

Collaborative approach to safety

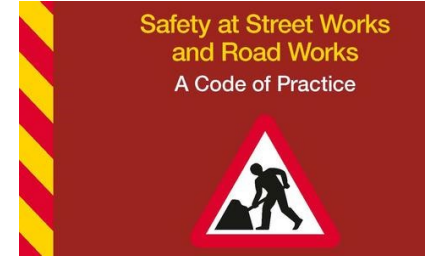
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A standardised approach to Traffic Management

- Safety at Streetworks and Roadworks – A Code of Practice (governs what we must do by law)
- Chapter 8 of the Traffic Signs Manual:
 - Best Practice Guidance
 - Published 2009 (Pt 3 published 2020)
- Services to Highways England must be carried out to relevant Sector Scheme
- Changes to traffic flows and road network means some guidance now not appropriate to new situations e.g. Construction of “SMART” motorway requires new and different working practices
-TM Incursions still occur regularly





Industry challenges

- Silo working on industry safety challenges
- Limited platforms to share best practice and learnings
- The need to focus on outcomes and ownership instead of actions. (Pilots => Business as Usual)
- Technological revolution accelerating at pace, changing infrastructure and the way the network is being used (*"the naked highway" by 2030?*)

Safety collaboration outcomes

Delivering on the aspirations with Highways England for the period to 2025:

- Reducing the number of those killed or seriously injured on the roads by 20%
- Reducing the number of lost-time incidents by 50%
- Reducing the number of service strikes by 50%
- Reducing the number of vehicle incursions by 50%
- Increasing our hazard and near miss reporting by 100%

By 2040 no one will be harmed when working or travelling on the strategic road network



Pan-Industry Collaboration

- **Supply Chain Safety Leadership Group (SCSLG)** formed of individuals from Highways England and Supply Chain in 2018:

- Managing Directors & Senior Officers
- Industry Technical Experts / Leaders

- 11 sub-groups that focus on specific safety workstreams including:

- Passport
- IPV Strikes & Incursions
- Service Strikes
- People / Plant Interface

- All sub-groups have their own “Common Intent” – a pan-industry approach to managing safety risks
- IPV Strike and Traffic Management Incursions group focuses on incident prevention and Safety innovation in

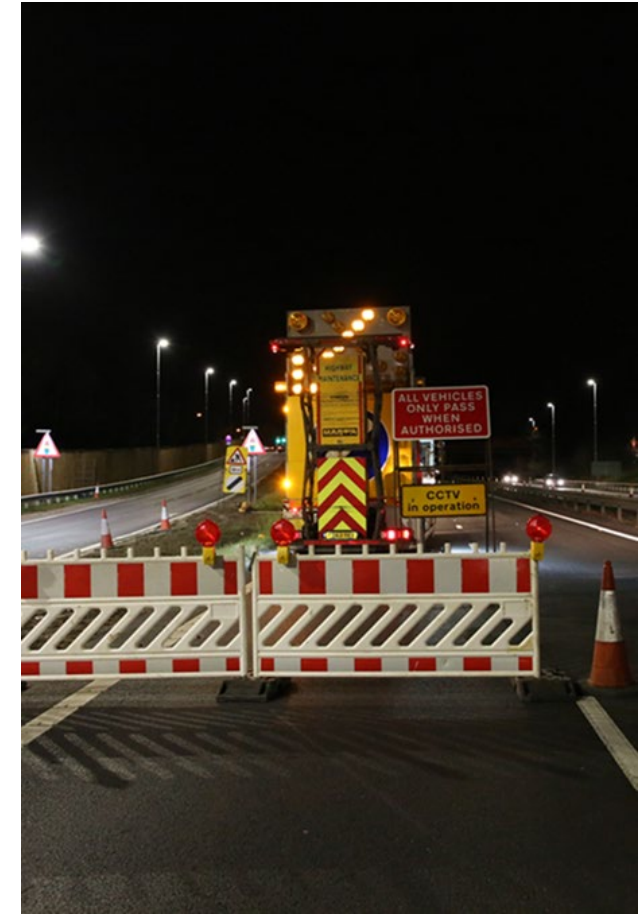
traffic management

Vision:

- Remove road workers working in and alongside the carriageway
- Prevent IPV strikes and Traffic Management Incursions

