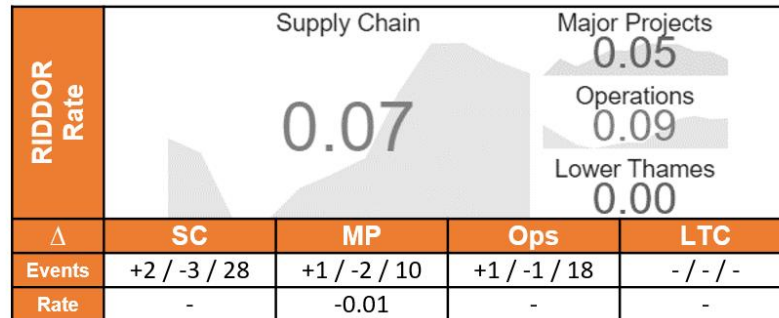


# October 2021 Summary Health Safety & Wellbeing Performance Report

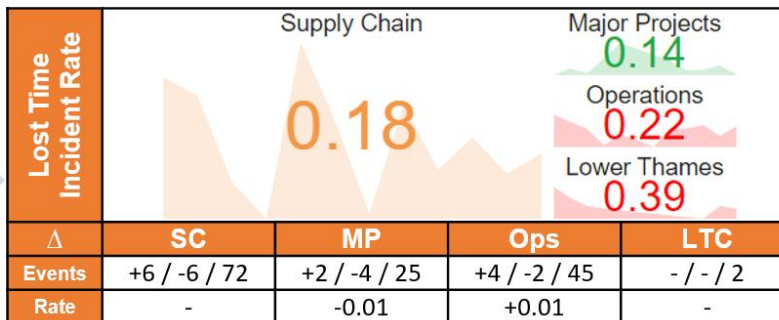
Board Sponsor: Alan Cumming  
Executive Sponsor: Mike Wilson  
Author: Mark Byard

# Executive Summary

## TARGETS



The 3 Numbers; In Month Incidents / Out of Scope Incidents / Total 12 Month Incidents



The 3 Numbers; In Month Incidents / Out of Scope Incidents / Total 12 Month Incidents



All data included within this report is up to date as of **5th November 2021**. 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

|                              |                 |               |                |
|------------------------------|-----------------|---------------|----------------|
| <b>Lower Thames Crossing</b> |                 |               |                |
| 512,037                      | 9.33%           | 47,755        | 10.29%         |
| 12 Month Total               | 12 Month Change | Current Month | 1 Month Change |
| <b>Major Projects</b>        |                 |               |                |
| 18,462,908                   | -0.73%          | 1,542,060     | -0.72%         |
| 12 Month Total               | 12 Month Change | Current Month | 1 Month Change |
| <b>Operations</b>            |                 |               |                |
| 20,071,707                   | -1.41%          | 1,618,022     | -1.39%         |
| 12 Month Total               | 12 Month Change | Current Month | 1 Month Change |

# RIDDOR & Lost Time Incident frequency rates

RIDDORs

| Directorate           | In Month | Rate | 3 Months | Rate | 12 Months | Rate |
|-----------------------|----------|------|----------|------|-----------|------|
| Lower Thames Crossing | 0        | 0.00 | 0        | 0.00 | 0         | 0.00 |
| Major Projects        | 1        | 0.06 | 3        | 0.06 | 10        | 0.05 |
| Operations            | 1        | 0.06 | 3        | 0.06 | 18        | 0.09 |
| Supply Chain          | 2        | 0.06 | 6        | 0.06 | 28        | 0.07 |

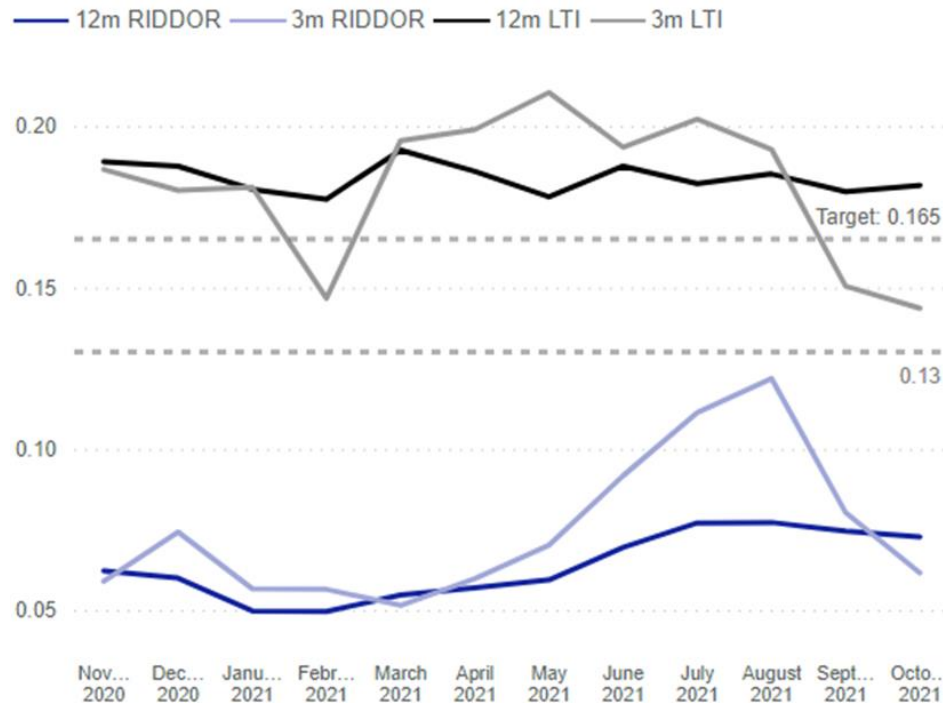
Lost Time Incidents

| Directorate           | In Month | Rate | 3 Months | Rate | 12 Months | Rate |
|-----------------------|----------|------|----------|------|-----------|------|
| Lower Thames Crossing | 0        | 0.00 | 1        | 0.75 | 2         | 0.39 |
| Major Projects        | 2        | 0.13 | 7        | 0.15 | 25        | 0.14 |
| Operations            | 4        | 0.25 | 7        | 0.14 | 45        | 0.22 |
| Supply Chain          | 6        | 0.19 | 15       | 0.15 | 72        | 0.18 |

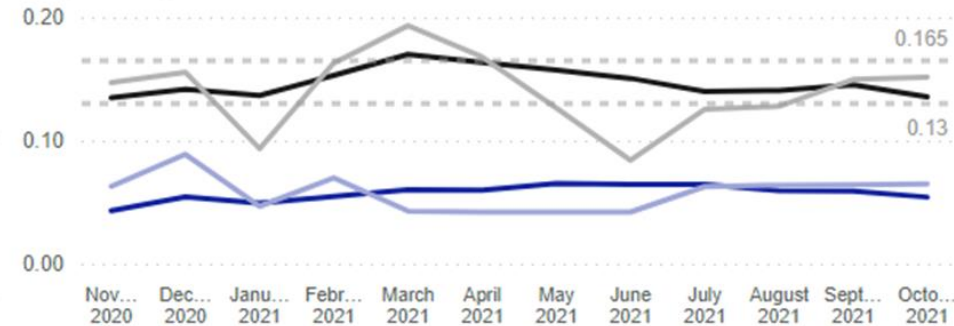
| Red    | Amber      | Green   |
|--------|------------|---------|
| > 0.19 | 0.166-0.18 | < 0.165 |

