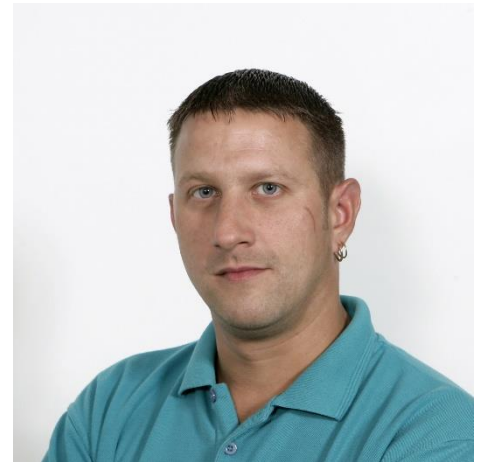


The Facts about Organ Donation

Gavin Matthews, a highly respected Ganger from the South West M&R contract, sadly passed away 15th September 2023 after suffering a bleed on the brain and subsequent cardiac arrest. Gavin was a highly respected member of the Ringway family and has worked on the strategic network in the southwest since 2004.

Gavin's family wanted to raise awareness of the importance and issues related to organ donation.



Gavin donated his:

- Kidney for a 48yr old male who was only given weeks to live and had been on the waiting list for 5yrs.
- Kidney to a female in her late 50s who had been on the list for 3yrs.
- Liver to a 50yr old male.
- Gavin's heart was deemed not good enough for transplant in full, but all 4 x heart valves were given to babies to repair congenital heart defects.
- his pancreas could not be used in the end
- arteries/veins for use in life changing operations
- blood as he had a less common blood type

Only 1 in 10,000 deceased people actually donate even though, in 2021/22 - 41% of the population were registered for Organ Donation which rose from 30% in 2011/12.

The main reason for this is, donating after death often gets blocked by the next of kin even if it's the wishes of the deceased - the total deceased donors in the UK in 2022/23 was only 1,429.

In the UK as of March 2023 the following individuals were on transplant waiting lists for:

- Kidney transplant - 5628
- Liver transplant - 688
- Heart transplant – 310

The message from Gavin's family and friends is to talk to your loved ones about what you've decided as your family will be consulted if organ donation is a possibility, even within an opt out system (also known as deemed consent, or presumed consent).

[Get the facts - NHS Organ Donation](#)

A20 Roundhill Tunnel Surveys

Mway Comms Ltd were requested by National Highways to undertake an internal electrical survey of the A20 Roundhill Tunnel Viaducts, to identify any faults in the existing lighting and specifically the emergency lighting. The results of the survey would be used to allow the design Team to produce a new electrical layout and resolve long standing electrical issues within the viaducts.



To facilitate the survey, Mway Communications Ltd with their training provider Pulse Safety Solution Limited, ran a two-day City and Guilds 6160-09 working in medium risk confined spaces entrant and entry controller course for all the operatives who would be entering the viaduct. The course was run at the National Highways Depot at Almondsbury, Bristol and made use of the excellent training apparatus provided by Pulse Safety Solutions Ltd, which allowed the participants to "enter" a confined space, (a specially adapted trailer with access via the roof) and put into practice the classroom training that they had received.

All participants passed the course and special credit needs to be given to Pulse training team for the extra consideration given to one delegate, to whom, English was not his native language, to confirm that the training had been understood.

The following week the job started with the new skills being employed in the A20 Roundhill Tunnel Viaducts. Access to the viaduct was within a hatch protected by carriageway closure. For the maintenance works to be conducted within the tunnels, the team was made up of Mways, LMS and Albatross, they accessed the Viaducts and undertook both electrical and topographic surveys. A detail photographic survey was also undertaken of all existing electrical apparatus within the bridge structures. The works were completed smoothly without incident with only one shift lost due to inclement weather not allowing the traffic management to be installed.

All in all, the job took 1 month to plan, organise the training and bring it all together for the survey. All made successful by good communication between all people involved and a very good training supplier.





