

Highways Safety Hub Team Newsletter

November 2020

Lost Loads

Supply Chain Safety Leadership Group publish Common Intent Document

The Supply Chain Safety Leadership Group (SCSLG) has published its Common Intent document for Lost Loads, recognising the risk as a key area for focus.

The SCSLG vision as Highways England suppliers is to eliminate the risk of Lost Loads on the Highways England network through challenging of industry norms and pioneering a new approach in the way transportation of loads is designed, planned and carried out as part of construction and operation activities.

The common intent is based on the principals of prevention and a hierarchy of control to eliminate, minimise and or mitigate the risk of lost loads. The approach will enable a step change in lost load risk, whilst ensuring any solutions defined do not introduce other uncontrolled hazards and risks to the industry.

The SCSLG is committed to five key principles to achieve its vision:

1. We will capture and analyse Highways load and transportation data including the need to transport loads, their types along with common vehicles and applicable competency provisions to ensure elimination controls are reflective of real-life risk and enable focused embedment from the outset.
2. We will always seek to eliminate the need to transport loads through using innovative solutions including digital enhancements, challenging existing construction/maintenance methodology to enable smarter ways of working.
3. Where we can't eliminate the hazard, we will seek to isolate it through the introduction of transportation, loading and unloading solutions that eliminate the risk of lost loads through their enclosed nature, with competent operators.
4. Where we can't isolate the hazard, we will provide robust engineering and minimum competency controls to prevent Lost loads.
5. In the event that a greater level of control cannot be achieved, the measures to be put in place to provide protection (e.g. engineering controls, trained operators, supervisors, vehicle specification) will be signed off by a Senior (off-site) Representative for the Principal Contractor/Maintainer each and every time this is required.

The Common Intent document can be found be found on the [Highways Safety Hub](http://www.highwaysafetyhub.com/lost-loads.html).
<http://www.highwaysafetyhub.com/lost-loads.html>

Innovation Spotlight – Milwaukee M12 Inflator

At K Rouse Civil Engineers we are always looking for innovative ideas to help us work smarter.

Our workforce came up with a great idea to allow us to inflate pipe stoppers, used for testing pipe runs.

Traditionally you would need a compressor (with plant nappy or drip tray), airline, whip checks, and inflator. This would need to be checked for diesel, oil, lifting eye inspection, tyre inspection, towing eye inspection, number plate etc.



The Milwaukee M12 Inflator negates the need for all them. It runs off a 6ah Lithium-ion battery and is only 1.8kg, so it can be easily carried around, including into the inspection chamber. The compact design measures only 165mm x 165mm x 190mm.

The pressure is set using the large buttons and displayed on the LCD screen. Once the stopper reaches the desired pressure the unit turns off. No more over inflating!

We are currently trialling these on the ELOR scheme, for Balfour Beatty and have had great feedback from the site operatives and supervisors.

Below is a comparison chart when compared to our Atlas Copco XAS 37 compressor, with standard inflator.