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

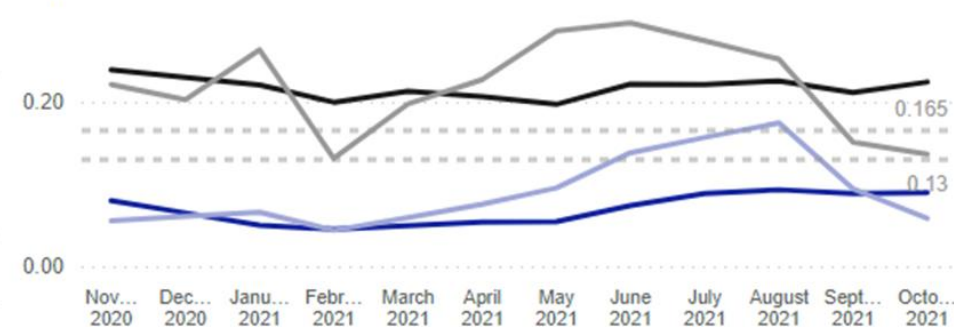
Supply Chain



Major Projects



Operations



# Performance by Supplier

| Supplier Name                      | Total Hours | Lost Time Incidents | Lost Time AFR | RIDDORs | RIDDOR AFR | Utility Strikes | Utility Strike FR |
|------------------------------------|-------------|---------------------|---------------|---------|------------|-----------------|-------------------|
| Balfour Beatty                     | 5,868,433   | 9                   | 0.15          | 3       | 0.05       | 13              | 0.22              |
| Costain                            | 5,431,431   | 9                   | 0.17          | 2       | 0.04       | 19              | 0.35              |
| Kier                               | 5,285,900   | 5                   | 0.09          | 3       | 0.06       | 13              | 0.25              |
| Connect Plus                       | 2,267,197   | 4                   | 0.18          | 2       | 0.09       | 2               | 0.09              |
| BAM Nuttall                        | 2,020,029   | 1                   | 0.05          | 1       | 0.05       | 7               | 0.35              |
| Amey                               | 1,813,823   | 8                   | 0.44          | 2       | 0.11       | 3               | 0.17              |
| Aone+                              | 1,635,401   | 2                   | 0.12          | 0       | 0.00       | 1               | 0.06              |
| Ringway Ltd                        | 1,236,990   | 3                   | 0.24          | 1       | 0.08       | 5               | 0.40              |
| Chevron                            | 865,486     | 3                   | 0.35          | 1       | 0.12       | 0               | 0.00              |
| Telent                             | 816,948     | 2                   | 0.24          | 1       | 0.12       | 0               | 0.00              |
| Carnell Support Services Ltd       | 785,133     | 3                   | 0.38          | 1       | 0.13       | 5               | 0.64              |
| Galliford Try                      | 715,388     | 0                   | 0.00          | 0       | 0.00       | 6               | 0.84              |
| Skanska                            | 682,961     | 1                   | 0.15          | 0       | 0.00       | 1               | 0.15              |
| HW Martin Ltd                      | 605,092     | 2                   | 0.33          | 1       | 0.17       | 2               | 0.33              |
| Graham Construction                | 484,545     | 0                   | 0.00          | 0       | 0.00       | 3               | 0.62              |
| Volker Fitzpatrick                 | 396,432     | 0                   | 0.00          | 0       | 0.00       | 7               | 1.77              |
| Autolink Concessionaires (A19) Ltd | 378,622     | 1                   | 0.26          | 0       | 0.00       | 0               | 0.00              |
| John Sisk                          | 376,744     | 0                   | 0.00          | 0       | 0.00       | 2               | 0.53              |
| Sir Robert McAlpine                | 353,312     | 0                   | 0.00          | 0       | 0.00       | 1               | 0.28              |
| Forest Support Services            | 340,128     | 1                   | 0.29          | 0       | 0.00       | 0               | 0.00              |
| Colas                              | 316,924     | 3                   | 0.95          | 2       | 0.63       | 1               | 0.32              |
| Egis                               | 315,182     | 3                   | 0.95          | 1       | 0.32       | 1               | 0.32              |
| CHC Highways                       | 244,059     | 2                   | 0.82          | 1       | 0.41       | 1               | 0.41              |
| Osborne                            | 225,433     | 2                   | 0.89          | 1       | 0.44       | 5               | 2.22              |
| M J Church                         | 214,224     | 1                   | 0.47          | 0       | 0.00       | 4               | 1.87              |
| Perfect Circle                     | 192,501     | 0                   | 0.00          | 0       | 0.00       | 1               | 0.52              |
| Aggregate Industries               | 160,175     | 0                   | 0.00          | 0       | 0.00       | 1               | 0.62              |
| Taylor Woodrow                     | 137,058     | 1                   | 0.73          | 0       | 0.00       | 1               | 0.73              |
| Road Management Services           | 105,947     | 1                   | 0.94          | 1       | 0.94       | 0               | 0.00              |
| J McCann                           | 72,871      | 0                   | 0.00          | 0       | 0.00       | 4               | 5.49              |
| AE Yates                           | 71,041      | 0                   | 0.00          | 0       | 0.00       | 1               | 1.41              |
| ATM (Ainsty Timber Marketing Ltd)  | 67,542      | 1                   | 1.48          | 1       | 1.48       | 0               | 0.00              |
| Joe Roocroft & Sons Ltd            | 63,686      | 0                   | 0.00          | 0       | 0.00       | 1               | 1.57              |
| Volker Laser Ltd                   | 45,754      | 1                   | 2.19          | 1       | 2.19       | 0               | 0.00              |
| R W Civil Engineering              | 36,760      | 1                   | 2.72          | 1       | 2.72       | 0               | 0.00              |
| Arcadis                            | 32,044      | 1                   | 3.12          | 1       | 3.12       | 0               | 0.00              |
| Idverde                            | 27,621      | 0                   | 0.00          | 0       | 0.00       | 1               | 3.62              |
| VSL                                | 27,539      | 1                   | 3.63          | 0       | 0.00       | 0               | 0.00              |
| Mway Comms                         | 23,067      | 0                   | 0.00          | 0       | 0.00       | 1               | 4.34              |
| Huyton Asphalt                     | 17,785      | 0                   | 0.00          | 0       | 0.00       | 1               | 5.62              |
| Total                              | 39,046,652  | 72                  | 0.18          | 28      | 0.07       | 114             | 0.29              |

## 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

| Directorate  | Major Projects    |                     |               |           |             |                 |                   |
|--------------|-------------------|---------------------|---------------|-----------|-------------|-----------------|-------------------|
| Function     | Hours             | Lost Time Incidents | Lost Time AFR | RIDDORs   | RIDDOR AFR  | Utility Strikes | Utility Strike FR |
| CIP          | 897,521           | 0                   | 0.00          | 0         | 0.00        | 1               | 0.11              |
| RIP          | 8,125,860         | 16                  | 0.20          | 4         | 0.05        | 38              | 0.47              |
| SMP          | 9,439,527         | 9                   | 0.10          | 6         | 0.06        | 27              | 0.29              |
| <b>Total</b> | <b>18,462,908</b> | <b>25</b>           | <b>0.14</b>   | <b>10</b> | <b>0.05</b> | <b>66</b>       | <b>0.36</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 |

| Directorate              | Major Projects    |                     |               |           |             |                 |                   |
|--------------------------|-------------------|---------------------|---------------|-----------|-------------|-----------------|-------------------|
| Function                 | Hours             | Lost Time Incidents | Lost Time AFR | RIDDORs   | RIDDOR AFR  | Utility Strikes | Utility Strike FR |
| CIP                      | 897,521           | 0                   | 0.00          | 0         | 0.00        | 1               | 0.11              |
| RIP                      | 8,125,860         | 16                  | 0.20          | 4         | 0.05        | 38              | 0.47              |
| RIP North                | 4,948,103         | 9                   | 0.18          | 2         | 0.04        | 20              | 0.40              |
| Midlands                 | 1,379,154         | 2                   | 0.15          | 0         | 0.00        | 7               | 0.51              |
| North West               | 1,299,420         | 3                   | 0.23          | 2         | 0.15        | 2               | 0.15              |
| Yorkshire and North East | 2,269,529         | 4                   | 0.18          | 0         | 0.00        | 11              | 0.48              |
| RIP South                | 3,177,757         | 7                   | 0.22          | 2         | 0.06        | 18              | 0.57              |
| East                     | 808,551           | 1                   | 0.12          | 0         | 0.00        | 2               | 0.25              |
| South East               | 1,473,127         | 2                   | 0.14          | 1         | 0.07        | 11              | 0.75              |
| South West               | 896,079           | 4                   | 0.45          | 1         | 0.11        | 5               | 0.56              |
| SMP                      | 9,439,527         | 9                   | 0.10          | 6         | 0.06        | 27              | 0.29              |
| <b>Total</b>             | <b>18,462,908</b> | <b>25</b>           | <b>0.14</b>   | <b>10</b> | <b>0.05</b> | <b>66</b>       | <b>0.36</b>       |



