

Raising the Bar 27 “managing vehicle incursions” revised

The new revision of the Raising the Bar for Managing Vehicle Incursions builds on the solid foundation of the previous version and supports the Health and safety 5 year plan Action 71. It expands on each of the four key points of assess, address, implement and monitor. This new version also looks in greater depth at assessing the likelihood of incursions during the design stage and gives designers guidance on how to address this with due regard to safety of the workforce and the travelling public. More importance has been placed upon the workforce reporting all incidents of vehicle incursions and a template form is attached to the Raising the Bar document to enable service providers to report all instances of incursion to Highways England via AIRSweb. In conjunction with this revised Raising the Bar, AIRSweb has been updated to include six different types of incursion:

- Intentional Incursion where the road user seeks to gain a benefit.
- Intentional Incursion where the road user is seeking information.
- Intentional Incursion where the road user is seeking refuge.
- Unintentional incursion where a road user follows a works vehicle into the works in error, also known as a follow in.
- Unintentional incursion where a road user enters the works area as a result of confusion.
- Unintentional Incursion where a road user enters the works area or traffic management as a result of a collision or to avoid a collision.

Should you wish to submit any proposals of best practice the Vehicle Incursions Working Group can be contacted by using the following email address; srandall@hwmartin.com

Further Information can be found at:

<https://www.gov.uk/government/publications/health-and-safety-for-major-road-schemes-managing-temporary-traffic-management-incursions>

Highways England alerts

HE 177 - Failed Luma 3 Update

Previous Safety Alerts can be found at:

<http://www.highwayssafetyhub.com/alerts.html>

M25 junction 30 – pilot study

Industry has identified that vehicle incursions into work areas is one of the highest risks to road workers safety. Large numbers of incursions are continually reported and we know only too well the devastating consequences of vehicles entering works and colliding with people and / or our works vehicles. Across the sector efforts are being made to improve how we undertake work to ensure the highest standard of protection is maintained for everyone out on the strategic road network.

Balfour Beatty Skanska JV will shortly be running a pilot scheme with Highways England on the M25 at junction 30 to trial the use of a safety camera van.

The aim of the study is to establish whether the presence of a camera van in the works reduces the number of incursions which occur.

The van will be placed within the works at different locations during the trial and we will be tracking information coming in from the van and the workforce very carefully during the study period. The van is liveried and signed and has a highly visible camera. A trained operator will be stationed with the van at all times. A full report on the study will be prepared and presented by ERM Consultants who specialise in human factors. The trial will be running for three months and on completion further details will be made available.



Getting smart for summer



The 11th July saw the launch of a new campaign aimed at educating drivers ahead of the summer holiday period.

With the holiday season just around the corner, the 4-week campaign will focus on educating drivers on the steps they should take before embarking on long journeys. As well as preparing for journeys, the campaign will also focus on the use of smart motorways.

Feedback from our partners and customers has told us that we need to help customers to better understand the different types of smart motorway they may experience on our network and help

them to feel they can drive on them confidently and safely.

The key messages of the campaign will cover Red X, mandatory speed limits, use of the hard shoulder and emergency refuge areas (ERA). A range of targeted campaign materials will be provided for use on various channels including the Highways England website and social media, and through communications via partners and stakeholders to their customers and employees.

For more details, read the entire story here; <https://www.gov.uk/government/news/smart-advice-for-summer-drivers>

Health and safety good practice resource

We now have a section on www.highwaysafetyhub.com dedicated to the sharing of good practice ideas, incorporating the Highways England health and safety toolkit and 'blue star' examples from independent inspections.

The Health and Safety Toolkit is intended to be a means of identifying the many good practices, innovations and ideas which contribute positively to health, safety and wellbeing.

This includes ideas already implemented or being put into practice on the Highways England

network, as well as those which could potentially be transferred and implemented.

Please take a look and you will find many new items including achieving zero carriageway crossings, use of BIM, Mission Room inductions, 360 plant camera proximity warning system, health and wellbeing initiatives and much more.

The information can be found here along with how to submit a new idea; <http://www.highwaysafetyhub.com/hs-toolkit-good-practice-examples.html>

Area 3 achieve BS11000 through collaborative business relationships

Thirteen members of the supply chain working in Area 3 have achieved certification to BS 11000 "Collaborative Business Relationships".

