

National Safety Control Review Group (NSCRG)

Update for the Principle Designers Working Group (PDWG)

March 2023

NSCRG update

Items discussed at NSCRG February and March 2023.

February:

- All Lane Running (ALR) (GD 301 Smart Motorways) Hazard Log Update (SCRG)

March:

- HS2 use of tower cranes adjacent and over M42
- Operational technology availability and performance report quarterly update
- Emergency Mobile Carriageway Closure (EMCC) technique M25 trial update (AOB item).

And Drones update

NSCRG update

Issue	Decision	Summary
<p>ALR) (GD 301 Smart Motorways) Hazard Log Update (1 of 2)</p>	<p>Accepted by SCRG. (Using NSCRG cross-functional forum to facilitate, as Type B activity).</p>	<p>Overview of changes undertaken:</p> <ul style="list-style-type: none">▪ A setup sheet (see infographic slide) has been created for users to apply project specific elements for the baseline such as the presence of MIDAS and/or SVD.▪ Hazards have been arranged into blocks of similar content (see infographic slide) for analysis of subject areas of hazards, such as driver behaviour; merging; public on foot, speeding; stopped vehicle.▪ Identified some double counted hazards such as use of EAs, where LGVs had been double counted in the generic hazard and a HGV specific hazard.▪ Each hazard now has its own worksheet for additional transparency and accessibility.▪ H135 Vehicle stopped in live lane (off peak) has been transferred from an event to a state hazard, based on SVD timeline work, and changes in risk profile through those periods, such as reduced risk following signals being set.▪ Some hazards disaggregated such as fatigue, which originally was constituted of several elements including significant proportion of associated risk being from failed to look and or judge. Now got fatigue; Distraction and impairment.▪ Vehicle/vehicles being driven too fast now regrouped into too fast for NSL; VMSLs; and VASLs.▪ Some new hazard IDs to reflect these changes (see infographic slide).▪ The outcome of all of this work is that the top ten hazards account for 80% of all after risk; H13 'Driver loses control of vehicle' as the top scoring hazard. <p>Continued...</p>

NSCRG update

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ALR) (GD 301 Smart Motorways) Hazard Log Update continued (2 of 2)		<p>Decision: SCRG accepted version 28 of the ALR GD 301 Smart motorways hazard log updates, to be the new current version used by National Highways and its supply chain. This included elements as described:</p> <ul style="list-style-type: none">▪ Assumptions updated▪ Scoring updated and cross-checked▪ Rationalisation and disaggregation of hazards, with nine new IDs▪ More robust architecture▪ Accommodation of varying baseline and/or activity parameters by user <p>Feedback included:</p> <ul style="list-style-type: none">▪ The risk of pedestrians on verges to be clearly identified.▪ Nearside VRS treatment as a dummy field within the setup sheet to prompt designers to think about less VRS being a positive design aspiration, in general terms.▪ Consideration for a new hazard for off network access (ONA), as new infrastructure from D3M baseline, and still not fully understood in terms of safety risk.

NSCRG update for CHE

Issue	Decision	Summary
<p>HS2 use of tower cranes adjacent and over M42</p>	<p>Accepted in principle</p>	<p>Background: The team came to present their updated proposal for acceptance for the use of tower cranes adjacent to and over the M42. The primary reason for tower crane proposed use is to retain four narrowed lanes on both carriageways to reduce customer impact over a four year road works period.</p> <p>Previous September 2022 NSCRG actions were presented, with progress to date:</p> <ol style="list-style-type: none"> SES structures consultation- There will be an additional AIP specific for the tower cranes base and foundation, erecting and dismantling the crane which will require further consultation with National Highways. Warning signs - The sign proposals have been agreed in principal with BBV & National Highways. The proposals will be further consulted at Customer Assurance Framework (CAF) workshops. The final sign design to be reviewed as part of a consent application and will be subject to regular customer drive through audits. Use of motorway Variable Message Signs (VMS) - Initial consultation with the Resilience Team has been undertaken and VMS will be utilised. The final legend and timing for the VMS will be agreed with the Area 9 Resilience Team prior to the application to NTOC. Traffic Management Plan (TMP) consultation, including diversions and distraction - There will be a consent submission regarding the erection and dismantling of the Tower Crane under full closures (likely weekend closures), approval to be granted by RPTM. The Temporary Traffic Management is being considered as an M42 corridor approach and engagement with National Highways and wider stakeholders is ongoing. Enforceable TASCAR is expected and billboards are planned to be installed. CSC consultation for local communities engagement - Theresa Massey of the CSC Directorate is now included in risk workshops. The proposals will be further consulted at Customer Assurance Framework (CAF) workshops. It was agreed that all of these actions have progressed adequately to date, but are still outstanding. <p>Queries regarding crane safety were expertly answered, including icing, data collation and site security from protests.</p> <p>Further concerns - were raised regarding contingency scenario planning, the TMP, and site security from protests etc.</p> <p>Decision - NSCRG accepted the work undertaken to date by the project. The operation of tower cranes directly adjacent to the SRN is accepted in principle. There are still elements that require acceptance by SCRG/NSCRG.</p>

