

## Highways Agency Safety Week

**STOP AND THINK!**

Coinciding with the European Week for Safety and Health at Work, from 21-27 October 2013, the Highways Agency will be focusing on what it's doing to improve health, safety and wellbeing for staff, road workers and road users.

During 'Safety Week' we will focus on our aiming for zero health and safety strategy, and also promote a 'stop and think' internal safety message, which encourages staff to pause and routinely consider and identify the health and safety impacts of their work.

The health, safety and wellbeing of our road workers is one of a number of important themes during Safety Week.

The Highways Agency shares with you a commitment to improve the safety of all those who work in the roads maintenance and construction industries, and invites you to join with us to promote the importance of road worker and road user safety.

We would like to hear about your most significant initiatives that are improving health, safety and wellbeing for your workforce, so if you have any leads, questions or ideas, please contact the Highways Agency's internal communications team on **01306 878 676** or email [richard.oakley@highways.gsi.gov.uk](mailto:richard.oakley@highways.gsi.gov.uk)

## STOP PRESS

RoWSaF wins Prince Michael of Kent Road Safety Award. More details coming soon.

## Changing behaviour – what does it take?

**Amey shows commitment to health and safety with launch of hard-hitting DVD.**

Amey in the West Midlands has recently demonstrated its commitment to changing the behaviour of its staff by commissioning and releasing a new DVD, entitled 'Changing Behaviour – What Does it Take?' The hard-hitting DVD, which features scenes of near misses and accidents on the road network, is designed to make employees think about their personal behaviour and that of their colleagues, and to amend their working practices accordingly.

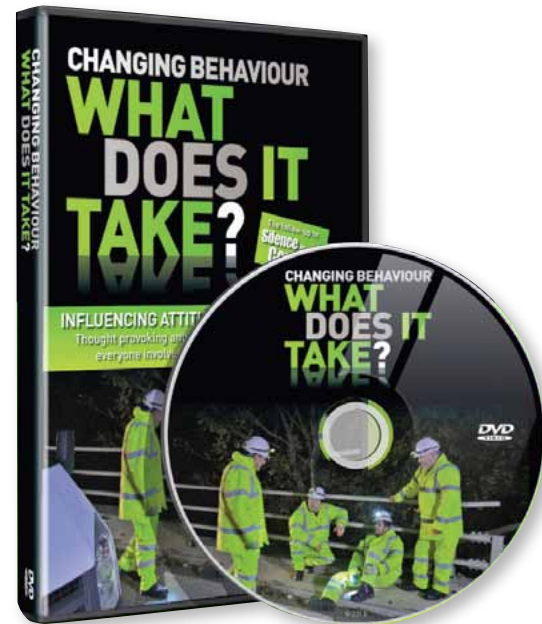
Since 2009 Amey has undertaken a campaign to 'Target Zero Every Day' which aims for zero harm to its employees and the general public in the course of its operations. This has been coordinated with a significant effort to introduce a cultural change across all its contracts and encourage employees to take responsibility for their safety, moving away from a 'top-down' model.

The DVD forms part of this strategy. Its release complements the Highways Agency's 'aiming for zero' initiative. It covers all aspects of highway maintenance but focuses on road worker safety. The release of the DVD is a triumph for collaboration as Amey in the West Midlands, its supply chain and the Highways Agency have all been involved in its funding and commission.

Paul Fillis, Principal Construction Manager at Amey, believes the DVD will be a valuable tool for use in briefings and as part of wider behavioural safety training:

"What Does It Take really drives home the point we're trying to make to our staff - that they need to take responsibility for their own safety and that of their teams.

It highlights how it's often the simple things that make all the difference. It looks at the realities of the workplace and everyday issues that highway maintenance crews confront and examines several typical workplace scenarios to illustrate the potential for unsafe practice that can lead to



damage or injury. We have an excellent safety record at Amey, but we're not complacent and we're always looking for ways to reinforce messages on health and safety - that we all need to work safely and go home at the end of our shift."

Scott Millar, Account Director at Amey, reinforces this:

"Although we produced a previous DVD, 'Silence is Consent', we wanted to continue to remind our staff about the dangers of working on the network. The best way for us to reduce accidents is to change behaviours, and although we have regular briefings we knew a DVD, combined with a promotional campaign, would be an excellent method of communicating this to our staff and our supply chain at all levels."

The DVD is being launched across all of Amey's contracts and is available free from [safetydvd@amey.co.uk](mailto:safetydvd@amey.co.uk). The commissioning partners have asked that a donation is made to 'The Lighthouse Club Benevolent Fund', a charity which supports families of those who have worked in the construction industry.