Communication Update:

Following the email sent out recently March regarding CSCS changing their licence agreement, further clarification has now been issued by Highways Passport:

1. Contractors will still be able to log all CSCS competencies in the Highways Passport system. What is changing is that without procuring the new API licence direct from CSCS, the card data will not automatically be validated in the Highways Passport system. It is recommended that CSCS and partner scheme cards are verified using the CITB Online Card Checker:

[Online card checker \(CSCS, CPCS & CISRS\) - CITB](#) **This approach is completely free.**

2. These changes do not in any way affect our expectations around use of Highways Passport and our commitment to expanding its usage. National Highways continues to endorse and encourage all organisations to use Highways Passport as before.
3. National Highways, Causeway Technologies and Mitie had no input into the changes to the CSCS card-checking licence agreement, this is a decision taken entirely by CSCS. It is possible that CSCS may change their proposed commercials, and in that event we will keep you updated.

For general information on Highways Passport please see the Highways Safety Hub website:

[Highways Passport \(highwayssafetyhub.com\)](http://highwayssafetyhub.com)



National Highways Road Risk Conference – March 2024

We can't do it alone

National Highways has spelled out the challenge of achieving fewer deaths on the strategic road network – and say it can't do it without companies committing to road safety.

No one should die or be seriously injured while travelling on the strategic road network, says National Highways head of health and safety Mel Clarke – especially as more than half of the vehicles on the SRN are travelling for work. But National Highways cannot save those lives without the commitment of the organisations who use its network.



In 2022 1,837 people died or suffered serious, life-changing injury. NH's goal is to reduce that to 1,500 by 2025, and from there to zero – its 'Road to Zero Harm' aspiration.

Clark was speaking at second Commercial Vehicle Safety on the Strategic Road Network conference - #DrivingChange.

Unlike last year's conference which was attended mainly by fleet professionals, this cut right to the heart of the disconnect between safety and driving in modern industry, filling the auditorium at the National Space Centre with health and safety and procurement professionals.

"Road safety is not a transport issue – it is a health and safety issue," said NH head of commercial vehicle incident prevention Mark Cartwright. With 20m of the 40m vehicles registered in the UK used for work, it is statutorily and morally essential that every employer assesses the risk of driving for work and acts to minimise it.

Businesses must ensure that they have safe vehicles and safe drivers, travelling at safe speeds. The conference expanded on the steps fleets should take and its road safety campaign Driving for Better Business can offer extensive support, advice and toolkits, including its new tool for creating, auditing and revising a Driving for Work Policy which will launch in April 2024.

Almost without exception, collisions are caused by driver error, says Cartwright, and by error we almost always mean non-compliance with the law. Collision drivers are fatigued, impaired or distracted, drive too fast and their attitude is not protective of themselves and others, but dismissive of risk and focused on achieving their own ends as fast as possible regardless of the dangers they represent. They believe 'it will never happen to them!'

Cartwright challenged the audience to ring the changes in their organisation. "Driving is the most dangerous activity any of us do in our daily lives. You cannot turn a blind eye to whether your drivers are fit to be behind the wheel or performing safely.

“We cannot stop people dying and being injured on our own. Our lever is people driving for work. You already have a legislative framework for managing this risk. You already have an obligation. So if you could do just one thing today, what would it be?”

Boredom, inexperience, poor mental health, stress, fatigue, reckless determination to meet targets, impairment – these things can all make a driver create or ignore risk. It is part of a manager’s job to be aware of the state of health and mind of their employees if giving them a safety critical task like driving, says Cartwright. He cited one driver who caused a fatal collision through fatigue – his work nickname was ‘Billy Redbull’ because everyone was aware that he stayed awake through the use of stimulants but no one stopped him driving.

“Be a demanding client,” was Cartwright’s second commandment to the audience. All organisations should all demand a driving for work policy from contractors, and a commitment to manage drivers and vehicles and prioritise road safety.

Clark was clear in her instruction to audience members and every business professional this message reaches. “The commitment you make today will save lives.”

This video was used to set the scene for last year’s event. We wanted to make ‘it personal’, get across that it’s drivers that crash not vehicles and that drivers aren’t necessarily on their A game... [CVIP BTC Video with MC 480p.mp4](#)

Followed this up this year with... [CVIP 2024 Main Video Presentation Low Res Preview.mp4](#)

The big message across both is that the application of normal H&S protocols would quickly and significantly reduce risk.



