

Construction and Maintenance Health, Safety and Wellbeing Briefing August 2018

Revised health and safety policy statement published

The health and safety policy statement sets out our commitment to be accountable for the health and safety of all colleagues, and anyone affected by what we do.

The statement reiterates that we must all hold safety as our first imperative, and take individual responsibility for our safety to get home safe and well each day.

[Please read the policy statement](#) as you have a part to play in maintaining and raising health and safety standards.

If you have any questions about the policy, please contact [David Townsend](#)



HEi054

Lifting Operations Incident

This and previous alerts are available through the following link:
www.highwayssafetyhub.com/alerts.html



DON'T BE A

SPACE INVADER™

STAY SAFE · STAY BACK

This is available to the public on our official campaign website:
www.highwaysengland.co.uk/staysafestayback

Are you ready player one? We got a mission for you – we want to tackle space invaders on our road network and need you to help spread the word, ‘stay safe, stay back’.

Sounds simple right? But how many of you have experienced the backlash of having a car speed up behind you and flash you out of the way? Did it leave you feeling panicky, a little hot headed and annoyed? Tailgating is not only annoying; it can be highly dangerous too.

Latest statistics show one in eight of all casualties are caused by people driving too closely to the vehicle in front, with more than 100 people killed or seriously injured in a year.

So we have launched our brand-new marketing campaign, 'Don't be a space invader: stay safe, stay back' to tackle and change driving habits to make our roads safer. This is where you come into play.

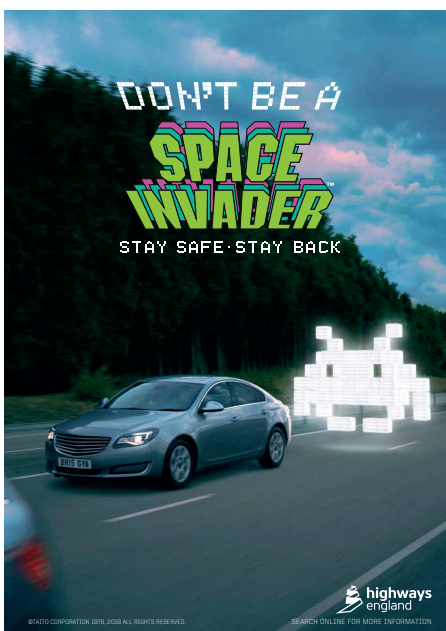
We need you to become our campaign ambassador – by picking up your very own vehicle bumper stickers. You can also order them by visiting the official campaign website – so feel free to grab some for your family and friends.

Ok, so back to the campaign... The campaign uses the iconography of the classic

1980s game 'Space Invaders' to raise awareness and highlight the fact that tailgating can happen unintentionally as well as intentionally.

How can anyone unintentionally be a space invader? Some drivers have no real intention of passing you by and are quite happy for you to take the lead, but simply drive too close to you. Making you feel a little uncomfortable every time you take a glimpse in your rear-view mirror. If we are honest...we probably all have experienced having our space invaded or even been the space invader – whether it's intentional or not it's a driving habit which needs to be tackled.

The aim of the campaign is to provide advice and guidance on what to do when you are being tailgated and highlight the dangers that come with it.



2 new Resources On-Line

2 new resources, summarised below, have been added to www.safequarry.com. If you wish to view the full documents, please access the website.

Both topics are relevant to works being undertaken across Highways England sites and will make an interesting read.

Safety Nudge - Tyre replacement

The removal, replacement and repair of tyres can result in incidents that can lead to serious injuries or fatalities if the correct procedures are not followed. The pdf provides a number of safety nudges to remind people who operate and manage others carrying out these activities to just STOP THINK & ACT.

Please also share this with any subcontractors carrying out this activity, challenge your standards and question whether your risk controls are robust and correctly implemented.



Best Practice – VRS Post Puller

The post puller is a device that can pull out the Vehicle Restraint System (VRS) posts. The device has, dependant on size the capacity to pull a load of 10 ton, which should remove a post that is cast in an individual concrete base.

The device is designed to fit to a standard quick hitch arrangement and has safety at the forefront of its design. There is no bending of the post to assist the removal as would be the case if just using an excavator to remove driven posts. There is no digging into the ground as required to remove a post which has a concrete base when not

using this device. There is no need to use chains or slings if slinging the post method chosen.

The elimination of digging and removal of people, plant interface using this device has to become the minimum standard adopted in the quest to eliminating risk to people. This combined with the time saving has reduced the need for people and plant to be on the network which help in the quest to reduce construction time on the network.

