

Introduction

This Supply Chain Safety Leadership Group (SCSLG) was formed to give focus to improving safety performance across the Highways England road network through collaborative working across the supply chain where common risks exist and provide a unified voice of the sector.

The Supply Chain Safety Leadership Group's vision is to create a very clear shift in safety performance to ensure everyone who works with us and everyone who travels on the network gets home safe and well.

To find out more about the activity the Group is undertaking please go to the [Highways England Safety Hub](#) where we are working in collaboration to improve to achieve the vision.

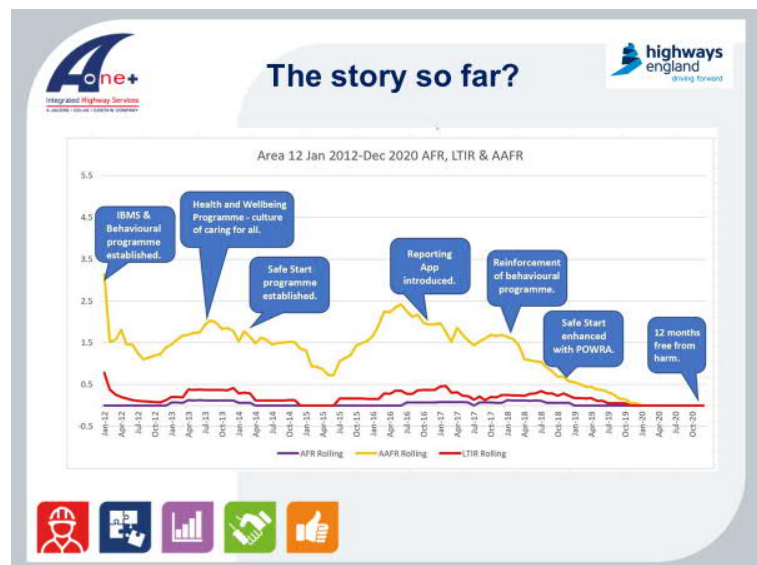
Safety Moment

What does good feel like on Aone+?

Brian Statham was asked to join our SCSLG meeting this month to provide a safety moment on the theme of learning from best practice across our supply chain. After 6 million man hours RIDDOR free, the Group wanted to see what we could learn and share.

The story so far was a thought-provoking timeline of the safety journey the team had been on since 2012 to now have achieved 12 months free from harm. It highlights the introduction of key safety initiatives has a positive influence on safety performance. Highlights included;

- Launch of Well Being Inclusion Safety Health and Environment (WISHE) strategy aligned with Home Safe and Well
- Safety Improvement Groups
- Safety Observations enhanced with JIGSY App



Brian was keen to highlight the importance of maintaining an AFR of 0 to the end of the contract and promoted the importance of safety observations as the key to achieving this challenge. The stats speak for themselves...



Measure	ASC Year 1	2020
AFR	0.07	0.00
RIDDOR	1	0
LTI	1	0
Incidents	21	2
Safety Obs	300	829

Trends and Priorities

Key Stats



Major Projects - AFR **0.04** – 0No. RIDDORs reported in December 2020



Operations – AFR **0.05** – 1No. RIDDORs reported in January 2020



Utilities Strike Avoidance – January performance good but trend remains high.



Improved AFR performance for RIDDOR with the Supply Chain reaching target for the first time in a rolling 12 month period.

Investigation and close out remains a problem with a particular emphasis on Utility Strikes.

Safety Hub

Positive Engagement from new members

The Group were delighted to see the increase in organisations wanting to sit on the Hub and contribute to the adoption of common standards across our Supply Chain. There is a feeling of renewed vigour and engagement is increasing to support the improvement of safety performance.

Action for Suppliers – Adopt the common standards and check within our own organisations the status of embedment. Links to the new raising the bar guidance can be found in the status update below.

Highlights

New SCSLG dashboard coming soon!

In our push to become more data led, we have collaborated with Highways England to produce a new dashboard in Power BI using data from AIRSweb to get an insight into performance across the Supply Chain.



