



Highways Safety Hub Team Newsletter

June/July 2022

Roadworker Abuse App Launched

The Stamp it Out led abuse reporting app formally launched to its first cohort of operatives recently on the A63 improvements works in Hull.

The ground-breaking reporting tool will, for the first time enable real-time reporting of incidents of abuse and incursions across the whole of the UK road network - whether High or Low speed or National Highways or Local Authority managed.

Named Jarvis, in honour of Kevin Jarvis, a traffic management operative who tragically lost his life several weeks ago, the app will shortly move into a proof-of-concept period with one specific contractor to hone and refine its features.

The app has been developed completely free of charge by Safer Highways member organisation Notify Technology the app will shortly move into a proof-of-concept period commencing today (24th June) with Balfour Beatty on its A63 project to hone and refine its features.

It will then move to a second stage of testing with the "One Community" on the M25, an alliance made up of principal contractor, Connect Plus Services, Octavius, Jackson Civils, R&W Civils and several other Safer Highways members.

Speaking about the impending pilot, Kevin Robinson, CEO of Safer Highways expressed his gratitude to both Balfour Beatty and Notify Technology for the vital part they are playing in the project.

He said, "Roadworker abuse has long been a blight on our society and sadly is grossly under-reported and seen as just being a part of the job.

"This should not be the case and through the development of a common reporting tool we hope to empower the men and women we put to work each day to not only report but also to challenge abuse. "In order to do this, we need to understand the scale of the problem and our hope is that through the app we will, for the first time be able to do just that.

"I am grateful to both Balfour Beatty and Notify Technology for their support with the project as we enter what will be the first stage of the deployment."

Phil Clifton, Managing Director of Balfour Beatty said, "At Balfour Beatty we continue to demonstrate our drive to eliminate the abuse and incursions that our workers suffer on an almost daily basis.

"The trial of the Stamp it Out app on our A63 Castle Street Hull project allows us to get both insight into what is really happening and provide data in a form that can help establish trends and priorities to ensure our workforce is protected. "Working collaboratively with a multitude of partners the app is part of our strategy that really demonstrates to our workforce that we truly care for their wellbeing."



Gantry Edge Protection

Some accessible overhead messaging sign gantries on the network have been identified that are fitted with edge protection which is lower than the required height with consequent risk of fall from height onto live traffic.

Those identified are early gantries which have not been upgraded.

There has in the past been previous communication from National Highways identifying this.

The communication stated that where the handrail is less than 1100 mm (above the surface from which someone can fall) to propose actions to bring the handrail up to standard.

So teams should be vigilant in their planning and point of work risk assessments to identify any such barrier rails. On discovery of any such barrier rail; in addition to addressing the risk at the time, it should be reported to National Highways so that a coordinated approach to upgrades can be instigated.

For otherwise accessible gantries, controls such as harnesses, attachment points, running lines for work restraint, access to signs via a MEWP and TM etc are concluded to be below the line options. They are not to be chosen in preference to instigating upgrades to provide the permanent edge protection and hence fall protection.

It is noted that The Work at Height Regulations require that, for construction work, handrails are to have a minimum height of 950 mm; The NH standard for gantry edge protection barrier rail height is 1100 mm however which reflects Building Regulations Guidance and the Approved Code of Practice to the Workplace Health Safety and Welfare regulations standard for certain specific situations. Given these are providing edge protection to workplaces above high-speed traffic we at the Highways Safety Hub support the 1100 mm standard.



Focus on Preventing Incursions

Updates to Raising the Bar 27

Raising the Bar 27 Preventing and Managing Incursions was originally developed to reflect new traffic management techniques and to cover topic areas such as conflict resolution and capturing incursion data for investigation and enforcement.

There have been some further updates to this document and the revised version can be found here:



The key principles remain:

- Preventing incursions by design – not by additional controls
- Implementation of the Plan Do Check cycle to stop incursions at source
- Removal of the concept that the customer is largely at fault

Significant changes in the document include revised layout drawings, emergency vehicle routes and a significant piece of work assisting LANTRA with Gate person / Airlock Installer training to comply with National Highways Sector Scheme requirements as well as other updates to the Sector Scheme.

