166-0.18	< 0.165

Utility Strikes

Red	Amber	Green
> 0.48	0.19-0.47	< 0.18



# Performance by Supplier across Operations (continued)

Region	Total Hours	Lost Time Incidents	Lost Time Rate	RIDDORs	AFR	Utility Strikes	Utility Strike Rate
<b>North West</b>	2,684,321	5	0.19	4	0.15	10	0.37
Area 10	1,410,728	2	0.14	1	0.07	4	0.28
Area 13	866,784	2	0.23	2	0.23	5	0.58
AD - M&R - Ten	161,155	1	0.62	1	0.62	0	0.00
AD - M&R - Thirteen	105,359						
AD - Construction - Thirteen	43,429	0	0.00	0	0.00	0	0.00
AD - Design - Ten	35,687	0	0.00	0	0.00	0	0.00
AD - Construction - Ten	34,255	0	0.00	0	0.00	1	2.92
AD - Design - Thirteen	20,850						
Pavements - Ten	4,768						
TST - TST(I) - Ten	1,306						
<b>South West</b>	2,121,326	7	0.33	3	0.14	13	0.61
Area 1 & 2	1,735,092	6	0.35	2	0.12	13	0.75
Severn Bridge	101,529						
DBFO - A419 / A417 Swindon to Gloucester	89,225	1	1.12	1	1.12	0	0.00
AD - Design - One	60,425	0	0.00	0	0.00	0	0.00
DBFO - A30 / A35 Exeter to Bere Regis	53,583	0	0.00	0	0.00	0	0.00
AD - SBIM - One	40,876	0	0.00	0	0.00	0	0.00
RTMC - SOUTH WEST	23,463	0	0.00	0	0.00	0	0.00
Pavements - One	12,395						
TST - TST(I) - One	2,724						
TST - TST(N) - One	1,174						
AD - Construction - One	840	0	0.00	0	0.00	0	0.00
AD - M&R - One		0		0	NaN	0	
<b>National</b>	1,260,427	0	0.00	0	0.00	0	0.00
National Roads Telecommunications Services	735,144	0	0.00	0	0.00	0	0.00
National Highways TFM	329,760						
NGVR National - Next Generation Vehicle Recovery	68,730						
Redflex Speed Cameras	62,490						
Property Management, Enquiries, Sales & Estates	28,274	0	0.00	0	0.00	0	0.00
National Expert Control Room Tech Support -NECoRTS	22,089						
HE Noise Insulation Project	7,492						
National Traffic Information Service	6,448						