# Performance by Supplier across Operations

| Directorate              | Operations        |                     |               |           |             |                 |                   |
|--------------------------|-------------------|---------------------|---------------|-----------|-------------|-----------------|-------------------|
| Regions                  | Total Hours       | Lost Time Incidents | Lost Time AFR | RIDDORs   | RIDDOR AFR  | Utility Strikes | Utility Strike FR |
| South East               | 4,147,046         | 5                   | 0.12          | 3         | 0.07        | 10              | 0.24              |
| Midlands                 | 3,755,134         | 10                  | 0.27          | 3         | 0.08        | 9               | 0.24              |
| East                     | 3,254,775         | 6                   | 0.18          | 3         | 0.09        | 4               | 0.12              |
| Yorkshire and North East | 2,975,578         | 5                   | 0.17          | 1         | 0.03        | 3               | 0.10              |
| North West               | 2,562,622         | 8                   | 0.31          | 5         | 0.20        | 7               | 0.27              |
| South West               | 2,167,456         | 9                   | 0.42          | 2         | 0.09        | 13              | 0.60              |
| National                 | 1,209,096         | 2                   | 0.17          | 1         | 0.08        | 0               | 0.00              |
| <b>Total</b>             | <b>20,071,707</b> | <b>45</b>           | <b>0.22</b>   | <b>18</b> | <b>0.09</b> | <b>46</b>       | <b>0.23</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 |

| Directorate                                      | Operations       |                     |               |          |             |                 |                   |
|--|------------------|---------------------|---------------|----------|-------------|-----------------|-------------------|
| Regions  | Total Hours      | Lost Time Incidents | Lost Time AFR | RIDDORs  | RIDDOR AFR  | Utility Strikes | Utility Strike FR |
| <b>South East</b>                                | <b>4,147,046</b> | <b>5</b>            | <b>0.12</b>   | <b>3</b> | <b>0.07</b> | <b>10</b>       | <b>0.24</b>       |
| DBFO - M25 (Area 5)                              | 2,267,197        | 4                   | 0.18          | 2        | 0.09        | 2               | 0.09              |
| Area 3   | 974,047          | 0                   | 0.00          | 0        | 0.00        | 6               | 0.62              |
| Area 4   | 685,752          | 1                   | 0.15          | 1        | 0.15        | 2               | 0.29              |
| M20 Quick Moveable Barrier Project               | 173,564          | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| RTMC: M25 Regional Technology Contract           | 24,541           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| RTMC: South East Regional Technology Contract    | 21,945           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| <b>Midlands</b>                                  | <b>3,755,134</b> | <b>10</b>           | <b>0.27</b>   | <b>3</b> | <b>0.08</b> | <b>9</b>        | <b>0.24</b>       |
| Area 9   | 2,183,053        | 2                   | 0.09          | 0        | 0.00        | 4               | 0.18              |
| Area 7   | 1,510,420        | 7                   | 0.46          | 2        | 0.13        | 5               | 0.33              |
| DBFO - A50 / A564 Stoke to Derby                 | 53,951           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| Oldbury  | 7,710            | 1                   | 12.97         | 1        | 12.97       | 0               | 0.00              |
| <b>Yorkshire and North East</b>                  | <b>2,975,578</b> | <b>5</b>            | <b>0.17</b>   | <b>1</b> | <b>0.03</b> | <b>3</b>        | <b>0.10</b>       |
| Area 12  | 1,635,401        | 2                   | 0.12          | 0        | 0.00        | 1               | 0.06              |
| Area 14  | 765,812          | 2                   | 0.26          | 1        | 0.13        | 2               | 0.26              |
| DBFO - A168 / A19 Dishforth to Tyne Tunnel       | 378,622          | 1                   | 0.26          | 0        | 0.00        | 0               | 0.00              |
| DBFO - A1 Darrington to Dishforth                | 83,632           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| DBFO - M1 - A1 Link Road                         | 49,700           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| North East Tech Mac Contract                     | 33,759           |                     |               |          |             |                 |                   |
| DBFO - A69 Carlisle to Newcastle                 | 28,472           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| Newport (Hull) Maintenance Compound Construction | 180              |                     |               |          |             |                 |                   |

# Performance by Supplier across Operations (continued)

| Directorate<br>Regions                             | Operations       |                     |               |          |             |                 |                   |
|--|------------------|---------------------|---------------|----------|-------------|-----------------|-------------------|
|  | Total Hours      | Lost Time Incidents | Lost Time AFR | RIDDORs  | RIDDOR AFR  | Utility Strikes | Utility Strike FR |
| <b>East</b>  | <b>3,254,775</b> | <b>6</b>            | <b>0.18</b>   | <b>3</b> | <b>0.09</b> | <b>4</b>        | <b>0.12</b>       |
| Area 6 & 8   | 2,820,001        | 2                   | 0.07          | 1        | 0.04        | 3               | 0.11              |
| DBFO - M40 J1-15 Denham to Warwick (area 30)       | 315,182          | 3                   | 0.95          | 1        | 0.32        | 1               | 0.32              |
| DBFO - A419 / A417 Swindon to Gloucester           | 60,214           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| DBFO - A1(M) Alconbury to Peterborough             | 45,733           | 1                   | 2.19          | 1        | 2.19        | 0               | 0.00              |
| RTMC: East Regional Technology Contract            | 13,645           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| <b>North West</b>                                  | <b>2,562,622</b> | <b>8</b>            | <b>0.31</b>   | <b>5</b> | <b>0.20</b> | <b>7</b>        | <b>0.27</b>       |
| Area 10  | 1,627,377        | 5                   | 0.31          | 3        | 0.18        | 4               | 0.25              |
| Area 13  | 935,245          | 3                   | 0.32          | 2        | 0.21        | 3               | 0.32              |
| <b>South West</b>                                  | <b>2,167,456</b> | <b>9</b>            | <b>0.42</b>   | <b>2</b> | <b>0.09</b> | <b>13</b>       | <b>0.60</b>       |
| Area 1 & 2   | 1,993,625        | 9                   | 0.45          | 2        | 0.10        | 13              | 0.65              |
| Severn Bridge                                      | 91,693           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| DBFO - A30 / A35 Exeter to Bere Regis              | 52,742           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| RTMC: South West Regional Technology Contract      | 29,396           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| Severn Bridge Maintenance Unit                     |                  | 0                   |               | 0        | NaN         | 0               |                   |
| <b>National</b>                                    | <b>1,209,096</b> | <b>2</b>            | <b>0.17</b>   | <b>1</b> | <b>0.08</b> | <b>0</b>        | <b>0.00</b>       |
| NRTS - National Roads Telecommunications Services  | 744,449          | 2                   | 0.27          | 1        | 0.13        | 0               | 0.00              |
| Highways England TFM                               | 279,640          |                     |               |          |             |                 |                   |
| Redflex Speed Cameras                              | 70,653           |                     |               |          |             |                 |                   |
| NGVR National - Next Generation Vehicle Recovery   | 62,002           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| Property Management, Enquiries, Sales & Estates    | 27,321           | 0                   | 0.00          | 0        | 0.00        | 0               | 0.00              |
| National Expert Control Room Tech Support -NECoRTS | 22,425           |                     |               |          |             |                 |                   |
| HE Noise Insulation Project                        | 2,606            |                     |               |          |             |                 |                   |