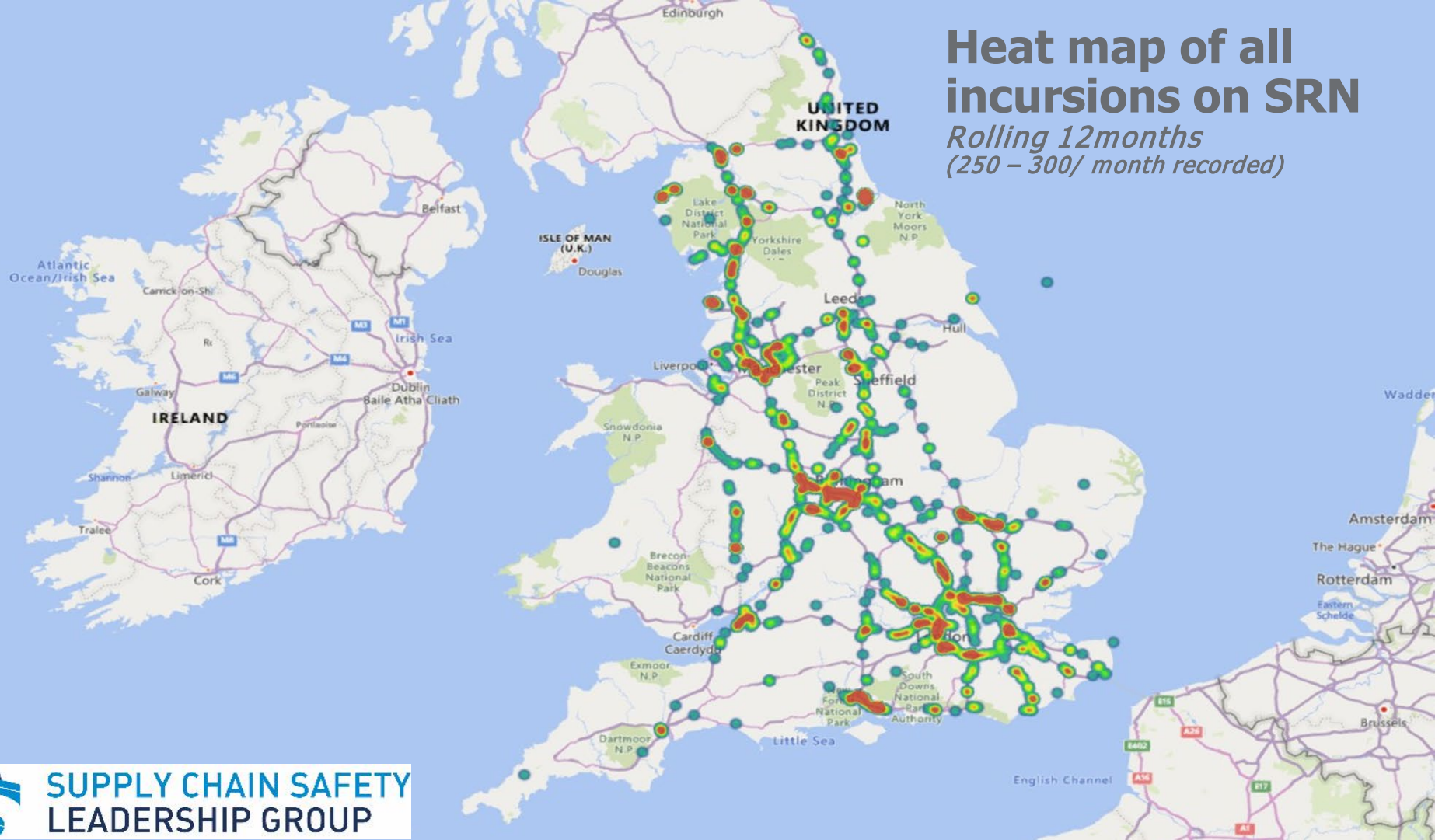
Purpose:

- Reduce risks on the network to operatives and road users
- Standardise approach for Traffic Management deployment
- Establish a collaboration strategy with other industry wide working groups undertaking similar work
- Establish benchmarking measures
- Establish data on IPV strikes / vehicle incursions; analyse trends, solving specific challenges



Heat map of all incursions on SRN

*Rolling 12 months
(250 – 300/ month recorded)*



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IPV & Incursions innovation

- **Enhanced Mobile Carriageway Closure technique**

Eliminates traffic flow during taper installation, compliments the IPV

- **Automated roadside deployment system**

Only one driver required, can operate from the cab, looking to make this fully autonomous

