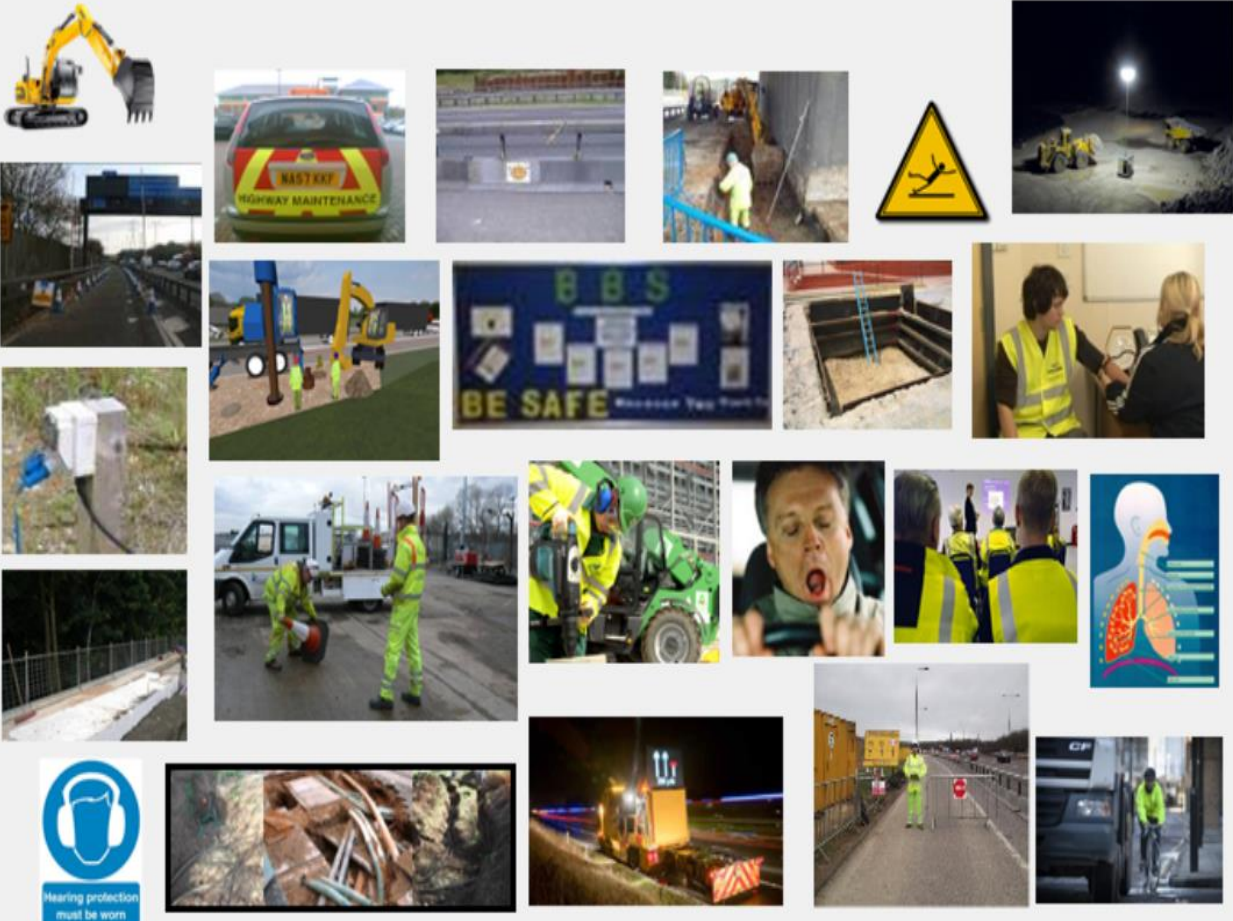




Highways Safety Hub



# Highways Safety Hub Team Newsletter

# January 2022

## Highways Accident Reporting Tool is Ready to Launch

We are pleased to confirm that the Highways Accident Reporting Tool has now launched.