During a recent shift on the M4 project a kilometre of driving posts were removed in one shift.



HSE Safety Alert - Summary

The Health and Safety Executive (HSE) has recently issued a new safety alert expanding on existing scaffolding guidance, in particular emphasising the importance of ensuring suitable measures are in place to prevent members of the public, especially children, from climbing scaffold ladders.

- Only 45mm of rung exposed (when used with a Tuff Steel ladder) – 5mm less than required by HSE Guidance
- 315mm wide – Can be used on other suitable ladders dependent on width of rungs
- Heavy duty padlock and chain included
- Light weight sturdy construction – only 4.4kg including padlock and chain

New Compliant Ladder Guard

Security of a construction site including scaffolding and ladders is vital to prevent unauthorised access onto scaffolding or other work platforms. Falls from height from scaffolding or incomplete buildings following unauthorised access by the public frequently involve children and result in major and sometimes fatal injuries.

The safety bulletin states that where a ladder guard is used:

- It should cover at least 6 rungs of ladder ie preventing foot being placed on at least 5 rungs
- Must make each rung unusable - no more than 50 mm of rung should be exposed when guard is pushed as far sideways as possible
- Must not be able to slide over the ladder stile thereby exposing the rungs
- The guard needs to be matched to certain ladders and not used on others – i.e. a narrow guard is only suitable for a narrow ladder and if used on a wide ladder sufficient rung width could be exposed to allow the ladder to be climbed
- Must be locked or padlocked in place when not in use – Rope lashing is not acceptable.

Preventing Unauthorised Access onto Scaffolding

To meet the requirements of the HSE Safety Alert, George Roberts (NW) Ltd have designed, specified and now have in stock a new ladder guard that not only complies but exceeds the stated minimum requirements.

New ladder guard - 315mm wide (left) vs old ladder guard - 270mm wide (right)

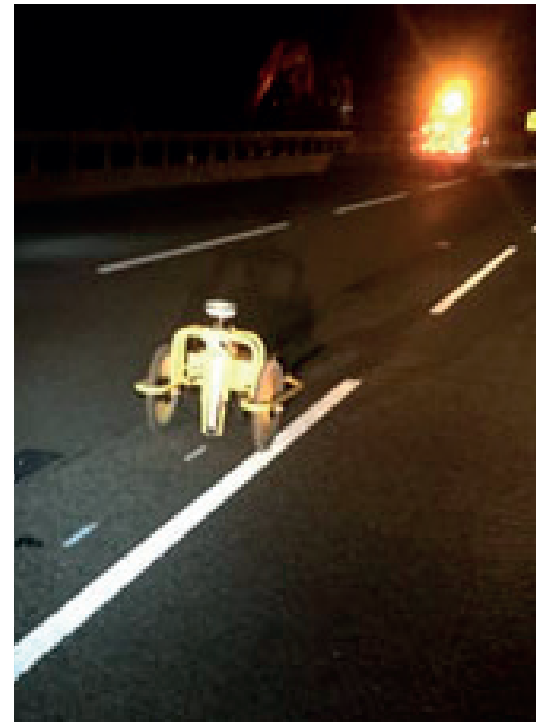
Ladder guards pushed as far back as possible - showing the width of rung exposed & lower rung covered

- 1,860mm high – Covers 7 rungs, one more than required by HSE Guidance

Tiny Surveyor Mobile Setting Out Robot – M6 Jct. 2 – 4 Major Highways

The robot operates by uploading a design onto a USB memory stick, putting a spray can into the back and then letting it drive via GPS and remote control. The speed can be set and the slower it goes the greater the accuracy of the setting out. With the speed that was set for the M6 trial the robot achieved in 1 night what normally takes an Engineer and Chainman 4 nights to complete.

In addition to programme benefits the robot reduces manual handling, people plant interface, exposure to COSHH products and reduces the number of road closures required for setting out therefore reducing disruption to the travelling public.



Guidance

Articulated Dump Trucks (ADTs) - Guidance Note - Issue 1 - June 2018

QNJAC Guidance on the safe operation of articulated dump trucks (ADTs) in quarries and surface mining operations. This guidance is intended for sites where ADTs are in use, including quarries and opencast mines with the aim of reducing or eliminating the risk of body and cab overturns.

It uses examples of good practice provided by UK quarry and coal mine operators together with input from specialist earthmoving contractors and manufacturers of ADT vehicles. This guidance will also be relevant to construction/civil engineering projects where ADTs are used in earth moving operations.



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