

Current work in the Hub

The following raising the bar documents have been finalised and will be issued in March/April:

- Inductions
- Design for safety
- Hand arm vibration syndrome
- Fatigue

Work continues on developing the next suite of documents:

- Electrical safety
- Loading / unloading of vehicles

Current raising the bar guidance documents are available on the Highways Agency website:

<http://www.highways.gov.uk/our-road-network/safety/major-projects-delivery-hub-health-safety-action-group/>

Highways Agency alerts go to:

HA118 - Flooding and electrical equipment

HA119 - Unhitching articulated trailers

<http://www.highways.gov.uk/our-road-network/safety/highways-agency-safety-alerts/>

Worrying increase in reportable injuries on Major Projects

Over the last two months there has been a disturbing rise in major and serious injuries on our Major Projects

A summary of these incidents are as follows:

M25 – Foreman stumbled on planed out change in level, breaking his ankle.

A453 – Operative fell over re bar he had placed, resulting in bruising >7day.

A453 – An operative dropped a battery pack from a traffic light unit on his left foot fracturing his ankle

A11 – A crane operator was walking back to his machine when he fell over a sand bag seriously injuring his knee

M1 junction 33 – An Operative had his foot crushed by the tracks of a mini digger that he was marshalling resulting in a broken foot and ankle

Full investigations into these incidents are on going but initial

conclusions identify poor awareness on behalf of the individual along with general housekeeping and supervisory issues leading to mostly slip trip fall related injuries.

All sites are asked to undertake a review to focus on planning, communications and control of all current operations and review them in line with all of the raising the bar guidance documents but particularly:

[B1 Plant and equipment](#)

[B8 Manual handling](#)

[B10 Communication of risk](#)

[B14 Slip trip fall](#)

[B17 Plant and traffic marshalls](#)

Raising the bar focus

Each month in the Major Projects Delivery Hub – safety, health and environmental briefing we aim to give an insight into some of the individual work being undertaken by the Hub health and safety function. This month's focus is on the recently published raising the bar guidance B24 hand arm vibration syndrome (HAVS).

Nearly two million people are at risk of developing HAVS. It can cause

significant ill health, including painful disorders of the blood vessels, nerves and hands. The symptoms are often debilitating, for example, they can lead to an inability to do fine work or a loss of grip. There is no cure for HAVS, once damage is caused it is permanent.

The Health and Safety Executive have included HAVS caused by vibrating power tools as one of the basic health and safety mistakes crippling British industry and will seek to identify failures to manage this health risk during their visits. The document outlines how exposure can be eliminated during design and construction phases by providing a list of alternative methods which can be used. It also sets out minimum requirements for risk assessment, information for operatives and occupational health surveillance.



Environment Agency website is moving



Please be aware that the Environment Agency website will be taken off-line at the start of April 2014. The future reference point of environmental legislation will be: www.gov.uk

It is unclear as to the exact nature of the switchover, but it is thought that much of the construction related guidance documentation will be replaced with more generic legislation as the agency simplifies and streamlines its current offering in line with government targets.

Further information is available via: <http://www.environment-agency.gov.uk/aboutus/151594.aspx>

Temporary barrier strikes

The M1 junctions 28 to 3 project has encountered 3 temporary barrier strikes from various vehicles ranging from a van up to a heavy goods vehicle during the period from 3 December 2013 to 8 January 2014. Each of these strikes has moved the temporary barrier beyond the recommended 600mm deflection (impact zone) therefore encroaching into the working zone.

The project team carried out a series of reviews on the incidents to identify contributory factors and to look at how these factors could be mitigated.

These can be summarised in three main areas:

Driver behaviour

Nearside verge

Barrier



Varioguard following HGV strike

As a result a summary of proposed actions have been identified:

- Engage with police to increase visible presence
- Enhanced signage and mobile VMS
- My dad/mum works here campaign to be implemented
- Further engagement with FTA/RHA to discuss how to reduce risk to roadworkers.
- Inspect soft verge and produce a plan identifying high risk areas.
- Implement temporary verge hardening detail at high risk areas.
- Install temporary studs at 1m centres on the edge line where no kerb exists.
- Temporary studs will be monitored for damage to identify any potential high risk areas where vehicles may run off the edge of the carriageway.
- Future central reserve varioguard installations to be pinned at 60m centres.

Health and Safety Executive news



HSG 47

The Health and Safety Executive has revised its guidance document HSG47 *Avoiding danger from underground services*. This third edition brings the guidance up to date, outlining the potential dangers of working near underground services with advice on how to reduce any direct risks to people's health and safety, as well as the indirect risks arising through damage to services.

This guidance is aimed at all those involved in commissioning, planning, managing and carrying out work on or near underground services and can be viewed via this link:

<http://www.hse.gov.uk/pubns/priced/hsg47.pdf>

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