The feedback we have received so far from National Highways colleagues and supply chain partners, who have used the system already has been really positive. We hope that you will also see the many benefits of the new Highways Accident Reporting Tool including:

- A system that is much more intuitive, interactive and simple to use
- Dynamic data dashboards allowing you to see real time data and extract it in a way that is meaningful to you and your business areas
- Robust action tracking to allow effective monitoring and escalation of events

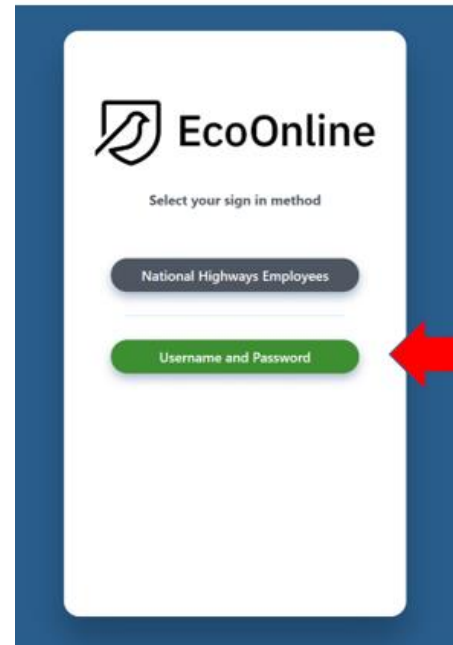
### What can we expect when Highways Accident Reporting Tool goes live?

- The current system, AIRSweb, will continue to remain live right up until the switch over on 17 January. It is important that you continue to report any events on AIRSweb until then. We will ensure that there will not be a time period where you will be unable to report.
- The link on the homepage of the Safety Hub will be updated on 17 January and will automatically take you to the new Highways Accident Reporting Tool.
- Existing AIRSweb supply chain users will have their account profiles migrated across to the Highways Accident Reporting Tool, on 17 January. Users will automatically receive an email with a link to create a new password for HART – please ensure that you take action on this as soon as possible once received, as the link is only valid for 24 hours. After this time, you will need to request a new link via [HARTsupplychain@highwaysengland.co.uk](mailto:HARTsupplychain@highwaysengland.co.uk). Please also be aware these initial registration emails do have 'AIRSweb' on them, these haven't yet been updated by the system provider.

### Where can we get additional support with navigating the Highways Accident Reporting Tool?

The [National Highways website](#) & [Safety Hub](#) are great places to start. Here you can access a variety of useful resources including video tutorials, guidance documents and FAQs. Please also seek the support of your business super-users who have received specialist training on the Highways Accident Reporting Tool.

If you have any questions, please don't hesitate to contact the team via [HARTsupplychain@highwaysengland.co.uk](mailto:HARTsupplychain@highwaysengland.co.uk)



## The Revised GG128 is on its Way

Over the last six months, we've been working on updating the England National Annexe to GG128 so that it reflects our future reporting requirements.

We've changed it to reflect the new name and structure of our Highways Accident Reporting Tool and taken the opportunity to make it easier to read, understand and use. Following user feedback, we're also making other improvements to what we ask is and isn't reported, as well as aligning the new document with other changes we need around reporting Joint Ventures which will take effect from April 2022.

We're now aiming to publish the revised GG128 England National Annexe in April 2022 as it makes sense to make all the changes we need to make at once, and this also now aligns with the consultation process we have to go through for Design Manual for Roads and Bridges (DMRB) documents. In the meantime, between the time, the Highways Accident Reporting Tool goes live and the revised England National Annexe is published, please continue to follow the current GG128 requirements, but where any references to AIRSweb exist please read them as if they refer to Highways Accident Reporting Tool instead.

We'll return to the Safety Hub meeting in February to present to the group a summary of changes we'll be making, following feedback from the detailed contributions a group of experts made in our meeting in November. We'll also cover any Highways Accident Reporting Tool updates and feedback at that point, given the currently scheduled meeting date will be three weeks or so after our go live date.