National Highways HART System - Incursions To assist with trending of incursion data some important changes have been made to the National Highways HART System for reporting incursions. This is to help identify incursions caused by emergency vehicles so please make sure these types of incidents are captured accurately.

In addition, it is really important that location data is captured – if suppliers are continuing to experience difficulties with the mapping function on HART please contact

HARTsupplychain@nationalhighways.co.uk

Key Contacts Keith Smith – keith.smith@chevrontm.com and Liz Brathwaite CMIOSH IMA Ps Skanska Sector Health & Safety Manager – Highways Major Projects liz.brathwaite@skanska.co.uk Mobile 07392 084150

CSCS Industry Accreditation Withdrawal 2024

The UK construction industry is committed to a fully qualified workforce. The next step towards this goal is the withdrawal of CSCS cards issued under Grandfather Rights, also known as Industry Accreditation (IA). IA allowed workers to obtain CSCS cards on the strength of an employers' recommendation rather than the achievement of a recognised qualification.



The withdrawal will take place in 2024 and there are a number of straightforward ways to replace your card.

Why is CSCS withdrawing Industry Accreditation?

CSCS together with the 37 card schemes displaying the CSCS logo, are bound by the Construction Leadership Council's (CLC) requirement that all construction industry card schemes must operate with nationally recognised qualifications (usually NVQs) in place for all occupations. This requirement is particularly important when addressing the Industry Accreditation issue.

When is CSCS withdrawing Industry Accreditation?

IA cards issued from 1st Jan 2020 will expire on 31st Dec 2024 and cannot be renewed. CSCS will cease renewing IA cards from 30th June 2024.

What do I need to do next?

This depends on your occupation and any construction related qualifications you may already hold. For IA cardholders who have achieved the qualifications for their occupation it will be a simple process to replace your IA card. Use the flowchart [here](#) to find out what you need to do.

Other straightforward routes include:

1. The Academically Qualified person card: This card is available to people who have completed certain construction related degrees, HNDs, HNCs, CIOB Certificates and NEBOSH diplomas.
2. The Professionally Qualified person card: This card is available to competence assessed members of CSCS approved Professional Bodies.
3. Not everyone requires a card: there will be IA card holders who no longer require their CSCS cards. For example, you may have moved into an office-based job, become a Director, or rarely visit site. In these scenarios, you do not require a CSCS card.

Those without qualifications will be required to register for the appropriate qualification for their occupation before their cards expire in 2024 but this is unlikely to mean that you will be required to attend college to achieve the NVQ. The industry is looking at other ways to deliver NVQ's for IA card holders.

What help is the industry providing IA card holders?

CSCS is working with the industry to find ways to support individuals in achieving recognised qualifications. What that support looks like is yet to be confirmed, but two options to be explored are the delivery of an on-site assessments and professional discussions for the achievement of the

NVQ. Both these options would be relatively straightforward for an experienced worker (IA card holder) to complete.

CSCS is committed to keeping the industry updated and further announcements will be made following consultation with the industry.

Thanks to Bob Tootell for sharing Morgan Sindall Safety Bulletin

Spoken Safety Critical Communications – New Raising the Bar Document

Inadequate communication has been identified as a key risk following several incident investigations and Raising the Bar 40 Spoken Safety Critical Communication provides a highways sector standard to improve the quality of safety critical conversations. This latest Raising the Bar reflects the “best practice” protocol which many will be familiar with, currently used in the Rail Sector.

The guidance introduces some new key mandatory elements introducing four distinct steps which all spoken safety critical communication must follow:

- **Opening** – clear introductions at the start of the conversation
- **Information** – exchange of clear information describing the situation or problem
- **Actions** – clarity around agreed actions and who is responsible for undertaking the actions
- **Confirmation** – repeating back information and actions



There is also a standard approach taken to detailing important details including:

- Location – road/motorway, direction, lane, marker post, chainage, plus use of what 3 words if possible, particularly in conversations with the emergency services
- Alphabet – use of the phonetic alphabet
- Numbers – use of single digits
- Emergencies – practice how to make an emergency call
- Language – use of English as the primary language for all spoken safety critical communications

Safer Highways is Back Live for 2022

Safer Highways recently announced that the event is to be held at East Midlands Conference Centre on 29th September 2022. The event will incorporate both Respect our Roadworkers week and The Big Idea, with the live final in the afternoon of the full day programme.