## Targets

Lost Time Incident rate

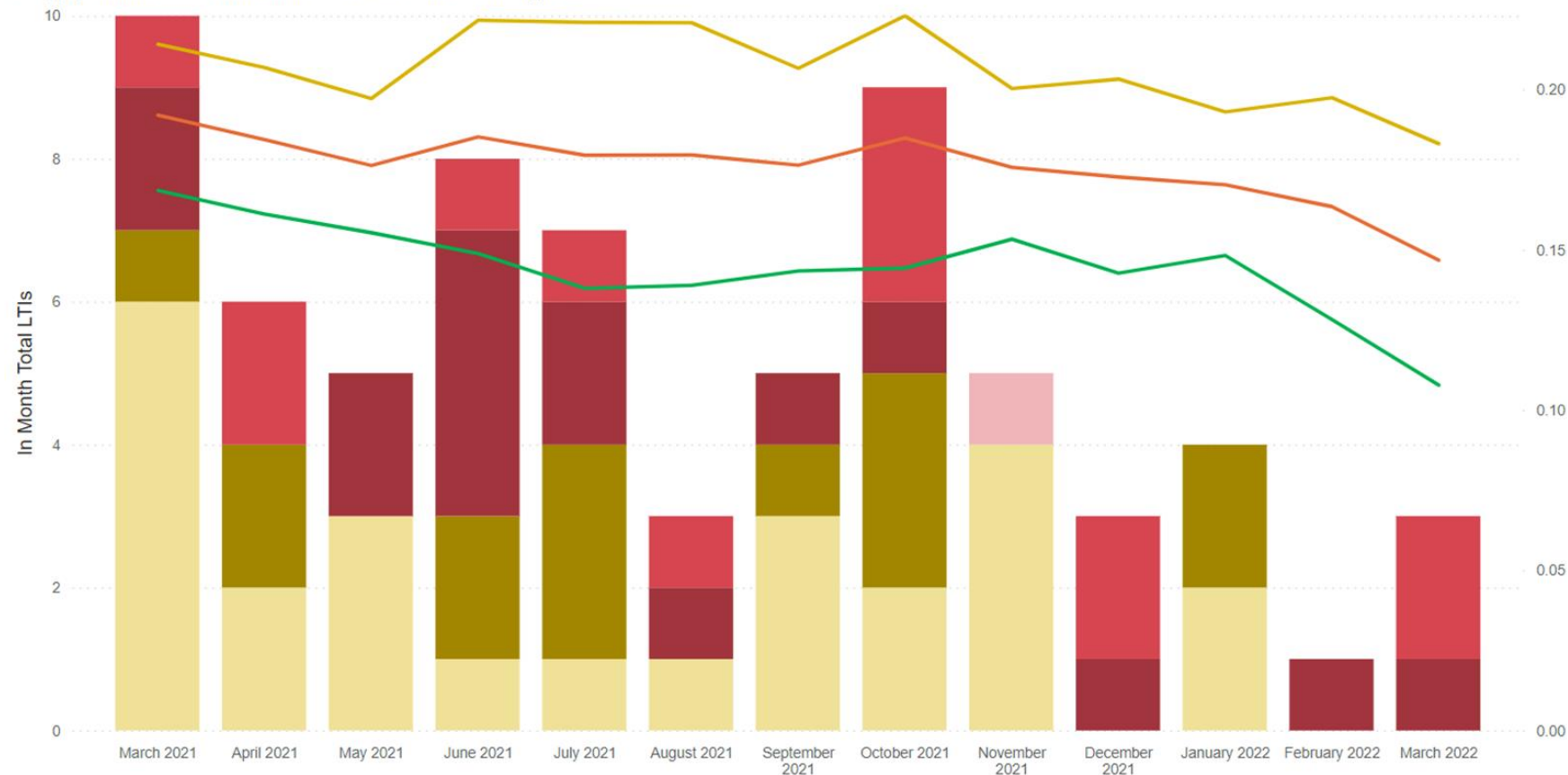
Red	Amber	Green
> 0.19	0.166-0.18	< 0.165

Utility Strikes

Red	Amber	Green
> 0.48	0.19-0.47	< 0.18

# Lost Time Incidents recorded by Supplier

Supply Chain Lost Time Incident Rate and Event Types



- 1 to 3 Day Injury
- 4 to 7 Day Injury
- Non-RIDDOR - Specified Injury
- Non-RIDDOR > 7 Day Injury
- RIDDOR - Specified Injury
- RIDDOR > 7 Day Injury

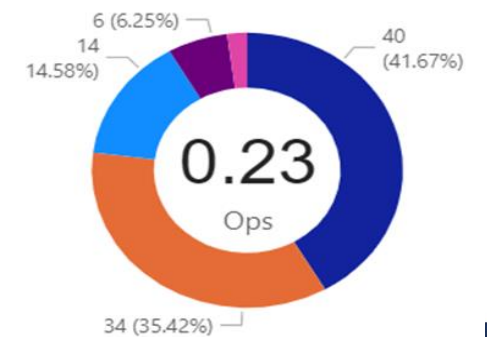
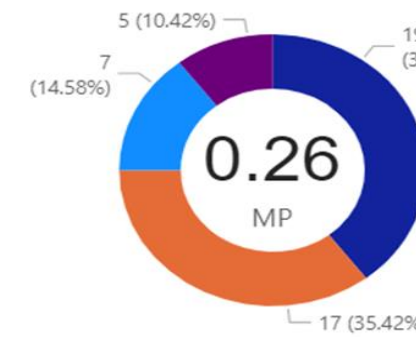
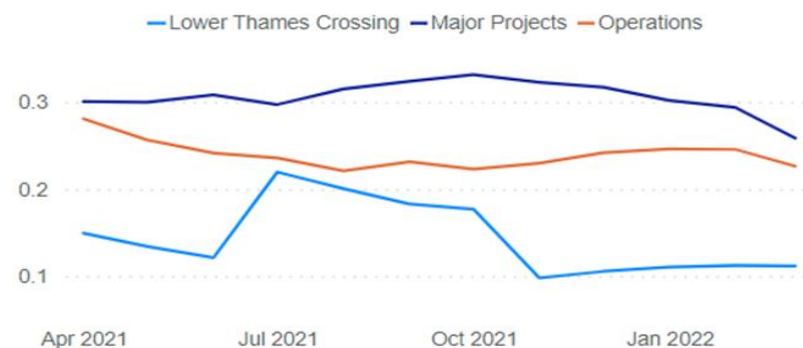
- Supply Chain
- Major Projects
- Operations