*Source: National Highways*



General Principles and Scheme Governance  
General information

### GG 128

Requirements for reporting incidents, events and undesirable circumstances: health, safety, wellbeing, structural and environmental

## Update on Raising the Bar 27 – Preventing & Managing Incursions

This Raising the Bar guidance document provides practical guidance on how to comply with the Supply Chain Safety Leadership Council Common Intent Document on Preventing and Managing Incursions as well as providing guidance to the Traffic Management Designer and Contractor as to the standardised approach required and method of compliance preferred by National Highways.

The overall objectives specific to Raising the Bar No. 27 are to:

- Promote and ensure that a uniform approach is implemented to traffic management design at commonly used identical situations where the road user is required to commence a diversion, so as to prevent an incursion by improving road user comprehension
- Ensure robust measures are commonly implemented to deter incursions and that supporting technologies are correctly and efficiently applied to a common standard
- Promote and guide organisations on how to reduce stress, conflict and harm to person involved in managing incursions so as to ensure all staff go home safe and well
- Introduce the Plan Do Check and Act approach to the prevention of an incursion
- Promote communication with customers



The document can be accessed at: [b27 - preventing and managing incursions v4 jan 22.pdf \(highwaysafetyhub.com\)](#)

## Raising the Bar 39 – Traffic Safety & Control at Roadworks

This Raising the Bar document was created by industry in response to ongoing industry and practitioner concerns with traffic safety control standards and the lack of consistency in the job descriptions of those involved in traffic safety and control at road and street works and a failure by many organisations to define the scope of an individual's employment, recognise the importance and benefits of allocating adequate time and

resources traffic safety and control activities and personnel. It is intended to drive uniformity, consistency, recognition and professional respect within industry of this essential engineering discipline.



The purpose of this guidance is to provide clarity on Traffic Safety and Control and the role of a Traffic Safety Supervisor (TSS) at a temporary situation including roadworks on network roads and to set detailed minimum standards for those responsible organisations and individuals.

This raising the bar document is strongly recommended to be adopted as best practice by all Highway or Traffic Authorities for all works on any network road where a TSS is required or is to be appointed by the contract. The appointment of a TSS by the contract for all road and street work is also strongly recommended when works have considerable pedestrian movements or are on high-speed roads. This will enable customer familiarity and confidence in the role together with conformity between organisations, contracts and networks to be achieved to the benefit of all customers.

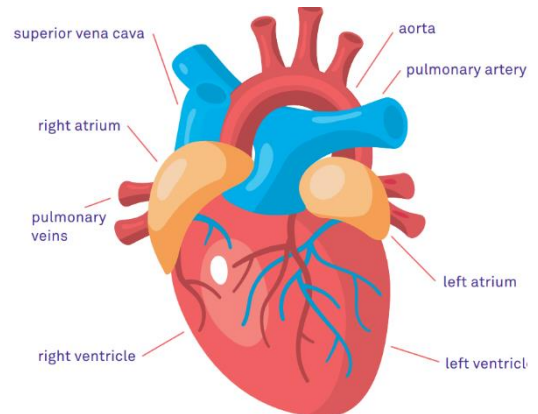
The document can be accessed at: [b39 - traffic safety and control at roadworks v1 jan 22.pdf \(highwayssafetyhub.com\)](https://highwayssafetyhub.com/b39-traffic-safety-and-control-at-roadworks-v1-jan-22.pdf)

## February 2022 – National Heart Month

February 2022 is National Heart Month.

***“Be the one who nurtures and builds. Be the one who has an understanding and a forgiving heart one who looks for the best in people. Leave people better than you found them.” Marvin J. Ashton***

Your heart is about the size of a fist and sits in the middle of your chest, slightly to the left. It is the muscle at the centre of your circulation system, pumping blood around your body as your heart beats. This blood sends oxygen and nutrients to all parts of your body and carries away unwanted carbon dioxide and waste products.



