

## Lost Load Avoidance

### Background

Lost Loads continue to be a significant health and safety hazard within our and every industry involving transportation, loading and unloading of materials, tools and equipment.

Across suppliers and maintainers to Highways England, there have been numerous incidents in recent years involving lost loads on the strategic road network, putting the travelling public and workforce at risk of significant injury.

The most significant lost load incidents in the United Kingdom have tragically resulted in fatalities and life changing injuries to road users and pedestrians.

Routinely, the root cause of these incidents includes poor planning, unsuitable vehicle selection, lack of operator training, poor industry norms, a lack of appreciation of the risks and responsibilities involved and regarding load security.

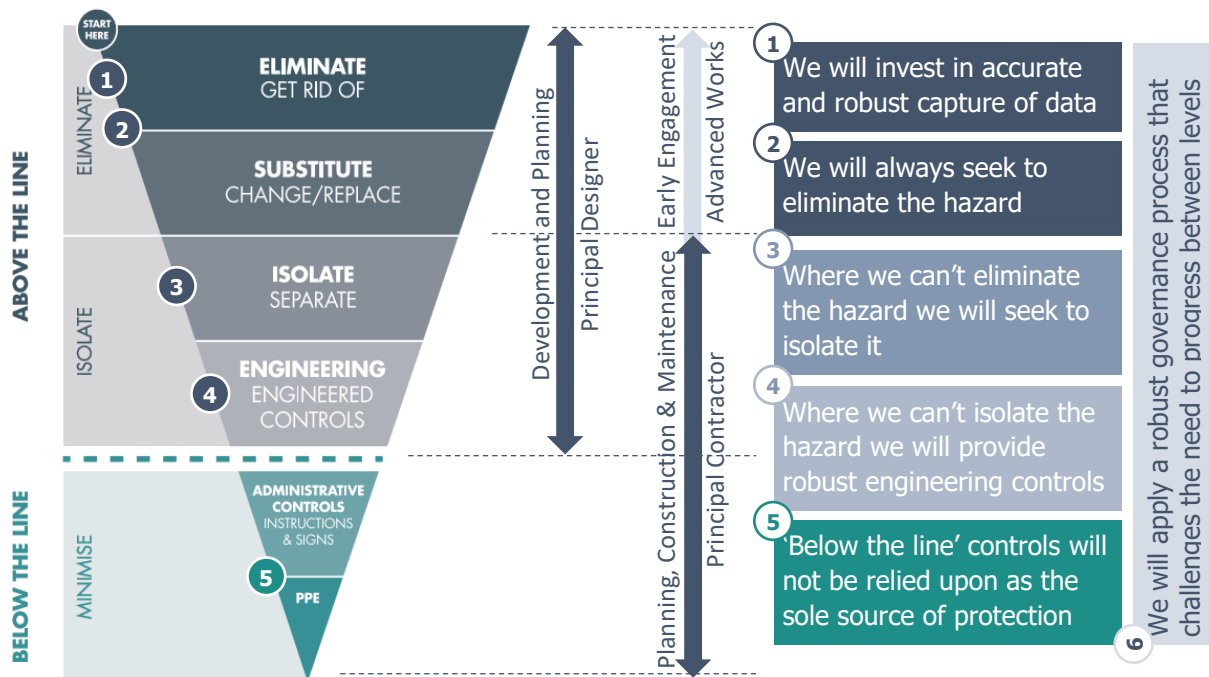
### Vision

Our vision as Highways England suppliers is to eliminate the risk of Lost Loads on the Highways England network through challenging of industry norms and pioneering a new approach in the way transportation of loads is designed, planned and carried out as part of construction and operation activities.

### Principles of Approach to be Adopted (inc Application of Hierarchy of Control)

#### Overview

As Highways England suppliers we have agreed to adopt the following approach as a **common standard**, following the principles of prevention and adopting a hierarchy of controls as described below, commencing from the earliest consideration of the proposed maintenance or improvement activity. *This will require a review and update of all current processes and procedures.*



-The principles of this approach are:

1. **We will capture and analyse Highways load transportation data** including the need to transport loads, their types along with common vehicles and applicable competency provisions to ensure elimination controls are reflective of real-life risk and enable focused embedment from the outset. Our approach will enable a step change in lost load risk. We will also ensure any solutions defined do not introduce other uncontrolled hazards and risks to the industry.

2. **We will always seek to eliminate the need to transport loads** through using innovative solutions including digital enhancements, challenging existing construction/maintenance methodology to enable smarter ways of working. We will ensure designing and planning processes fully capture lost load risk and ensure transportation is embodied at all risk review stages (Design /Construction/Maintenance). At scheme/project level we will introduce Transport and Logistics coordinators to further prioritise any residual risks and drive for continued focus on this fatal risk.
3. **Where we can't eliminate the hazard we will seek to isolate it** through the introduction of transportation, loading and unloading solutions that eliminate the risk of lost loads through their enclosed nature, with competent operators, reducing multiple deliveries and the carriage of unnecessary equipment on the road network.
4. **Where we can't isolate the hazard we will provide robust engineering controls** these will include (but are not limited to) The provision of: -
  - Minimum specifications for vehicles and trailers used to transport loads on the strategic road network
  - Provision of mechanical devices to identify vehicle/axle overloads
  - Provision of mechanical devices that alert operators to load movements
  - Enhanced SSoW specifically focussing on safe transportation of loads, with stringent controls on all aspects of loading, transporting and off-loading of any article being transported
  - Minimum training standards for vehicle operators in all aspects of load security and vehicle operation. Only those successfully completing identified training courses will be permitted to transport goods on behalf of the constructor/maintainer
  - Minimum training standards for supervisors in control of loading, unloading and transportation of loads, ensuring only those competent are permitted to carry out loading, unloading, transportation activities
  - Appointed persons at site/scheme level to supervise loading/unloading activities involving plant and large loads within construction and operations locations
5. **Signs, instructions and administrative controls will not be relied upon as the sole source of protection** - In the event that a greater level of control cannot be achieved, the measures to be put in place to provide protection (e.g. engineering controls, trained operators, supervisors, vehicle specification) will be signed off by a Senior (off-site) Representative for the Principal Contractor/Maintainer each and every time this is required (not for a project or section of works as a whole), to confirm their understanding of the risks and all other mitigation measures have been considered and exhausted.

**We will apply a robust governance process that challenges the need to progress between levels in the hierarchy of control and document decisions taken** - applying robust leadership off-site and on-site to provide positive support and hold people to account where a higher level of control isn't applied. This information will also be used to learn lessons for future projects.



**Additional Documentation/Detailed Guidance**

Further documents have been developed to support Suppliers and Highways England Project Managers in their approach and decision-making. These are in the process of being incorporated into/combined with the following Raising the Bar Documents, based on this Common Intent:

- › RtB 01 - Plant and Equipment
- › RtB 20 - Transport and Logistics
- › RtB 35 - Loading and Unloading Mobile Plant

All current Raising the Bar documents are available at the following location: [Highways Safety Hub](#).

**Document Approval Record**

	Name	Signed	Dated
<b>Working Group Chair</b>	<b>Chris English</b>		<b>10/08/2020</b>
<b>SCSLG Chair</b>	<b>Phil Clifton</b>		<b>10/08/20</b>