RoWSaF wins prestigious Prince Michael road safety award

RoWSaF has been recognised at the Prince Michael International Road Safety Awards for its collaborative work and innovations to make roadworks safer. The team picked up the award from His Royal Highness Prince Michael of Kent at a ceremony at The Savoy Hotel in London on Tuesday 10 December.

The award recognises RoWSaF’s sustained commitment to developing interventions that reduce risk to road workers. In making their recommendation to His Royal Highness, the judges said: “This highly innovative and effective forum brings together, in partnership, those responsible for the engineering workforce, the combined knowledge and experience of so many commercial and statutory organisations, and ensures that the highest levels of duty of care are in force.”

Through the introduction of simplified traffic management layouts, it is estimated there has been a 40 per cent reduction in the number of times that road workers have to cross live carriageways to set up and remove signs in the central reserve.

Martin Pollard, Director, Chevron Traffic Management Limited, and Paul Mitchell, Head of Health and Safety at the Highways Agency, collected the award from Prince Michael. On receiving the award, Martin said: “It was a privilege to receive this award on behalf of the RoWSaF community. The award means a tremendous amount to so many people who have been involved in the industry changing practices that RoWSaF has championed.”

Paul Mitchell added: “RoWSaF is proud of the scale and momentum that has been generated around road worker safety – the changes that have been implemented and adopted by the industry, the willingness to challenge current practises and share best practise, and the enthusiasm from every member organisation to make a real difference.”

Celebrating milestones in road crossings saved

A-one+ has estimated a saving of 32 carriageway crossings and 21.8 minutes of road workers’ exposure to live lane traffic every time they set out and remove a set of roadworks. They have deployed the simplified signs layout enabled through Interim Advice Note 150/12 more than 15,780 times across their MAC contracts, supported by briefings and tool box talks. In October 2013 they celebrated an impressive milestone, having saved 500,000 carriageway crossings – an estimated saving of some 5,734 hours when road workers would otherwise be exposed to the risk of working in live lanes.

Celebrating this fantastic milestone, Andy Jamieson, A-one+ Managing Director said “Road worker safety is part of our DNA and we are constantly challenging the way we do things to ensure we are maximising their safety and where possible eliminating hazards at source. The simplified signs layout is a step change in how we set out overnight roadworks, reducing risk whilst also increasing our working windows.” To read the A-one+ full story, go to http://www.aone.uk.com/File/news_2013_10_31_road_crossings.pdf

Balfour Beatty reports a reduction of around one million carriageway crossings across its area 4, 5 and 10 contracts. Connect Plus, a Balfour Beatty joint venture with Skanska, Atkins and Egis, have reduced carriageway crossings by half a million, while Balfour Beatty Mott MacDonald in areas 4 and 10 have each contributed nearly a quarter of a million crossing reductions.

The Bam and Morgan Sindall joint venture M62 project, winner of a Highways Agency supplier recognition scheme award (see page 4) eliminated a further 82,000 road crossings.

We are keen to hear from other contractors about their success in employing simplified traffic management layouts.

Email info@rowsaf.org.uk
Maintenance assistance vehicle (MAV) – on-road trial update

The prototype MAV was trialled on the M6 smart motorway scheme on the 26 and 27 November 2013, as part of a final phase of testing.

Testing the MAV prototype on a live smart motorway scheme enabled vital information to be gathered about gantry heights, road topography and realistic conditions on site. The trial demonstrated the MAV’s capabilities in installing and replacing advanced matrix indicators (AMIs) on the gantry. The operation was repeated eight times to fine tune the end to end process. However, the trial was not without its challenges and lessons have been learned to help improve the design of the MAV and the process of using it.

In particular, the trial showed that the camber, pitch and gradient of the road surface can affect how the MAV is aligned to the gantry. As a result, self-levelling jacks will be specified for the production version of the MAV.

