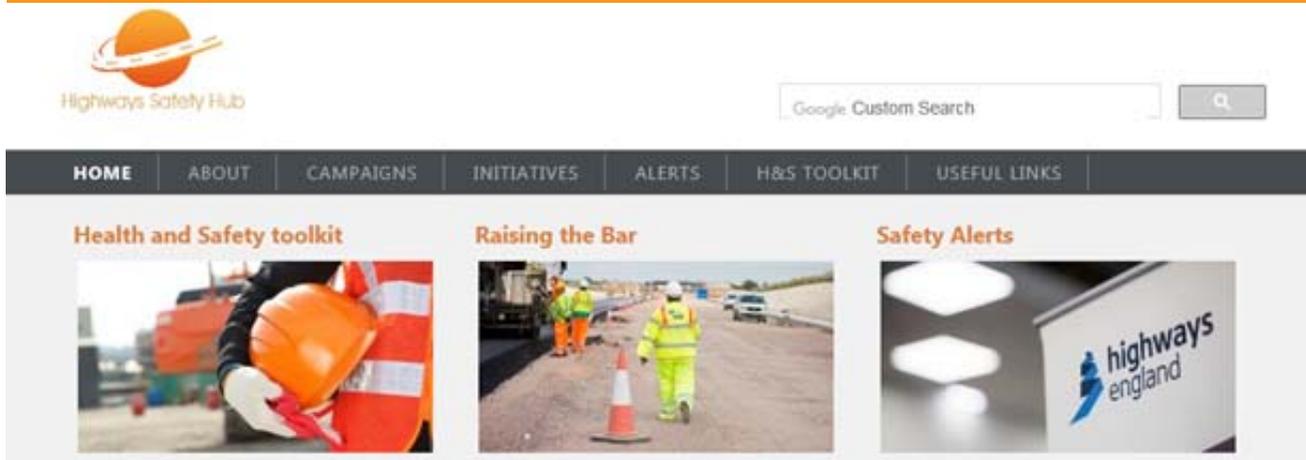


## Hub Website – We Would Like Your Feedback



To support and improve the sharing of knowledge and good practices within Highways England and across the supply chain, and to align with action 54 of the Highways England health and safety five year plan, the health and safety programme team, working closely with the highways England digital comms team, are making some improvements to the Highways Safety Hub Website.

To make sure we create a website that works for internal and external users, we would like your views on what the website should contain, how it feels and what works best for you, the user. We have developed a short survey to collate this information which can be accessed via the Highways Safety Hub website.

The survey will remain open until the end of February.

Survey link: <https://www.surveymonkey.co.uk/r/XTZZBCR>

## Hub roadworks incursions campaign

During February the incursions campaign focusses on the practical steps that should be taken to minimise the risk of a vehicle incursion on your site. This applies to designers, constructors, maintainers and operations staff, it highlights the work done by the incursions working group and the contents of raising the bar 27 [Managing Temporary Traffic Management Incursions](#). Resource material is available through the campaign page on [www.highwayssafetyhub.com](http://www.highwayssafetyhub.com)

### Highways England Safety Alerts issued since the November briefing:-

HEi037 – Struck by an object during remote cutting operations

This and previous alerts are available through the following link: \_

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

## Fast responder bikes

Conventional traffic officer recovery vehicles can take long periods of time to reach an incident if traffic is built up and they aren't on the viaduct already once they receive the incident or recovery call from the RCC. They also have very little information on the incident they are responding to which can hinder being prepared for the right situation. A common cause of breakdowns is running out of fuel.

M5 Oldbury Viaduct project have invested in an innovative fast responder bike which can reach incidents much faster than a conventional vehicle and provide updates to the resource which is following behind. In the event a vehicle has ran out of fuel the bike will carry a small amount of petrol or diesel to quickly get the vehicle on their way and allow the two lanes of the works contraflow to open again. The bike also carries a small section of gadgets, spare parts and tools to help try and get a broken down vehicle quickly going again without the need for a traffic officer to attend the incident

### Key Improvements

Reduced response time over the conventional vehicle

Broken down vehicles can receive assistance to get them moving

Addresses common problem of vehicles running out of fuel

Information can be relayed to following services to ensure best preparation of the incident.

For more information, please contact: Pieter.  
[Prins@bamnuttall.co.uk](mailto:Prins@bamnuttall.co.uk)

## Introducing safer highways

Following a successful launch event at Highways UK last year, Safer Highways are now excited to be able to reveal our future plans.

Our mission is to keep health, safety & wellbeing at the fore of the highways industry by leading the forum that drives strong leadership, effective communication, best practice & awareness at all levels.

As a part of this we are delighted to unveil this year's Safer Highways Legacy Programme.

An industry-wide initiative to share best practice, this year's legacy programme will focus raising industry awareness around the subject of mental health and wellbeing, with free to access resources, available to all.