The achievement is part of a new alliance approach to certification, pioneered by Kier and BSI (British Standards Institution). Demonstrating a leading commitment to collaborative working, Kier developed the Alliance approach with BSI, by facilitating the process for its supply chain partners, currently working in the Area 3 contract for Kier and Highways England, to adopt a single collaborative working system. The Alliance approach enabled members of the supply chain to collectively fund and resource certification but then to become certified to BS 11000.

The scheme enables members of the Alliance to share the experience of gaining BS 11000 certification, which will then help them to generate operational savings and



efficiencies, become more resilient and increase the potential of winning new business.

Each Alliance partner can also extend the scope of certification into other areas of their business operations.

Since September 2015 the new alliance partners have been working towards their certification together by attending regular improvement workshops, training days, taking part in supply chain forums and sharing key learnings, insights and best practice. As part of this process BSI has assessed each company individually, carrying out checks and monitoring them for compliance to ensure they complete the certification.



Step iron failures

There have been ten incidents involving step iron failures reported across the Highways network since April 2016. The failures are predominately inside recently installed "A" Chambers. Though none have resulted in a lost time injury, one operative suffered minor injuries after falling into a chamber whilst in the process of entering it. In most cases the step iron broke away from the side wall completely. The manufacturer is currently investigating the cause of the

failures and caution must be taken when entering any chamber on site or the network until the current investigation is complete. It is advised that alternative means of entry are utilised where possible to avoid further incidents. Any incidents should be reported to site supervision and the manufacturer. Any "A" chambers supplied between October 2015 and March 2016 not already installed should be inspected for signs of weakness prior to use.



Safe trailer coupling and uncoupling guide

The Freight Transport Association (FTA) has been instrumental in the drafting of new guidance on the safe coupling, uncoupling and parking of commercial vehicles and trailers.

The 'Safe coupling and uncoupling guide' is intended to assist employers, those who control sites where coupling and uncoupling is undertaken by users of large goods vehicles, managers, self-employed drivers and driver training bodies. It has been developed by industry as a good-practice guide with the aim of reducing the likelihood of a runaway or rollaway incident.

The guide has been produced by an

industry working group made up of members of the Transportation and Logistics Forum, which is chaired by the Health and Safety Executive (HSE).

The guide includes practical information on how truck and trailer parking brake systems operate and step-by-step photographic sequences for the coupling and uncoupling procedures which should be adopted by drivers. The guide is available free of charge from the FTA website.

More information can be found at: www.fta.co.uk/safe-coupling-guide



Annual workplace fatality statistics published

THE Health and Safety Executive (HSE) has published provisional annual data for work-related fatal accidents in Great Britain's workplaces.

Although the long-term trend has seen the rate of fatalities more than halve over the last 20 years, the provisional figures indicate that 144 people were killed while at work in 2015/2016 – up from 142 in 2014/5.

The HSE has called on all sectors to learn lessons to ensure workers return home safely from work. Martin Temple, chair of the HSE, said: 'One death at work or life needlessly shortened, is one too many and behind every statistic lies a real story of loss and heartbreak, and families left to grieve.'

'Britain has one of the best health and safety systems in the world, but we should always be looking to improve and to prevent incidents that cost lives.'

'This year the HSE travelled the country asking industry representatives, employers, unions, workers and others what they could do to help GB work well. The response was hugely encouraging and I would like to ask people to deliver on the commitments made to help keep Britain's workers alive.'

The new figures show the rate of fatal injuries in key industrial sectors:

- Forty three workers died in construction, the same as the average for the previous five years.
- In agriculture there were 27 deaths (compared with the five-year average of 32).
- In manufacturing there were 27 deaths (compared with the five-year average of 22), but this figure includes three incidents that resulted in a total of eight deaths.
- There were six fatal injuries to workers in waste and recycling, compared with the five-year average of seven, but this is subject to considerable yearly fluctuation.

According to the HSE, the latest statistics again confirm the UK to be one of the safest places to work in Europe, having one of the lowest rates of fatal injuries to workers in the leading industrial nations.

A more detailed assessment of the data will be provided as part of the annual Health and Safety Statistics release in early November.

Further information can be found at:

<http://www.hse.gov.uk/statistics/fatals.html>

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