

## Collaborating to deliver improvements in safety

Following the successful secondment of personnel from Kier and Carillion, Highways England hopes to encourage more supply chain colleagues to help deliver its 5 year safety plan. Collaborative working of this kind is an excellent way for the supply chain to contribute but it also offers a great career opportunity for those involved.

Wayne Griffiths, Health and Safety Manager at Kier, and Mark Bridges, Senior H&S Manager at Carillion were seconded last autumn and they have helped Highways England work towards its ultimate aim that 'no-one should be harmed when travelling or working on the strategic road network'.

Mark and Wayne's contribution has been appreciated by Highways England. Simon Duke, group leader, Asset Delivery, Areas 3 and 4, who worked with Mark, agreed: "we have made excellent progress achieving 25% of the

actions in the first year. This could not have been achieved without the excellent support provided by the supply chain and the likes of Mark's secondment". Highways England's HR manager, Patrick Hagg agrees. He worked closely with Wayne and said: "Wayne has provided invaluable expertise regarding the development of occupational health procedures and documentation. The action required Wayne to work with a range of stakeholders from across Highways England and he has done so excellently".



Secondment clearly works well and Highways England is keen to encourage others to follow Wayne and Mark's example. As Stew Evans who leads the Health and Safety 5 Year Plan programme delivery for Highways England says, "we can't do this alone, and the support from Wayne and Mark, through Kier and Carillion, has been second to none. We all want the same thing, and having some great insight from our supply chain team has been fantastic. It's a two way street clearly, and we've all benefited from the opportunity."

If you are interested in joining the team delivering real benefits to Highways England and our supply chain partners, please contact:- [stewart.evans@highwaysengland.co.uk](mailto:stewart.evans@highwaysengland.co.uk)

## A21, scheme promote workforce health, safety and wellbeing

The Balfour Beatty A21 Tunbridge - Pembury duelling scheme held a health, safety and wellbeing event on the 26th April to raise awareness of current industry issues and to further engage the workforce in working safely and being healthy. The event was attended by 137 delegates including, workforce, suppliers and Highways England representatives.

The event included motivating seminars regarding people plant interface and “not taking risks”, demonstrations of plant and equipment innovations, such as excavators that cut out when the operator leaves the seat, sustainable excavators that use LPG to reduce



emissions, new 360 cctv systems for plant, equipment that reduces noise and vibration, PPE demonstrations and wellbeing information stalls for topics such as testicular and ovarian cancer.

As part of the event in excess of £900 was raised for the Robin Cancer Trust.

## Highways England 5 year plan action No.39 (competent people)

In line with action 39 of Highways England's 5 Year Plan, (competent people) a guidance document has been produced to outline recommended supervisory levels based on the size and complexity of works undertaken in highways environments.

The “Raising the Bar” guidance document No 29 Supervision, provides clear guidance on the expected level of all tiers of supervision for all Construction and Maintenance Activities. As part of the development process and included within the Raising the Bar standard a decision tool has been developed and trialled on a number of Highways England schemes to ensure compatibility. The trial

ended at the end of March 2016 and the tool is now live and available for implementation.

More information can be found at: <https://www.gov.uk/government/collections/health-and-safety-for-major-road-schemes-raising-the-bar-initiative#raising-the-bar-health-and-safety-guidance-documents>



### Highways England alerts

There are no new alerts this month  
Previous Safety Alerts can be found at:  
<https://www.gov.uk/government/publications/highways-agency-safety-alerts>

## Vibration the:- K factor

When manufacturers report on the vibration level of their equipment some report on the vibration level in factory conditions. When tools are used in the workplace the vibration level can be more than the manufacturers reported level. HSE Guidance states “Suppliers should report two values: a and K. The value a is the measured level and K is the uncertainty. The uncertainty allows for error in measurement or variation in production and can be more than 40% of the measured emission a and is often several m/s<sup>2</sup>. The supplier guarantees that the level determined from a reproduction of the vibration test used to determine the emission will produce a measured level with a value less than a + K.”

