Collaborative approach to safety

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roads australia

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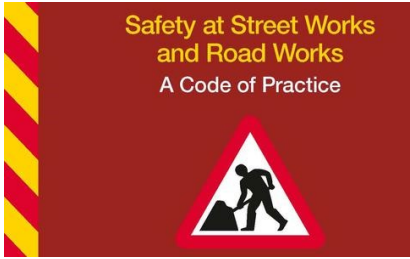
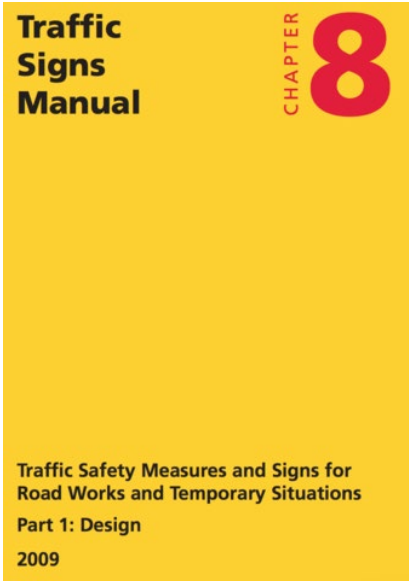
A standardised approach to Traffic Management

- 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

NHSS
national highway sector schemes





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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

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- **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

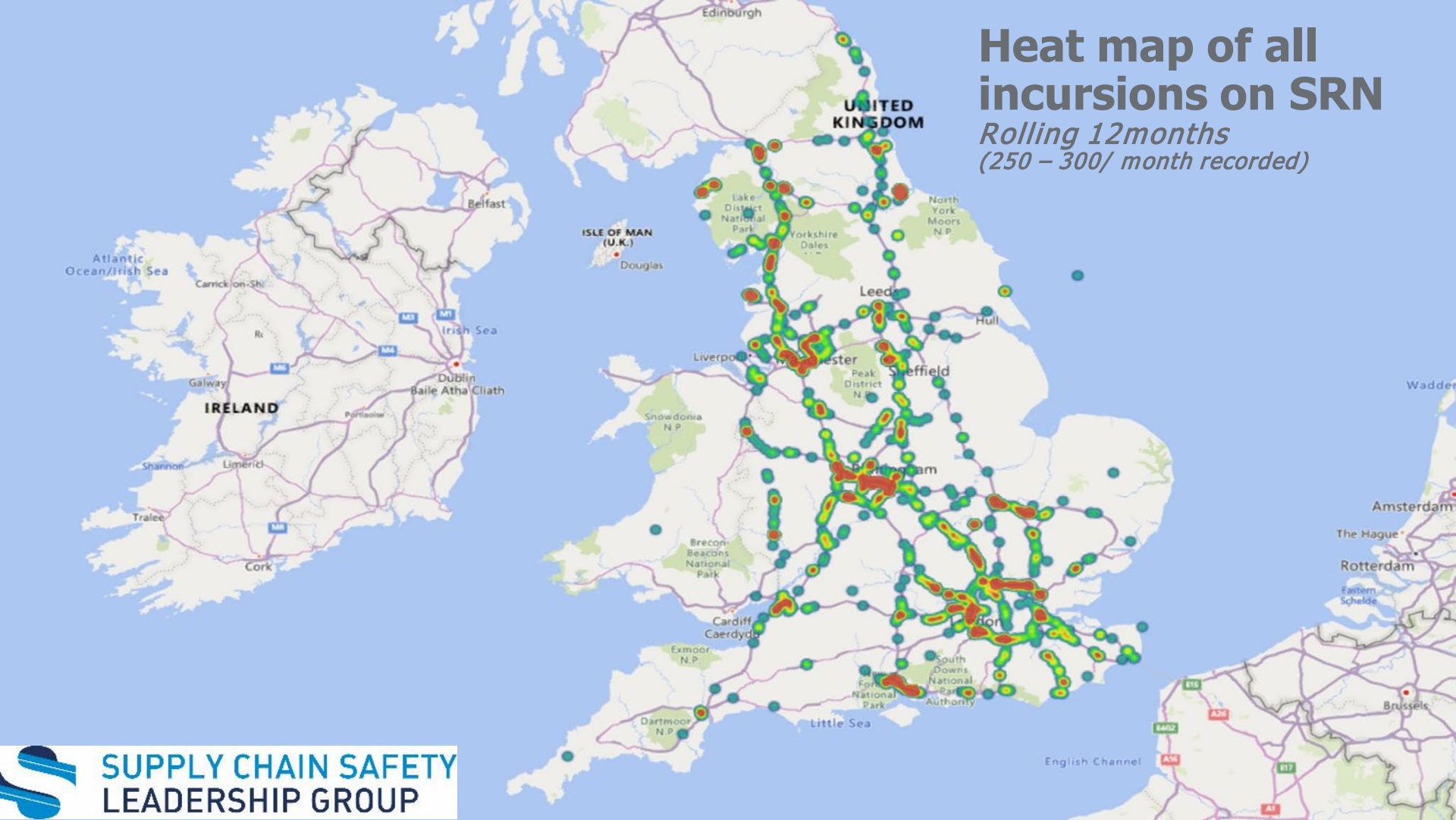
Purpose:

