

# Principal Designer Working Group

## Event No 34

# DRM Standardisation Task and Finish Group

## - Terms of Reference / Outputs

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## Terms of Reference / Outputs

- Support SCSLG Healthier and Safer by Design T&F Group
  - Review the Health & Safety by Design Common Intent
  - Ensure alignment with SCSLG's Significant Risk Initiative
- Update of RtB 26 in line with the Common Intent
  - Reduce in size and highlight key focus / guidance areas:
    - Design Risk Management Standardisation
      - Review of ICE DRM Guidance
      - DRM Terminology
      - Review outputs from the A66 Risk Standardisation exercise
      - Include the new 5x5 Matrix (for guidance)
      - Review HSE BIM4H&S and Uniclass Risk Classification outputs
      - Training
      - RAG List links
    - Review Health and Safety by Design Plan Templates – PCF/3D process
    - Support development of Case Studies / Safety Shares
      - Link with Knowledge Management and WLD & Design for Maintenance T&F Groups

### Health and Safety by Design

#### Background

In 2022/23 135 workers were killed in work-related incidents in Great Britain with construction recording the highest deaths (45). Three most common causes of fatal injuries were falls from height (40), being struck by a moving object (29) and being struck by a moving vehicle (20). In addition, 2,268 people died from Mesothelioma.

National Highways have a vision to eradicate any occurrences of fatal harm by 2030 and prevent occupational health life-changing harm by 2040 by elimination, substitution, isolation and/or engineering controls.

In order to achieve this vision, we must think differently, and projects must ensure a **healthier and safer by design mindset** is established from the outset of the project. This is critical to achieving safer, healthier outcomes for workers and customers.

#### Vision

To embed an 'above the line' approach from the concept stage of all National Highways projects to support the overarching vision:

To eradicate any occurrences of fatal harm from 'significant risks' throughout the complete lifecycle of all National Highways assets by 2030 and prevent occupational health life-changing harm by 2040 by elimination, substitution, isolation and/or engineering controls.

#### Principles of Approach to be Adopted

##### Overview

As a supplier community we have agreed to adopt the following principles as a **common standard** to ensure all Designers embed the above the line approach.

We will specify the approach we take in our procedures, aligned to the minimum standard included here, and will address (as a minimum):

1. Hazard Identification
2. Risk Profiling
3. Hierarchy of Intervention Effectiveness
4. How we will apply the Hierarchy of Controls
5. Performance Monitoring
6. Designer/Principal Contractor Reviews
7. Leading indicators