The project is aimed at enhancing maintenance capabilities for smart motorways, making it a safer, quicker and less resource intensive exercise than the current approach. The project also aims to improve the availability of smart motorway schemes by reducing the time to get to the site and at the site, so that all the lanes remain fully operational.

You will soon be able to see the MAV in action on the Highways Agency’s YouTube channel.

The latest from RoWSaF

Interim advice notes (IANs) in the final stages of approval and due for publication early this year include:

Vehicle mounted high level variable message signs (VMS)
Following successful on road trials, draft guidance has been prepared on the use of vehicle mounted high level light emitting VMS for the closure of single offside, single nearside and two nearside lanes at relaxation scheme roadworks on dual carriageways with a hard shoulder, for which the national speed limit applies.

Post mounted remote controlled temporary traffic management (TTM) signs
Guidance for the selection and implementation of remote controlled TTM signs has concluded its consultation through RoWSaF.

Guidance on the use of impact protection vehicles (IPVs)
Research into road user collisions with IPVs, collision modelling, and the use of IPVs as part of temporary traffic management in other countries has been used to support the preparation of draft guidance (IAN 181/14) on the use of IPVs as protection vehicles, to provide significantly enhanced protection to road workers. The Highways Term Maintenance Association has agreed to prepare draft operational guidance for service providers to support the guidance in IAN 181/14.

Short duration off peak slip road closures
RoWSaF has considered the merits of short duration off peak slip road closures of exit slip roads when placing/removing road markings. It has been agreed that it should be for local regional operations boards to consider the feasibility of the slip road closure method and to make a local decision about where to deploy it. A Highways Agency contract management memo is due for publication early this year.

Offside signs removal (OSSR)
The site works for three further trials of OSSR have been completed. The on road trial involved closure of the three nearside lanes on a four lane motorway. This successful trial provides key evidence to the smart motorways programme that nearside lanes can be closed on a four lane all lane running motorway, without requiring remote controlled signs to be purchased and installed on the central reserve, for relaxation works. This potentially enables a saving of up to £6m on the purchase of post mounted signs for the central reserve, as part of upcoming major schemes. Data from further on road trials of OSSR for the closure of lane three on a three-lane dual carriageway, and closure of lanes two and three on a three-lane dual carriageway are being analysed.

A trial for closure of the three offside lanes on a four lane motorway is at planning stage. It is anticipated that site works will commence in February 2014.

Further on road trials are planned in 2014-15 on two lane dual carriageways (no hard shoulder), on a controlled basis.

Smart motorways all lane running (ALR) schemes
Traffic officer procedures specific to the operation of ALR sections were published on 2 January 2014 after consultation with maintenance partners and trade unions. The first ALR section (M25 junctions 23 to 25) is planned to complete construction and become operational in early 2014. This is being supported by a campaign toolkit issued to Highways Agency partners, which provides a range of communication material to be used through partners’ communication channels.

Stopped vehicle detection is being trialled for both carriageways at junctions 25 to 26 of the M62. The technology will detect stopped vehicles across all lanes. The trial will provide a case study of the system in one of the regional control centres with Highways Agency traffic officers, from which the Highways Agency can then consider the benefits of this technology within an ALR section.

To learn more about smart motorways go to the Highways Agency website’s smart motorways page.

Vehicle incursions into traffic management
RoWSaF is collecting information on the types and number of vehicle incursions into traffic management to better understand the problem. The focus of the work is on deliberate incursions into closures.

RoWSaF’s engagement with local authorities
RoWSaF is strengthening its engagement with local authorities so that it can share information on innovations relating to road worker safety.

Similarly, RoWSaF is strengthening its relationship with the police through the Association of Chief Police Officers. This will help to build a shared understanding and cooperation with the police around trials, and will ensure that relevant information is shared across the police force to support road worker safety.

You can also see the MAV in action through RoWSaF’s YouTube page.

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Despite good progress being made in developing new ways to keep road workers safe, 2013 saw several serious accidents involving road workers. Here, Tom Merry, HM Inspector of Health and Safety at the Health and Safety Executive, explains the investigation process.

