

Plant People Interface



The final month of the plant person segregation campaign is about review and update; in particular [Raising the Bar Number B3](#). This document was originally produced in July 2012 and revised in January 2015. The information in Appendix 1 provides details about proximity warning systems; we are looking to update and

include new systems that have been trialled, new trials and feedback on existing systems etc. Now is your chance to comment and include information not just on the appendix but on all sections of the B3 document. We would particularly like to get details and examples from the maintenance community as well as projects.

Send your best practice, alerts and news to philip.farrar@highwaysengland.co.uk

Highways England Safety Alerts.

HEi 21 Roadworker Fatality Scotland

HEi 22 Finger Entrapment Barrier
Driving Rig

HEi 23 Wild Parsnip

HEi 24 Bridge Coring Incident

HEi 25 TM Operative Incident

These and previous alerts can be found here: <http://www.highwayssafetyhub.com/alerts.html>

Please email suggestions and details of any trials to Philip.Farrar@highwayengland.co.uk The campaign page can be found by clicking onto this link <http://www.highwayssafetyhub.com/plant-person-segregation.html>

Principal Designer Working Group

Starting from a collaborative initiative on the M1 J28-35 scheme between a small group of consultants, the principal designer working group has now become an established authoritative body on all things CDM. The group has representatives from most major consultancies working for Highways England on major projects, the Operational community on Areas 1 and 9, and from different interest groups within Highways England.

Our current focus is supporting Highways England in the review of existing documentation. Individual working groups are advising on issues such as Asbestos Management, Implementation of CDM 20015 and Project Control Framework

documents. This work is an immediate requirement, driven by changes elsewhere which need to be reflected in current Highways England documentation.

Our longer term plan includes facilitating closer links between the design and the contracting communities, to secure improved designer hazard elimination during the pre-construction phase reducing hazards passed on to contractors. By working alongside the established Highways England Health and Safety hub, the principal designer working group will drive the further reduction in hazards during the whole life of schemes.

The agreed scope of the group is set out below. This is supported by a detailed Action Plan. Additional information will be uploaded to the Health and Safety hub website shortly.

If you would like further information on the group please contact:

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Objectives

- To proactively support delivery of Highways England 5 Year Health, Safety and Wellbeing Plan
- To improve the health, safety and welfare aspects of designs produced by the supply chain including behavioural change
- To provide guidance to the supply chain based on best practice and lessons learnt from on-going design work
- To provide input from a principal designer role perspective to complimentary health, safety and welfare groups.
- To develop consistent design health, safety and welfare approaches across all aspects of the improvement, maintenance and operation, of the strategic road network, including dismantling and decommissioning structures.

Action Plan

- Support Highways England design documentation updates
 - Interim Advice Notes
 - Project Control Framework products
 - Design Manual for Roads and Bridges et al
- Support Highways England Health, Safety and Welfare documentation updates
 - Raising the Bar
 - Good practice toolkit
- Identify key designer actions within 5 year plan and provide direct support to Action owners
- Report examples of good practice and share these with the wider community
- Develop consistent design delivery processes – e.g. similar to Network Rail requirements, particularly to support a Common Data Environment for BIM
- Develop cross-industry links for continuous improvement e.g. rail, nuclear, water etc

Your NEW Incident Reporting System Coming Soon

Within the Health and Safety Five Year Plan, there is an action (93) to “Develop and roll out a single incident management system for contractors and Highways England employees.”

Following the conclusion of the comprehensive procurement process Highways England has now identified Airswab as the new provider of the incident reporting system. Currently the Health and Safety Team as well as key stakeholders are configuring the system to meet the needs of both Highways England employees and our supply chain and it is anticipated that the new reporting system will be live from the 1st of October 2017. The Health, Safety and Wellbeing of our people and those that work on our behalf are paramount. Therefore in order for Highways England to truly understand and eliminate the hazards its people face we needed a new system to allow us to collate all H&S intelligence to help prevent reoccurrence. Those familiar with current Airswab will see a significant improvement in the way the system looks and feels as well as the overall functionality.