Safe Practice Working Around Critical Services

Each year, the construction industry sees around 4 million excavations, leading to frequent service strikes, ranging from minor to major. This persistent issue has long plagued contractors, including Costain. Inspired by best practices observed from statutory undertakers and utility apparatus owners, Costain implemented a 'Watching Brief' process over critical services. A critical service is any that, if struck, could result in severe harm, significant disruption, or substantial commercial impact. This initiative has successfully eliminated critical service strikes on our project.

Overview

Our smart Permit to Dig (PtD) system maps all critical services, triggering an enhanced review process for work near these services. This leads to the implementation of additional control measures and may mandate the inclusion of a Watching Brief.

Control measures encompass prohibiting mechanical excavation within service exclusion zones, mandating non-mechanical excavation methods for service exposure, and conducting watching briefs to supervise excavation works and ensure compliance.

Challenges

Several challenges must be considered when managing the risk of service strikes, including:

- Behavioral attitudes
- Process compliance
- Knowledge and understanding of services
- Communication

We deemed the following services as critical:

- Transatlantic Cables (Vodafone, Sky & Virgin)
- HV cables 33kV and above
- High pressure Gas & Water Mains services
- Structures added to prevent damage to structural reinforcing straps.

Action Taken

Costain operates a custom permit-to-dig system where the STATs team receives notifications for permits submitted within 10m of critical services. If ground disturbance is necessary within the exclusion zone of a critical service, the STATs team mandates a condition on the permit requiring their member to oversee the works (a watching brief). The permit-issuing team must then schedule a watching brief with the STATs team, ensuring that all activities within the exclusion zone are supervised directly by them to uphold safe working practices near identified services.

Our implementation of a dedicated role for watching briefs is intended to effectively tackle the challenges posed by excavating around critical services, listed on the previous slide.

Results

| | Critical Permits | All Permits |
|---|--------------------|---------------------|
| Total number of permits: | 1707 | 7715 |
| % of permits requiring additional control measures: | 25% | 15% |
| Avg. linear meterage of utilities avoided per permit: | 410m | 994m |
| Average area of permit: | 6507m ² | 14858m ² |
| Average time to approve permit (raised to approved): | 2:00hr | 1:54hr |

Through the thorough scrutiny and implementation of additional control measures for critical permits facilitated by our system there have been **zero** critical service strikes over the three years of the project. This success demonstrates effective management and mitigation of the risks posed by working near critical services

The pictures below show the use of Pink flags to mark out a critical service.

In this instance, cones demarcate the 2m exclusion zone (either side of the critical service) where the work is being monitored under a watching brief by one of the Stats team.



Our Watching Brief Observer will have the following competencies to perform their role:

- CAT Scan Training
- GS6 Training
- Briefed on roles and responsibilities in accordance with Utilities avoidance engineer role

When a 3rd party supplier is on site to watch over excavation works, our Observer would attend on the commencement of work to ensure expectations and requirements of their watching brief is in accordance with our RAMS and then frequent visits throughout the operation.

Roadworker Abuse

Stamp it Out is a national campaign run by Safer Highways aiming to improve the lives of thousands of frontline road workers. Any worker suffering physical or psychological abuse when undertaking work is totally unacceptable. Yet there are increasing numbers of threats and assaults both physically and verbally against those that work in public facing roles across the strategic road network and local roads in the UK. The overall Stamp It Out campaign objectives are to:



- Highlight the issue of workforce abuse and update industry on successes and solutions.
- Provide the industry with resources and information to enable them to tackle this issue directly.
- Work with Police forces across the country to work towards delivering more convictions of those who abuse public-facing workers.
- Work with government to raise awareness and encourage them to understand the extent and challenges related to the abuse of public-facing workers.
- Work with industry to improve and make communication to the public more consistent.
- Work with the press and industry associations to help communicate the messages of the campaign and get this issue discussed in board rooms around the country.

If you have not heard about the campaign or are not signed up as a supporting organisation, please do have a look at the website and the free resources released this month:

Link to webpage: [Stop Roadworker Abuse | Stamp It Out | England](#)

Link to free resources: [Resources | Stamp It Out](#)

AtkinsRéalis – Safety Share

One of our team, Thomas Rowinski (based on the Buckinghamshire framework) has been recognized for some great work coming to the aid of a member of the public on 6th February 2024.