# Utility Strikes recorded by Supplier

Directorate	Damage of Infrastructure or Asset	Disruption	Minor or Low Potential Impact	RIDDOR Dangerous Occurrence	Total
<b>Lower Thames Crossing</b>		1			1
Service strike gas					
Service strike water		1			1
<b>Major Projects</b>	1	48	4	1	54
Service strike CCTV		5			5
Service strike Drainage			1		1
Service strike electricity		19	1	1	21
Service strike gas					
Service strike other cables or pipelines	1	17	2		20
Service strike water		7			7
<b>Operations</b>	1	47	3	2	53
Service strike CCTV		1			1
Service strike electricity	1	21	1	2	25
Service strike gas		2			2
Service strike other cables or pipelines		17	1		18
Service strike water		6	1		7
<b>Total</b>	2	96	7	3	108



## Utility Strike Rates



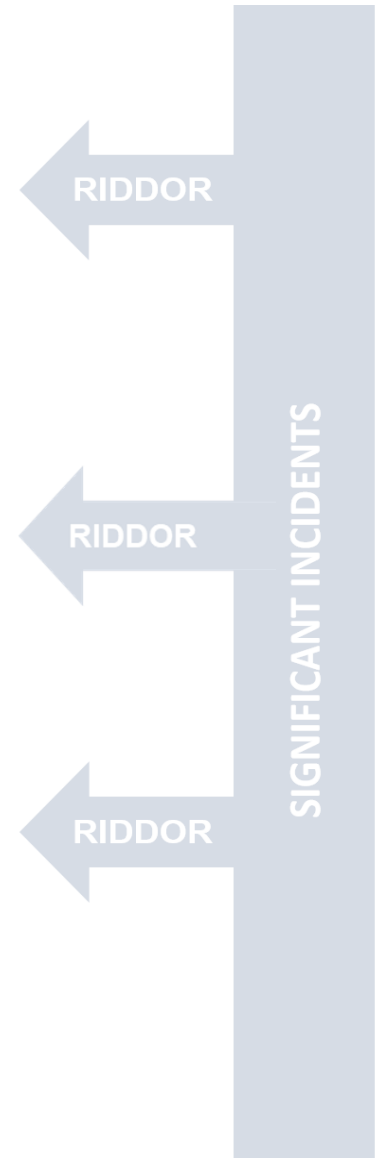
● Service strike electricity ● Service strike other cables or pipelines ● Service strike water ● Service strike CCTV ● Service strike gas

# Summary of Significant Supply Chain Incidents reported

Operations - RIDDOR Specified Injury		HART ref: 126309
Operations, South-West region, DBFO - A417/A419	During the removal of ash trees suffering ash dieback, an arborist was struck in the leg by the tree he had just cut down and which had not fallen correctly. Following the incident the arborist complained of a pain in their leg and was taken to hospital, where they were diagnosed with a fracture.	
09/03/2022		
Hit by falling object		
Contractor: Road Management Services (Gloucester) Ltd		
Employer: Vale Forestry Ltd		

Operations - RIDDOR Over 7 days		HART ref: 126365
Operations, Midlands region, A1, Long Bennington Junction.	An IPV in Lane 2 on a 2-lane section of the A1 was struck by a HGV. The IPV was then pushed into a works vehicle which was pushed along the carriageway and collided with an operative. Witnesses reported they did not see the HGV attempt to brake before impact. The driver of the IPV suffered whiplash-type injuries. The second operative suffered bruising but returned to work immediately.	
16/03/2022		
IPV Strike		
Contractor: Amey		
Employer: Amey		

Operations - RIDDOR Over 7 days		HART ref: 126877
Operations, North-West region, M56 J5.	A Multevo operative was carrying out vegetation clearance using an Energreen remote controlled multipurpose machine fitted with a forestry flail head. The machine started to make a strange sound so the operative stopped the machine, isolated it and started to investigate why the machine was not operating correctly. The operative opened a hatch which was hydraulically operated, but during this inspection the hatch dropped catching the tips of the operative's two middle fingers on their right hand.	
26/03/2022		
To be confirmed		
Contractor: Amey		
Employer: Amey		