- 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 12months

(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**

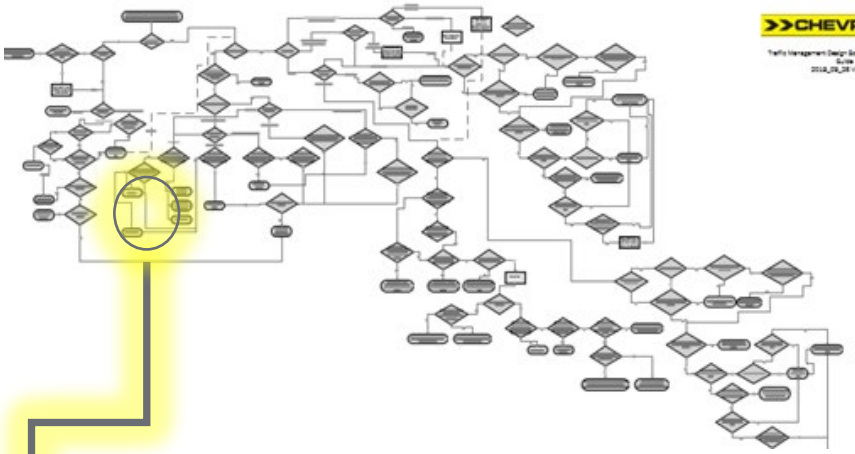
Completely automates cone laying and removes need for manual handling

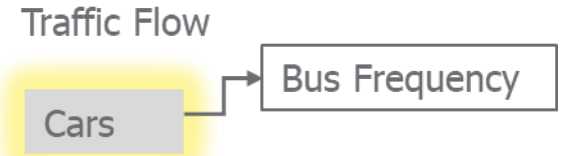
- **Anti incursion barriers**

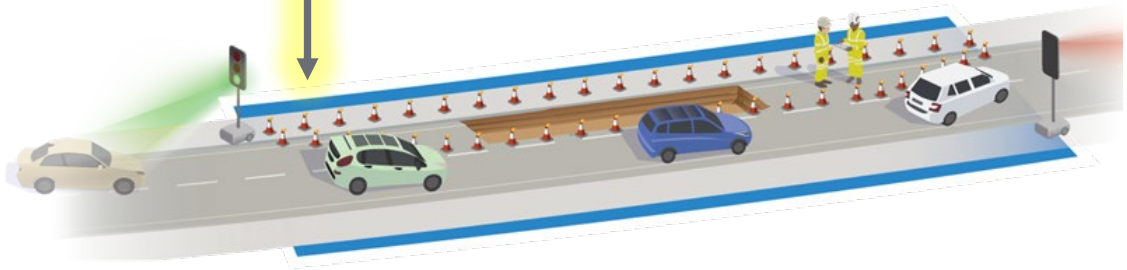
Designed to be used to complement airlocks, visual deterrent to prevent incursions