Tom says: I was driving between sites on the A4010 around 9pm in torrential rain. The road was very dark, surrounded by fields on either side.

Whilst travelling along the road, out the corner of my eye I noticed a flashing light and what looked like a person on the floor on the verge/footpath on the opposite side of the road, so I turned my vehicle around to double check if everything was okay.

When I got out of my vehicle I found a lady collapsed on the floor, she appeared to be having a seizure, she was barely conscious and completely soaked through from the rain. I called an ambulance straight away and administered first aid. I used one of my coats to try and warm her up and protect her from the rain.

I had been with her for about 10 minutes when another passer by stopped to help, thankfully they had some umbrellas and a foil blanket. After a further 15 minutes the ambulance arrived and took the lady to Stoke Mandeville Hospital.

Tom has reflected on his experience and has made several recommendations:

- Tom used the “What3Words” App on the night to give the ambulance service an accurate location. He would recommend that everyone has it installed on their phones, as it was invaluable in getting the help he needed.
- Review your first aid kits and vehicle emergency equipment. Although there was a first aid kit on the vehicle it would have been helpful to have access to foil blankets, so we could all consider keeping some in our own vehicles.
- Tom would recommend anyone does some sort of first aid training (if able). You can also download the St John’s ambulance first aid App, which gives some great step by step guides for first aid.

Well done Tom!



Galliford Try's Approach to Hearing Protection

Working on the side of any highway demands constant vigilance. Yet, amidst the construction chaos, a critical compromise often emerges between health and safety. Traditional passive hearing protection, while shielding workers from noise, can inadvertently blind them to vital auditory cues, leaving them vulnerable to potential dangers, especially vehicle incursions – sadly, a common hazard in highway environments.

According to the European Agency for Safety and Health at Work, Noise-Induced Hearing Loss is the most common occupational disease in Europe and 2.4 million construction workers in the UK are at risk of noise-induced hearing loss. Due to the nature of construction activities often conducted on the roadside, implementing collective protection measures against noise proved challenging, making personal protective equipment (PPE) the default safeguard. Recognising this perilous predicament, Galliford Try embarked on a mission to seek a solution that not only preserved workers' hearing but also maintained their sensory awareness of their surroundings.

Initially looking for a hear through product which allows conversational noise through headsets, Galliford Try came across EAVE in 2019 who at the time had just launched their new FocusLite MkII Smart PPE headsets which as well as offering hear through benefits also monitors ambient noise and workers' exposure levels in real-time, empowering proactive risk management through EAVE's cloud based Peak monitoring system.

This product aligned with Galliford Try's strategic vision to be 'Knowingly Safe and Well,' which aims to create an environment where we can guarantee everybody goes home safe and well. Using the Peak system we now 'know' when workers are overexposed to high levels of noise and we can act to eliminate this, rather than just believing the use of passive hearing protection was having the desired effect. Think of it as HAVIWear for the ears!

With EAVE's cutting-edge solution, Galliford Try conducted a trial that yielded remarkable results. Real-time data collection enabled project managers to make evidence-based decisions, optimising safety protocols and effectively addressing the issue of harmful noise exposure for the first time. This data-driven approach not only influenced worker behaviour but also drove up protection wear rates, marking a significant shift in safety culture.