# Technology maintenance – changing the game

**Highways Agency project manager Will Spurr talks about the development of an innovative maintenance assistance vehicle.**



What if we could keep all our on road technology operational and available all the time? What if going to fix a fault or swap a bit of kit was an efficient, straightforward, and lean process? And what if doing all this could be done quickly and safely with a specially designed solution?

Well, the Highways Agency is working on just such a project! Our concept of a maintenance assistance vehicle (MAV) has been designed with managed motorways in mind – specifically for speed control signals (advance matrix indicators (AMI)) positioned over each lane.

Utilising best practice from the airline industry, we've developed a prototype vehicle that can replace faulty AMIs in a completely new way. In one well-designed vehicle we're able to offer a solution to transport and handle AMIs, work safely at height, and reduce the time spent changing AMIs on the network – maximising operational availability and minimising disruption.

In our early trials of the concept, we've been able to achieve AMI swap outs in under 10 minutes, store and handle AMIs safely, design safe and efficient working processes and investigate the potential to carry out rapid AMI swap outs on the network.

We believe this concept offers new opportunities to improve our technology maintenance capability and think in new ways about how we keep our roads open to road users.

We've been working with Mott MacDonald, Simulations Systems Ltd and Emtek Services Ltd to develop the concept of the MAV and are planning comprehensive testing of the prototype vehicle in the autumn of 2013.

## The latest from RoWSaF

### Offside signs removal (OSSR)

Trials of stage 4 of OSSR on the M25 between junctions 8 and 9 near Leatherhead are proving successful. The trial involves closing three nearside lanes on a four lane motorway, and if successful, means that OSSR can be used on managed motorways all lanes running, enabling a saving of up to £6m on the purchase of post mounted signs on the central reserve, as part of upcoming major schemes.

### Hard shoulder abuse

A project is underway on the M42 to identify and target motorists who use the hard shoulder when it is closed to live traffic. This will use a police automatic number plate recognition (ANPR) camera and motorway incident detection and automatic signalling (MIDAS) to collect data. Warning letters will be sent to those misusing the hard shoulder. Repeat offenders will get a letter from the police stating intended prosecution.

### High level signs

Following successful trials, a draft interim advice note (IAN 179/13) is being consulted through RoWSaF's technical project board. It provides guidance on the use of vehicle mounted high level VMS for closure of single offside, single nearside and two nearside lanes at temporary road works being carried out on dual carriageways with hard shoulder, for which the national speed limit applies.

### IPV guidance

Research into IPV collisions, international use of IPV and collision modelling has been used to support a draft IPV guidance document that was discussed by a subgroup of the RoWSaF community on 24 September. The guidance presents a best practice approach to reducing risk to road workers. It presents a risk mitigation hierarchy which suggests that dual vehicle working is, by default, the safest method of work, but makes clear the service provider's responsibility to conduct a site specific risk assessment prior to a decision to use a dual or single vehicle working approach. Examples of actual practice were explored to provide clarity about scenarios where dual or single vehicle working might be safest. Progress will be reported in the next issue of *RoWSaF news*.

### IPV conspicuity and countermeasures

Following a comprehensive desk study, trials of a number of measures aimed at improving IPV conspicuity have been carried out at the Transport Research Laboratory (TRL) test track and two have been selected for further study. These measures are flashing rear facing red/amber lights on the IPV vehicle, triggered when a vehicle encroaches within a predetermined range; and a scrolling chevron VMS sign. These measures, coupled with simple improvements to the existing sign reflectivity and improved sign lighting, should significantly improve the vehicle conspicuity. Negotiations continue with DfT central on the authorisations necessary to carry out on-road trials.

### Managed motorways all lane running schemes

Revised interim advice note [IAN161/13](#) sets out the design parameters and associated requirements for managed motorways all lane running schemes.

The updated IAN161/13 sets out the requirements in order that the road user and road worker safety objectives can be met when applied to individual schemes.

Since the publication of IAN161/12 last year, improvements have been identified leading to a reduction in the frequency of maintenance activities. Key measures include the provision of central reserve concrete barriers, remotely operated traffic management signs, remote access to technology, and the rationalisation of maintenance activities.

In addition to IAN161/13, the companion document [Managed Motorways – All lane running – Concept of Operations](#) has been updated. All associated project managers, designers and delivery partners therefore need to be aware of the published IAN161/13.

# CIHT awards 2013

Road worker safety projects featured as outstanding achievements at the CIHT awards event held on 13 June at Madame Tussauds, London.