The most serious roadwork incidents which the Health and Safety Executive (HSE) is currently investigating include those on:

- The A631 in Devon where four road workers were injured when they were struck by a van. Sadly one of them died of his injuries.
- The M4 in Newport where a member of the public died in a collision with a stationary works vehicle.
- The A46 in Nottinghamshire where a road worker was struck by a car while working on the verge.
- The M25 where several road workers were injured when an LGV overturned and entered the works area.
- The A34 in Oxfordshire where three road workers and one road user were injured in a collision between an LGV and an impact protection vehicle.
- A fatal accident in Sussex where a road worker was struck by a car.

Tom Merry said: “These incidents demonstrate that the highway can be a dangerous place to work, and highlight the importance of work to review and improve road worker safety when maintaining the UK’s highways infrastructure. I’m impressed by the determination of those I have met in the last 18 months or so to improve safety at roadworks. However, there is still more to be done and I look forward to working with the industry to meet the challenge.”

HSE investigates accidents to understand the causes, learn lessons, make improvements to working practises and to secure justice. Work related road accident investigation can be complicated and involves the police, Crown Prosecution Service (CPS) and HSE working together.

The police lead the investigation on the road and establish the sequence of events leading to the accident. If someone has been killed, the police will support the coroner’s inquest and consider whether the organisations involved in the work have committed offences of corporate manslaughter, in England and Wales, or corporate homicide in Scotland.

HSE assesses the working practises and the steps taken to protect road workers and road users. The police and HSE work together to share expertise and streamline investigations.

Investigators talk to road workers, road users and those involved in planning the work. This may involve people making formal statements to the police and HSE. They examine the scene of the accident, take copies of documents, drawings and CCTV footage; consider the training and experience of those involved in the work; and compare the precautions taken before the accident with industry standards and guidance.

HSE may take formal enforcement action to secure improvements in safety standards irrespective of, and usually long before, any prosecutions.

The police, CPS and HSE decide who to prosecute and for what. Decisions are based on evidence and the public interest. CPS prosecute manslaughter and/or road traffic offences, and may pursue breaches of health and safety law. HSE can pursue only health and safety breaches.

Rapid cure concrete – Connect Plus pioneers innovative approach to motorway repair

An innovation taken from the airfields sector has been used by Connect Plus to refurbish carriageway on the M25, reducing delay for drivers and improving safety for road workers.

Working with its supply chain partners, Connect Plus has developed the rapid cure technique from best practise in the aviation industry, where it is used for repairing airport runways.

It works by introducing a chemical called a super-plasticiser and a curing accelerator to the concrete mix which makes it set much more quickly, ensuring the surface can reach the required tensile strength to support live traffic in just four hours. Implemented on the M25, the technique has cut the time needed for closures for concrete motorway repairs from 1500 hours per annum to just 300.

Other techniques are also being used to reduce the duration of concrete resurfacing works even further, including pre-cutting the old concrete and preparing it with lifting eyelets for quicker removal, and the use of quick drying tents. The complete process from start to finish, including the removal of the old surface and the laying out of traffic management, now takes one overnight closure compared to a full 48 hour closure.

Nationally, this new technique has the potential to save hundreds of thousands of hours of carriageway closures and will substantially reduce road workers’ time exposure to live traffic on the network.
Highways Agency supplier recognition awards

Three health and safety projects have been recognised at the Highways Agency’s annual supplier recognition scheme awards for showing industry leading commitment to improving corporate and workforce health and safety. The awards event, marking its third year, was held at the Thinktank science museum in Birmingham on 14 January 2014.

The winner in the Health and Safety category was the BAM Morgan Sindall joint venture for its work on the M62 smart motorway project.