# Site Inspections

Directorate	In Month Inspections	Green	Amber	Red	Observation	Actions
Major Projects	25	386	50	36	63	59
Operations	12	164	29	1	31	9
Total	37	550	79	37	94	68

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

Directorate	Red	Amber	Grand Total
<b>Major Projects</b>	<b>36</b>	<b>49</b>	<b>85</b>
Documentation	1	5	6
Housekeeping	5	5	10
Lifting Operations	1		1
Management Arrangements	8	16	24
Management of Traffic, Mobile Plant and Vehicles	10	9	19
Occupational Health		2	2
Office and Welfare Facilities	3	6	9
Work at Height and Associated Activities	6	4	10
Workforce Communication	2	2	4
<b>Operations</b>	<b>1</b>	<b>26</b>	<b>27</b>
Documentation		2	2
Housekeeping		9	9
Management Arrangements		2	2
Management of Traffic, Mobile Plant and Vehicles		4	4
Office and Welfare Facilities		6	6
Work at Height and Associated Activities	1		1
Workforce Communication		3	3
<b>Grand Total</b>	<b>37</b>	<b>75</b>	<b>112</b>



# Impact Protection Vehicle (IPV) Strikes

● IPV Strike Intentional ● IPV Strike Unintentional



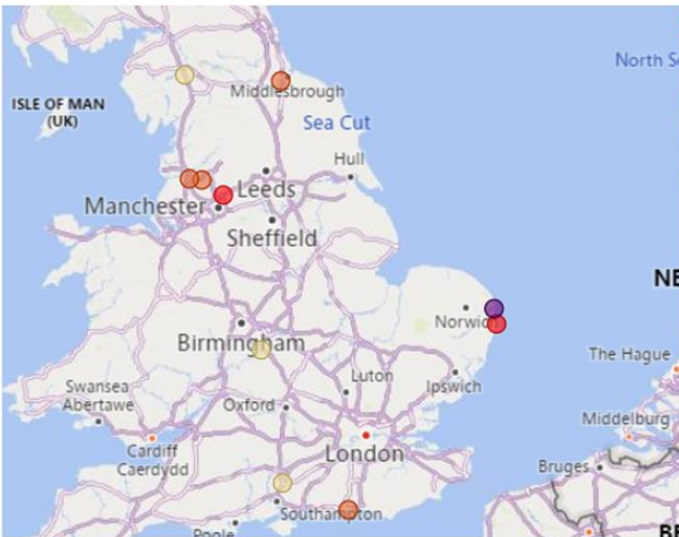
Map displays the previous 12 months events.

Directorate	January 2022	February 2022	March 2022	Total
<b>Major Projects</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>11</b>
IPV Strike Intentional		1	6	7
IPV Strike Unintentional	4			4
<b>Operations</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>9</b>
IPV Strike Intentional			1	1
IPV Strike Unintentional	2	2	4	8
<b>Outstations &amp; ROCs</b>	<b>1</b>			<b>1</b>
IPV Strike Unintentional	1			1
<b>Total</b>	<b>7</b>	<b>3</b>	<b>11</b>	<b>21</b>

Directorate	Site/Project	Date of Event	Event Details/Event Sub Type	HART Ref
Major Projects	MP-0206 - M56 J6 to j8	14 March 2022	IPV Strike Intentional	126256
Major Projects	MP-0206 - M56 J6 to j8	16 March 2022	IPV Strike Intentional	126329
Major Projects	MP-0206 - M56 J6 to j8	25 March 2022	IPV Strike Intentional	126767
Major Projects	MP-0206 - M56 J6 to j8	26 March 2022	IPV Strike Intentional	126779
Major Projects	MP-0206 - M56 J6 to j8	29 March 2022	IPV Strike Intentional	126862
Major Projects	MP-0206 - M56 J6 to j8	29 March 2022	IPV Strike Intentional	126863
Operations	AD - M&R - Seven	16 March 2022	IPV Strike Unintentional	126365
Operations	Area 4	03 March 2022	IPV Strike Intentional	125859
Operations	Area 6 & 8	02 March 2022	IPV Strike Unintentional	125840
Operations	Area 7	03 March 2022	IPV Strike Unintentional	125878
Operations	DBFO - M25 (Area 5)	17 March 2022	IPV Strike Unintentional	126518

Please note; all events reported on the SMP M56 J6 to J8, have been flagged to the project team for further review.