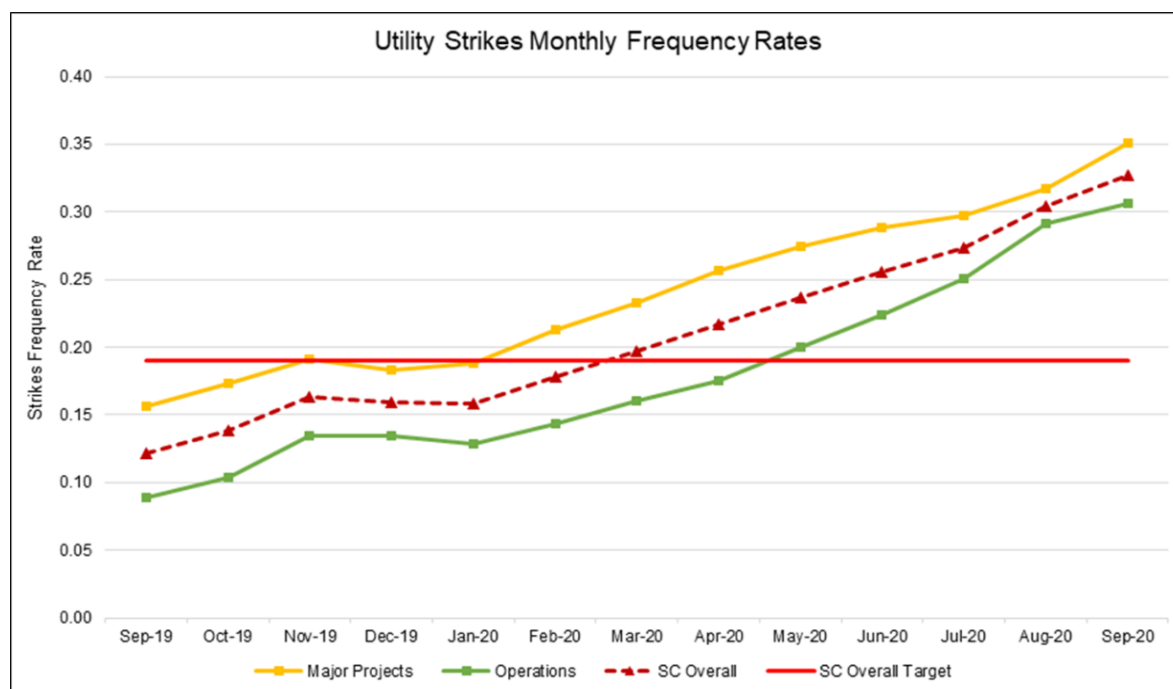
PROS	CONS
CHEAPER THAN COMPRESSOR SET UP (APPROX. £200 WITH 2 BATTERIES)	SLOWER INFLATION RATE
LIGHTER AND EASIER TO MOVE AROUND SITE	
MORE PRECISE – NO RISK OF OVER INFLATION – REDUCED CHANCE OF INJURY	
REMOVES THE ENVIRONMENTAL IMPACT RISK	
QUICKER TO SET UP	
QUIETER	
LCD BACKLIT SCREEN	

Source: Anthony Mills – K Rouse

Focus on Avoidance of Utility Strikes

Utility strikes continue to be one of the biggest health and safety hazards in our industry. Across key suppliers to Highways England, there can be as many as one utility strike per day on average. The most significant incidents have tragically resulted in fatalities and life changing injuries.

Highways England are absolutely committed to reducing the number of utility strikes but sadly, since the start of 2020 the frequency rate (based on the number of strikes, hours worked, then normalised over 100,000 hours) of utility strikes has increased and is continuing to climb. The frequency rates chart below has been created from data input into AIRSweb.



It is critical that every effort is made to reduce the number of service strikes to prevent serious injury and fatalities. There are two specific documents which can be found on the Highways Safety Hub website which will be helpful. The Supply Chain Leadership Group have produced a Common Intent document on Utility Strike Avoidance and this together with the revised Raising the Bar 9 Guidance on Utility Avoidance will assist contractors with a review of their approach. The revised RtB guidance has a greater emphasis on design and there is an expanded mandatory requirements section:

Mandatory Elements

- Conductive metal setting out pins are banned on all Highways England schemes
- Where designers identify a requirement for excavation GPR surveys must be undertaken prior to completion of detailed design
- Designers must undertake clash detection workshops during preliminary and detailed design phases
- Interpretation of survey data must be undertaken by experienced qualified personnel in accordance with PAS 128 and HSG47, BSI specification for underground

utility detection, verification and location, and HSE guidance document for avoiding danger from underground services, respectively

- All persons involved in the planning, permitting, scanning and excavating around live utilities needs to be trained in an accredited HSG47 course
- Permits to excavate should always be briefed at the dig location
- Cable avoidance tools must have GPS and data logging capability which is operated
- A CAT (cable avoidance tool) must always be used with a genny
- Vacuum/suction excavators should always be the default method when excavating around utilities
- Insulated hand digging tools must be used
- HSE's GS6 guidance, avoidance of danger from overhead electric power lines', must be followed
- Investigations to follow the USAG Incident Investigation format

For further information on the Raising the Bar document please contact

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Links to Key Documents:

Common Intent – Utility Strike Avoidance

http://www.highwayssafetyhub.com/uploads/5/1/2/9/51294565/common_intent_-_utility_strike_avoidance_-_final_v1.2a.pdf

Raising the Bar 9 – Utility Avoidance

http://www.highwayssafetyhub.com/uploads/5/1/2/9/51294565/b9_utility_avoidance_october_2020.pdf

Raising The Bar Checklist

This will help check compliance with the guidance by highlighting significant elements. A link is posted below that will direct you to the Highways Safety Hub website where there are also a lot of interesting items.