## CIHT/Lafarge Tarmac Health and Safety at Work award

**Winner:** BAM Nuttall Morgan Sindall Joint Venture for their work on the M62 junction 25-30 smart motorway project, which is paving the way for better road worker safety by becoming the first major project to deliver zero carriageway crossings as part of the Highway Agency's 'aiming for zero' strategy.

## CIHT John Smart Road Safety award

**Winner:** A-one+ Integrated Highway Services for their work in using simplified traffic management technology that enabled the removal of the 200 yard and 600 yard 'lane closed ahead' signs, reducing the number of times that road workers have to cross the live

carriageway to set up and remove signs in the central reserve.

## CIHT/Ringway Innovation award

**Highly commended:** The Colas Traffic Safety System, which uses CCTV installed on impact protection vehicles to actively monitor the surrounding proximity of vehicles. If any encroaching vehicle is picked up by the CCTV system both audio and visual warnings are activated to alert the workers of approaching danger so that they have time to move to a safe position.

More information on the full list of winning, highly commended and commended projects is available in the CIHT Awards 2013 supplement at [www.ciht.org.uk/awards2013](http://www.ciht.org.uk/awards2013).

aimingforzero

## Lean visual management goes mobile

**Balfour Beatty Mott MacDonald is using mobile lean visual management (LVM) rooms on works' vans across Area 4 to improve safety information for road workers.**



Offering standing room only, the LVM room is intended to provide the most up-to-date information for road workers and encourage them to take an active part in briefings using their own experiences.

Key features and visual elements of the mobile LVM rooms include location maps which are used to point out where works are, and a supervisor explaining network issues on a real-time basis. They are also being used to provide a direct and regular communications channel to brief sub-contractors so that they are as informed on safety as direct employees on the contract.

The mobile rooms are also used to display performance and measures and statistics on safety. There is always up-to-date communications on safety across the parent company's business and how safety is being talked about and implemented on all types of projects.

BBMM's use of lean visual management, including the vans, has been recognised by peers and has been shortlisted for an ICE South East Engineering Excellence award for improving safety. The LVM mobile room builds on static briefing rooms at BBMM's depots and offices in Maidstone and across the Area 4 contract, and they have already improved the quality and quantity of near miss reporting providing the most up to date information possible to employees and enabling two way discussion.



The BAM Nuttall Morgan Sindall Joint Venture will raise the bar and build on their M62 [five point plan](#) ensuring continual improvement in 'closing the gap' on road worker exposure to live traffic. The team is taking the learning from the five point plan as the foundation to further expand and develop new ideas for the M1 junctions 39-42 smart motorways scheme. They have been working closely with Asset International, part of the Hill and Smith Group, to develop Varioguard for use in chicane or taper areas. The temporary restraint has been designed to accommodate traffic lamps and has alternate red and white cover across the top beam which makes the barrier more conspicuous when used in taper / chicane zones. This has removed the need for the road worker to maintain traffic cones in the most hazardous areas of roadwork schemes. They have designed entry slip roads using lining / hatching detail to remove the need for coning and taper signing, again removing road worker exposure by eliminating the need for maintenance of equipment.

[Dave.Todd@morgansindall.com](mailto:Dave.Todd@morgansindall.com)

## The use and misuse of amber warning lights



**Andrew Reeve, Secretary to the SURVIVE Group, explains why SURVIVE is seeking a reduction in the use of amber warning lights.**

A large number of vehicles now make use of warning beacons/lights in order to alert other road users of their presence. These include the emergency services, breakdown/recovery operators, road maintenance contractors and road haulage contractors.

SURVIVE has always maintained that warning lights should only be used in situations where a vehicle is deemed to be a hazard to other road users. Both PAS 43 ([the SURVIVE/BSI safety standard](#)) and the [SURVIVE Best Practice Guidelines](#) recommend that warning lights should always be used when a breakdown/recovery vehicle is stationary, but on rejoining the carriageway, if the speed of the recovery vehicle is consistent with that of the rest of the traffic, the warning lights should be switched off.

SURVIVE has concerns over the misuse of warning lights in situations where they are not required. They are seeking an overall reduction in the unnecessary use of amber warning lights so that when they are used, the public more readily associate them with a genuine risk or hazard.

SURVIVE is seeking assistance from the road haulage industry and the road maintenance community to reduce, wherever possible, the unnecessary use of amber warning lights by their operatives.

If you wish to comment on the use of amber warning lights, please provide your feedback to [surviveorg@googlemail.com](mailto:surviveorg@googlemail.com).

## Safe working at the roadside

**The SURVIVE Group has been working for fifteen years to improve the safety of breakdown/recovery technicians who work on the road network, and also that of the travelling public.**

In most cases, when or where a vehicle breaks down is outside the control of the motorist, technician or recovery operator, but once it has broken down, it immediately becomes a potential hazard.

