



IMPACT WITH MOVING VEHICLE – POSITIONING OF ASSETS

WLD.002

Description of Event

A designer has positioned assets (a traffic loop box) on live carriageway side of vehicle restraint system

Population at Risk

Maintenance Contractor
Workers and Inspectors

Hazardous Activity and Residual Risk Description

- Live carriageway working exposes workers maintaining and inspecting assets to the potential of being struck by a Member of Public (MOP) vehicle with an assessed residual risk of an almost certain likelihood of extreme harm being incurred.
- A low load class of an asset cover is a hazard to vehicles driving on the shoulder with an assessed residual risk of an unlikely likelihood of minor harm being incurred.



Photo traffic loop box road side of vrs

Potential consequences of this event

- The residual risk requires (TTM) Temporary Traffic Management solution to be designed and implemented, negatively impacting road users' wellbeing.
- Putting TTM solutions in place is a hazardous activity placing workers at risk of harm. Sept 2021 National Highways performance report showed 49 vehicle incursions.



Photo of an Impact Protection Vehicle following a vehicle strike

[Safety Hub Alert Database](#)

- Sub-category 2 MOP incursions has 8 alerts including 1 fatality.

Potential Mitigation Measures

Design

- Provide a safe working area by positioning assets set back behind a suitable vehicle restraint system.



- Provide information and instructions for workers on load class of cover and safe route from maintenance vehicle to working area within a Maintenance and Repair Statement.

Construction

- Submit Request for Clarification to National Highways Project Manager.
- Raise safety observations.

Maintenance / Operations

- Submit Works Request to provide a safe working area and raise safety observation.
- Design a suitable TTM solution before working on live carriageway.

Further Guidance and Reading

- [DMRB TD 131](#) Roadside technology and communications
- [DMRB GD 304](#) – Designing health and safety into maintenance
- [RtB 26 – Safety by Design](#)
- [CIRIA C686](#) Safe access for maintenance and repair. Guidance for designers



Please send ideas for Whole Life Design safety shares to wellbeing@nationalhighways.co.uk

LEAN

Reduced
Plant

Reduced
Labour

Reduced
Transport-
ation

Improved
end user
benefits

Reduced
Activity
Duration

Reduced
Defects

Reduced
Reportable
Accidents