

Current work in the Hub

Work continues on developing the next suite of documents:

- Excavation Protection
- Slips, Trips and Falls
- Task Lighting
- Work at Height

Current 'Raising the Bar' guidance documents are available on the Highways England website:

<https://www.gov.uk/government/collections/health-and-safety-for-major-road-schemes-raising-the-bar-initiative>

Highways Agency alerts:

HA140 - Concrete Burns

HA141 - Slips Trips Falls

Previous Safety Alerts can be found here

<https://www.gov.uk/government/publications/highways-agency-safety-alerts>

Construction (Design and Management) Regulations 2015

New Construction (Design and Management) Regulations 2015 (CDM 2015) will come into force on 6 April 2015. Highways England has taken the approach to fully implement the requirements straight away and not make use of the 6 month transitional arrangements. All the relevant procedures have been updated and will be published soon. Over the next few weeks they will be making the necessary changes to contracts and appointing the relevant Principal Contractors and Principal Designers. Highways England will require the Principal Designers to undertake the Client duties in the short term. The following working group has been set up so if there are any specific queries, please direct them to the appropriate person.

Network Delivery and Development –

Anita Waterton, Richard Street, Jeremy Bird

Major Projects – Andrew Battams, Rick Marsh, Matthew Barry

C and P – Mark Pinheiro, Jeremy Bird

FBS – Sally Coldrick, Mark Allen, Caroline Penwill

NetServ – Steve Williams, Freda Rashdi, Steve Davy, Gerry Hayter, Jeremy Bird

Health and Safety Executive news

HSE Appoints New Chief Inspector of Construction

THE Health and Safety Executive (HSE) has appointed its new chief inspector of construction. Peter Baker, who is currently head of HSE's Chemicals, Explosives and Microbiological Hazards Division, will replace Philip White on 1st April 2015.



Mr White, who has been acting interim chief inspector of construction since Heather Bryant left the HSE in September 2014, will continue in his role as head of the HSE's Operational Strategy Division.

Safelane Trial Deemed a Success

A pioneering automated traffic management system, called Safelane, developed to help minimise the number of work zone incursions, has successfully undertaken its first commercial trial during the temporary closure of the M56. Safelane is part of the first collection of temporary road maintenance safety solutions combining modular electronic perimeters and variable message signs (VMS),

MVIS' VMS were deployed at all four closure points, with live streaming CCTV mounted on the same platforms. The VMS were surrounded by HRS' Intellicone intelligent cone barriers and contactless sensors to detect breaches. VMS messages in advance of the work zone warned road users of the closure and CCTV surveillance.

During the weekend, there was only one work zone breach, a figure Chevron attributes to the high impact of the VMS signs. But when the perimeter was breached, the system gave a text book performance.

The Intellicone sensors detected the incursion, automatically wirelessly triggering a VMS message to alert the driver of their error, so encouraging them to stop before they reached the area in which work zone personnel were located.

Simultaneously, the gatemen who were positioned at strategic checkpoint locations received an automatic audible alarm. This alerted them to the incursion, enabling them stop the vehicle in question. The gatemen were equipped with a manual panic alarm to warn the workforce.

For further details, please visit www.m-vis.co.uk



HGV Prosecution Trial

The three month bedding in period has come to a close for the new Independent H&S Inspection. It has gone well and received positive feedback. The forms and process are being finalised and will be formally published in early April. The new process replaces the Independent Audit and now focuses on the management of top risks, implementation of the RTB best practice, and collecting new best practice.

Extra £7m from CITB to train most needed workers

CITB has freed up £7 million of additional funds to train a new wave of construction workers in the jobs most needed by industry. The funding boost comes from a change to the Grants Scheme which returns the supplementary payment to a flat rate of 10% on 1st August. This change, on its own, will produce £4 million. A further £3 million will be made available from other areas of CITB where projects have come in under budget.

Steve Radley, Director of Policy at CITB, said: "As this scheme comes to an end, we will commit these funds to training the workers most needed to address skills shortages. Our current research is identifying where the critical training needs lie, to help us best target the funding.

The construction industry is growing and it is of paramount importance that CITB does all it can to meet the skills challenge – these additional funds will go some way to help us do that."

A further welcome change is that CITB has approved that the grant day rate for training will remain at the boosted rate of £50 for the 2015/16 Grants Scheme



HGV Prosecution Trial

The A1 Leeming to Barton Improvement Scheme is the first project to investigate the benefits of lane 2 breach prosecutions of HGV's whilst the project is upgrading the A1 to motorway standard.

Learning from the Dishforth to Leeming phase of the scheme where there were 60no HGV RTCs in 24 months (2010 -2011), believed to be caused by lane 2 abuse in narrow lane (2.75m) being the major contributing factor. The project is working closely with North Yorkshire Police to remove these RTCs.

Professional drivers of vehicles over 7.5 tonnes or 6ft 6" wide are reminded that lane 2 restrictions are in force throughout the Roadwork's. However, many large goods vehicles are failing to adhere to the restrictions while passing through this section of works, resulting in possible road traffic collisions and subsequent delays. Using existing average speed cameras the project monitors lane 2 use and identifies vehicles and drivers that ignore the restrictions. Lane 2 will only be available to restricted vehicles in the event of a lane closure which will be clearly marked with appropriate traffic management.

Driver education

North Yorkshire Police also intend to start a series of driver behaviour stops through this section of road work's, in a bid to reduce road traffic collisions from March 2015.

North Yorkshire Police are seeking the cooperation of large goods vehicle drivers to comply with the 50mph speed limit and maintain a safe distance from the vehicle in front at all times.



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If you have any enquiries about this publication email ha_info@highways.gsi.gov.uk or call 0300 123 5000*

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Highways England creative team Bedford S140881

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