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

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

https://twitter.com/highwayssafety2?ref_src=twsrc%5Etfw

Spotlight on Blue Star

Thinking Outside the Box is Helping the Public and Workforce to Stay Safe on the Westwood Roundabout Improvement Scheme

The project team were very aware that the Westwood Roundabout is an important pedestrian crossing point for the local community, so the Balfour Beatty team have developed a number of creative ways to keep people safe while they are working there.

There are also special measures in place to keep the workforce safer while they are working on this busy roundabout, used by many vehicles.

Public Footpaths

The project has provided a safe route through and around the site for pedestrians with clear signage and at a safe distance from traffic. They have also refurbished the previously impassable Sowell Wood public footpath, which means many pedestrians and cyclists can now safely go around the works rather than through them. This refurbishment has involved installing an aluminium edge protected bridge spanning a V ditch, widening, re-built steps, hard standing and temporary matting through the wooded area to the east of the scheme. The refurbished footpath will remain as a benefit to the community after the scheme is finished.

Public Notice Boards

Four large public notice boards have been installed around the site which provide information about the scheme and a labelled site map to clearly show pedestrians the safe walk routes across and around our works.

A Full Time Pedestrian Marshal

In addition to this, they have employed a full time marshal whose job it is to help the public to navigate the pedestrian walk routes during working hours.

Workforce Routes

As always keeping our workforce safe in a busy environment used by many vehicles, is also a priority. They have been issued with colour coordinated Site Walk Route pocket cards and site maps that show the dedicated workforce safe routes to walk to each works location.

Glynn Ford, Head of Health & Safety Major Projects commented " I have carefully reviewed the submission and would definitely approve this based on the following merits:



- **Innovation** - Safer conditions have been created for both the public and workforce at this particular location by using innovative ideas and concepts that have been applied in a pragmatic and effective manner. This is a credit to the contractor and their local workforce for taking the time and effort to consider this and develop (as well as recognising the dedicated workforce who have constructed and constantly maintain the site).
- **Risk Management** - Reduced risk of injury has been introduced by this improved safe design.
- **Benefits** – Normally we just consider benefits as risk reduction measures but in this case it has created societal benefits such as increased public awareness of road safety and giving something back to the local community.

Safety Alert Database - All Alerts

Safety alerts etc. index listing – Issue 07 (31 Oct 2020): Sinking of RMS Titanic

This database contains **1912no.** document entries, including SHEQ alerts, bulletins, learning, best practice, guidance and other docs, produced onto an Excel File, that provides links to each document.

Although containing messages that cover S, H, E and Q topics, for ease of reference the database is titled “**Safety alerts etc. index listing**”.

To use the database download the excel spreadsheet to your desktop, enable editing and then use sorting columns to find the information you need.

Please ensure your firewall allows access to Google Drive to view linked alert documents.

Trivia note: Issue 07, containing 1,912 document entries, is referred to as the “Sinking of RMS Titanic” > At 02.20 hours on Mon 15 Apr 1912, the British ocean liner RMS Titanic sank into the North Atlantic Ocean about 400 miles south of Newfoundland, Canada. The massive ship, which carried 2,200 passengers and crew, had struck an iceberg two and half hours before.

Hull A63 Castle Street scheme: Huge tents erected for exhumation

Two giant tents have been erected while 19,000 bodies are exhumed from a cemetery on the site of a £392m scheme to revamp a key route into Hull.

The big tops, which have a combined length of 443ft (135m), were installed to provide cover for the archaeological dig on Trinity Burial Ground.



Highways England said the bodies must be exhumed before work could start on the improvements at A63 Castle Street.

The dig is expected to take 12 months to complete.

Both tents stand 23ft (7m) tall, with the largest covering 3,512 sq m and the other 962 sq m.

