

Hub Occupational Health and Wellbeing Campaign October Launch



The latest hub health and wellbeing campaign has been developed to provide information and give examples of best practice within the industry. Health and Wellbeing is recognised as a crucial element in the development of a safe and fit workforce. The [Office for National Statistics](#), have estimated that 137 million working days were lost in 2016 due to sickness absence. This campaign will concentrate on three individual areas of concern.

We kick off in October with Occupational Fatigue, into November we deal with Stress and finish in December when we consider Occupational Cancers.

Each subject will be accompanied by posters, useful links, information sheets, toolbox talks and even quizzes to help inform and advise.

The campaign resources can be found on www.highwayssafetyhub.com

Highways England Safety Alerts.

HE i28 Fall from Height

HE i27 Welfare Unit Injury

HE i26 M54 Electrical Burns

These and previous alerts can be found here:

www.highwayssafetyhub.com/alerts.html

Time to Book for Safer Highways UK

With a month to go, it's time to book your place at this year's Safer Highways UK which is at the NEC on 8th November as part of the wider Highways UK event.

Whilst attendance is free and open to all Highways UK attendees, some sessions have already reached well over 70% capacity and the only way to guarantee entry for the sessions you wish to attend is to reserve a space [here](#).

With presentations from **Highways England's Lucy Fell (Director of Safety, Health and Wellbeing)**, and **Mike Wilson (Chief Highways Engineer)**, this one day event, is a must attend for anyone with a responsibility for ensuring the safety of those who work and travel upon our network.

The programme includes a series of presentations designed to give employers solutions to issues in the fields of workforce engagement, breaking down barriers to cultural change, legal compliance and dealing with stigmas surrounding mental health in the workplace as well as a ground-breaking Immersive Learning session in the form of a Mock Trial in the afternoon.



It Can Wait Campaign

The It Can Wait campaign highlights the dangers of being distracted by your mobile phone whilst driving. There are powerful real life stories on video which describe the devastating consequences.

These stories make impactful safety moments and can be found here;

www.itcanwait.com/videos

Highways England Passport Scheme Update Sept 2017

Across our Highways England network, we can have hundreds of construction schemes underway at any one time. Our schemes and maintenance works are delivered by a host of different suppliers and partners.

Ensuring that our workforce remains safe and competent is key to delivering all of our work. As part of our 5 year Health and Safety Plan, Action 38 is to develop the Highways England Health and Safety Passport Scheme to help validate and maintain the standards of those who work on our network.

The Passport will make it more straightforward to gain access to Highways England sites and provide an industry wide common health and safety induction which will cover all major projects and operations sites on the strategic road network.

The two year pilot scheme is being led by Simon Jones – South East Regional Director: “the passport scheme is a significant step forward in ensuring the safety and wellbeing of all those who work on the strategic road network.

Our smartcard and common training will help road workers maintain their basic statutory health, safety, environment and wellbeing requirements. It also provides a great opportunity to work collaboratively with the supply chain to improve standards across the Highways industry.

I believe modernising the process which enables workers access to our network is the right thing to do. It will improve how we work; it will allow us to report in real time and above all shows our commitment to safety, our workforce, their families and our customers.”

The induction is being delivered by LANTRA, one of the leading industry bodies for training and qualifications. Everyone who successfully completes the training will be issued with a passport smartcard which will hold details of their training and qualification records.

The card scheme is being managed by Mitie who have developed software so that cards can be securely checked on-site using desktop card reader or mobile phone technology.

Benefits for our supply chain

A significant number of the supply chain community have already signed up to the Highways England Health and Safety Passport scheme and contractors have been involved in designing the standards and training that will be adopted.

For suppliers, the common induction gives the assurance that contractors have been training in health and safety to a common standard, even if they are working between sites and helps contractors to prove qualifications and additional training.

For our workers, the scheme means that they won't have to repeat all elements of safety induction if they move between sites. However, the common induction does not replace site specific inductions applicable to schemes on the strategic road network.

Next steps

The scheme will be rolled out first to our supply chain in October, and we'll share more during National Health and Safety Week and our public launch in November. If you have any questions, please email healthandsafetypassport@highwaysengland.co.uk

Occupational Health and Wellbeing. Mates in Mind.



September 11th marked the key stage in the construction health and wellbeing agenda and saw the full role out of the [Mates in Mind](#) initiative. Most construction companies recognise that historically we probably have not done enough to support the health and wellbeing of its employees.