Eliminating the need for road workers to undertake live carriageway crossings

Two further projects were highly commended:

Carillion – A23 Handcross to Warninglid

Carillion has introduced a number of initiatives which have had a positive impact in improving worker safety – their MyZone proximity alarm, Thumbs Up signs and visual five miles per hour reminders are three examples. The commendation also recognised Carillion’s approach to promoting a healthy workforce. Medical health checks are provided to workers and posters are used to raise awareness of health issues. Carillion’s strong health and safety motivating success toolkit (MST) scores reinforce the good work. The A23 Handcross to Warninglid scheme has an accident frequency rate of zero and currently has more than 880,000 hours worked without a reportable accident.

EM Highway Services – Learn 2 Live presentations

EM Highways Services, in conjunction with local emergency services, has supported the Learn 2 Live initiative in Devon by delivering road safety presentations to more than 30,000 young people and service personnel. This initiative is an excellent example of promoting road safety through the use of emotive presentations that are delivered by people who have actually been involved in serious or fatal accidents. It’s also an example of collaborative working between EM, local authorities, emergency services, the NHS and other groups to engage with young people to increase their awareness of the risks posed by poor driving. Additional initiatives have been developed as a result of Learn 2 Live – two websites, resource booklets, a mobile phone app, and social media pages that are managed by EM.

This scheme represents the first time a major project has been delivered without the need for road workers to cross the live carriageway, achieved through a five-point plan that eliminated the need for more than 80,000 live carriageway crossings over 65km of a heavily congested part of the network. The accident frequency rate for this scheme has also reduced from 0.36 to 0.12 in the last year. This blueprint can now be used to assist all future major highways schemes to reach key targets as part of the Highways Agency’s aiming for zero objectives.
Lantra on a mission to improve skills in traffic management

Lantra, the sector skills council and charity, sets the industry standard in highways and traffic management qualifications and certification.

As a charity organisation, it is the only awarding organisation that works in partnership with National Highways Sector Schemes, administrating and certificating on behalf of them for the 2B, 5B, 12A/B, 12C and 12D qualifications which cover vehicle restraint fencing, parapets and general fencing. Through a network of quality assured training and assessment centres, Lantra delivers the industry standard that underpins multiple sector schemes and qualifications within this area.

Lantra Awards maintains and distributes high quality approved training and assessment materials and issues certificates, cards and logbooks that permit operatives to work on the UK highways network. A comprehensive list of qualifications and courses can be found on the Lantra Awards website.

Lantra is currently in the process of organising an annual awards ceremony, launching in 2014, which will recognise excellence within traffic management and reward employees within the sector for good practise in partnership with their employers. Information regarding nominations will be announced later in the year. Companies seeking further information or wishing to explore sponsorship opportunities should contact jennifer.walpole@lantra.co.uk.

Further information about Lantra Awards’ training and assessments for sectors schemes can be found at www.lantra-awards.co.uk.

To find your nearest provider, please call 02476 69 69 96.

Balfour Beatty win industry award

The Balfour Beatty team who worked on the now complete M4/M5 managed motorway scheme near Bristol were recognised when they won the British Construction Industry Associations top award for safety.

With construction and road workers operating in the tight confines of the hard shoulder and central reservation, the project team developed innovative ways to reduce risk.

In collaboration between management, supervisors and operatives, extensive and regular training took place using life-sized models, as well as video footage which was shown as a prompt to capture ideas for improving safety on the project. One innovative feature was the opportunity given to every on-site worker to sit in the cab of a machine. This enabled them to experience the visibility and awareness challenges faced by plant operators.

Project Director, David Neal, said: “We were delighted with the recognition which this award gave the M4/M5 team. At Balfour Beatty we are experienced in projects of this kind, working in tight confines adjacent to moving traffic. Safety always remains our top priority and we look to innovate and improve to eliminate risk, wherever it lies.”

Site access into roadworks

BAM Morgan Sindall joint venture smart motorways team use dual purpose site access signing to coordinate construction vehicles and deliveries, and emergency responders into and through roadwork schemes.