If you already have an Airswab account then you don't have to do anything at the moment. Currently the national H&S team will be transferring current users over to the new system and will contact them in due course on where to find the link to the new system. There will also be a new incident reporting standard which will replace the current IAN128/15Ar.

Further details will be cascaded shortly for all potential new users but in the meantime if you have any questions please contact your H&S Business Partner.

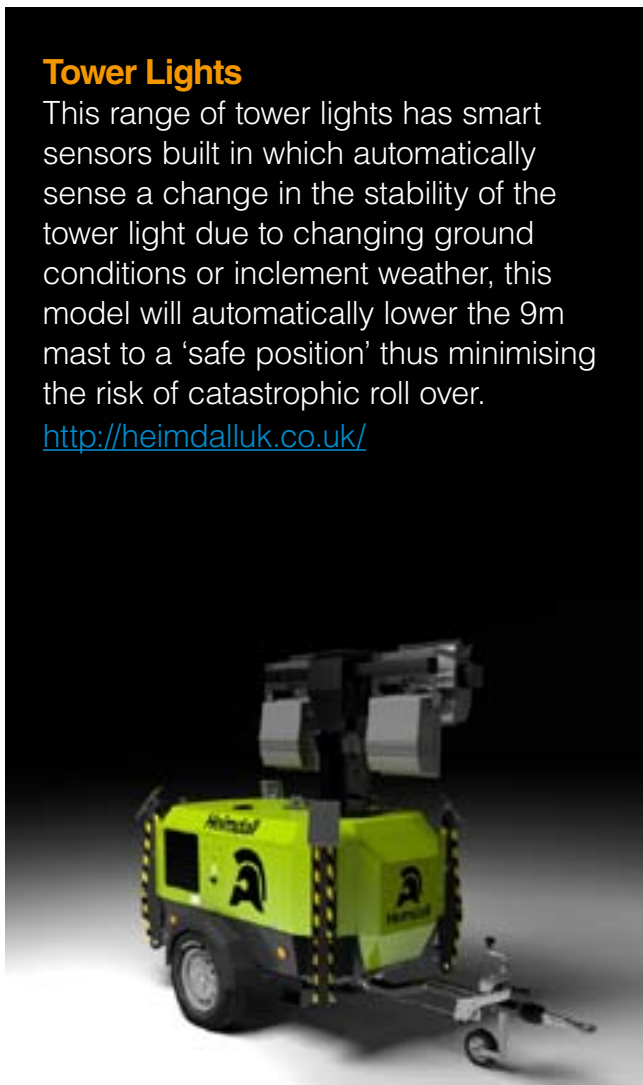
New Equipment

As technology advances we demand more from the equipment that is used on site below are some innovative ideas that are being introduced into industry.

Tower Lights

This range of tower lights has smart sensors built in which automatically sense a change in the stability of the tower light due to changing ground conditions or inclement weather, this model will automatically lower the 9m mast to a 'safe position' thus minimising the risk of catastrophic roll over.

<http://heimdalluk.co.uk/>



New IPV's for the network

Aone+ has recently taken delivery of a new generation of IPV for use in Area 4. These vehicles are fitted with the new MASH tested Blade Crash Cushion as well as the latest DfT approved Red X Light Board complete with remote convoy vehicle signage.

As cars and lorries have got bigger it was felt that tougher protection with a new concept of crash cushion was required to protect the workforce and the public.. This crash cushion fits the bill having the capability of absorbing impacts from heavier, larger vehicles with increased bumper heights.

The blade cushion measures 6m long by 2.4m wide and is named after the way in the patented invention works. This unit has 12 internal 'blades' and during impact four blades cut through the aluminium composite H-beams, with another 8 cutting through welded tubes, absorbing the impact. The remaining weak aluminium parts bend away safely. [More Information](#).

The future – Driverless lorries

Most of us will be aware of the potential introduction of autonomous vehicles, although illegal to drive in this mode at least one manufacture has already introduced them onto our roads. One particular service provider is currently carrying out trial on an autonomous IPV so it is inevitable that they will arrive on our network at some point in the not too distant future.

A contract has been awarded to the [Transport Research Laboratory](#) to carry out the test of vehicle “platoons”.

