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Ian McDonald
National Sales Manager
Sapa Pole Products

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Why Are We Still Working at Height? A Case Study of Bassett's Pole Roundabout in Staffordshire

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2

Contents

- Duty of Care
- Accident statistics – working at height
- Associated costs
- Case Study – Bassetts Pole Island Staffordshire
- Conclusions

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3

Duty of Care

- It is an employer's duty to protect the health, safety and welfare of their employees and other people who might be affected by their business.
- Employers must do whatever is reasonably practicable to achieve this.
- Employers have duties under health and safety law to assess risks in the workplace



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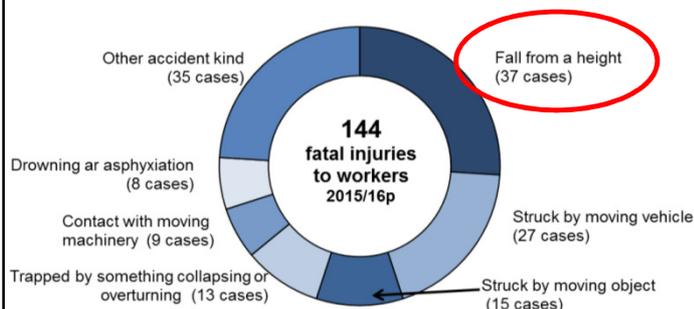


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4

Accident Statistics – Working at Height

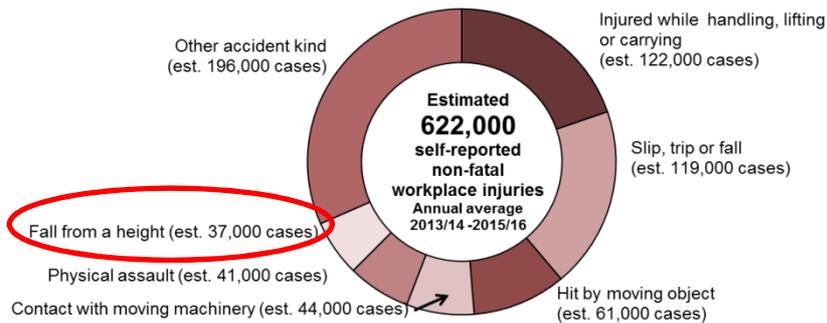
- In 2015/16, 144 workers were killed at work and an estimated 621,000 workers suffered non-fatal injuries as a result of work activity.
- **Fatal Injuries** - Three-quarters of fatal injuries in 2015/16 were accounted for by just 6 different accident kinds



- Just over a quarter of all fatal injuries (37 cases) were accounted for by fall from a height.
- 18 of the fatal falls occurred in the construction/highways sector

Accident Statistics – Working at Height

• Non-fatal injuries

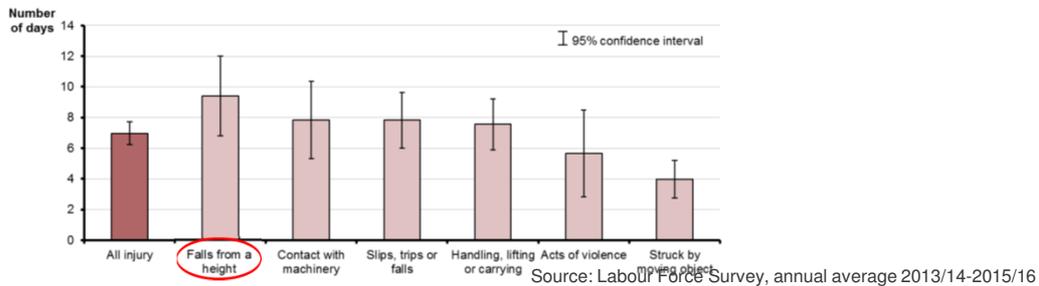


Falls from a height, the main kind of fatal accident, accounted for just 6% of self-reported non-fatal injuries.

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Accident Statistics – Working at Height

• Working days lost



If someone is injured by falling from a height, on average they will be off work for 9.4 days.

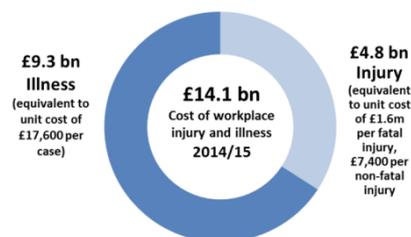
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Costs

- The majority of costs fall on individuals, employers & government/taxpayers bear a similar proportion of the remaining costs of workplace injury and ill health.
- **37 cases of fatal injuries from a fall from height = £59.2M**



An estimated 16,000 workers withdraw permanently from the labour market annually as a result of a workplace injury or work-related illness

Annual average 2008/09 to 2011/12, 2013/14 to 2015/16

Source: Labour Force Survey

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8

Case Study – Bassett's Pole



- Bassett's Pole is a high speed, heavily trafficked signal controlled roundabout where the A38, A453 & A446 meet.
- Main route from Derby, Burton & Lichfield to M42, Birmingham & the South West (Excluding M6 Toll)
- 32 Pole's (22No 6m & 8No 4m)
- Commissioned in 2006 by The Highways Agency
- Adopted by SCC in 2009
- Maintained by Dynniq

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9

Case Study – Bassetts Pole

Project Team:

- Darren Sleight – Traffic Signals Engineer, Staffordshire County Council
- Dynniq – Maintenance Contractor

Project Brief:

- Site speed limit is 60mph SCC applied for a reduction to 40mph but this was declined
- Funding secured to refurbish the site as maintenance costs were very high
- All poles to be changed
- Two junction controllers and all pedestrian equipment also swapped out
- Cabling & detection was retained as were the controller configurations and MOVA data sets

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Case Study – Bassett's Pole

- Tall poles reduced to 6 and the number signal heads was reduced by 16
- Hinged poles installed through out the site
- The site is now ELV and all poles can now be maintained from the ground,
- SCC risk assessment for the site states this should be done by two people one of which should be trained in the use of the column raise and lower gear

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Case Study – Bassett's Pole

- Prior to refurbishment; cost of upper lantern red lamp replacement; **£550 access platform + £857 high speed lane closure - £1407.00**
- Following refurbishment; cost of upper lantern red lamp replacement; **£76 (cost of additional body to assist with R&L tool)**
- **SAVING £1331.00**
- Whole site refurbishment took 13 days, budget was £160k and total cost £130k

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Conclusions

Hinged Poles:

- Completely remove dangers associated with working off ladders
- Huge reduction in costs associated with ongoing maintenance
- No lane closures to cause disruption and delays to the public
- Much quicker response times to reported faults
- Lower carbon footprint – no additional vehicles required and no queuing traffic

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Raise & Lower poles,
allowing easy and
safe operations

