

National Safety Control Review Group (NSCRG)

Update for the Principal Designers Working Group (PDWG)

January 2024

NSCRG update for PDWG (1 of 4)



Issue	Decision	Summary
<p>Next generation cyber futures</p>	<p>For NSCRG advocacy and advice</p>	<p>Overview: Emyr Thomas gave a presentation on the relationship between safety and security for a digitally enabled strategic road network (SRN). Highlighting the need to develop suitable and sufficient governance for cyber security, using best practice for how safety governance is fulfilled through GG 104 requirements for safety risk assessment, and from other industry, such as Network Rail.</p> <p>NSCRG feedback/actions included:</p> <ul style="list-style-type: none"> ▪ NSCRG members will be promoting ‘safe <i>and</i> secure by design’ from a cyber perspective. ▪ Cyber security should be integral and a golden thread through our processes akin to safety, with clear linkages and handover between directorates. ▪ Cyber security may be more mature at the implementation stage, but ongoing management following implementation may not be as rigorous. ▪ We will review our consideration of safety criticality in National Highways systems (in accordance with the agreed legal definition) and apply an additional lens of malicious intent for systems to go wrong.
<p>Operational technology performance and availability update</p>	<p>For information only</p>	<p>As part of ongoing monitoring of actions against the NSCRG risk register a high- level overview of current operational technology performance and availability was provided, covering CCTV, signs and signals, ERTs, and SVD. It was agreed that the next update would go into more granular detail and provide an overview in response to the key safety governance questions from NSCRG posed to the business in 2021.</p> <p><i>1) What do all business areas within National Highways identify as the responsibilities they own, what touchpoints they have and how their function fits into the complex blend of processes / people / technology / infrastructure required to operate, maintain, repair and enhance ALR?</i></p> <p><i>2) How does the perception <u>we have</u> match their reality?</i></p>

NSCRG update for PDWG (2 of 4)



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Signalling for Roadworks update	For information only	<p>A proof-of-concept trial for SfR use in Dynac is planned in the East Midlands and North East regions, with training and monitoring in place in November 2023, prior to national rollout. NSCRG confirmed that a finalised suite of SfR rules/guidance document for Dynac will be presented to NSCRG for acceptance prior to publication.</p>
Traffic Officer Zero Emission Vehicles pilot	For information only (AOB item)	<p>A summary was given for the use of a new zero emission vehicle (ZEV) (Maxus T90) by traffic officers, as a proof of concept. Five vehicles will be trialled in addition to the existing fleet and will be used to better understand ZEV performance and range, amongst other factors. The pilot will take place in three regions where charging infrastructure is most advanced.</p> <p>Evidence of suitable and sufficient safety governance having been applied through a documented safety risk assessment and appropriate consultation was provided. Further iterations of the safety risk assessments will be provided for information/ acceptance as the pilot grows, and updates informed by planned monitoring will be provided.</p>



NSCRG update for PDWG (3 of 4)

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CHARM update	For information	<p>Overview: CHARM, the new integrated, advanced traffic management system has been rolled out in five regions, with the Southeast and East planned for October 2024 and February 2025, respectively.</p> <p>Monitoring shows that regions are achieving the 3-minute performance indicator to set signs and signals. However, further work is being undertaken with ROC operators to further improve performance.</p> <p>Previous NSCRG treatments are underway including;</p> <ul style="list-style-type: none"> • Issue identification, investigation and resolution via AIMS; • HART record review and analysis; • new systems releases; • Continued engagement with ROC operators to understand the user experience. <p>NSCRG feedback/actions included :</p> <ul style="list-style-type: none"> ▪ Lean team to review the signal setting process to identify any opportunities to eliminate waste, and/or work in different ways to improve performance. ▪ Continued review of data/intelligence sources utilising wider organisational teams' support. ▪ Identify the timeframe for setting blanket signals for unconfirmed incidents within signs and signal setting reporting and timeline. ▪ Return to NSCRG in July 2024, with action updates and lessons learnt prior to continued planned CHARM rollout.

NSCRG update for PDWG (4 of 4)

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<p>Breakdowns safety advice (RAC)</p>	<p>For information (Health, Safety and Wellbeing moment at NSCRG)</p>	<p>Overview:</p> <p>The RAC are promoting safety advice for how to stay safe on high-speed roads during a breakdown scenario, highlighting key considerations, such as where to stand once exiting the vehicle:</p> <ul style="list-style-type: none"> ▪ Dec 2023 news item - Drivers are putting themselves in danger during breakdowns RAC Drive ▪ How to stay safe on a high-speed road RAC - YouTube <p>Key data from RAC:</p> <ul style="list-style-type: none"> ▪ Only 22% of 1,900 drivers surveyed would know the correct action to take in the event of a breakdown. ▪ 11% of those surveyed would stay in their vehicle. ▪ This corresponds with reports that 78% of motorists at incidents attended by the RAC were still in their vehicles on arrival. <p>NSCRG discussion:</p> <p>It was discussed at NSCRG as to whether National Highways messages are therefore getting traction with road users and what more can be done, particularly collaborating with other organisations to have ‘one voice’ on shared priorities (such as consistent safety advice).</p>

Thank you