Chaired by an industry leading safety and wellbeing professional, and supported by leading safety practitioners from across our industry, with the aim of producing a final consultation version of the Legacy Programme for discussion at the Safer Highways Annual Summit on 11th September 2018, the Safer Highways Legacy Programme will draw upon the vast array of expertise within our sector in the form of the Safer Highways Advisory Council.

The 40 person council is to be made up of key safety practitioners and other like-minded professionals from across industry. Comprised of Tier 1, 2 and 3 contractors in the Highways England supply chain as well as representation from the client themselves the council will also involve external organisations such as Thames Water, the Environment Agency and the Post Office; the latter three who have all developed and delivered hugely successful Workforce Mental Health Awareness Programmes.

The council will also be supported by other bodies such as the DfT, the FTA and CIRAS as we look to develop a programme which has a real and tangible lasting value.

The Safer Highways Advisory Council will be governed by a board of six people who will act as leads on various action points within the legacy strategy and effectively manage the various working parties.

As we seek to become a 24/7, 365 days a year 'movement', the culmination of our activities will be the annual Safer Highways Summit to be held on the 11th September 2018 at the Birmingham Conference and Events Centre.

The 2018 Safer Highways Summit will feature a live interactive drama entitled 'Barely Coping' designed to engage the workforce to better recognise and understand issues surrounding mental health developed in partnership with AKT. We will also have an update from the Safer Highways Advisory Council on this year's legacy programme.

Over the course of the coming weeks we will be releasing further news about our activity, including the new Safer Highways Hub, the second edition of Safer Highways Magazine and further information on the Safer Highways Forum.

If you really believe in the keeping health, safety & wellbeing at the fore of the highways industry join us and be part of something special that can influence and drive change across our industry – for the benefit of our roadworkers and all road users.

To download the overview document for the 2018 programme click here <https://gallery.mailchimp.com/732f9a7c54bdb7f1a770db2da/images/cb57cdf0-9d42-45fe-9b58-7c3d50176b3f.jpg>

## New steps to tackle illegal waste and fly tipping

New powers to tackle the serious problem of waste crime will be granted and further action opened for consultation in a crackdown on illegal sites. Environment Minister Theresa Coffey has announced the recent launch of the 25 year Environment Plan.

Waste crime costs the English economy more than £600m in 2015, including lost landfill tax revenue and clean-up costs, and creates severe problems for people who live or work nearby with odour, litter, fly infestation, pollution and fires blighting lives. Waste criminals also undercut genuine businesses who dispose of waste responsibly.

The government has also launched a new consultation document <https://www.gov.uk/government/consultations/reducing-crime-at-sites-handling-waste-and-introducing-fixed-penalties-for-waste-duty-of-care> to tackle crime and poor performance in the waste sector. Proposals include raising the bar required to hold EA waste permits and putting a stop to criminals hiding their illegal activities by requiring them to register low-risk waste operations which are currently exempt them from the need to hold a permit.

The consultation proposes improving awareness amongst

householders, so people can check on the EA website to see if the recipient of their waste is licensed to take their waste, or their duty to pass waste to legitimate carriers.

It also suggests providing local authorities with the option of fining those whose waste ends up fly-tipped or illegally dumped rather than having to pursue them through the courts. Latest statistics show that some of the worst hit areas include London, which saw over 360,000 fly-tipping incidents last year, and the North West of England which saw 128,000 incidents in 2016/17.

More than 850 new illegal waste sites were discovered by the EA in 2016/17. While an average of two illegal sites are shut down every day, they continue to create severe problems for local communities and businesses as well as posing a risk to key national infrastructure.

The new powers for the EA to tackle waste sites will be introduced by spring 2018, subject to parliamentary approval. This follows a public consultation in which an overwhelming majority (90%) of respondents were in favour of allowing regulators to take physical steps, such as locking the gates to an illegal waste site, to prevent operators from accepting more illegally dumped waste

## CD282 - the implementation of Directive 2013/59/ EURATOM laying down basic safety standards for protection against the dangers arising from exposure arising to ionising radiation

HSE is consulting on changes to the Ionising Radiation Regulations 1999 (IRR1999), the majority of which are brought in by the implementation of the EU Basic Safety Standards Directive (BSSD).

Briefly the main changes are:

1. Dose Limit for exposure to the lens of the eye and implementation of the Directive – the Directive introduces a reduction of equivalent dose from 150 mSv to 20 mSv in a year. Currently exposure to ionising radiation is calculated and assessed on a calendar year basis, this would require individual dose limits to be re-calculated for the remainder of the year. HSE propose to transpose the BSSD early, on 1st January 2018, to avoid confusion and any additional cost burden to businesses.
2. Graded Approach - introduction of a new three tiered risk-based system of regulatory control. The Directive refers to these levels as notification, registration, and licensing - the higher the radiation protection risk associated with the work, the greater the requirements. It requires HSE to have in place a positive system of authorisation whereby permission is granted to duty holders for higher risk activities through registration and licensing.

Consultation ended on 2 April 2017.