Mates in Mind has led in the creation of a flexible, joined up approach that can be tailored to the needs of individual construction companies as they seek to tackle poor mental health whilst nurturing positive mental wellbeing amongst its workforce.

A survey carried out by the HSE identified that 47% of the responses identified that not enough was being done for the health and wellbeing of individuals, to support this 18% of reported work related illness in the construction industry are the result of mental health problems, such

as stress, depression or anxiety. This accounts for 400,000 working days lost each year. Further statistics show that 55% of construction workers have experienced mental health issues whilst 42% are living with these issues at their current workplace. Although it cannot be substantiated, it is believed that within construction deaths from suicide are 10 times higher than that of fatal accidents at work.

Central to the Mates in Mind framework is providing construction firms with a joined up approach to mental health, from support to employees, through to tiered training framework developed in collaboration with various bodies. This builds understanding, knowledge and confidence among all workers throughout the business; so that they can get the help they need and also identify colleagues who could benefit from support.

British Safety Council annual conference 2017 – Health and Safety: preparing for the future.

The British Safety Council will be holding its annual conference, '[Health and Safety: preparing for the future](#)', on Wednesday 4th October 2017 at the Kings Fund, London.

The conference speakers will explore present and future health and safety challenges that industry is facing and propose strategies for dealing with them – at the national, organizational and individual level.

Mike Robinson, chief executive of the British Safety Council, said: 'the conference will provide an overview of the pressing health and safety issues that companies currently face. It will also be an opportunity to hear from and engage with the experts and leading businesses who road-tested some of the most innovative approaches to the management of health, safety and workplace risk'

He added: 'We are delighted to have Professor Dame Carol Black on the panel. She will address mental health issues in the workplace, using case studies to demonstrate the simple steps that can be taken to reduce the stigma and support employees.'

Managing Traffic Management Incursions

[Road works incursions](#) are a critical issue for the entire highways sector. While the industry has moved quickly to respond to the threat of motorists who breach road closures, a number of incidents on the recent A120 highway renewal scheme in Essex led to Interserve combining innovation and collaboration, to reduce the risk significantly.

The scheme, delivered on behalf of Highways England, included large scale surfacing, footpath renewals, drainage improvements and street lighting upgrade. The site itself spanned a nine mile area between Braintree and Marks Tey, and presented a unique challenge to the delivery team.

Simon Chadwick, Traffic Management (TM) Manager for Interserve TM explains: 'The site on the A120 was unusual as it combined all the difficulties of a major trunk road with the added pressure of being a direct route into the Marks Tey estate – housing more than 3000 residents in the area.'

To ensure that residents could continue to access their homes and businesses while the overnight work took place, a vehicle escort procedure was designed to keep disruption to a minimum. The procedure started by delivering a simple safety briefing to residents to explain the process. Vehicle registrations were logged to try and ensure accountability. Residents were then able to proceed onto the estate in convoy, led by a TM vehicle, the procedure was very effective in ensuring that residents were able to access the estate safely, while enabling vital highway work to take place at the same time.

Simon continues: 'On an average night, our team would safely escort 250 vehicles into the estate. Unfortunately, we had two significant incursion incidents where road users chose not to follow the official diversion for non-residential traffic. On both occasions, drivers mounted the footpaths to circumvent our closure barriers, and then proceed at speeds estimated to be 50mph through the road works site, putting pedestrians and our operatives at significant risk. At the other end of the closure, our employees were physically threatened, their registration logs forcibly stolen and our remote controlled closure barriers driven over and damaged.'

As with all incidents of this nature, the incursion was logged on the Highway England safety reporting system AIRSweb.

In order to protect the safety of the entire site, work was stood down temporarily while Interserve TM worked together to identify possible options to manage the risk level. A final proposal was agreed to commission the support of Essex Police, paying officers to be present on site at the closure points during all road closures.

This would provide a highly visible deterrent to any would be rogue motorists, but also offered the ability to take action and enforcement against any road user who failed to follow the rules of the road closure and escort procedure.

In addition to the police support, Interserve TM procured an innovative mobile CCTV system which could be deployed within the closure. This would record all access and exit into and

out of the site, with footage captured serving as evidence, should any further incidents occur. This supported the body-worn and in-vehicle CCTV cameras already in use across Interserve sites.

The mobile cameras were fitted with wireless communication technology which enabled live remote viewing, compatible with both PC and mobile devices. The units were battery powered which negated the need for any trailing cables and meant the units could be used flexibly across the site.