# Infrastructure Incidents including Bridge Strikes



- (DOIA) Partial damage or...
- High Potential Near Miss
- Incident
- Near Miss
- Structural Concern

Directorate	January 2022	February 2022	March 2022	Total
<b>NH Offices &amp; Depots</b>		4		4
(DOIA) Partial damage or partial collapse		2		2
Near Miss		1		1
Structural Concern		1		1
<b>Operations</b>		1	1	2
High Potential Near Miss		1	1	2
<b>Outstations &amp; ROCs</b>	4	3		7
(DOIA) Partial damage or partial collapse		1		1
Incident	1	1		2
Near Miss	2	1		3
Structural Concern	1			1
<b>Total</b>	4	8	1	13

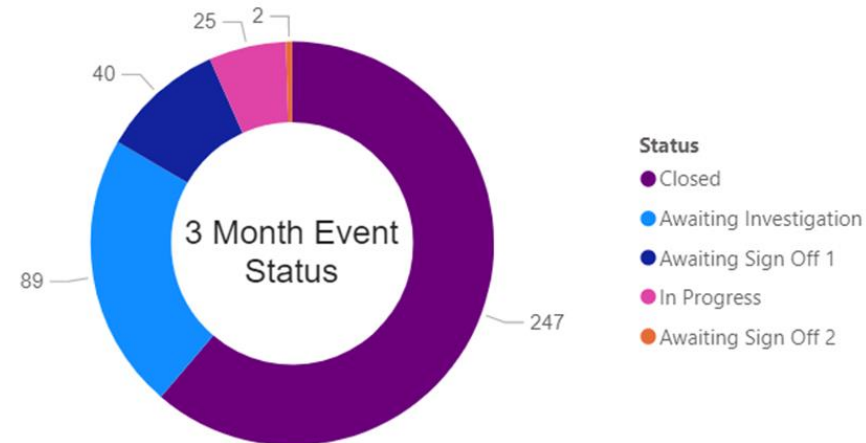
Directorate	Site/Project	Date of Event	Event Details/Event Sub Type	Report Event/Describe the facts of what happened
Operations	AD - Construction - Fourteen	09 March 2022	High Potential Near Miss	<p>Coring teams were instructed to undertake cores in the EB Lane 1 from the junction of Yarm Road heading east. Surveyors began spraying up 100m intervals at the side of the road, markings did not specifically indicate a core position.</p> <p>The interval of 300m landed on the bridge deck in question which goes over a train line. A banksman was appointed who did not raise any suspicion or findings of a bridge. Coring operations proceeded and the team noticed they had drilled through the bridge deck, a depth of 300mm, when the core barrel was raised. The core was retrieved as it was stuck within the barrel, it had not fallen through the deck onto railway land which was visible below. The retrieved core contains steel within the concrete, assumed to be reinforcement bar within the bridge deck.</p>

# Vehicle incursions into roadworks



Division	National Highways	Supply Chain
Investigation/Kind of Event	Incursion / IPV Strike	Incursion / IPV Strike
Procedural - HE Contractor	1	
Intentional illegal access to site		1
Incursion; Unintentional - Follow in		4
Incursion; Unintentional - Driver confused		29
Incursion; Intentional - To seek information		1
Incursion; Intentional - To seek benefit		54
Incursion; Intentional - Breach of Rolling Road Block (TOS)	1	
Incursion; Intentional - Because of breakdown		43
Hit by a moving vehicle	1	
Compliance		1
	3	34
<b>Total</b>	<b>6</b>	<b>167</b>

Directorate	January 2022	February 2022	March 2022	Total
<b>Major Projects</b>	<b>37</b>	<b>118</b>	<b>96</b>	<b>251</b>
Incursion Intentional	20	89	80	189
Incursion Unintentional	17	29	16	62
<b>NH Offices &amp; Depots</b>		<b>1</b>	<b>1</b>	<b>2</b>
Incursion Intentional		1	1	2
<b>Operations</b>	<b>26</b>	<b>38</b>	<b>71</b>	<b>135</b>
Incursion Intentional	18	24	46	88
Incursion Unintentional	8	14	25	47
<b>Outstations &amp; ROCs</b>	<b>1</b>	<b>9</b>	<b>5</b>	<b>15</b>
Incursion Intentional	1	5	4	10
Incursion Unintentional		4	1	5
<b>Total</b>	<b>64</b>	<b>166</b>	<b>173</b>	<b>403</b>



Map displays the previous 12 months events.



