

## Hand Arm Vibration



Raising the Bar 24 – Hand Arm Vibration Syndrome (HAVS) has been revised following feedback from the Highways England Supply Chain. This supports Action 73 of the H&S 5YP, improve focus on long term health risks.

The existing requirement to predict HAVS exposure in a risk assessment prior to work commencing has been emphasised and amendments have been made to improve the flow of text in the document.

The new 'Health Saver' box highlights the need for prediction and prevention rather than solely monitoring.

<https://www.gov.uk/government/publications/health-and-safety-for-major-road-schemes-hand-arm-vibration>

Further guidance is available at:

<http://www.hse.gov.uk/vibration/hav/advicetoemployers/vibration-exposure-monitoring-qa.pdf> and <https://www.gea.co.uk/wp-content/uploads/2015/11/583.pdf>

### Health saver

If vibrating hand held tools are to be used the predicted exposure must be calculated in the HAVS risk assessment prior to the activity commencing. It is not sufficient to solely measure trigger time as this does not prevent exposure.



**Bridge Strike**  
December 2016

**Safety Alert**

**Description:**  
On the 9<sup>th</sup> December 2016 at 01:30, the deck of a concrete overbridge bridge was struck by the extended boom of a lorry mounted crane (HAB). The vehicle had just left site in the immediate area and the boom had not been lowered and stored correctly. The driver ignored audible and visual alarms.

Striking bridges is potentially dangerous and expensive. They could result in death or serious injury to road users and can cause significant structural damage and disruption to the road network.

**Actions:**

- Drivers have a responsibility to ensure the safety of load and equipment.
- The height of lorry-mounted cranes must be controlled.
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- Lorry-mounted cranes must have a minimum height clearance above the operator if the equipment is raised.
- Where lorry-mounted lifting operations are necessary, ensure the operator is in place, site-specific lift plans.
- Government guidance on bridge strikes prevention found at: <http://www.gov.uk/government/publications/health-and-safety-for-major-road-schemes-hand-arm-vibration>
- Where the overall lift of a vehicle is over a maximum height must be in the cab.

**Investigation findings:**  
A full investigation is underway and this alert will be updated and redistributed once the investigation findings are known.

**Further information:**  
For further information please call Ross Kennedy on 0300 470 2479 or email [ross.kennedy@highwaysengland.co.uk](mailto:ross.kennedy@highwaysengland.co.uk)

**Scaffold Guards**  
January 2017

**Safety Alert**

**Description:**  
A Power Company through its supply chain has recently applied for a licence and once this was granted subsequently erected a series of Scaffold Guards over Highways England Network. The requirements for the licence, design and approval of Scaffold Structures are described within CHE memorandum 1594. A typical scaffold guard is shown below.

**Actions:**

- The requirements of CHE memorandum 1594 must be followed.
- Applications for Scaffold Guard licences should be checked and approved prior to Structures Technical Approval.
- The design check must be undertaken by a competent person.
- The ground investigation must be adequate for the complexity of design.
- Competent personnel should ensure on site tests are performed correctly to ensure acceptable safety factors are maintained. Any failure should not be compromised by the close proximity of an adjacent anchor.
- The designers should consider the risk of malicious damage or theft of components, which could lead to catastrophic failure on to the highway.
- Maintaining Organisations should consider the use of additional on-site supervision and audit.

**Investigation Findings:**  
The requirements of CHE memorandum 1594 are not widely known and installations have potentially been allowed to proceed without formal agreement being in place. The stability of the scaffold towers rely on cable stays fastened to keridge blocks or ground anchors. It was unclear as to the required testing regime, effects of anchor interaction and the required design safety factor. The ground investigation was not agreed by Highways England and was initially rejected. (The GI did not take into account site specific conditions with only partial investigation of the site). There were inconsistencies and errors within construction drawings that implied a reliance on site staff to decide whether the ground was suitable to meet design criteria. The initial submissions enclosing signed Design and Check Certificates were rejected, and required amendment after a further check being carried out by a third party, employed by National Grid. Delays to the programmed work required further strengthening to the scaffold to account for ice loading. There are two loading conditions summer and winter (to account for ice loading). On site amendments were required during installation due to a lack of appreciation of vehicle restraint requirements. Supervision levels vary between service providers.