Developing our Supervisory community

Nick Holt of WJ has pioneered a new approach to engaging the supervisory community in understanding the existing level of skills and training available to our sector by launching a survey where the results are now guiding our approach to the development of the community across our Supply Chain.

Our recent survey, completed by 74 companies across the breadth of the Highways sector told us:

- ➔ 85% of respondents have training and development programmes in their organisation however it was difficult to determine from (potentially inaccurate) responses the full breadth and depth of the training provided
- ➔ 78% of respondents use periodic reviews/annual PDRs to assess skill gaps but it was not possible to determine how organisations track improvement in the capability of the supervisor population nor does it confirm that we are working to the same minimum standard
- ➔ 58% of respondents felt standardising development would help attraction and retention (38% not feeling this would be the case)

- ➔ Greatest barriers to standardising programmes was recognising not one size fits all/bespoke requirements of each organisations
- ➔ Greatest benefit seen for standardising – benchmark/common approach means supervisor skills can be transferable across sector and adopt a recognized qualification such as Institute Leadership Management or NVQ level 3 in construction site supervision
- ➔ Softer skills seem to be the higher development need above technical

Supervisor development is fundamentally linked to the ‘Competent & Capable People’ performance measure that is already tracked in CPF submissions/Design Zero Harm/Safety Maturity Matrix so focusing on this opportunity will enhance the performance of our strategic goals.

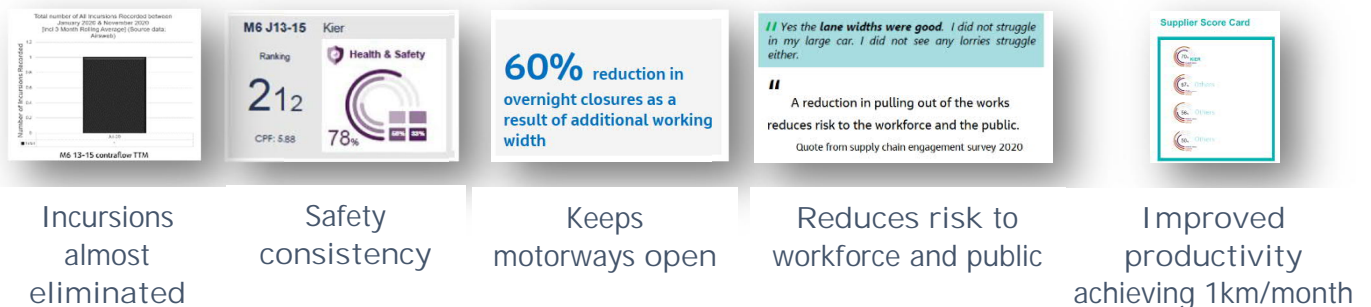
Our vision is to improve the capability of our supervisory people for them to effectively manage and lead their team(s) through a range of competencies that will enhance the development of themselves but also the people they interface with.

Check out the report [here](#) for the findings of the survey.

Contraflow Temporary Traffic Management (TTM) – Is it safer? How does it impact Customer and Delivery?

Tony Yeomans and Rees Evans presented to the Group on the work they had completed in collaboration with Jacobs, Atkins, Kier and Highways England on the benefits of contraflow working for Safety, Customer and Delivery as demonstrated on the M6 J13-15 Smart Motorways Programme.

The need for a step change was illustrated owing to the restricted working room and significant number of incursions experienced whilst working under narrow lane TTM. The study showed that working in contraflow TTM on the M6 J13-15 gave the following benefits;



The team have produced a decision tree for determining the appropriate TTM alongside the RRAP assessment which is available for sharing amongst the Supply Chain.

A proposal to withdraw Interim Advice Note 105/08: Implementation of Construction (Design and Management) 2007

At Highways England we are in the process of reviewing our standards and guidance described in the Manual of Contract Documents for Highway Works (MCHW) with the aim of simplifying and making access to requirements more easily accessible.

We recognise that the requirements of IAN105/08 have been out of date since the revision to the Construction (Design and Management) Regulations 2015 and that any revision to IAN105 would be a duplication or restatement of the regulations or the guidance on regulation L153 Managing health and safety in construction.