## Seat belt warning letters

Future compliance technologies

*Safe road users*

From May 2021 up to 17<sup>th</sup> January 2022 the road side detection technology has identified **6,982 seat belt offences** on a site on the M4. We have worked in partnership with Thames Valley police to disseminate over 700 warning letters and supporting [educational material](#) to road users identified as not wearing a seat belt. The letter included a survey link to enable us to gather demographic insights which is now being collated. This information will be shared with our communications and marketing teams to help inform any potential future seat belt campaigns. The data was also shared with the Commercial Vehicle Incident Prevention Team to support Operation Ping, including direct engagement with some commercial vehicle operators that were identified, for example Royal Mail.

Whilst the road side static equipment has now been removed from site, the project team are working to deploy the Sensor Test Vehicle at the end of April, in partnership with Warwickshire Police, to monitor mobile phone and seat belt non-compliance across different road environments within their region. This activity may also include sending more letters to those identified as non-compliant.

The Road User Safety Team also disseminated their quarterly [bulletin](#), which has received positive feedback and instigated discussions with Kent County Council who are interested in utilising the Sensor Test Vehicle (Mobile detection unit).



## Operation Mainline

*Safe road users and safe vehicles*

For two weeks, from 21<sup>st</sup> March until 3<sup>rd</sup> April we are working on the A1 with Northumbria, Durham and North Yorkshire police to run Operation Mainline. Operation Mainline will see two Tramline cab units on the A1 from the Scottish Border down to Ferrybridge, capturing offences while the DVSA will carry out checks across four days. During the fortnight, we are holding engagement events at motorway services along the route to engage with drivers and share information around tyre and vehicle checks, our commercial vehicle projects and tailgating. Our Traffic Officers and safety partnerships are also involved. A press release will be launched on the first day of the Operation, with a launch event, and we will follow this up with evaluation of the activity at the end of the two weeks.

## Driver Certificate of Professional Competence (CPC) – bridge strikes and driver health and wellbeing

Commercial Vehicle Incident Prevention (CVIP) Safer People

*Safe vehicles and safe people*

On the 21 March, CVIP hosted a pilot session at DPD's depot in Hinkley for their newly developed training modules focused on bridge strikes and health and wellbeing. These education courses are enhanced comprehensive training packages aimed at commercial freight and haulage drivers and can be used for stand-alone training or integrated into the Driver CPC, the standard qualification for all professional lorry drivers. The session was well received with participants from National Highways (regional freight representatives), DPD and Calor Gas. The course contents will be refined, and materials launched for wider circulation in April.

### Awards

Commercial Vehicle Incident Prevention Safer Vehicles and Safer People

*Safe vehicles and safe people*

On the 16 March, the Commercial Vehicle Incident Prevention (CVIP) team and Driving for Better Business attended the Fleet News Awards in London as we were shortlisted for an award in the “outstanding product of the year” category for the Van Driver Toolkit. There were six other outstanding shortlisted products, BUT we won the award. A full list of finalists and winners can be found [here](#). The CVIP were also shortlisted for an award at the CILT Awards in London in the “technology innovation” category for the Mobile Tyre Safety Check Station project. We didn’t win, but we are extremely proud to have been recognised.