They have been positioned over the 237-year-old burial ground, which is "partially within the area where the scheme improvements need to be carried out", Highways England said.

Assistant project manager Frances Oliver said the Church of England had given permission to carry out the exhumation, which was a "delicate, meticulous and sensitive process".

Up to 85 archaeologists will be working at the site, which is not open to the public, throughout the course of the year.

Highways England said it would be following strict social distancing and "safeguarding measures".

The bodies will be reburied in an unaffected part of the burial ground, which was used between 1783 and 1861.

Upgrading the mile-long stretch of A63 at Castle Street includes creating a new interchange by lowering the dual carriageway at the Mytongate junction.

Once completed, it would "transform Hull" with "much better" access between the city centre, docks and retail area, as well as easing traffic congestion and improving safety, Highways England said.

Remote Working and 'TEAMS Fatigue'

For many of us, working remotely during the coronavirus pandemic has meant a change in the way we communicate and collaborate with colleagues. We are spending hours every day staring at small screens with faces staring back at us. Do we need to fix our lockdown hair, is it OK to wear casual clothes or should I be more formal, and what about the background, the kids, the dog?



Why do online meetings seem more tiring than face-to-face ones?

Meetings in person are not only about the exchange of knowledge; they are essential in building and maintaining our work relationships. Face-to-face meetings are also important for communicating attitudes and feelings among work partners and colleagues. How we feel about things influences our behaviours and effects our decision-making. Discussing difficult or sensitive issues requires us to notice subtleties and display empathy with others to avoid misunderstandings. This is harder to do online and can lead to feeling drained by the end of a day filled with online meetings.

The nonverbal stuff we're missing out on.

How we feel and what we are thinking is largely conveyed by non-verbal signals such as facial expressions, the tone and pitch of the voice, gestures, posture and the distance between the communicators. In a face-to-face meeting, we process these cues largely automatically and we can still listen to the speaker at the same time. On a video chat, we need to work harder to process non-verbal cues. Paying more conscious attention to them consumes a lot of energy.

We miss the 2-minute meeting

In the office we often catch up while grabbing a coffee in the kitchen or waiting for the printer to do its thing. The simple act of moving around the office can help to reinvigorate us. Walking is known to improve creativity, discussions can be had on the way to a meeting.

Reducing the fatigue and frustration

Some of the changes we have seen over the past months are going to be around for some time to come. We are in a transition period to a new way of working where we are all finding our feet and endeavouring to be the best that we can. Generally, how we work has changed and, for many people, change can be stressful and worrying.

Here are some ideas and suggestions to help reduce fatigue and boost your mood:

- Recognising that everyone on the Teams Meeting is feeling the same as you can help build rapport, understanding of each other, and allowing each other the time and space to adjust.

- Remember that the colleague who sounds like she/he is in a fish bowl while appearing pixelated is not doing that to you on purpose – it's not their fault, it's just the constraints of the technology available.
- Be honest to yourself and others. Talking about how this new way of working makes you feel can really help you and your colleagues – everyone will have ideas to share. Talking is key to good mental health – you can be sure you are not the only one feeling the same.
- Take regular breaks and stay hydrated. You don't have to be constantly tied to the laptop, and no-one is expecting you to. Walk around, have proper breaks, go outside and breath the air. Reflect, regroup and recover.
- Include breaks in meetings, at least every hour – take a break and come back refreshed.
- Avoid multi-tasking while on a call – this will help to maintain focus and contribute effectively.
- Taking time to think away from the laptop and calls is often more effective than constantly being 'connected'.
- Try and avoid meetings over lunch periods – it might be ok for you but how about all of your colleagues? Taking some time away from the laptop and all things 'work' can re-energise you and make you more productive.
- Take some time off – completely! Taking time away from work is still vital to our complete wellbeing – shut the laptop, turn off the phone and do something else!
- Remember the 'phone' bit of the 'phone'? Remarkably, many people have forgotten that a phone can be used to phone people. Amazing! Sometimes a quick phone call is far more efficient and effective, less stressful, less time consuming with less preparation, than a full-on Teams Meeting.

And finally, and simply, be kind. We really are all in this together and we need to help and support each other. Think about the impact your words and actions can have on others and choose to be kind.