## Targets

Lost Time Incident rate

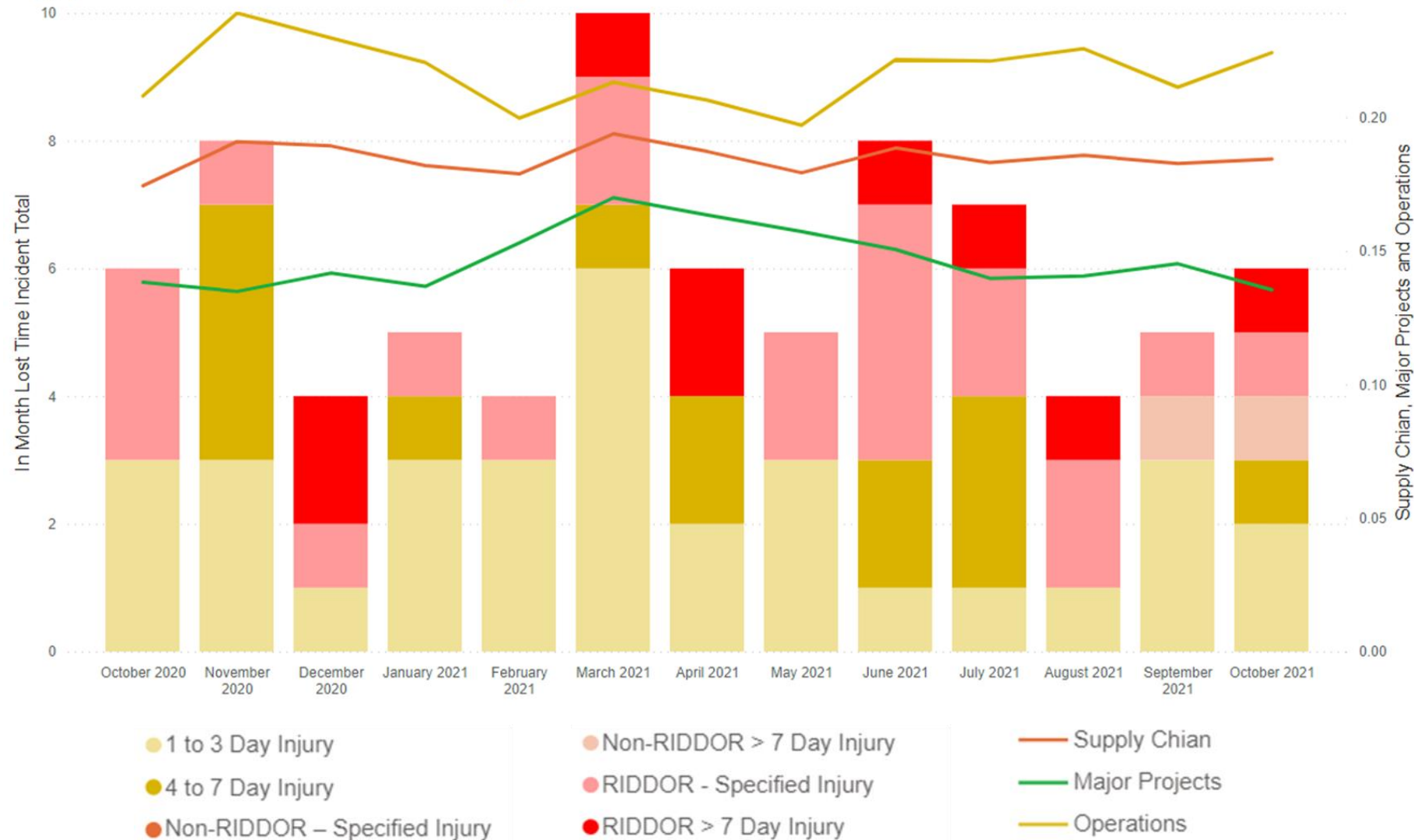
|        |            |         |
|--------|------------|---------|
| Red    | Amber      | Green   |
| > 0.19 | 0.166-0.18 | < 0.165 |

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 Type



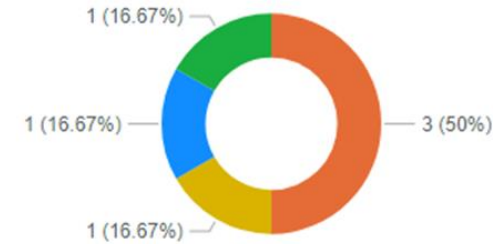


# Utility Strikes recorded by Supplier

| Directorate           | Infrastructure Asset | Near Miss | Undesired Circumstance | Total |
|-----------------------|----------------------|-----------|------------------------|-------|
| Lower Thames Crossing | 2                    |           | 0                      | 2     |
| Major Projects        | 66                   | 3         | 3                      | 72    |
| Operations            | 46                   | 4         | 2                      | 52    |
| Supply Chain          | 114                  | 7         | 5                      | 126   |

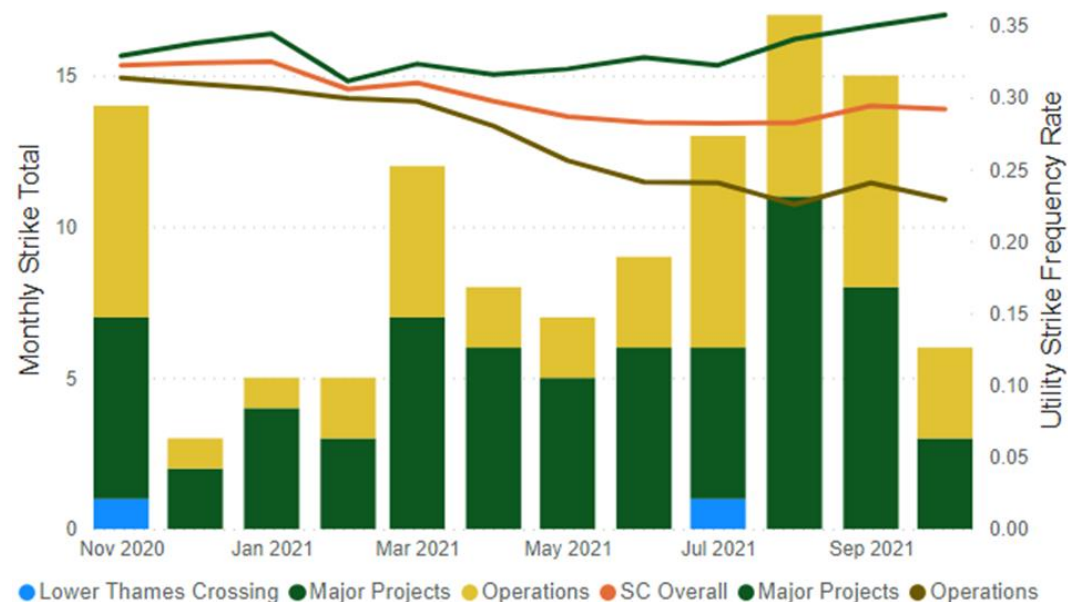
| Directorate           | 12m Rate | Other Cables/Pipelines | Electricity | Water | Gas | CCTV | Total |
|-----------------------|----------|------------------------|-------------|-------|-----|------|-------|
| Lower Thames Crossing | 0.39     | 0                      | 0           | 1     | 1   | 0    | 2     |
| Major Projects        | 0.36     | 22                     | 26          | 11    | 1   | 5    | 66    |
| Operations            | 0.23     | 15                     | 23          | 6     | 1   | 1    | 46    |
| Supply Chain          | 0.29     | 37                     | 49          | 18    | 3   | 6    | 114   |