Employing these new methods has seen the threat of incursions reduce significantly with greater resources now available to tackle those individuals that seek to put road workers lives at risk. Since the introduction of the police support and mobile CCTV, there have been three incursions, these have resulted in an arrest, a £100 fixed penalty notice and the start of a serious traffic violation investigation, supported by evidence taken from our cameras.

Steve Hall, Business Unit Manager for Interserve said: 'We must never get complacent about safety of road workers. These incidents have helped to remind us of the importance of embracing new ways of working an innovative technology to enable us to deliver work safely in challenging locations for our clients. This dynamic approach to managing our road closures has delivered significant safety benefits for those working on site and the local community who rely on the escort procedure to ensure they can go about their daily business without disruption.'

Compliance with Raising the Bar 7 Protecting Overhead Structures and GS6

The following Don't Walk By was raised on an M25 site - During the briefing it was highlighted about an overhead cable on site. A supply chain partner showed us his suparule 190. It can measure the height of overhead cable above the road. Although we know the height of the cables at New Haw due to the work we have undertaken with 3D scans and National Grid this could be a very useful tool to confirm heights when on site. Please see link below.

www.suparule.com/docs/Cable_Height_Meter_DataSheet.pdf

The Cable Height Meter emits short bursts of sound which originate from the cone-shaped transmitter. The microprocessor in the instrument calculates the elapsed time for the bursts of sound to be reflected from the cable back to the instrument. The result can be displayed in either feet and inches (imperial), or meters (metric) format.



To account for the fact that speed of sound varies with temperature, a temperature sensor, mounted at the front of the instruments, senses the actual air temperature, and automatically compensates.

What can we learn?

Engaging during briefings is an essential part of putting people to work safely. Learning and sharing innovation is at the heart of the M25 Zero Harm Plan. [Raising the bar 7 overhead structure protection](#) details the minimum requirements based on shared good practice.

New Plant Guidance

CPA have recently published have recently published a guidance document on 'Reducing Unintended Movement of Plant and Managing Exposure to Consequential Risks.'

The purpose of the guidance document is to address both reducing the probability of unintended movement and mitigating the effects of that movement, if it takes place. The topics covered include:

- Taking account of unintended movement in task planning;
- Providing adequate supervision;
- Control of work zones – separation of machine and people;

- Training and familiarisation of plant operators- ensuring that they know the circumstances when they should isolate their machine;
- Ensuring that those in the vicinity of plant are aware of the hazards arising from being in close proximity to the machine;
- Use of plant controllers;
- Use of 'thumbs up' procedure when people approach machines;
- Specification of operators protective clothing to prevent clothing catching on a control;
- Selection of machines;
- Fitting of additional control interlock systems.

The scope of this document includes all plant and remote controls, with the exception of Mobile Elevation Work Platforms (MEWPs). Reducing unintended movement of MEWPs is addressed in the Strategic Forum Plant Safety Group publication: 'Avoiding Trapping/Crushing Injuries to People in the Platform' which can be downloaded free-of-charge from www.cpa.uk.net

Whilst the document is aimed specifically at the construction industry, its guidance applies to other sectors of industry where plant is used. This document, along with other useful publications can be downloaded from www.cpa.uk.net

Health and Safety Executive Fee for Intervention

With effect from 1st September 2017 an independent panel consisting of a lawyer, acting as chair, and two others who have practical experience in the management of health and safety will consider disputes raised under HSE's Fee for Intervention cost-recovery scheme.

The HSE has made this change following a six week public consultation. Previously disputes were considered by a panel comprising of two HSE members and one independent.

A spokesman for the HSE said: "We have consistently said that we would keep the dispute process under review, and are making sensible changes following the consultation and in light of four years' experience of running Fee for Intervention. The revised process also provides greater clarity about the information which HSE will give to businesses to allow them to make appropriate representations to the dispute panel."

Fee for Intervention (FFI) was introduced in October 2012 to shift the cost of regulating workplace health and safety from the public purse to businesses that break the law. It ensures that companies and not taxpayers pick up the cost of the HSE's work.

Under FFI, if an inspector identifies serious health and safety failings about which they need to write to the dutyholder, the dutyholder has to pay the costs of the HSE's visit.

Revised guidance on the new process has been published on the HSE website:

www.hse.gov.uk/consult/condocs/cd284.htm

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