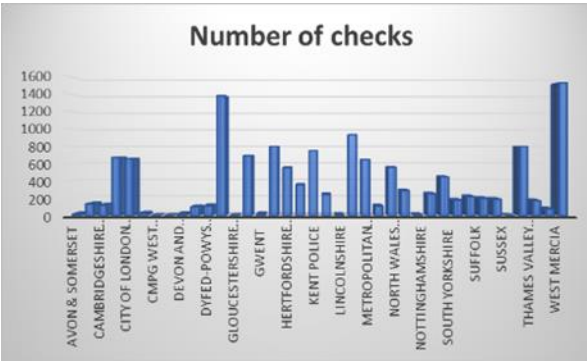


### Police national compliance checks

Commercial Vehicle Incident Prevention Safer Vehicles

*Safe vehicles and safe people*

We have now completed the new police national compliance check process (previously referred to as drivers’ hours checks) which saw 38 police forces signed up to the initiative. The key aims of the project were to pilot the collection and analysis of detailed intelligence data relating to non-compliant commercial vehicles on the SRN. For the scheme, which operated between April 2021 and February 2022, 38 police forces conducted 13,404 checks which resulted in 5,341 vehicles being found to have 8,343 offences (one or more offence can be identified in any one stop). West Yorkshire and Essex Police conducted the most checks overall, and between them they carried out 2,916 checks over the year. The top five offences found were; drivers’ hours (3,776), hard shoulder offences (812), loading/insecure loads (681), weight (486) and seatbelt offences (402). The most common actions taken were; words of advice/warning letter (3,441), formal enforcement action (3,730) and vehicle removed from road (463). We will now be reviewing the data in more detail to identify the value of the initiative and to see whether we continue this again in the future or look at other ways to improve fatigue related incidents on the SRN.



### Van Driver Toolkit – operator engagement

Commercial Vehicle Incident Prevention

*Safe vehicles and safe people*

Early in March, Northamptonshire Police CVU carried out one of their regular engagement exercises at a local Yodel Parcel Delivery Hub checking van and driver compliance. On all previous visits they have identified several serious safety issues which have resulted in penalties and vehicle prohibition, and like most comparable operators they use third party delivery operators in final mile delivery. They were pleased that on this occasion no serious issues were identified. Further investigations showed this was down to the adoption of our [Van Driver Toolkit](#) resources and the establishment, at our recommendation, of a gate operator trained to check exiting vehicles for roadworthiness. This is a great example of how, with our support and resources, businesses can improve the management of third party contractors.





## Driving for Better Business

Improving collaboration, supporting partners locally and nationally

### *Safe vehicles and safe road users*

Key engagements in March include ARI Fleet (awaiting re-brand) and ISS International and Women in Transport confirmed as a new partner. The organisations currently engaged with DfBB collectively manage: 2,385,678 drivers; 1,095,216 company cars and grey fleet; 1,096,997 vans and 271,792 trucks.

DfBB has been involved with an engagement campaign to improve commercial driver safety in Kent & Medway as part of Vision Zero. The campaign targets small and medium sized businesses that run van fleets as part of their operations, promoting the following themes:

Awareness of work-related road risk issues and of the legal responsibilities of businesses operating vans.

Creating a comprehensive 'driving for work' policy.

Providing understanding and resources on key issues that affect work-related road safety such as driver fatigue, distraction, impairment and competence.

Communicating information to drivers along and comprehensive resources to build their own driver communication programmes.

The campaign provides a dedicated online presence where Kent businesses can learn about the initiative and register to receive news, event alerts and resources.

Kent Fire & Rescue will distribute information packs as part of their engagement with businesses. Kent Police will distribute information 'postcards' to drivers on commercial business who have been stopped for driving or vehicle offences.

Celebrating Women in Transport on International Women's Day: A national partnership with Women in Transport Driving for Better Business marked International Women's Day on 8th March by launching a year of videos, podcasts and features, and teaming up with Women in Transport, a non-for-profit promotional, professional-development and support group.

Women make up 47% of the UK workforce yet remain under represented in the transport sector, accounting for only 20% of workers.

Sonya Byers, CEO of Women in Transport says: "We are delighted to be teaming up with the National Highways Driving for Better Business programme to celebrate women's achievements in the transport and fleet industry over the coming year. With this year's International Women's Day theme of #BreaktheBias, we have a wonderful opportunity to raise the visibility of talent we have at every level of transport from women just starting their career to senior leaders – and to showcase the diversity of opportunity in the transport sector." <https://www.drivingforbetterbusiness.com/articles/women-in-transport-international-womens-day/>



# Health Safety & Wellbeing team

- **Safety Alerts:** There has been **5** Safety Alerts issued in the month of March:
  - NHa287 - National Highways For Information Safety Alert - [Vehicle Restraint Installation Requirements](#)
  - NHa288 - National Highways For Information Safety Alert - [Emergency Evacuation Plans](#)
  - NHa289 - National Highways For Information Safety Alert - [Traffic Barriers](#)
  - NHa290 - National Highways For Information Safety Alert - [Seasonal Shooters](#)
  - NHa291 - National Highways For Information Safety Alert - [Overhead Cable Strike](#)