Consequently, we plan to withdraw IAN105/08 as it is out of date and surplus to requirement and given that amendments to the Manual of Contract Documents to Highways Works are part of the overall MCHW review/rewrite.

Action for Suppliers - If you have any questions please get in touch with the Health, Safety and Wellbeing Management Systems team at HSMS@highwaysengland.co.uk

Call for Volunteers - the SCSLG needs you!



Live Lane Working / Carriageway Crossing – David Shaw, HW Martin



Roadworthiness - Phil Clifton, Balfour Beatty



Roads academy embedding of Safety Leadership – Lesley Waud, Atkins



Action for Suppliers – Volunteers wanted to support working groups who have a passion to improve safety in across our industry – new and existing. Please register interest [here](#).

Adopting Common Standards

Overview – As a supplier community we have agreed to adopt a *common standard* to improve safety performance, following the principles of prevention and robustly applying the Hierarchy of Control, from the earliest stages of projects in development, and throughout construction, operation and maintenance, is at the heart of the refreshed approach that we are expecting all suppliers to follow.

The Common Standards - Our approach to defining expectations for methods to be used to improve safety performance across the supply chain includes:

- Common Intent - documents that set expectations of what we “must” all do. These provide clear direction and guiding principles in relation to application of the hierarchy of control that we expect to be considered in the processes and procedures followed by every organisation.
- Raising the bar – documents that provide “interpretation” on how to implement common intent across the whole asset lifecycle, including design, construction, operations and maintenance.

Common Intent and Raising the Bar Documents can all be found on the [Highways Safety Hub](#).

Status

	SCSLG Member Lead	Common Intent Drafted	Common Intent Released	Raising the Bar Released
Highest Safe Speed	Non Member – Laura Baker (HE)	September 2020	Feb 2021 Link to Safety Hub	N/A
Passport Scheme	Teresa Moss (HE)	November 2020	Jan 2021 Link to Safety Hub	RtB 23 – Inductions – Released Jan 2021 Link to Safety Hub



Utilities Strike Avoidance	Lesley Waud (Atkins)	April 2020	May 2020 Link to Safety Hub	RtB 9 – Released October 2020 Link to Safety Hub
IPV Strikes & TM Incursions	James Haluch (Amey)	May 2020	June 2020 Link to Safety Hub	RtB 27 – Released October 2020 Link to Safety Hub
				New RtB 37 – IPV Usage – Target January 2021
				New RtB 38 – Mobile Carriageway Closure, Animated Flowchart decision tool & Automated TM vehicles – Q2 2021
Incident Investigation	Lesley Waud (Atkins)	June 2020	July 2020 Link to Safety Hub	N/A
Mental Health	Glennan Blackmore (Skanska)	September 2020	December 2020 Link to Safety Hub	New RtB 34 – Mental Health – Released Jan 2021 Link to Safety Hub
People & Plant Interface	Richard Stuart (Costain)	September 2020	December 2020 Link to Safety Hub	New RtB 35 – Loading and Unloading Vehicles – Released Jan 2021 Link to Safety Hub
				RtB 1 – Plant Standards – Target January 2021
				RtB 3 – PPI released March 2021 Link to Safety Hub
Safety by Design	John Dixon (Jacobs)	June 2020	August 2020 Link to Safety Hub	RtB 26 - Target November 2020
Lost Loads	Non Member (Balfour Beatty)	June 2020	August 2020 Link to Safety Hub	New RtB 36 – Lost Loads - Released Jan 2021 Link to Safety Hub
Supervision	Nick Holt (WJ)	February 2021	Target March 2021	RtB 29 – Supervision - Target April 2021
Ground Investigation	Richard Wilson (HE)	Target April 2021	Target May 2021	Target June 2021
Roadworthiness	Phil Clifton (Balfour Beatty)	Target May 2021	Target June 2021	Target July 2021
Live lane working / Carriageway Crossing	David Shaw (HW Martin)	Target June 2021	Target July 2021	Target August 2021

New Working Groups being considered

- ➔ Excavations
- ➔ Archaeology