- **Automated cone laying**

Completely automates cone laying and removes need for manual handling

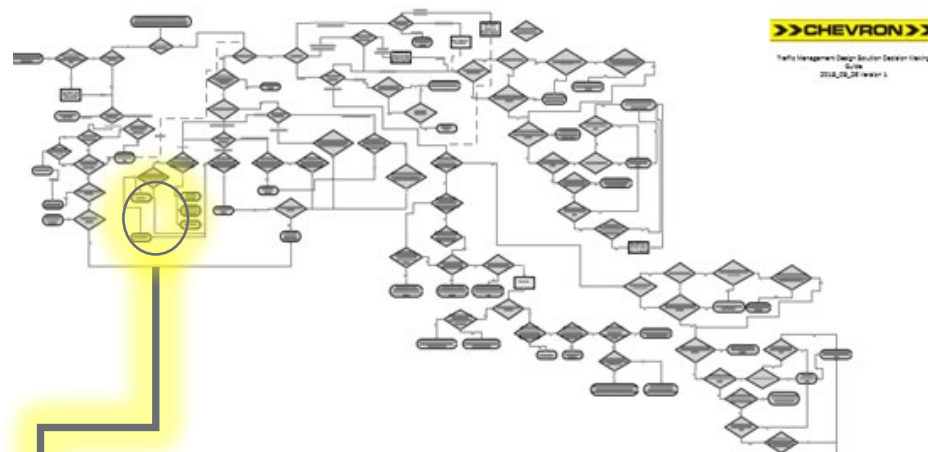
- **Anti incursion barriers**

Designed to be used to complement airlocks, visual deterrent to prevent incursions



Traffic Management decision making flowchart

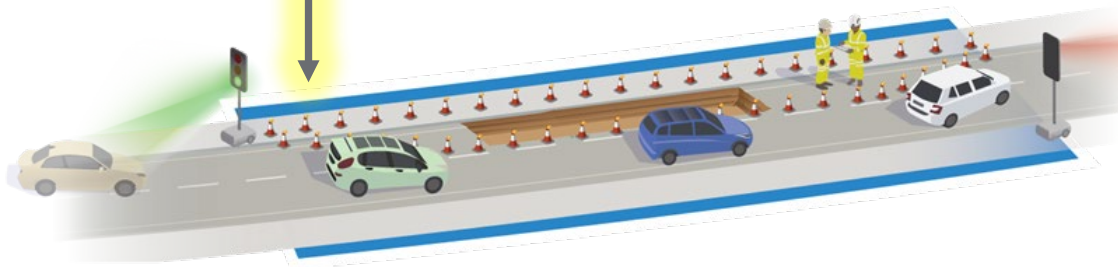
- The flowchart forms the backbone of the IPV & Incursions Group Common Intent document which was signed off by SCSLG in May 2020.
- Purpose is to:
 - Enhance existing Traffic Management standards
 - Give traffic management designers a simplified common best practice guidance document and drive consistent approach
 - Ensure more joined up working between designers and delivery



Traffic Flow

Cars

Bus Frequency



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Further information

www.highwaysafetyhub.co.uk

Common Intent Document



IPV Strike and Temporary Traffic Management Incursion Avoidance

Background

The continued exposure of our road workers to road users when implementing or working within Temporary Traffic Management (TTM) that is either static or mobile continues to be one of the biggest health and safety hazards in our industry. Across some of the key suppliers to Highways England, there are often up to two Impact Protection Vehicle (IPV) strikes per month, and several TTM incursions (intentional or unintentional) occur daily. The most significant incidents have tragically resulted in fatalities, life changing injuries and significant mental health effects.

The root cause of these incidents includes insufficient consideration of risk to the road worker during TTM design (e.g. to eliminate the road user / worker interface), inadequate measures to prevent incursions, poor quality / inaccurate information about known incident hotspots, lack of consistency of safe working practices across the industry and inadequate / inconsistent control measures on site.

Vision

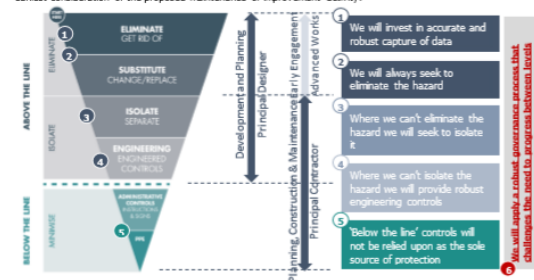
To eliminate IPV strikes and TTM Incursions on Highways England projects and maintenance activities. Deliver Highways England's Home Safe and Well target of halving the number of vehicle incursions into roadworks by 2025

To improve the engagement, awareness and competence of those involved in commissioning, designing, planning, managing and carrying out work involving TTM.

Principles of Approach to be Adopted (including Application of Hierarchy of Control)

Overview

As a supplier community we have agreed to adopt the following approach as a common standard, following the principles of prevention and adopting a hierarchy of controls as described below, commencing at the earliest consideration of the proposed maintenance or improvement activity.



The principles of this approach are:

1. We will invest in accurate and robust capture of data on IPV Strikes and TTM Incursions to ensure we are basing decisions on the best available information.
2. We will always seek to eliminate the hazard and will seek to design solutions that avoid the need to work on a live carriageway. As a general principle, any work on the live carriageway should be removed either by re-planning the works, or by altering the scope of the works where practicable. Costs for road closures and impact on the road user must be considered in the context of the scale and complexity of the project and its activities and unless prohibitively expensive or disproportionate for the context, then this option must be thoroughly exhausted before a lesser control measure is accepted.



TTM - IPV/Incursions Common Intent



Questions and answers