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







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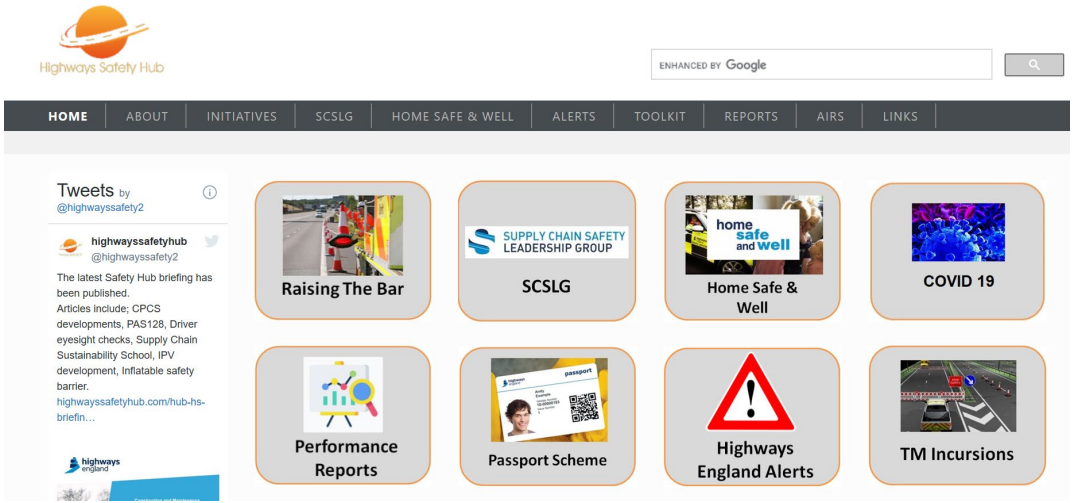
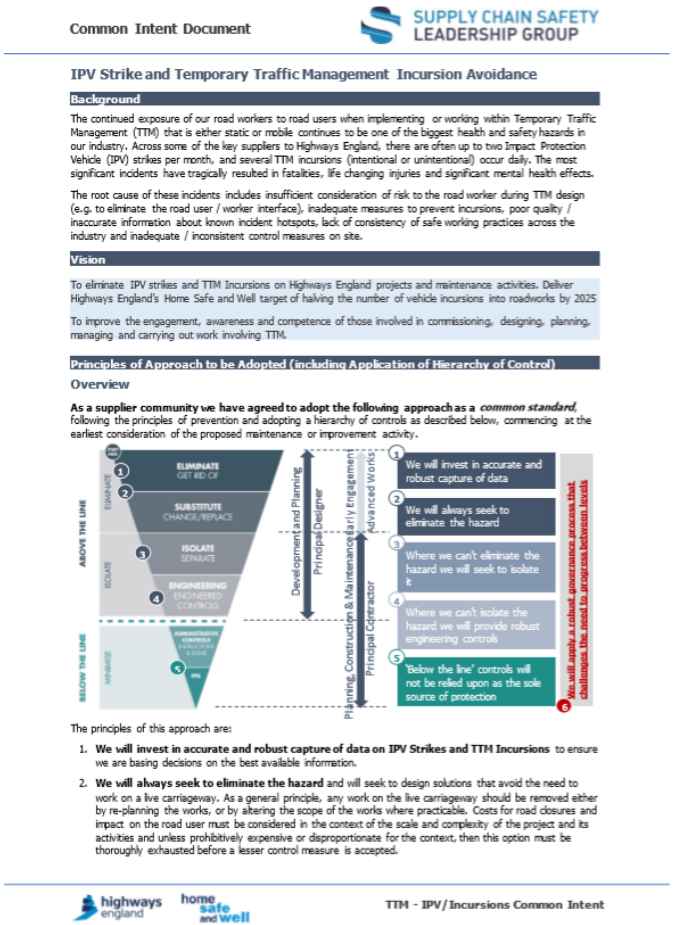
Further information

www.highwayssafetyhub.co.uk





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Questions and answers