The TRL will begin trails of the technology on test tracks, but these trials are expected to move to major roads by the end of 2018. To get the trials underway TRL has announced its partners for the project:

- DAF Trucks, a Dutch lorry manufacturer
- Ricardo, a British smart tech transport firm
- DHL, a German logistics company

A platoon will consist of up to three Lorries travelling in convoy, with acceleration and braking controlled by the lead vehicle.

The lead vehicle in the platoons will be controlled by a human driver and humans will control the steering in the Lorries to the rear, though acceleration and braking will be mirrored.

Lorries driving close together could see the front vehicle pushing air out of the way, making the other vehicles more efficient and lowering their emissions. This has the potential to lead to fuel savings for haulage companies.



Vehicle platooning has been tested in a number of countries around the world including the US, Germany and Japan, however their strategic road networks do not present the same challenges as ours with heavily congested motorways with stop-start traffic with vehicles jostling for position. First and foremost we must have confidence that the technology will work and the concept works safely on our roads, hence the need for some in depth trials to be undertaken.

Work-Related Musculoskeletal Disorders.

HSE will be holding a Summit on Work-Related Musculoskeletal Disorders (MSDs) on 21st March 2018 at the QE11 Centre, London

HSE will be showcasing a number of new and re-energised approaches to help you tackle MSD problems. We acknowledge that MSDs can affect many workplaces, arise from many network activities, and result in many health outcomes. We therefore want to ensure this event addresses the most important issues that you have to deal with.

This is an opportunity to listen and be involved with discussions and raise your concerns around MSDs with the regulating body.

To register your interest in this event please email training@hse.gsi.gov.uk

Highways England Red X Campaign

The latest HE media campaign is focused on reminding all drivers that it is illegal to drive under a red X. The script highlights that they can be prosecuted if caught and more importantly they are potentially putting themselves and the lives of members of the emergency services, HETO and our workforce at risk. [LINK TO CAMPAIGN VIDEO](#)

HSE Fatality Statistics

The HSE has released its annual figures from work related fatalities as well as the number of people known to have died from the asbestos-related cancer, 2015.

The provisional annual data for work related fatal accidents revealed that 137 workers were fatally injured between April 2016 and March 2017 (a rate of 0.43 per 100,000 worker), the second lowest on record.

There has been a long-term downward trend in the numbers of fatal injuries to workers – they have halved over the last 20 years – although in recent years the trend shows signs of levelling.

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

- 30 fatal injuries to construction workers were recorded. While this accounts for the largest share, this is the lowest number on record for the sector. However, over the last five years the number has fluctuated; the annual average for the past five years is 39. The annual average rate over the last five years in construction is around four times as high as the all industry rate.
- 27 fatal injuries to agricultural workers were recorded. This sector continues to account for a large share of the annual fatality count. It has the highest rate of all fatal injury of all main industry sectors, around 18 times as high as the all industry rate.
- 14 fatal injuries to waste and recycling workers were recorded. Despite being a relatively small sector in terms of employment, the annual average fatal injury rate over the

last five years is around 15 times as high as the all industry rate.

- The fatalities in the waste and recycling sector in 2016/17 include the single incident at Hawkeswood metal Recycling Ltd in Birmingham on 7 July 2016 which resulted in five deaths.

The new figures also highlight the risks to older workers, around a quarter of fatal injuries in 2016/17 were to workers aged 60 or over, even though such workers made up only 10% of the workforce.

There were also 92 members of the public fatally injured in accidents connected to work in 2016/17. Almost half of these occurred on railways with the remainder occurring across a number of sectors including public services, entertainment and recreation.

Mesothelioma, caused by past exposure to asbestos killed 2,542 in Great Britain in 2015 compared with 2,519 in 2014. The current figures relating to asbestos-related cancer reflect widespread exposures before 1980. Annual deaths are therefore expected to reduce after this current decade.

Discussing the findings, the HSE's Chair, Martin Temple, said: "Every fatality is a tragic event that should not happen. While we are encouraged by this improvement on the previous year, we continue unwaveringly on our mission to prevent injury, death and ill health by protecting people and reducing risks." [LINK TO REPORT](#)

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If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR11/15**. Highways England creative job number S170035

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