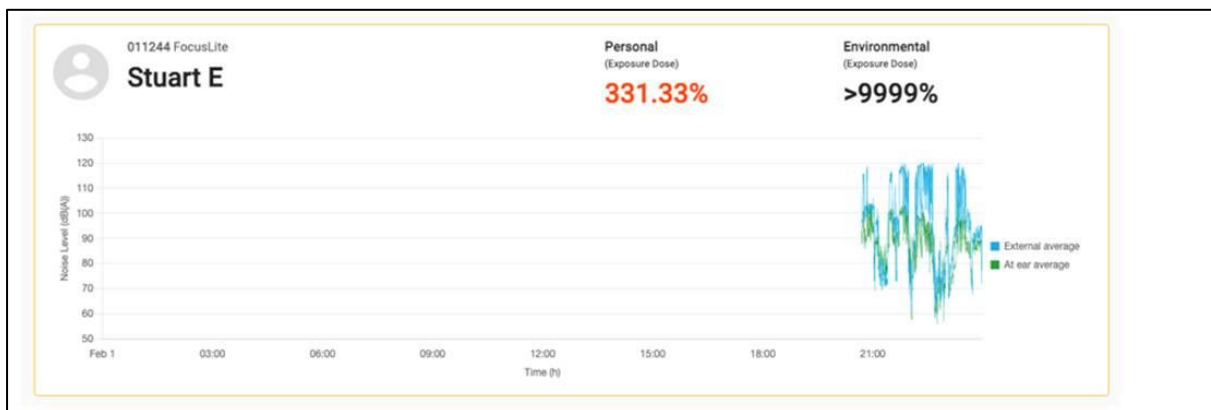
In light of the trial's success, Galliford Try took a decision July 2020 to mandate the use of 'Active Hearing Protection with noise monitoring capabilities' across their entire supply chain. Their goal goes beyond fancy headsets – it's about achieving a world where safety is ingrained in every aspect of construction, where workers can go home safe and well, knowing they've been protected by the latest in technological innovation.

Collaborating closely with their supply chain partners, Galliford Try have implemented several changes to working processes, ensuring minimal noise exposure. This action has

seen many other organisations as well as other sectors follow suit, revolutionising the way workers hearing protection is managed.

Speaking about the initiative, Mark Bridges, Head of HS&E for Galliford Try said, 'When I worked as a Highways Maintenance Operative there was a well-known saying; 'I'd rather be deaf than dead' which related to the compromise some workers face when having to wear passive hearing protection at the side of a motorway. This has always stayed with me, yet there is no reason why with modern technology workers need to make this choice and balance between protecting their hearing and staying alert to potential dangers. Going beyond this, the data allows us to reshape working processes and embrace technology-driven solutions which will hopefully one day help us eliminate the need for hearing protection altogether.

We've seen initial over exposures like this.



To under exposures like this.



ICE-Costain Health & Safety Lecture 2024 Eliminating Harm Through Leadership

The 2024 ICE – Costain health and safety lecture was recently held and recorded. The focus was on how leading indicators can be used as the next step in the journey to the elimination of harm. When it comes to health and safety, leading indicators are predictive measures used to identify and eliminate risks and hazards in the workplace that can lead to harm. They can provide foresight in the form of predicting trends and early warning for opportunities to improve, rather than focusing on events once they have taken place.



The lecture was joined by industry experts who explored the following areas:

- Do we truly understand leading measures and their implications?
- Has the industry identified the correct leading measures in design, construction, and leadership?
- Do leading indicators provide a false sense of security?

If you wish to watch the recording, this can be done via the link [ICE-Costain health and safety lecture 2024: eliminating harm through leadership | Institution of Civil Engineers \(ICE\)](#)

Raising the Bar

This will help check compliance with the guidance by highlighting significant elements. A link is posted below that will direct you to the Highways Safety Hub website where there are also a lot of interesting items. Also consider joining the Twitter group which gives out lots of useful information regarding changes and uploads including the latest safety alerts.

[Home \(highwayssafetyhub.com\)](https://www.highwayssafetyhub.com)



Vehicle Incursions & IPV Strikes Group

The Vehicle Incursions & IPV Strikes Group were selected from several entries in the Safety category and won the ***Exceptional Contribution to Safety Research and Innovation*** for their ongoing work to minimise the risk of incursions. Part of their work involves the collection and analysis of data from HART to inform root causes and potential solutions. The group has been instrumental in publishing the new standard for the use of Enhanced Mobile Carriageway Crossings detailed in GG117 The design and implementation of temporary traffic management and roadworks which can be viewed here: [HTML Document View \(standardsforhighways.co.uk\)](https://standardsforhighways.co.uk)



There is a wealth of information on prevention of incursions on the Highways Safety Hub including Raising the Bar 27 here: [Traffic Management Incursions Reports \(highwaysafetyhub.com\)](https://highwaysafetyhub.com)