When conducting risk assessments for vibratory tools ensure both the ‘a’ and ‘K’ figures are used to predict the vibration exposure. This prediction of exposure is a focus of HSE visits and cannot be replaced with actual exposure (trigger time) records. Actual trigger times can be recorded in addition to prediction, for example to aid risk assessments or if an individual has a medical condition requiring restricted levels

of exposure. The Control of Vibration at Work Regulations do not require continual monitoring of actual trigger times; however this may be a requirement of individual employers so should be reviewed as part of the risk assessment and task briefing for the activity.

More information can be found at:

### HSE Q&A

<http://www.hse.gov.uk/vibration/hav/advicetoemployers/vibration-exposure-monitoring-qa.pdf>

### Raising the Bar Guidance

<http://www.gea.co.uk/docs/583.pdf>  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/359044/B24\\_Hand\\_Arm\\_Vibration\\_March\\_2014.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/359044/B24_Hand_Arm_Vibration_March_2014.pdf)



## Innovation: mechanical removal of existing safety barrier

As part of the Costain/Galliford Try M1 J19 – J16 project. A mechanical shear device attached to a 13t excavator is being used to cut and remove redundant safety barriers. The use of the device avoids manual handling and employee exposure to hand arm vibration.

The operation is completed in conjunction with a roll on skip to dispose of the removed barrier sections meaning no debris are left at the location. Any exposed posts are covered over with sand bags to avoid injury prior to removal.

More information can be found at:  
[eamonn.slevin@costain.com](mailto:eamonn.slevin@costain.com)



## BMJV introduce improved lighting for small tasks

### The problem

When working at night some portable lights can be cumbersome to carry around, require extension leads and generators to provide electricity.

### The solution

bmJV have purchased portable Exin lights and have found them to be a great addition.

### Key improvements

- Portable lights for small areas of task lighting
- Battery operated so no generator required
- Fast charging and user friendly
- Height adjustable. When extended offers useful ‘man bag’ to carry small tools.

More information can be found at:  
<http://www.exinlight.com.au/in-series-lights/>

## Initiatives to protect vulnerable road users

CEMEX continues in seeking ways of protecting vulnerable road users, in particular cyclists. Initiatives it has introduced include;

The installation of indirect vision aids including cameras, additional mirrors and proximity sensors to their vehicles.

Working closely with manufacturers in sponsoring the first Econic 8 wheeled tipper vehicles. The use of this vehicle significantly enhances a driver's ability to see and establish direct eye contact with cyclists and other road users.

A simple but effective modification as shown in the adjacent

photograph to the existing fleet to improve a driver's direct vision. It involves cutting a hole in the passenger door of a tipper at the level where a cyclists head and shoulders would be seen. A glass panel is inserted in the hole providing a driver with direct vision of cyclists on his front near side.

Benefits Include:-

- New tipper with 90% improvement in driver visibility on trial in London
- Simple modification improves direct vision on nearside
- Reduced risk of injury to cyclists and other vulnerable road users



## A1 leeming – barton success

The A1 Leeming to Barton project team, a Carillion Morgan Sindall joint venture, recently had two successes in one day. The project received a Considerate Constructors Scheme Gold award, and achieved 2,000,000 safe hours worked without a reportable accident or incident.

Project Director Dave Lowery said: "Reaching two million safe hours and a CCS Gold award are exceptional achievements, and we should all be very proud. These successes require a special contribution from everyone on the project, especially given the scale and complexity of our scheme.

Our overall aim is to ensure all of our people go home safe and healthy every single day.

"These achievements truly recognise the importance of people, collaboration and engagement, and these factors are absolutely the foundation of our success. Well done to everyone involved."



© Crown copyright 2016.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/) write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk). This document is also available on our website at [www.highways.gov.uk](http://www.highways.gov.uk)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000\***. Please quote the Highways England publications code **PR11/15**. Highways England creative job number S160060

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ. Highways England Company Limited registered in England and Wales number 09346363