**For further information about this incident please contact:**  
Martin Sunderland, Structures Advisor, Professional & Technical Services, 0300 4701645 or email [martin.sunderland@highwaysengland.co.uk](mailto:martin.sunderland@highwaysengland.co.uk)  
HE04

## Highways England alerts

hei 03 – Bridge Strike

hei 04 – Scaffold Boards

Previous safety alerts can be found at:

<http://www.highwaysafetyhub.com/alerts.html>

## Simple changes on site boost road worker safety



Working on or beside a high speed road is hazardous. In the 10 years up to 2016, 15 road workers were killed and 210 were seriously injured on the motorway and trunk road network in England alone.

Three quarters of these fatalities and 58% of the serious injuries were suffered by road maintenance workers, reflecting the higher level of risk associated with highway renewals compared to construction. Reducing road worker risk is a priority for Government, designers and contractors. The Road Workers' Safety Forum (RoWSaF) is a cross industry body that aims to improve the safety of the working environment for road workers without adverse impact on road user safety. RoWSaF is managed by Highways England and draws its membership

from UK roads administrations, enforcement agencies, contractors, designers and relevant trade associations who work together to develop and progress innovations that minimise occupational hazards for road workers.

### Positive action

The forum and its forebears have delivered award winning changes in roadwork safety. Its initial focus has been on temporary traffic management activity that is carried out every night on high speed dual carriageways. Innovations designed to improve safety in these situations reduce road worker risk by more than a fifth compared to traditional Chapter 8 techniques. Independent monitoring by TRL has demonstrated that road worker

risk reductions achieved through simple changes to working practices have no adverse impact on road user safety. Static traffic management techniques such as Off Side Signs Removal (Interim Advice Note 150) and the Alternative Taper (Interim Advice Note 163) are easily applied zero cost safety improvement techniques that require no new equipment and which have shown, through extensive trials, to be safe for both road worker and road user.

Further information can be found at: <http://www.ciht.org.uk/en/document-summary/index.cfm/docid/83D5A9B6-6E77-4DCF-BD63E19E6500EDE2>

## Raising the Bar Inspections



As part of an initiative to improve, promote understanding and compliance with Raising the Bar (RtB) standards an inspection checklist for all RtB documents has been produced and is available for download from the Hub website. The document splits each raising the bar into significant elements including minimum requirements which must be achieved and desirable exemplar standards which should be considered when reviewing/planning work activities. The document can be used to determine current on site standards and compliance.

Further information can be found at: <http://www.highwaysafetyhub.com/raising-the-bar-guidance.html>

Send your best practice, alerts and news to [philip.farrar@highwaysengland.co.uk](mailto:philip.farrar@highwaysengland.co.uk)

## Cycling Strategy in Motion



Although cycling is prohibited on our motorways and is incompatible with many parts of our network, Highways England are committed to support the needs of cyclists, walkers and other vulnerable users who interact with the network on a daily basis.

Better cycling provision is being delivered through an annual improvement programme, backed by a dedicated £100million cycling fund, and

involves delivering over 150 new cycling facilities and crossings across the country during this roads period and cycle-proofing new schemes.

Highways England plan to deliver 36 cycle schemes in 2016-17 and are making good progress on this commitment with cyclists, pedestrians and equestrians already seeing real benefits through significantly improved links. Projects include the A21 in Kent where a new bridleway is being built along the upgraded road between Tonbridge and Pembury, and a new cycle bridge to facilitate access to nearby Pembury Hospital.

The strategy is being put in motion with the publication of new technical requirements and guidance that will deliver a step change in how facilities for cyclists are provided. IAN 195/16 'Cycle Traffic and the Strategic Road Network' is the first of its kind to be implemented for cycle provision on and around the SRN. Highways England have also taken an innovative approach to launch the IAN with a supporting e-learning package to help communicate and ensure its smooth adoption. The IAN is essential for those involved in the planning and design of infrastructure for cycle traffic, especially Highways England project sponsors and design organisations within our supply chain.

Further information can be obtained from: [Darren.hawes@highwaysengland.co.uk](mailto:Darren.hawes@highwaysengland.co.uk)

## 8,000 Motorists caught using mobile phones in one week

Almost 8,000 drivers were caught using a mobile phone behind the wheel during a police crackdown in November.