SH L!ve is made up of indoor and outdoor exhibition zones showcasing the latest innovation, products, concepts and services in the health, safety and wellbeing sector, alongside several unique feature areas that will bring all the latest insight



It remains the only free to attend industry-side event targeted at those who are responsible for carrying out works on our public highway safely.

Speaking about the high demand for delegate spaces, Freya Wells, Operations Director at SO Media, who organise the event on behalf of Safer Highways, said,

"Demand so far has been phenomenal and is a testament to the commitment from the speakers and membership and their drive to deliver a high-quality event which offers significant value for all of those who take the time to attend.

SHL!ve will feature the following:

- A unique outdoor innovation trail showcasing the finest in new thinking from across the supply chain.
- Interactive and immersive learning sessions enabling attendees to disseminate best practice throughout their own organisations post event.
- Interactive features and peer to peer learning zones.
- Industry leading thought leaders conducting workshops on how to become a high-performance member of a team
- The Big Idea Final where we're trialling brand new concepts and giving them an opportunity to make it a reality.
- AND MOST IMPORTANTLY the opportunity to network with peers with the aims of true collaboration, sharing innovation and learning from our peers – ALL FOR FREE

Register for the event here [sil shl22 ar22 register – WRS Ltd \(wrs-ltd.com\)](https://www.wrs-ltd.com/shl22-ar22-register)

Source: Insight Safer Highways

HSE Focus on Construction Dust

As part of HSE's longer term health and work strategy to improve health within the construction industry, inspectors will be checking the control measures in place to protect workers from inhaling construction dust including Respirable Crystalline Silica (RCS) and wood dust.

HSE has partnered with construction and occupational health organisations to highlight the control measures required on site to prevent exposure to dust. The network of *Dust Kills* partners includes British Occupational Hygiene Society (BOHS), Construction Industry Advisory Committee (CONIAC) and Civil Engineering Contractors Association (CECA), Construction Leadership Council (CLC), Health in Construction Leadership Group (HCLG) and Construction Dust Partnership.

HSE's chief inspector of construction, Sarah Jardine, said: "Occupational lung disease is preventable. It can have a devastating impact on both the individuals affected and their family. Every year, construction workers are dying from diseases caused or made worse by their work. We are urging employers and workers to take the necessary precautions today to protect their long-term lung health."

The primary aim of the inspection initiative is to ensure workers' health is being protected. However, if safety risks or other areas of concern are identified, inspectors will take the necessary action to deal with them.

Sarah Jardine continued: "Through our inspection initiatives, inspectors can visit a range of construction sites to check the action businesses are taking to ensure their workers' health is being protected. Through speaking to duty holders we can make sure they have considered the job from start to finish and are effectively managing the risks.

"We want everyone, workers and their employers, to be aware of the risks associated with any task that produces dust and use effective control measures, such as water suppression, extraction and masks, to prevent exposure to dust to ensure they are protected from harm and ill health."

The initiative will be supported by HSE's *Dust Kills* campaign, aimed at influencing employer behaviour by encouraging builders to download free guidance and advice. There is also information to support workers, helping them to understand the risks and how to stay healthy.

Comments from supporters of the Dust Kills campaign

Peter Crosland, National Civil Engineering Director, CECA said "Construction workers still die every week from respiratory related illnesses brought on by their work and this is clearly not acceptable in the 21st century. The reasons behind these fatalities are, I believe, quite complex as no one intentionally sets out to cause harm to either themselves or others but nevertheless these illnesses are still occurring.

"Some of the possible reasons include lack of awareness of the legal duties of employers, lack of awareness of the damage dust can actually cause and lack of time on projects to plan work properly, and that's both at the design stage and on site. Working together with HSE and other stakeholders, we hope to provide valuable advice to those that need it most."

Dylan Roberts, Director Health, Safety & Wellbeing, Skanska UK and co-lead of the Construction Leadership Council's Health, Safety & Wellbeing workstream said "Ensuring everyone goes home healthy every day is a challenge but one which cannot be compromised. I believe that education is

key to safeguarding health. Raising awareness and understanding that dust kills is fundamental to preventing harm.”