In Month Strikes ● Other Cable... ● Electricity ● Water ● Gas ● CCTV



● Lower Thames Crossing ● Major Projects ● Operations

Utility Strikes Reported per Month and Frequency Rates

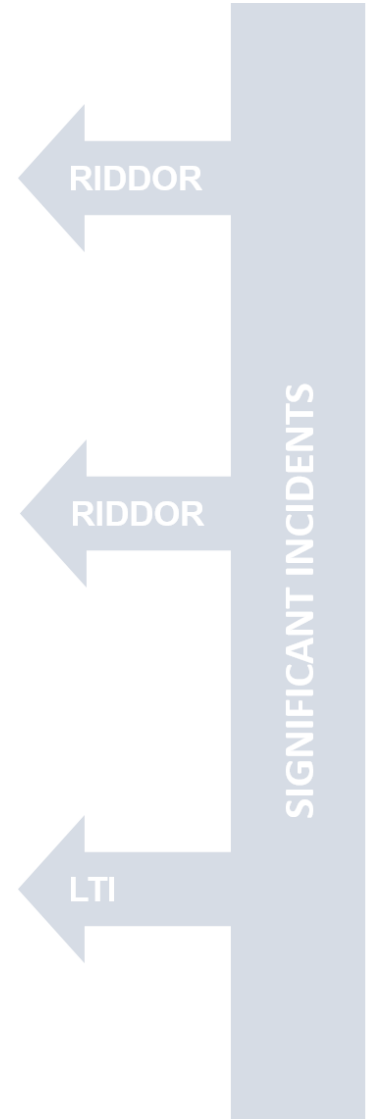


# Summary of Significant Supply Chain Incidents reported

| Major Projects - RIDDOR Specified Injury                   |   | Airsweb ref: 144467 |
|--|---|---------------------|
| Regional Investment Programme (North), A585, Garstang Road | COFRA (on behalf of Kier) were undertaking vertical drainage installation works, where the gang contained an operations manager, plant operator and a general operative. They had finished installing the drainage and were demobilising. During derigging of the machine, (where the mast is split in to two), when the pins were knocked out the lattice section dropped on to the operatives foot. The operative was taken to hospital immediately, where they were diagnosed with a fracture to the midshaft of 2/3 metatarsal. |                     |
| 04/10/2021   |   |                     |
| Hit by a moving or falling object                          |   |                     |
| Contractor: Kier   |   |                     |
| Employer: COFRA  |   |                     |

| Operations - RIDDOR over 7 day injury   |  | Airsweb ref: 144966 |
|---|--|---------------------|
| South West region, A38 Westbound.       | An excavator operator reversed an excavator into a wood chipper operator, trapping their foot and ankle. The excavator driver moved forward releasing the wood chipper operator's foot. The chipper operator was then taken to hospital where it was determined that their foot/ankle was not fractured but was badly bruised. |                     |
| 11/10/2021                              |  |                     |
| Hit by moving vehicle or plant          |  |                     |
| Contractor: Ainsty Timber Marketing Ltd |  |                     |
| Employer: Land Solutions                |  |                     |

| Major Projects - 4-7 day Lost Time Incident   |  | Airsweb ref: 145126 |
|---|--|---------------------|
| Regional Investment Programme (South East) A2 Bean & Ebbsfleet Junction Improvement | Traffic Management operatives were installing the advanced warning signs for the nightshift closure. The traffic management vehicle was parked in the hard shoulder of the A2 coastbound mainline when a member of the public crashed into the back of the vehicle.<br><br>The member of the public was arrested by Police at the scene following an alcohol test. The traffic management operatives were taken to hospital as a precaution. |                     |
| 15/10/2021  |  |                     |
| Road Traffic Collision  |  |                     |
| Contractor: Balfour Beatty  |  |                     |
| Employer: Balfour Beatty  |  |                     |

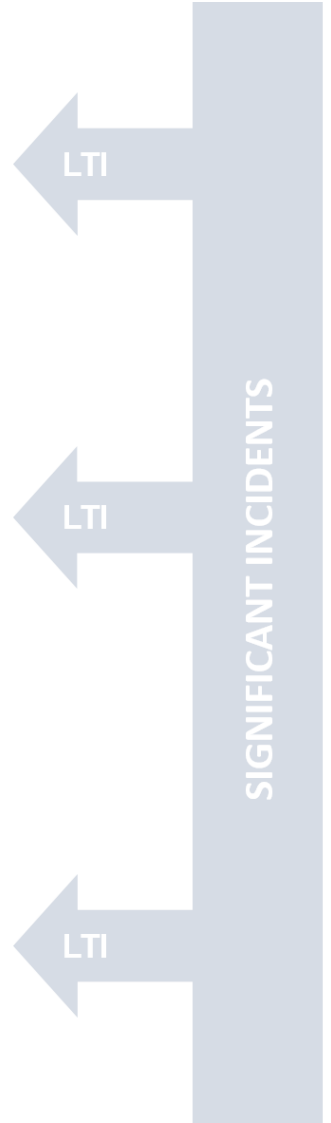


# Summary of Significant Supply Chain Incidents reported

| Operations - Non RIDDOR Over 7 day Injury   |  | Airsweb ref: 145014 |
|---|--|---------------------|
| East Midlands Region, M1 J18 S/B Entry slip | Whilst litter picking at night, the operative has reported falling on uneven ground twisted, resulting on falling on to his left knee. |                     |
| 15/10/2021                                  |  |                     |
| Fell, slipped or tripped on same level      |  |                     |
| Contractor: Amey                            |  |                     |
| Employer: Amey                              |  |                     |

| Operations - 1-3 day Lost Time Incident               |   | Airsweb ref: 145688 |
|---|---|---------------------|
| Yorkshire & North East Region, M1 Northbound J33-34   | At approximately 21:00 an operative working for HW Martin was in the process of installing traffic management, for a full closure for bridge joint works. The operative trapped the end of his ring finger on his left hand whilst removing a safety bar to gain access to the rear of the wagon. He attended hospital and was diagnosed with a compound fracture, given stitches and discharged. |                     |
| 26/10/2021  |   |                     |
| Collision with fixed or stationary object or material |   |                     |
| Contractor: Aone+                                     |   |                     |
| Employer: HW Martin Traffic Management Ltd            |   |                     |

| Operations - 1-3 day Lost Time Incident |   | Airsweb ref: 145640 |
|---|---|---------------------|
| South East Region, DBFO - M25 (Area 5)  | Whilst completing VRS re-tensioning works the operative stood on what they believed to be a firm, level, grassed covered area next to a concrete gully. The ground gave way as it was covering a void/ uneven ground resulting in the operative twisting their ankle. |                     |
| 26/10/2021                              |   |                     |
| Fell, slipped, or tripped on same level | Following the incident the operative declined being taken to hospital and rested their ankle whilst sitting in the welfare van. The following day the operative reported that the swelling had reduced, bruising has started to show and that they could bear weight. |                     |
| Contractor: Connect Plus                |   |                     |
| Employer: Chevron                       |   |                     |



# Impact Protection Vehicle (IPV) Strikes

● Asset Security or Pe... ● Near Miss ● Personal Illness ... ● Undesired Ci...



| Directorate | August 2021 | September 2021 | October 2021 | Total |
|-------------|-------------|----------------|--------------|-------|
| Operations  | 1           | 2              |              | 3     |
| Near Miss   | 1           | 2              |              | 3     |
| Total       | 1           | 2              |              | 3     |

Map displays the previous 12 months events.



