

## Current work in the Hub

Work continues on developing the next suite of documents:

- Inductions
- Electrical safety
- Loading / unloading of vehicles
- Hand arm vibration syndrome
- Design for safety
- 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/>

## Highways Agency alerts go to:

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

## 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 the recently published raising the bar guidance B15 task lighting.

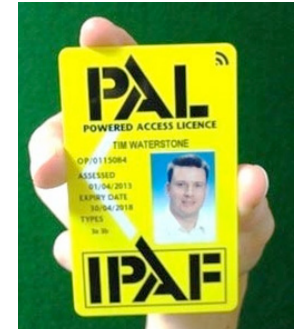
With increasing traffic volumes meaning we are working more at night, and also because of the shorter days experienced at this time of year the lighting at work is very important for the health and safety of everyone in the workplace. The quicker and easier it is to see a hazard, the more easily it is avoided. The types of hazard present (and the work being carried out) determine the lighting requirements for safe operation.

This document sets out six minimum requirements to consider when selecting and using task lighting along with proving guidance on the various types of task lighting available.



## IPAF gets smart

IPAF has launched a machine-readable smart PAL card (powered access licence), available in different languages, which can be used to ensure that only trained operators can use mobile elevating work platforms (MEWPs) on site.



The smart PAL card looks the same as the standard PAL card, and contains the data stored on the card, such as the operator name, number and categories in which an operator is trained. However, the smart PAL card is marked by a wireless icon, and has a chip embedded in it.

The data in the chip can be read by a card reader fitted to the machine in question. The reader can be set up to accept certain data which in turn will allow the machine to be operated. This data includes whether or not the cardholder (operator) is trained, to what level and in which machine categories.

**For more information please got the IPAF website:**

<http://www.ipaf.org/en/training/pal-card-and-smart-pal-card/smart-pal-card/>

## Health and Safety Executive news

### Health and safety law poster

The Health and Safety Executive (HSE) is reminding businesses that the latest health and safety law poster must be displayed no later than 5 April 2014 and the old version removed from display.

To help avoid an unnecessary burden on businesses, the HSE board set a five-year transition period for replacing the 1999 poster with the 2009 version. The law poster was replaced because research showed that the old version of the law poster was visually unappealing and rarely read so it was redesigned to be more readable and engaging.

**For more information and frequently asked questions please visit the HSE website:** <http://www.hse.gov.uk/contact/faqs/lawposter.htm>



Latest poster



Previoust poster

## Highways Agency CDM training

Highways Agency staff who need a good working knowledge, or need to refresh their understanding, of the updated construction (design and management) (CDM) regulations should note that training is being delivered from January at the seven Agency office locations, tailored to the Highways Agency's needs. The training is a one-day course (both for initial and refresher options). Colleagues need refreshers three years after attending.

### Who should attend?

Typically this will be people who are responsible for the procurement, design and project management of contracts and projects. Most people attending will be in Major Projects, Network Delivery and Development and

Network Services, but the training is provided on the basis of need, not the directorate you work for.

### How to book a training place

In the first instance, staff should discuss the relevance of the training with their line manager, agree the need and update their skills development plan accordingly.

Please follow [this link](#) to see instructions on how to specify your preferred date and location, together with further training information.

### For further information please contact:

Leadership and Capability Group,  
 Human Resources, Finance and Business Services, West Midlands RCC. **GTN: 6321 8893**  
**or Tel: 0121 421 8893**

## Innovation

Working at height is consistently an area that needs high level control and the addition of personal arrest systems. If the worse were to occur a rescue of fallen operatives would often be time consuming, increasing the risk of suspension trauma. personal rescue device (PRD) in an integrated harness system for self-rescue of operatives working at height in limited access areas.

The harness system has a parachute type rip cord release which enables the faller to lower themselves to the ground. Once the rip cord is pulled the spool and its integral braking mechanism lower the faller to the ground in a controlled descent.

The rescue process takes a few seconds and the harness is easily released for a quick

evacuation. A third party may also activate a decent using the secondary release mechanism and the rescue pole should the user be unable to operate the self-rescue system themselves.

**For further information please follow the links below.**

**Web:** <http://www.latchways.com/personal-rescue-device>

**Demonstration video:** [http://www.youtube.com/watch?v=C\\_l2Y2KSjcA](http://www.youtube.com/watch?v=C_l2Y2KSjcA)

Lafarge Tarmac's contracting division is rolling out an innovative new GPS based technology designed to provide greater protection for lone highways workers.

When arriving on site, the lone worker operative will log onto the

system detailing their exact location and the time they will be expected on site.

Once active, if the armband placed on the lone workers person will detect does not detect movement for than 180 seconds then device will vibrate continuously and if not acknowledged by the operative, it will send an emergency alert to a central monitoring to activate emergency support.



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Highways Agency media services Bedford S130623