There are four chambers that make up the heart: two on the left side and two on the right. The two small upper chambers are the atria. The two larger lower chambers are the ventricles. These left and right sides of the heart are separated by a wall of muscle called the septum. Your heart pumps blood around the body all the time - about five litres (eight pints) of it - and this is called circulation. Your heart, blood and blood vessels together make up your cardiovascular system.

The right side of the heart receives blood that is low in oxygen because most has been used up by the brain and body. It pumps this to your lungs, where it picks up a fresh supply of oxygen. The blood then returns to the left side of the heart, ready to be pumped back out to the brain and the rest of your body.

Your blood is pumped around your body through a network of **blood vessels** these are able to widen or narrow depending on how much blood each part of your body requires. This action is partly controlled by hormones.

Your heart has four valves. They act like gates, keeping the blood moving in the right direction:

- Aortic valve: on the left side
- Mitral valve: on the left side
- Pulmonary valve: on the right side
- Tricuspid valve: on the right side.

For your heart to keep pumping regularly, it needs **electrical signals** which are sent to the heart muscle telling it when to contract and relax.

**Blood pressure:** This is the measurement of the pressure within the arteries. It plays a vital role in the way your heart delivers fresh blood to all your blood vessels. For blood to travel throughout your body quickly enough, it has to be under pressure. This is created by the relationship between three things:

- Your heart's pumping action
- The size and stretchiness of your blood vessels
- The thickness of the blood itself.

One heartbeat is a single cycle in which your heart contracts and relaxes to pump blood. At rest, the normal heart beats approximately 60 to 100 times every minute, and it increases when you exercise.

To ensure an adequate blood supply around your body, the four chambers of your heart have to pump regularly and in the right sequence.

Check out how your heart works: <https://youtu.be/ep4cQrYFL0w>

The following link takes you to the full article:

## Rhianwen Wins Highways Hero Award 2021

### BAM Nuttall's Rhianwen Condron Wins Highways Hero Award 2021



Rhianwen Condron, Highway's wellbeing advisor was recognised at the inaugural Highways Heroes awards, for the commitment she has shown to improving health and wellbeing across the company and the wider construction sector.

Organised by Safer Highways and supported by National Highways, the awards celebrate the hard work and success of individuals and teams working in the Highways sector who have coped admirably in the face of adversity, and to recognise heroic actions which may have otherwise gone unnoticed.

Rhianwen won the award for her continued determination and inspiration to encourage an openness in talking about mental health. Rhianwen's greatest success has been the creation of Wellbeing Rooms, which provide an environment in which people can talk privately about any issues they may be facing personally or professionally.

Alan Cox, BAM Transport Director, said:

*"I'd like to congratulate Rhianwen for this award, which she truly deserves. Rhianwen always goes the extra mile, inspiring and encouraging her colleagues to have open conversations around mental health. She is always looking at new ideas and initiatives that can be implemented to help improve wellbeing on site. She makes BAM a better place to work and encourages others to do the same – a true hero."*

National Highways have supported Rhianwen's approach and have shared a case study of her work on their Supplier Portal. They are eager to encourage other contractors to replicate and benefit from Rhianwen's initiatives and ideas.

If you feel you would like to have a conversation regarding your mental health please contact one of our mental health first aiders or the BUPA Employee Assistance Programme (EAP) – 0800 269616



## Are You Ready for Valen-spine day on Mon 14 Feb?



Do you love your spine? Could you live without it? Does it support you every day?

Despite the fact that our spines are crucial for our health and wellbeing we tend to take them for granted and sometimes even neglect them!