The introduction of PAS 43 ([the SURVIVE/BSI safety standard](#)) and its adoption by the recovery industry has helped to improve the standard of training and equipment that breakdown / recovery technicians receive and the service that they provide. The publication of the [SURVIVE Best Practice Guidelines](#) has also helped to identify

and reduce the risks that technicians and the public face at the roadside.

However, there may be occasions when a technician is faced with a situation where they require assistance from a third party such as the Police Service or Highways Agency Traffic Officers, to help remobilise or remove the vehicle. Working protocols agreed with the Highways Agency are in place and assistance from the Police Service can be requested to help ensure the safety of all concerned.

It is important to remember that motorways and high speed dual carriageways are amongst the safest roads to travel on per vehicle mile in the UK, but this shouldn't be allowed to disguise the very real hazards of working on these roads and the severity of accidents that can occur.

### Myth buster – works vehicle warning beacons

**Continuing the series exploring road worker safety myths, Dr Iain Rillie of TRL looks for the hazards caused by over-use of amber beacons.**

Amber beacons. All works vehicles should have them but when should you switch them on? "I've got to have / I want to have my beacons on for safety" is a common myth, but using warning lights effectively really is a case of "less is more".

The purpose of a "warning beacon" (as the law calls them) is to warn of a specific hazard. It might be to warn road users when a works vehicle is slow-moving or stopped, or to warn road workers when the vehicle is moving on a works site. But does a vehicle that's on a road and moving at traffic speed present a hazard? Not really. Or a stationary vehicle in a work site? Again, not usually (look at Chapter 8 Section 05.3, for example).

Science shows that warning beacons really do attract attention to the vehicle displaying them. But what if every works vehicle on site or on road shows a warning beacon regardless of whether it's a hazard? Like the boy who cried wolf, nobody pays them any attention so they have no real effect on safety. And workers on-site get to play a new game – 'where's the real hazard?' where they pick out a real hazard (a moving vehicle) from among a whole load of vehicles displaying warning beacons. Get it wrong and someone, possibly you, will get hurt.

So, the myth that beacons should be on 'for safety' when on road / on site? Busted – do use amber beacons to warn of a specific hazard (for example when driving into, on or out of a site) but the rest of the time switch them off!

## Highways Agency supplier event presents a 'Blueprint for Transformation' in health and safety

The supplier event, held at an M25 site office near St Albans, was designed to increase collaboration across the business.

The Highways Agency held a key supplier event on Friday 19 July that brought together the Agency's senior managers and the supplier communities covering Network Delivery and Development and Major Projects.

'Improving health and safety' was one of two key interactive sessions, the other focusing on 'delivering more value', with an emphasis on generating more collaboration between suppliers and the Agency through the sharing of ideas and best practice.

The health and safety session presented a 'Blueprint for Transformation'. In a quote from the blueprint document, Paul Neal, Balfour Beatty said "this is about creating a new way of thinking and a better model of behaviour that extends to all areas of delivery."

The session outlined joint safety commitments to significantly reduce the number of people injured, improve the health and wellbeing of our teams, improve safety for the travelling public, and implement industry-changing initiatives.

## Taxi driver jailed for running down a road worker on the A49

An impatient taxi driver has been jailed for running down a road worker on the A49. After the road worker informed the driver that he could not pass through a set of road works the driver drove at the road worker, who was hit at a speed of around 20 to 30 miles per hour. The road worker found himself on the bonnet of the car and was carried 50-60 metres before falling into the road.

The driver then drove off because he thought 'he looked alright'. Thankfully, the road worker did not suffer any major injuries but this could have been much worse.

Speaking after the sentencing, Wayne Norris, the Highways Agency lead officer for Midlands road worker safety, said: "This case sends out a message that such behaviour will not be tolerated and drivers who abuse our workers will face the full weight of the law. See the full story at: [http://www.herefordtimes.com/news/10583900.Taxi\\_driver\\_jailed\\_for\\_running\\_down\\_road\\_worker/](http://www.herefordtimes.com/news/10583900.Taxi_driver_jailed_for_running_down_road_worker/)

So how do we achieve this? Duncan Elliott, Carillion Operations Director highlighted the need to improve the quality of our health and safety tasks; raise standards to a new, higher, level; identify and adopt best practice; improve levels of engagement between the Agency and its supply chain; and share and learn from each other. Engaged people working together without barriers, and with a commitment to making a difference; clear and targeted communication; action not just words; and timely feedback are key to its success.