Mary Cameron, Construction Dust Partnership said “The construction dust partnership is an industry collaboration with an aim to raise awareness within the construction industry about lung diseases related to hazardous workplace dust and to promote good control practice to prevent these diseases. Construction Dust Partnership is a firm supporter of HSE’s *Dust Kills* campaign. We share strongly in the motives of this campaign which is to raise awareness amongst construction workers about the risks to their respiratory ill health from potential exposures to hazardous dusts.

“By working as a team, we bring a sense of unity to this. We stand together and fight together for the same purpose. And when the purpose is something as crucially important as protecting the health of construction workers, then we need to get involved. As health and safety professionals, occupational hygienist, managers who oversee the health and safety of their workers, we all have not just a need but a duty to join in on campaigns aimed to protect worker’s health.”

There is a handy toolbox talk on page 12 which has been produced by the Construction Dust Partnership.

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>

Traffic Officer Incident

The footage (link below), captured by a National Highways traffic officer vehicle near Keele in April 2020, shows an increasingly irate driver tailgating the patrol vehicle which was slowly bringing traffic to a standstill so that teams could fix a pothole further along the road.

The van driver can be seen gesticulating to the traffic officer vehicle to move out of the way so he can drive past.



With traffic slowly coming to a stop, the van driver attempts to swerve past the vehicle before colliding with it and speeding on ahead.

[Van driver crashes into National Highways patrol vehicle to evade road closure](#)

Following an appearance at North Staffordshire Justice Centre, the culprit has been disqualified from driving for a year, received a 12-month community order, a 19-day rehabilitation activity requirement and must complete 200 hours of unpaid work. Compensation of £833 and court costs of £425 must also be paid.

National Highways On-Road Service Delivery Manager Matthew Burns said:

Fortunately, in this incident, no-one was injured but it could have ended very differently. Our roads keep the country moving, keep families connected and businesses in business, so our roadworkers are vital to everyone's wellbeing, and their wellbeing is vital to us.

It is important that in doing their job, they can do so in an environment that is safe and that they are able to do so without some of the abusive behaviours they face every day.

We don't take the decision to close lanes lightly, but when we do, drivers must obey the closure and follow the signs set by the traffic officer vehicle.

Thankfully, the vast majority of drivers do comply with these signals but those who don't put themselves and others at risk.

National Highways is also raising awareness of the importance of obeying the Red X and the dangers posed by those who ignore the signals.

As well as the Red X signals, reduced speed limits are used to give drivers more time to see the signs and move into an open lane.

In June 2019 there was a change in legislation which meant cameras can now automatically detect vehicles that ignore a Red X so the police can take enforcement action.

It has been an offence for more than two decades to drive in a lane closed by a Red X and can result in a fixed penalty of up to £100 and three points or, in some cases, more severe penalties or a court appearance.

In April 2021, National Highways committed to accelerating the upgrade of enforcement cameras regarding the automatic detection of Red X offences. This means by the end of September this year it will have upgraded all enforcement cameras to automatically detect vehicles passing illegally under a Red X or entering the lane beyond a Red X. This is 10 months earlier than previously planned.

The Red X signals are one of a raft of measures to help keep people safe if they break down on motorways. Find out more on the National Highways [Red X information page](#).

General enquiries

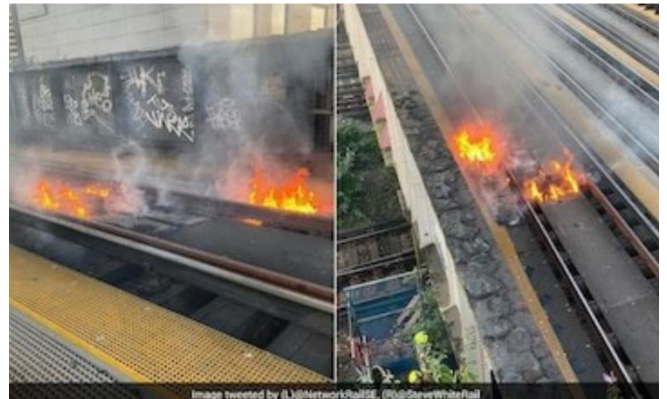
Members of the public should contact the National Highways customer contact centre on 0300 123 5000.