We are terrible spinal lovers....here are Top 5 Tips for Loving Your Spine

1. **MOVE IT.** Spines love movement. It is absolutely crucial to maintain the health of the joints and provide feedback to the brain. So, take your spine for a walk. Give it a lovely stretch at yoga. Take it to play frisbee with friends.
2. **FEED IT.** Have you ever thought about what it takes to build a healthy spine? Think about it. It's like a skyscraper with 26 levels! Are you building materials made of high quality ingredients? Or is your spine made out of big macs and crap? We need 5+ vegetables every day and high quality protein to maintain a healthy spine!
3. **MAKE IT STRONG.** We need to lift weights in order to build strong bones. Strong spines are happy spines, so make sure you do some kind of strength activity every week and preferably every day.
4. **TAKE A BREAK.** Our spines did not evolve with us sitting constantly. It is just unnatural to sit all day and no matter how perfectly you sit, it is still a harmful activity to the spine. Whilst you may not be able to quit your job and buy your boat just yet, you can certainly help by taking a micro breaks and resetting your spine every 30 minutes. Stand up, do a basic stretch and get back to it.
5. **GET ADJUSTED.** Let your Chiropractor help you to help your spine by getting it mobile and healthy again! Spines love chiropractic!

## HSE Summary Statistics for Great Britain 2021

The HSE has released the Summary Statistics for Great Britain 2021. The Key Facts of which can be seen below.

This link gives access to the presentation where the statistics are explained in more detail.

<https://www.hse.gov.uk/statistics/overall/hssh2021.pdf>

### Key facts



**1.7 million**

Workers suffering from work-related ill health (new or long-standing) in 2020/21

Source: Estimates based on self-reports from the Labour Force Survey, people who worked in the last 12 months



**0.8 million**

Workers suffering from work-related stress, depression or anxiety (new or long-standing) in 2020/21

Source: Estimates based on self-reports from the Labour Force Survey, people who worked in the last 12 months



**0.5 million**

Workers suffering from work-related musculoskeletal disorders (new or long-standing) in 2020/21

Source: Estimates based on self-reports from the Labour Force Survey, people who worked in the last 12 months

### Coronavirus Pandemic

The coronavirus (COVID-19) pandemic has impacted health and safety statistics in 2020/21. No new data on working days lost and economic costs is available. However, two new measures have been developed to explore the impact of coronavirus on work-related ill health in 2020/21



**93,000**

Workers suffering from COVID-19 in 2020/21 which they believe may have been from exposure to coronavirus at work (new or long-standing)

Source: Estimates based on self-reports from the Labour Force Survey, people who worked in the last 12 months



**0.6 million**

Workers suffering from a work-related illness caused or made worse by the effects of the coronavirus pandemic (new or long-standing) in 2020/21

Source: Estimates based on self-reports from the Labour Force Survey, people who worked in the last 12 months



**0.4 million**

Workers sustaining a non-fatal injury in 2020/21

Source: Estimates based on self-reports from the Labour Force Survey



**142**

Workers killed at work in 2020/21

Source: RIDDOR



**12,000**

Lung disease deaths each year estimated to be linked to past exposures at work

Source: Counts from death certificates and estimates from epidemiological information, including deaths from mesothelioma

## What is the Legal Depth for your Tyres?

The legal minimum tread depth for car tyres in the UK is 1.6 millimetres, across the central  $\frac{3}{4}$  which is 75% of the tread around the complete circumference of the tyre.



## How to do a Tyre Tread Check

A tyre tread check starts with a thorough visual inspection. Start by turning the steering wheel so you can see across the entire surface of the tread. You are looking for any signs of irregular wear that could be effecting one area of the tread more than another. If the tyres are wearing evenly, you should then determine if you have enough tread on your tyre.

A quick visual check of your tread depth can be made by simply looking at the wear indicators which you'll find in the grooves of the tread pattern. However, a more accurate and reliable way is to use a depth measuring gauge. It's small enough to keep in the glovebox and will give an accurate measure of the tread depth of your tyres.

Use a tread depth gauge — a tool to give you a fast, easy-to-read measurement.



## Use Tread Wear Indicator (TWI)

Tread-wear indicators (TWI) means the projections within the tread grooves designed to give a visual indication of the degree of wear of the tread.