# Infrastructure Incidents including Bridge Strikes

● Infrastructure Asset



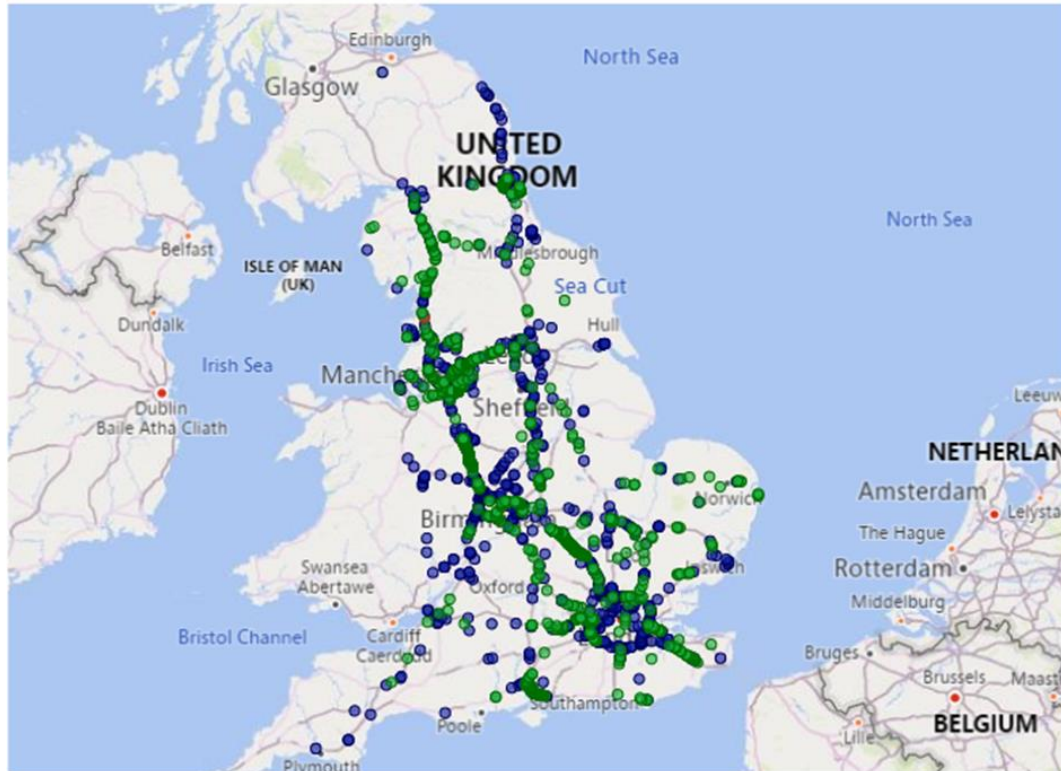
| Directorate          | August 2021 | September 2021 | October 2021 | Total    |
|----------------------|-------------|----------------|--------------|----------|
| <b>Operations</b>    | <b>3</b>    |                | <b>2</b>     | <b>5</b> |
| Infrastructure Asset | 3           |                | 2            | 5        |
| <b>TO/ROC</b>        |             | <b>1</b>       | <b>2</b>     | <b>3</b> |
| Infrastructure Asset |             | 1              | 2            | 3        |
| <b>Total</b>         | <b>3</b>    | <b>1</b>       | <b>4</b>     | <b>8</b> |

| Directorate | Site/Project               | Date       | Event Subtype                   | Description of the Event  |
|-------------|----------------------------|------------|---------------------------------|---|
| TO/ROC      | Outstation - Pridhamsleigh | 2 October  | Property, vehicle, plant damage | On call bridge inspector was called out to inspect a failed resin anchor on a Type 5 bridge expansion joint. The stud was protruding in to the carriageway and caused a number of cars to suffer a puncture.  |
| TO/ROC      | Outstation - Samlesbury    | 5 October  | Structural Damage               | I had to implement a RRB for a re occurring bridge joint failure. M&R filled the hole, but commented that it had only been filled the day before and asked for it to be monitored every few hours. I have sent an email to the Outstation for it to be monitored                              |
| Operations  | Area 10                    | 14 October | Failure of Infrastructure Asset | When accessing south abutment, a section of anti vandal guard was noticed lying on the ground. This looks to have fallen from the bridge beams above. Time at which it had fallen was unknown, but as not overgrown with vegetation, looked to have fallen recently. Weight estimated at 50KG |
| Operations  | Area 10                    | 22 October | Failure of Infrastructure Asset | site agent pointed out further areas of spalled concrete, on the bridge cross beam close to the contractors working area  |

Map displays the previous 12 months events

# Vehicle incursions into roadworks

● Asset Security or Personal Security ● Near Miss ● Personal Illness or Injury ● Undesired Circumstance



| Directorate                | August 2021 | September 2021 | October 2021 | Total      |
|----------------------------|-------------|----------------|--------------|------------|
| <b>Major Projects</b>      | <b>198</b>  | <b>325</b>     | <b>183</b>   | <b>706</b> |
| Near Miss                  | 3           | 5              | 9            | 17         |
| Undesired Circumstance     | 195         | 320            | 174          | 689        |
| <b>NH Office</b>           | <b>2</b>    | <b>2</b>       | <b>1</b>     | <b>5</b>   |
| Near Miss                  | 1           | 2              | 1            | 4          |
| Undesired Circumstance     | 1           |                |              | 1          |
| <b>Operations</b>          | <b>62</b>   | <b>49</b>      | <b>39</b>    | <b>150</b> |
| Near Miss                  | 38          | 35             | 24           | 97         |
| Undesired Circumstance     | 24          | 14             | 15           | 53         |
| <b>TO/ROC</b>              | <b>36</b>   | <b>37</b>      | <b>39</b>    | <b>112</b> |
| Near Miss                  | 28          | 27             | 23           | 78         |
| Personal Illness or Injury |             |                | 1            | 1          |
| Undesired Circumstance     | 8           | 10             | 15           | 33         |
| <b>Total</b>               | <b>298</b>  | <b>413</b>     | <b>262</b>   | <b>973</b> |

| Directorate | Site/Project                          | Date       | Event Subtype       | Description of the Event  |
|-------------|---------------------------------------|------------|---------------------|---|
| TO/ROC      | Outstation - Cumbria South (Millness) | 28 October | No Lost Time Injury | in L1 at normal patrol speed (54 -56mph)small red car swerved in front of us, narrowly missing our front offside wing, such that I had to swerve to left to avoid.car very close in front, then put brakes on suddenly, such that I had to brake to avoid collision. car then sped off. |

# Site Inspections undertaken in October 2021

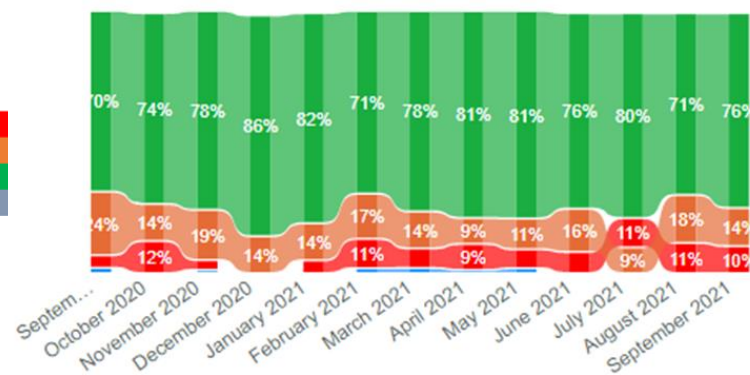
| Directorate    | In Month Inspections | Red       | Amber     | Green      | Blue     | Actions Raised |
|----------------|----------------------|-----------|-----------|------------|----------|----------------|
| Operations     | 23                   | 0         | 28        | 546        | 0        | 4              |
| Major Projects | 15                   | 22        | 32        | 171        | 0        | 55             |
| <b>Total</b>   | <b>38</b>            | <b>22</b> | <b>60</b> | <b>717</b> | <b>0</b> | <b>58</b>      |