NSCRG update

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Operational technology availability and performance report quarterly update	For information	<p>CCTV - CCTV availability had improved from low to mid ~95% availability, due to significant efforts in this area.</p> <p>Technology Performance and Availability Management (TPAM) - DS are in the process of introducing an event management process to improve operational technology availability. This includes ten teams across the business fulfilling TPAM. Data comes from Technology Operations Capability (TOC) into TPAM, to breakdown issues into piles to allow efforts to be focused strategically, and send to TOC to issue task orders to CONFIRM to maintainers to undertake remediation work at the roadside.</p> <p>Signs and signals – We have a focus on process improvements. An incident manager and SME roles have been appointed. Other improvements include reducing idle times, such as access to roadspace bookings and spares.</p> <p>Fix first visits – rather than going to site just to confirm if there was a fault and requiring a follow-up visit, common spares are carried to fix first time; being trialled in Area 7 to improve the timeline. Longer stops need allowance in GG 115 <i>Requirements for works on the hard shoulder and road side verges on high speed dual carriageways</i>, such as consideration of how PRS can be used.</p> <p>Next steps:</p> <ul style="list-style-type: none"> ▪ Focus on applying enduring fixes for intermittent faults; ▪ A wider use of resolver groups; ▪ To continue to progress the TPAM function; ▪ To modernise the asset, including not retaining poor performing versions of assets; and ▪ To behave more like an agile small business.

NSCRG update

Issue	Decision	Summary
Any other business (AOB)	N/A	Will Spurr raised an AOB item, that the Emergency Mobile Carriageway Closure (EMCC) technique project had now undertaken trials on the M25, as per previous NSCRG request. They plan to return to NSCRG with a for information submission in May 2023, which RM noted and added to the NSCRG tracker.

Drones new standard GG 954

Issue	Decision	Summary
GG 954 Drones operations	Not brought to NSCRG – Just for information	<p>A new DMRB standard published February 2023.</p> <p>CHE Memo 471/20 (has been withdrawn).</p> <p>This document shall be applied to the planning and undertaking of all drone activity for / on behalf of the Overseeing Organisation or using Overseeing Organisation property for take off or landing.</p> <p>The Overseeing Organisations recognise the benefits that using drone platforms can offer, allowing work to be undertaken in safer, smarter, and more efficient ways. With drones being more accessible and widely used throughout the highways (and related) industries, it is critical to ensure their use is safe for everyone.</p> <p>Uncontrolled drones have the potential to damage infrastructure assets, distract road users, and disrupt other safety-critical airborne and ground-based activities. Whilst all risks associated with their use cannot be eliminated, these should be recognised, assessed, and mitigations and protections planned and implemented.</p> <p>Accordingly, this document contains requirements that apply to the use of drones, over and above those defined by the regulator, the Civil Aviation Authority.</p> <p>https://www.standardsforhighways.co.uk/dmr/search/fdf64db4-6745-4d3d-ae18-62dad0ae1225</p> <p>Contact Callum.Brown@nationalhighways.co.uk for further information.</p>

Thank you

Next NSCRG Meeting: 4 May 2023 (Teams meeting)