Train Tracks Caught Fire during current Heatwave

Train tracks caught fire on a bridge in London on July 11 after a spark ignited timber beams amid soaring temperatures in the city.

According to the Express, the incident occurred on the track between Wandsworth Road and London Victoria.

Taking to Twitter, Steve White, managing director of Southeastern Railway shared an image of the blaze and expressed his thanks to the rail company and the London Fire Brigade for responding promptly to the fire.



In response, Network Rail Southeast also shared an image of the fire and stressed that the heat was “going to be a serious challenge” in the coming week.

In a separate post, the organisation explained how the tracks had caught ablaze. It said that wheel timbers on the bridge caught fire as they are very dry. However, the organisation also added that they “don't know for sure, it's possible a stray spark set them alight.”

Lung health and dust awareness toolbox talk



What is the issue?

- Many construction activities can create airborne dust, especially from materials such as wood, stone, concrete, fillers and plasterboards.
- The widespread use of portable power tools has resulted in an increase in the health risks from dust in construction. The tasks themselves may be brief but multiple short exposures can result in ill health.
- Dust is not always an obvious hazard because the particles that do the most damage are not visible to the human eye and the health effects can take years to develop.
- The long term effects of exposure to dust can be permanent and do disabling damage to the lungs and severely affect your quality of life.

What should you be concerned about?

- Although most dusts can cause irritation of the skin, eyes and throat if you are exposed to them, the major concerns are regarding the effects of dusts once they enter the lungs.
- Chronic Obstructive Pulmonary Disease (COPD) is an overall term for lung diseases that inflame the airways and obstruct breathing. It includes chronic bronchitis and emphysema and is the 5th biggest killer in UK.
- If your work exposes you to dust on a regular basis then you may be at risk of developing COPD. This is especially true if you are also a smoker.
- It is possible to become sensitised to certain dusts, such as wood dust. This is an allergic reaction to a substance. This can lead to occupational asthma. Once you become sensitised to a material, every time you are exposed to the material again, even at very low levels, the symptoms will appear.
- Silicosis is caused by the inhalation of respirable crystalline silica, which can be found in concrete and other construction materials.
- Many of these ill health effects take a long period of time to develop, so it may not be immediately obvious that the dust is causing harm. Although it is possible to see larger dust particles in the air, these are usually too big to get into the lungs. Very fine particles are required to get into the deep lung, and as these are typically invisible to the naked eye it may not be obvious that there is a problem.

What should you look out for?

- The health effects vary dependent on the type of dust present, although there are some common symptoms that you can look out for.
- The short term effects on the lungs include coughing, wheezing, difficulty in breathing and general irritation of the nasal and respiratory tract. There may also be an increased production of mucus and mucus may become discoloured.
- All of these short term symptoms may not occur directly after exposure – it could be many hours before they start to appear.
- Long-term symptoms may include a persistent hoarse cough, regular chest infections and an increased shortness of breath, even when performing simple tasks, e.g. walking up stairs, carrying light loads. These symptoms could indicate COPD or other diseases such as silicosis.

What can you do about it?

- Use dust extraction on tools, especially if cutting is involved. This could be as simple as attaching a vacuum cleaner (suitable for the purpose) to the tool or using tools fitted with integrated extraction. Ensure that the extraction equipment has suitable filters to remove the contaminant from the air. For most of the dusts you could be exposed to this should be an 'M Class' filter, a HEPA filter isn't good enough.
- Make sure you have good ventilation in the area of work.
- If possible, use water suppression techniques when using cutting materials.
- Ensure the correct fitting, wearing and maintenance of PPE – wear any PPE as instructed, clean and check it regularly and change it for a new piece as and when necessary.
- Wear dust masks fitted with a particulate (P) filter. Make sure you have been shown how to fit it correctly and have undertaken face-fit testing.
- Make sure the housekeeping in your work area is good – regular vacuuming and wet sweeping of the floor and machinery will remove any settled dust that could be raised again if disturbed.
- Under no circumstances should dry sweeping take place in areas where dust is present – always damp down first.

This toolbox talk has been developed by the Construction Dust Partnership (CDP) - <http://www.citb.co.uk/cdp>