## Key to non-conformance RAG status:

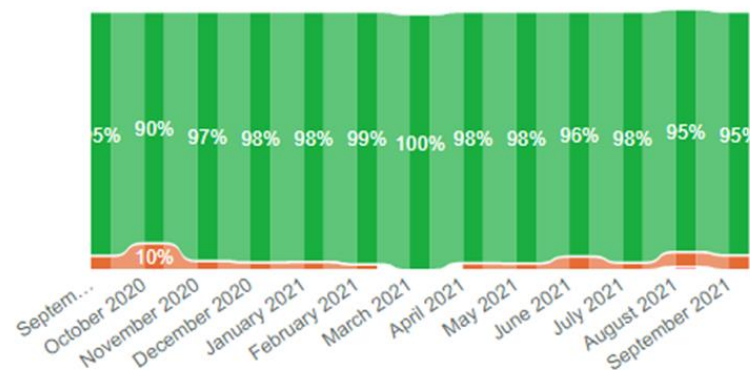
|              |   |
|--------------|---|
| <b>Red</b>   | <b>Non-conformance with legislation or Raising the Bar (RtB) requirements</b>               |
| <b>Amber</b> | <b>RtB requirements not adopted everywhere on site or in full, and negative observation</b> |
| <b>Green</b> | <b>Positive observation relating to management of top risks</b>                             |
| ★            | <b>Exceptional performance or new initiative not widely used on another site</b>            |

| Score<br>Directorate                             | Red        |           | Amber      |           |
|--|------------|-----------|------------|-----------|
|  | Identified | Actions   | Identified | Actions   |
| <b>Major Projects</b>                            | <b>22</b>  | <b>20</b> | <b>32</b>  | <b>29</b> |
| Housekeeping                                     | 3          | 2         | 4          | 3         |
| Lifting Operations                               | 1          | 1         |            |           |
| Management Arrangements                          | 5          | 5         | 13         | 13        |
| Management of Traffic, Mobile Plant and Vehicles | 3          | 3         | 10         | 8         |
| Occupational Health                              | 2          | 2         |            |           |
| Office / Welfare Facilities                      | 1          | 1         | 1          | 1         |
| Work at Height and Associated Activities         | 7          | 6         | 2          | 2         |
| Workforce Communication                          |            |           | 2          | 2         |
| <b>Operations</b>                                |            |           | <b>28</b>  | <b>3</b>  |
| Documentation                                    |            |           | 3          |           |
| Electrical Safety                                |            |           | 1          |           |
| Housekeeping                                     |            |           | 12         |           |
| Lifting Operations                               |            |           | 1          |           |
| Management Arrangements                          |            |           | 3          | 1         |
| Management of Traffic, Mobile Plant and Vehicles |            |           | 2          |           |
| Occupational Health                              |            |           | 1          |           |
| Office / Welfare Facilities                      |            |           | 1          |           |
| Workforce Communication                          |            |           | 4          | 2         |
| <b>Total</b>                                     | <b>22</b>  | <b>20</b> | <b>60</b>  | <b>32</b> |

## Major Projects Finding Percentages

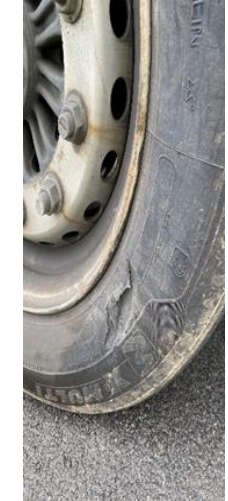


## Operations Finding Percentages





- **Future Compliance Technologies; Seat belts** - Warning letters have been sent out to identified road users not wearing a seat belt, in partnership with Thames Valley Police. The letters will include a survey link and educational material (via QR codes) which will allow us to better understand road user behaviour, the target demographic and the effectiveness of our material and our means of distribution. Since the installation of this technology on the M4 we have identified 5,212 instances of road users not wearing their seat belt in lane 1 alone. We are working closely with the press team to develop a release on seat belt safety in the coming weeks.
- We attended the **Fleet and Mobility Live Event** at the NEC. The event was jointly attended by staff from DfBB and the Commercial Vehicle Incident Prevention Team – an effective partnership in addressing key challenges for those who drive or ride for work on our network. The DfBB programme Team were shortlisted as a **finalist in the Highways Awards 2021**. Although we did not win, it was another opportunity to raise awareness of the need for good Work Related Road Risk management with colleagues in the highways sector. DfBB developed a panel discussion for the **Roads Policing Conference** around Incidents involving non-compliant vans. The discussion was chaired by Dean Hatton and the panellists were Phil Breen from the DVSA, Nina Day from the HSE and Simon Turner from DfBB. The session addressed how roads policing officers can identify poor vehicle operators through roadside interviews and use that information to prevent similar incidents occurring elsewhere in the same fleet. It outlined how the Health and Safety at Work Act can be used by the Police, and DfBB are facilitating the discussions between the police and HSE to address the gaps in collision investigation to ensure that the management of WRRR in companies is scrutinised. DfBB podcasts are now available (<https://www.drivingforbetterbusiness.com/podcast/>). The first subjects to be discussed are: Let's Talk Fleet Risk (trailer and introduction), NHS Hospital transport: a gigantic challenge, Driver Distraction: An inconvenient truth and Van Drivers & Operators: who's aware?
- Our **Regional Safety Coordinators** continue to deliver a range of activities, including attending the Truckfest North West event at the Cheshire Showground in Knutsford. We were able to engage with a wide range of customers about our work in the North West, attracting attention with a Traffic Officer Vehicle (TOV), an inspector vehicle, a gritter and an Impact Protection Vehicle (IPV) on our stand. Our colleagues who attended were briefed on a range of topics including the change to National Highways, local schemes of interest and safety messages. The main messages discussed with customers included our Go Left campaign, load security awareness and tyre safety. Our colleagues used QR codes to provide customers with links to additional information on all the topics discussed, as an alternative to handing out leaflets and information. We worked together with Kent Police to deliver a partnership-based compliance and safety event on the M2 at Medway Services. The focus was on commercial vehicles, particularly tyres, in line with the NPCC calendar of priorities for October. The general standard of vehicles observed was good, however several tyre related issues were identified in HGVs.





- The final validated **Reported Road Casualties Great Britain Main Results 2020** have been released by the Department of Transport (DfT). The figures need to be considered in the context of the reduction in traffic levels and make up of traffic. Road traffic trends during 2020 were affected by the coronavirus pandemic. 280.5 billion vehicle miles (bvm) were driven on Great Britain's roads in 2020, a 21.3% decrease on the previous year. The Strategic Road Network carried ~72.6 bvm of traffic; a decrease of 25.1% on 2019 levels. The SRN carried ~30% of all motorised traffic in England throughout 2020.