To view the consultation document - <http://www.hse.gov.uk/consult/condocs/cd282.htm>

## Cyclists safety

Aggregate Industries call on the construction industry to help raise cyclist safety further up the agenda

HAVING seen a flurry of headlines in 2017 about the disturbing number of cycling casualties on UK roads, Aggregate Industries are calling on the construction industry to help raise standards in order to reduce and prevent future accidents between cyclists and lorry drivers.

According to a recent report by the Royal Society for the Prevention of Accidents (RoSPA), a total of 18,477 cyclists were injured in reported road accidents during 2016, including 3,499 who were killed or seriously injured.

Notably, the same study highlights that heavy goods vehicles (HGVs) present a danger to cyclists with approximately one quarter of accidents resulting in serious injury to a cyclist involving an HGV, bus or coach 'passing too close' to the rider.

Ben Young, head of road logistics at Aggregate Industries, commented: 'The cycling safety issue has continued to escalate and must be addressed. Despite the associated dangers, the number of cyclists on the road has rapidly increased in recent years, at the same time as general traffic levels; thus, unless swift action is taken to enable a safer collective use of our roads, the reality is

that the current level of cyclist casualties will remain unchanged.

'For our industry, the onus is on ensuring that all construction and haulage vehicle operations are designed to be as rigorous and safe as possible. At Aggregate Industries, for example, we operate an incredibly robust theory and practical testing process when recruiting a new haulier, which includes requiring them to achieve a minimum of Fleet Operator Recognition Scheme (FORS) Bronze accreditation – which includes best practice in cycle safety.

In addition, we also operate a 'Fair & Just' points-based policy whereby any haulier working within our network will be tackled firmly and fairly if they have been caught driving dangerously.

'Of course, we are always looking for ways to enhance our vehicle specification to protect the vulnerable road-user. Our current spec includes a five-camera system, side-scanning technology and audible warnings for both the driver and the pedestrian or cyclist.'



## Safe driver rewards scheme



New driving style rewards programme to promote safer driving across company's fleet of hauliers

FOLLOWING the installation of the Teletrac Navman GPS reporting system in all vehicles within the company's fleet, Aggregate Industries have launched this new recognition scheme, based on scorecards that reward safe driving behaviours and styles.

Each month, the top three drivers in each UK region will be announced and each quarter the top haulier will be named. There will also be annual awards, including Aggregate Industries Driver of the Year and Top Haulier of the Year. All award winners from across the year will receive prizes for their achievements.

Ben Young, head of road logistics at Aggregate Industries, commented: 'Utilizing the Teletrac Navman technology now installed across the fleet, we are able to recognize and reward those drivers committed to safety and encourage everyone to achieve operational best practice.'

With safety as one of its top priorities, the company operates a robust theory and practical testing process when recruiting a new haulier, which includes requiring them to achieve a minimum of FORS (Fleet Operator Recognition Scheme) Bronze accreditation.

Aggregate Industries say this new reward programme illustrates their commitment to not only recruit safe hauliers but to also ensure they operate safely throughout their careers.

## New age chipping machines

Aggregate Industries' Contracting Services division helps raise the bar in on-site safety with improved chipper

CONTINUING to raise the bar in on-site health and safety, Aggregate Industries Contracting division recently embarked on a project designed to improve existing outdated chipper technology and bring it up to modern-day standards.

The move was prompted by an incident involving a chipper in June 2016 when a supply chain operative suffered a fractured ankle.

Following this incident, Aggregate Industries' Contracting team undertook a thorough investigation to identify how future injuries and incidents of this kind could be avoided. This included a review of the company's own fleet

and best-practice equipment across the whole industry.

The results of this investigation highlighted that what was required was a new approach to chippers.

Paddy Murphy, managing director of Contracting Services at Aggregate Industries, explained: 'Our investigation revealed that chipper technology had changed little over the decades, resulting in equipment that had been left behind with regards to health and safety standards when compared with a lot of modern machinery used by the industry.

'Initially, to improve operations, we considered alternative methods of placing chips but found that, in terms of delivery, the existing equipment remained the best. Therefore, we decided to take

matters into our own hands and decided that upgrading the current chipper technology was the only viable approach.'

After consulting with the team of experts at the company's National Plant Department, Aggregate Industries formulated 25 improvements to the latest chipper equipment. The company then approached industry-leading suppliers Tex Engineering to undertake the identified improvements.

In July 2017, following eight months of meetings and development work, trials were undertaken with the new chipper, which featured changes including; joystick control, a hopper-moving mechanism, improved lighting, and safety bars.

The trial proved successful and the new chipper – the M95 AI Class (pictured) – was introduced into operations for the first time at a site in Hampshire in August 2017.

Mr Murphy continued: 'The chipper improvement project has proved to be an incredible success. From the investigation, which identified the improvements, to the technological developments created in partnership with Tex Engineering, we have seen countless examples of professionalism and expertise, and a real dedication to make a lasting contribution to improving safety standards across the industry.'



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