

## Current work in the Hub

Work continues on developing the next suite of documents:

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

**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/>

A new major projects instruction has been issued to all delivery partners which details the timescales for implementation of the raising the bar documents. A copy of the instruction can be downloaded here [MPI-23-022014](#). This instruction applies to all schemes managed by Major Projects.

## 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 works being undertaken by the Hub health and safety function. This month's focus is on raising the bar guidance B11 influencing driver behaviour.

The Health and Safety Executive report that the average fatality rate for road workers is one of the highest amongst employment sectors.

Each year road workers are killed or seriously injured on our network, many more sustain slight injuries. This is in addition to the near misses, cone strikes and accidents that occur within traffic management.

The objective of this raising the bar guidance document is to improve the safety of road workers by positively influencing the way in which people drive in the vicinity of our worksites to reduce the risk of injury to road workers.

Incident and near miss analysis has highlighted that several key



risk factors are associated with accidents at road works including speeding vehicles; driver fatigue; lack of awareness / information; distractions and changes to road layouts due to temporary traffic management.

To gauge a better understanding of these events, RoWSaF, an industry group promoting the health, safety and welfare of road workers, is asking live sites to record and submit details of errant vehicles in road works during a three month period from February 2014.

**If you would like to get involved please email the [DeliveryHubInbox@highways.gsi.gov.uk](mailto:DeliveryHubInbox@highways.gsi.gov.uk) for more details.**

## Health and Safety Executive news

### Work at height

The Health and Safety Executive has overhauled its guidance for working at height, setting out in clear, simple terms what to do and what not to do – and debunking common myths that can confuse and mislead employers.

Click on the following links to find out more:

[Overhaul of guidance to help 10 million working at height](#)

[Work at height – New microsite launched](#)

[INDG401 – Work at height regulations 2005 \(as amended\): A brief guide](#)

[INDG455 – Safe use of ladders and stepladders: A brief guide](#)

## Recent conditions

Following a good January our performance so far in February has been some way off where we would like it to be as we have suffered two RIDDOR reportable injuries, both slip, trip, fall related injuries, in the first half of the month. Although the weather did not directly contribute to these incidents

it is well known that slip and trip accidents increase during the autumn and winter months for a number of reasons, for example less lighting, poor underfoot conditions, wet and slippery paths, cold weather spells which can cause ice and snow to build up on paths.

Over the last few weeks, many areas of the UK have experienced high winds, torrential rain and severe flooding which inevitably can have an impact on the safety of our workforce. In this period of exceptional weather all sites are reminded to:

- Increase the inspection of their sites for possible damage, dislodged materials etc before putting people to work. Remember things like excavations and temporary works may need formal re-inspection.
- Be careful when handling materials as they are likely to be wet and therefore afford less grip.
- Poor housekeeping can be exacerbated by the high winds, ensure any loose equipment or debris likely to be blown in the high winds is secured down or moved to a sheltered area.
- Ensure there is sufficient lighting available to undertake tasks safely and highlight potential changes in levels where possible.
- Increase supervision levels to ensure the right safety behaviours and level of housekeeping are maintained.
- When driving, slow down when approaching flood water so that you can assess how deep it is and whether it is moving.
- Check the met office website regularly to ensure you are fully prepared for the forecasted weather and also check the [Environment Agency](#) website for flood information in England and Wales.
- Reinforce these messages to the workforce in regular briefings, toolbox talks, safety campaigns etc. This poster effectively highlights the importance of keeping your high visibility personal protective equipment clean and fastened.

**For more information please consult the suite of [raising the bar guidance](#) documents.**



**55 metres (the breaking distance for 50 mph)**

**23 metres (the breaking distance for 30 mph)**

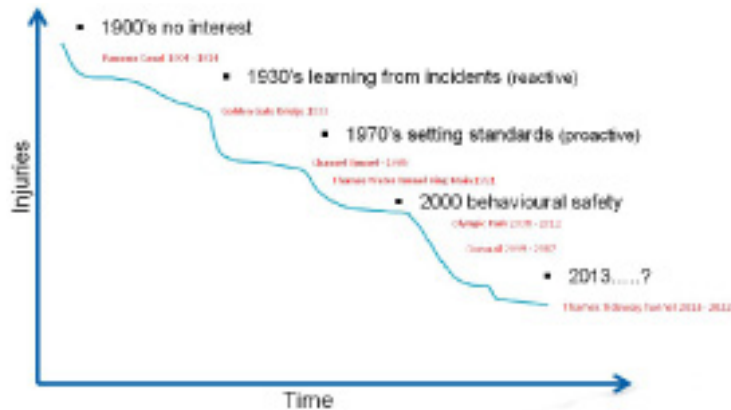
## Highways Agency leadership event

On 22 January we held a health and safety leadership workshop at Cranfield University. The target audience were Highways Agency major project's staff with health and safety responsibilities. The aim of the day was to help people understand their responsibilities and the leadership behaviours required to develop a leading health and safety culture on our projects.

There was a number of interactive sessions with presenters from the Highways Agency, Skanska, Thames Water, Carillion, Jacobs and Brookfield Multiplex. The final sessions required project teams to make a health and safety commitment specific to their scheme which will be discussed at regional forums. Individuals were also asked to make a personal health and safety commitment that will form part of their PDP.

Feedback from attendees was very positive and they felt the workshop was a very thought provoking and worthwhile day.

## Evolution of health and safety



## Congratulations



Two workers on the BMJV, M1 junctions 39 to 42 smart motorways scheme were unanimously chosen by the projects voice team to receive an award after they went beyond the call of duty in aid of a member of the public.

After spotting a female member of public in a distressed state, walking along the site haul route, between the exit and entry slip roads at junction 40 of the M1

motorway, Peter Tickle (BMJV HIAB driver/operator) escorted the woman to a site welfare unit and contacted the BMJV CCTV control room to summon assistance. Paul Harding (GF Communications CCTV control room operator) summoned for the police and constantly updated the regional control centre on the incident. It is believed that the woman had left a hospital local to site, had crossed the live southbound carriageway of the M1 motorway on foot, and climbed over the varioguard barrier before being spotted.

Both gentlemen received a £25 gift voucher which they donation to the Yorkshire Air Ambulance Service.

Well done lads.

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