Headline GB casualty figures are:

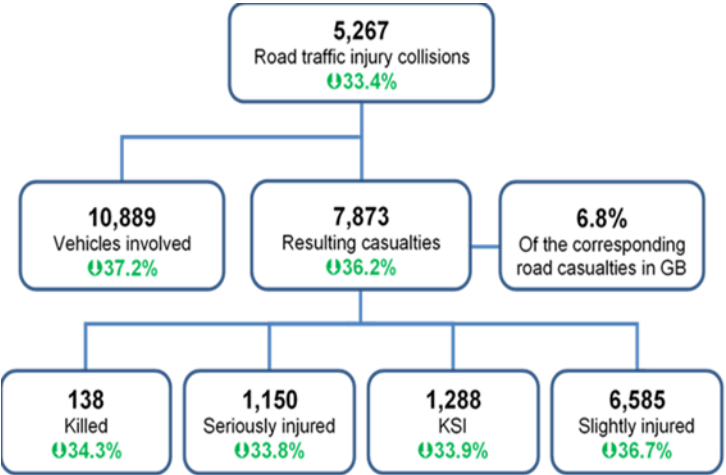
- A total of 1,460 reported road deaths in 2020. A reduction of 17% compared to 2019
- A total of 23,529 killed or seriously injured (KSI) casualties in 2020, a reduction of 22% compared to 2019
- 115,584 casualties of all severities in 2020. A reduction of 25% compared to 2019
- Road traffic decreased by 21%

The headline results are positive with an overall reduction of 33.9% in all Killed and Seriously Injured as recorded in KPI1. This compares to a 22% reduction for GB as a whole.

- The final validated figure of 138 fatalities for 2020 is 72 fewer than 2019 - the lowest ever recorded on the SRN, 34% lower than 2019 and 45% down on 2018.
- Serious casualties are down 33.8% to 1150 which is 588 fewer than reported in 2019.
- Slight casualties are down 36.7% to 6585 which is 3814 fewer than reported in 2019.

In depth analysis of CRASH forces validated data will now be conducted so note that these current statistics are unadjusted. Full adjusted data will be reported in due course. Initial analysis of collision and casualty rates is attached. Full analysis of collision and casualty rates is still to be conducted and will be reported upon in line with reporting schedules. An overview of the breakdown for collisions / casualties across the SRN is provided below.

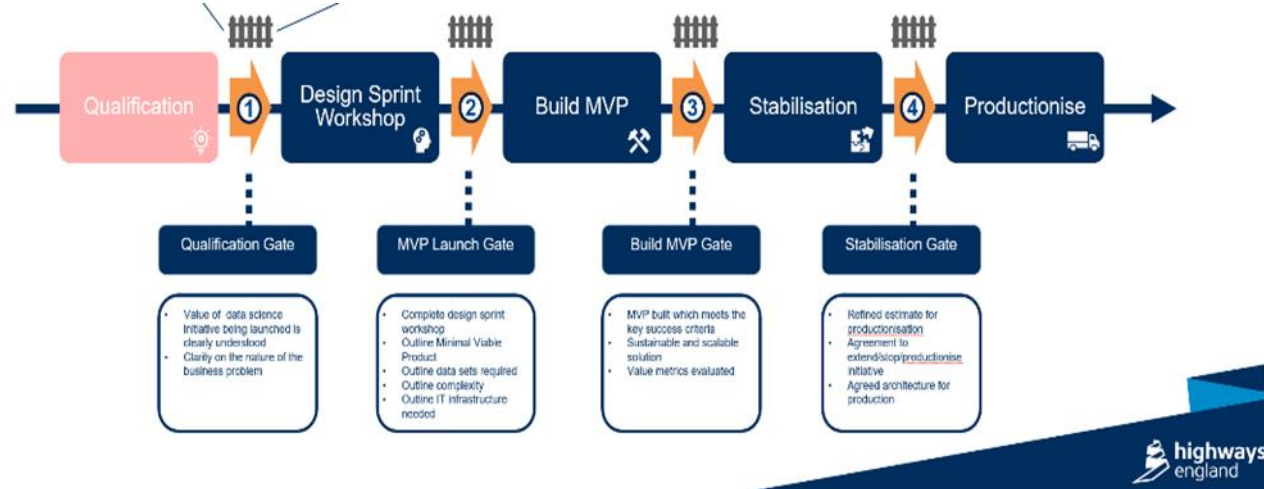
- Motorways – 537 KSI casualties a reduction of 28.3% on 2019
- Overall A Roads – 751 KSI casualties a reduction of 37.4% on 2019
- Total SRN - 1288 KSI casualties a reduction of 33.9 % on 2019



|            |                 | Motorway        | A-road          | A-road Dual     | A-road Single   |
|------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Collisions | Fatal + Serious | 466<br>↓27.3%   | 654<br>↓35.8%   | 471<br>↓31.5%   | 183<br>↓44.5%   |
|            | Total           | 2,290<br>↓36.3% | 2,977<br>↓30.9% | 2,307<br>↓29.0% | 670<br>↓36.8%   |
| Casualties | KSI             | 537<br>↓28.3%   | 751<br>↓37.4%   | 525<br>↓32.4%   | 226<br>↓46.4%   |
|            | Total           | 3,528<br>↓39.2% | 4,345<br>↓33.7% | 3,243<br>↓32.5% | 1,102<br>↓36.9% |
| Traffic    | HMVM            | 465.4<br>↓25.1% | 260.2<br>↓25.1% |                 |                 |

Traffic is based on the count point data sourced from DfT We currently don't have the split for A-road Dual and Single

- National Highways have previously tasked TRL to develop a [Speed Management Tool](#) to assist Regional Teams to assess and review the appropriateness of posted speeds/limits, currently in place on routes across the SRN. Speed limits are a challenge for Regional Teams, with pressure to raise or lower limits from the public or local politicians. Various national speed limits were brought in over time since the 1930s to the late 1960s and 1970s based on the main road type (divided/undivided) and urban/rural nature. The national speed limits therefore do not always indicate the safe speed for a road section and there is reliance on the road user selecting their perception of a safe and appropriate speed for the conditions. The aim of the tool looks to support Regional Teams to assess current limits within a coherent, consistent and evidence-based framework, within a spatial map to help identify road sections with potentially inappropriate limits. This can be used to inform decision making to implement proportionate mitigation/response, i.e. amendment of speed limits, enforcement or education – to alter driver behaviour. The Proof of Concept tool was deemed valuable to the organisation, within [Phase 1](#), providing a means of consistency across regions, utilising different available speed data. [Phase 2](#) is progressing which looks to bring the proof of concept tool in house, within NH IT infrastructure. We are working closely with the Data Science team. The concept passed their Qualification exercise and is now entering the 'Design Sprint,' with the build scheduled to commence in March 2022.



# Health Safety & Wellbeing team

- **Safety Alerts:** There have been **4** Safety Alerts issued in the month of October:

NHa273 - National Highways for Information Safety Alert - [Type 5 Bridge Expansion Joints](#)

NHa274 - National Highways for Information Safety Alert - [Slips, Trips & Falls](#)

NHa276 - National Highways for Information Safety Alert - [Smashed Dumper Windscreen](#)

NHa276 - National Highways for Information Safety Alert - [Lorry Loader Stabilisers](#)

- For September we've had one supply chain winner; **BAM Nuttall**. Their target was to have 3 "perfect months" based on their hours. Their rolling 12 months hours total for September is 2,054,844 putting them in the second hours band which has a target of 3 months without reporting a higher level event:

|                    | Oct-20 | Nov-20 | Dec-20 | Jan-21 | Feb-21 | Mar-21 | Apr-21 | May-21 | Jun-21 | Jul-21 | Aug-21 | Sep-21 | Consecutive Perfect Months | Supplier Hours Category | Target PMs | Award |
|--------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------------------|-------------------------|------------|-------|
| <b>BAM Nuttall</b> | 1      | 1      | 1      | 1      |        | 4      | 2      | 3      | 1      |        |        |        | 3                          | 2) 2-5m                 | 3          | Yes   |