Last year the Department for Transport (DfT) announced plans to double the punishment for using a mobile phone while driving.

Road safety charity Brake says the use of mobiles is a growing menace, especially as devices become more sophisticated.

Campaigns director Gary Rae said: "We welcome this crackdown by police forces. The law needs to be much tougher with this type of offence, which appears to be growing in numbers. Younger drivers, especially those aged between 25 and 34, simply aren't getting the message about the dangers of using a mobile phone while driving. Doing any other complex task while driving hugely increases your chance of crashing. These drivers are putting their own and other people's lives in grave danger by taking this risk. If a phone has to be used as a sat nav, it must be programmed before setting off on the journey and properly secured. There is no other acceptable way to use a phone while driving."

Under the proposals drivers caught using a phone while driving would be given a six-point penalty and given a minimum fine of £200.

More information; <https://www.gov.uk/government/consultations/hand-held-mobile-phones-changes-to-penalties-for-use-while-driving>

## Apprentice ready?



The way that the government funds apprenticeships in England is changing from 6th April 2017. Some employers will be required to contribute to a new apprenticeship levy, and there will be changes to the funding for apprenticeship training for all employers.

The levy requires all employers operating in the UK, with a pay bill over £3 million each year, to invest in apprenticeships.

In preparing for these changes it has been identified that there is not currently an apprenticeship for those wishing to pursue a

career in Safety, Health and Environment.

The Construction Industry Training Board (CITB) have facilitated setting up a working group to address this. The working group is being chaired by Costain (Ian Nixon) with members from client and contractor organisations including Balfour Beatty, Skanska, Sisk, Persimmon Homes, Morrison Utilities, High Speed 2, Thames Water, Mitie, Sapa UK. Additional support is also being provided from bodies including Institution of Occupational Safety and Health (IOSH), CITB, ECITB, ECIA and Unite the Union.

The application will be made in January to set up two core Apprenticeship programmes:

1. Safety, Health and Environment Technician – aimed at those without relevant work experience (primarily school leavers).
2. Safety, Health and Environment Advisor – aimed at those with relevant industry work experience who are looking for a career change/progression.

These core apprenticeships will then have industry pathways, initially the construction pathway will be developed providing opportunity for other industries to develop alternative pathways in the future.

Once this application is approved, the full apprenticeship programme and assessment process will be developed. If other organisations would like to be involved in the development of the standard, please contact: [ian.nixon@costain.com](mailto:ian.nixon@costain.com)

Further information can be found at: <https://www.gov.uk/government/publications/apprenticeship-levy-how-it-will-work/apprenticeship-levy-how-it-will-work>

## MP pledges support for new HSE strategy for health in Britain's workplaces



ON 15 December, the Minister of State for Disabled People, Health and Work, Penny Mordaunt MP, pledged her support for a new Health and Safety Executive (HSE) strategy for health in Britain's workplaces.

Linked to the Helping Great Britain Work Well strategy, which was launched a few months ago, the HSE's new Health and Work strategy is focused on reducing work-related stress, lung diseases and musculoskeletal disorders.

It is being launched at a time when stress and musculoskeletal disorders account for around 80% of all working time lost due to illness, while statistics from the HSE show around 12,000 deaths each year from occupational lung diseases, accounting for 90% of estimated deaths related to past exposures at work.

In 2015, work-related illness affected around 1.3 million workers and nearly 26 million working days were lost because of it. The economic costs total over £9 billion per year for new cases alone.

With an increasing emphasis on health issues in recent years, it is estimated that a quarter of all HSE enforcement notices issued to duty-holders concern issues around health in the workplace.

The recent HSE launch event in London encouraged stakeholders representing employers, employees, professional/expert bodies and colleagues in government, to engage on the strategy through digital webinars, email bulletins and social media.

An online page has been developed, allowing stakeholders and public to view and download the strategy, and to post views and comments as part of the engagement process to provide information about their own contributions to improving health at work.

The British Safety Council has welcomed the new HSE strategy and says it hopes it will provide leadership and focus for the industry on this important issue.

Further information can be found at: <http://www.hse.gov.uk/strategy/>

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