For works access points on their M62 and M1 junctions 39 to 42 smart motorway schemes, the team use a rendezvous point (Traffic Signs Regulations and General Directions RVP sign P2712) numbering logic, together with a unique site access numbering system for construction operations and deliveries, creating a dual purpose for site access. The closing and opening of access points are updated on a tracker and sent to project teams.
Highways Agency’s ongoing liaison with European roads administrations

Straßen, NRW, Germany has joined the liaison group between the Highways Agency and European roads administrations in Belgium and the Netherlands. Colleagues from the UK roads authorities in Scotland, Wales and Northern Ireland have also participated in meetings to progress action on three core projects:

- Red X signals – to include hard shoulder abuse where Red X is used, and the more general question of Red X non-compliance on running lanes.
- Traffic Management Attenuators (TMAs) or IPV – looking at different approaches to the use of TMAs, sharing statistics on incidents involving TMAs, and looking at the cause of incidents. This will inform the feasibility of developing joint guidance on TMA layouts and will feed into the EU standards working group on TMAs.
- To achieve as much standardisation as possible on the look of works vehicles and works layouts across Europe.

The work programme for each of the core projects is being scoped. Progress will be reported in future issues of RoWSaFnews.

Sharing a passionate commitment to improving worker health, safety and wellbeing

Supply chain partners Mott MacDonald and A-one+ joined the Highways Agency in promoting the importance of staff and road safety during Safety Week in October.

Topics focussed on how to improve the health, safety and wellbeing of work colleagues, staff and their families and covered wide ranging topics such as safer journeys, preparing for winter, the importance of leadership and supervision, site safety, near miss reporting, behavioural based safety, and safety at home.

Visit RoWSaF on Facebook

RoWSaF has ventured into the world of social media and hopes that this will help to raise awareness of road worker safety issues with the public, as well as providing a more dynamic interface with the road worker community. We need your help to build RoWSaF’s profile on Facebook, so visit us, ‘like’ us, tell your friends about us and send in your feedback and news.

Facebook.com/RoWSaF

A-one+ discussed key topics with employees in daily start of shift briefings in all depots and offices and also coordinated a radio campaign which was on air throughout Safety Week and beyond, raising driver awareness to take care through roadworks.

Mott MacDonald looked at a host of issues aimed at encouraging people to pause and consider how health, safety and wellbeing impacts on us all. They looked at issues such as staff training, the importance of site specific induction, driving at work, physical and mental health, reducing personal risk when undertaking site surveys etc, and also launched a new near miss campaign. They are following up on Safety Week with quarterly updates and reminders about the importance of health and safety awareness and personal responsibility.

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.

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

Aiming for zero

NO STRIKES IPV awareness training

A-one+ has been continuing with its NO STRIKES IPV awareness training in partnership with Norbert Dentressangle

To date, more than 300 HGV drivers have been trained through the programme, 96 per cent having rated the training as good or excellent.

From feedback, an overwhelming 95.5 per cent said they had enough time to move lanes safely having seen an IPV in front of them. Around 50 per cent said that they were sometimes drawn towards an IPV light at night and, whilst 51 per cent had not experienced fatigue while driving in the past 12 months, 23 per cent said that they sometimes experienced fatigue and 5 per cent experienced fatigue most days.

Following the training, overwhelming feedback was that drivers would take more care and slow down on approach to and when travelling through roadworks. Encouragingly 15.8 per cent made specific reference to respecting road workers more and looking out for them in the road ahead.

When asked for suggestions about potential changes to IPVs from their perspective as professional drivers, the majority of comments (50.8 per cent) related to the configuration and brightness of lights. A sizeable number (14.8 per cent) suggested using a different colour of lighting.

One driver captured the overall spirit and benefit of the training when asked how he would change his driving behaviour through roadworks: “I’ll move over sooner, slow down more and look to see where the workers are to give more room.”

A-one+ has been working with the Freight Transport Association to distribute the training more widely within the haulage industry, and the training is also now under way in partnership with Matalan, Next and Wincanton. Training begins early in 2014 with DHL and Sainsbury.