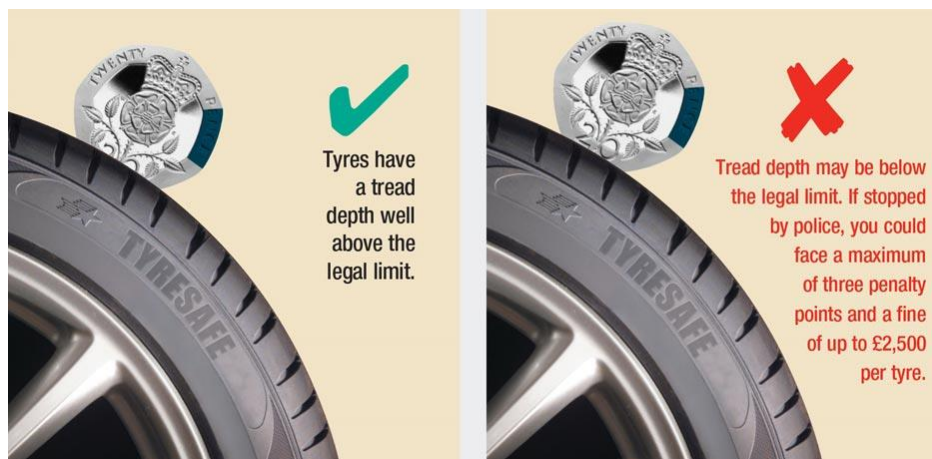


Premium tyre manufacturers mould TWI's into the design of the tyres' tread pattern. It's easily identifiable; it's made up of six or more small ribs across the bottom of the main tread grooves, which are usually 1.6mm to 2mm above the base of the groove. The legal limit of 1.6mm is reached when the tyre is worn to the level of the tread wear indicators in the main groove — as soon as this happens, the tyre should be replaced.

Remember: - Check your tread depth on all four tyres - Check the inner, centre and outer.

## The 20p Test

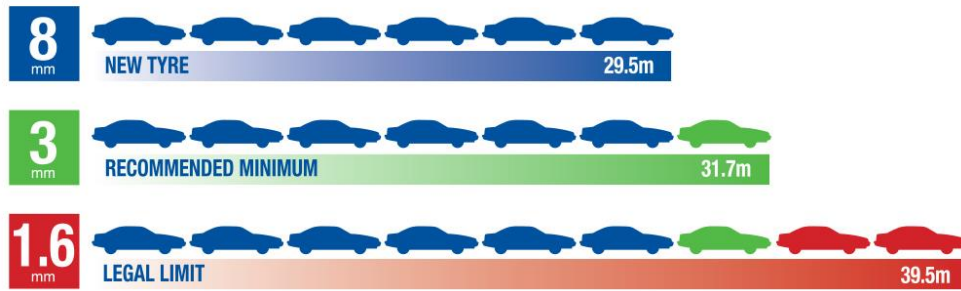
Another easy way to measure the depth of the tread. You can use the quick and simple 20p test. Insert a 20p coin into the lowest tread depth of your tyres. If you can't see the outer rim around the edge of the coin, then your tyre is safe and has a minimum of 3mm tread depth. If you CAN see the rim then your tyre tread is less than 3mm and should be checked by a professional.



In an ideal world, you should check your tyre's tread depth and pressure at least once every two weeks, and at the very least once a month. Safe and correct tyre treads are vital especially when travelling on long journeys and on motorways.

More tread means more grip. It's as simple as that. Be aware that even though the legal limit is 1.6mm, anything under 3mm can seriously compromise performance and safety.

## Stopping distance chart



In wet weather tyre tread grooves help to remove water from the contact patch between your tyres and the road surface meaning your car can brake, steer and accelerate properly.

Without adequate tread depth, your tyres may not be able to perform properly in wet conditions, reducing your safety on the road. It is therefore advisable to consider replacing your tyres well before they reach the legal minimum.

For safety reasons, it is recommended that you replace your tyres before the legal limit is reached. Many vehicle manufacturers recommend replacing at 3 millimetres. It's always better to be safe than sorry!

**Furthermore, drivers whose tyres fail to comply with the minimum tread depth requirements risk a fine of up to £2,500 and three penalty points for each illegal tyre**

### 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>