There was a clear sense of joint purpose generated during the session for the need to

demonstrate strong and visible leadership on health and safety; a clear drive for cross-industry collaboration to push the health and safety agenda, ensuring this is driven at all levels of the supply chain; and a desire for consistency in approach, message and practice across industry.

Speaking at the event, Highways Agency Chief Executive Graham Dalton said "This is an opportunity to get you all involved in delivering our business to work together more closely. There is a lot to be gained from greater collaboration."

## Transport Scotland – celebrating eight years of TRISS

**The Trunk Roads Incident Support Service (TRISS) celebrated eight years in operation in June. TRISS supports the emergency services in clearing incidents to improve journey time reliability by managing and reducing any impact of disruption on south west Scotland motorways and designated trunk roads.**

Since its launch in 2005, the service has bolstered Scotland TranServ's ability to respond to incidents on the network quickly and efficiently and helped to improve journey time reliability by managing and reducing disruption.

The TRISS/ISU service has attended over 1,500 incidents on the network since April 2013 - 98 per cent within 20 minutes. Scotland TranServ has also recently improved the service with the introduction of new vehicles, fitted with the latest variable message signs (VMS) and CCTV cameras linked directly to Traffic Scotland's Network Control Centre in South Queensferry, Edinburgh.

The recent introduction of an environmentally friendly, water soluble liquid which ensures the safe and efficient evaporation of spillages including fuel, oil, paint, solvents and even body fluids, as an alternative to absorbent granules, has significantly reduced the requirement for sweepers and other third parties to attend incidents on the motorways and designated trunk roads that Scotland TranServ maintains on behalf of Transport Scotland. TRISS and ISU (incident support



unit) operatives were the first in Scotland to receive investment in eight backpack sprayers, which each carry 16 litres of the liquid.

Thomas Docherty, TRISS Supervisor said "Over the last eight years, TRISS has become an important part of the service we provide to Transport Scotland. We are now looking forward to the future with Scotland TranServ and utilising our third generation vehicles which bring the latest in VMS technology and CCTV cameras, further enhancing our capabilities and partnership working with Traffic Scotland and the emergency services."

# Safety app improves near miss reporting

**Balfour Beatty Mott MacDonald in Area 4 has created a new, easier and quicker way for site operatives to report near misses through a specially designed smartphone app. George Pargeter, BBMM's Contract Director, explains.**

One of BBMM's autocad designers, Paul Haddell, came up with the idea of an app when using his own smart phone, so he developed the app himself. The app can be used anywhere and provides the facility to record all relevant information such as type of near miss, its location and time and allows photographs to be uploaded, all in real time. It uses the GPS and internet functionality of the operatives own phone to report the near miss details which go straight to the health and safety team so that quick remedial action can be taken.

Reports have to be made safely from phone points on site. The confidentiality of the operative



can be preserved if he or she wishes and there is even an option for the reporter to be given a call back to discuss the near miss in further detail so that effective action can be taken.

Near miss reporting has risen as a result of introducing the app. BBMM's parent company has been supportive and is reviewing the feedback and results from the Zero Harm app for wider application in the business.

[George.pargeter@bbmmjv.com](mailto:George.pargeter@bbmmjv.com)

aimingforzero

# Highways Agency safety alerts

The Highways Agency issues safety alerts so that safety best practice and learning can be shared across the wider business. The safety alerts system is managed by Wayne Mullin. If you wish to receive safety alerts or contribute your own alerts for wider circulation across the Highways Agency supply chain, contact:

[Wayne.mullin@highways.gsi.gov.uk](mailto:Wayne.mullin@highways.gsi.gov.uk)



Backdated copies of safety alerts are available at [Highways Agency safety alerts](#).



# Conference of European Directors of Roads

The [CEDR Transnational Programming newsletter](#) provides information on the collaborative research activities being carried out by CEDR Technical Group Research. Information about the 2012 call on 'safety of road workers and interaction with road users' and on 'use of vehicle restraint systems' can be found on pages 5 and 6.

## About us

The Road Workers' Safety Forum (RoWSaF) is an industry group established in 2001, promoting the health, safety and welfare of road workers. Members are drawn from UK roads administrations, enforcement agencies, contractors, designers and their associations.

© Crown copyright 2013.  
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 <http://www.nationalarchives.gov.uk/doc/open-government-licence/> or 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).

## Contact us

RoWSaFnews welcomes contributions from all parts of the highways maintenance community. If you have any contributions please contact [lesley.o'reilly@highways.gsi.gov.uk](mailto:lesley.o'reilly@highways.gsi.gov.uk)



Highways Agency publications code PR94/13.  
Highways Agency media services Bedford S130380