

Vehicle Roadworthiness

Background

Vehicles that are unroadworthy continue to be a significant health & safety hazard on the Highways England Strategic Road Network. Once in use, the roadworthiness of a vehicle must be checked prior to use and at given intervals through mandatory pre-use/technical inspections and maintenance regimes.

Historically within the industry, areas for improvement have been identified with regards to roadworthiness, keeping those operating and road users safe from harm. Our intent is to ensure vehicles operated on the SRN are safe, with competent operators and effective management controls.

Vision

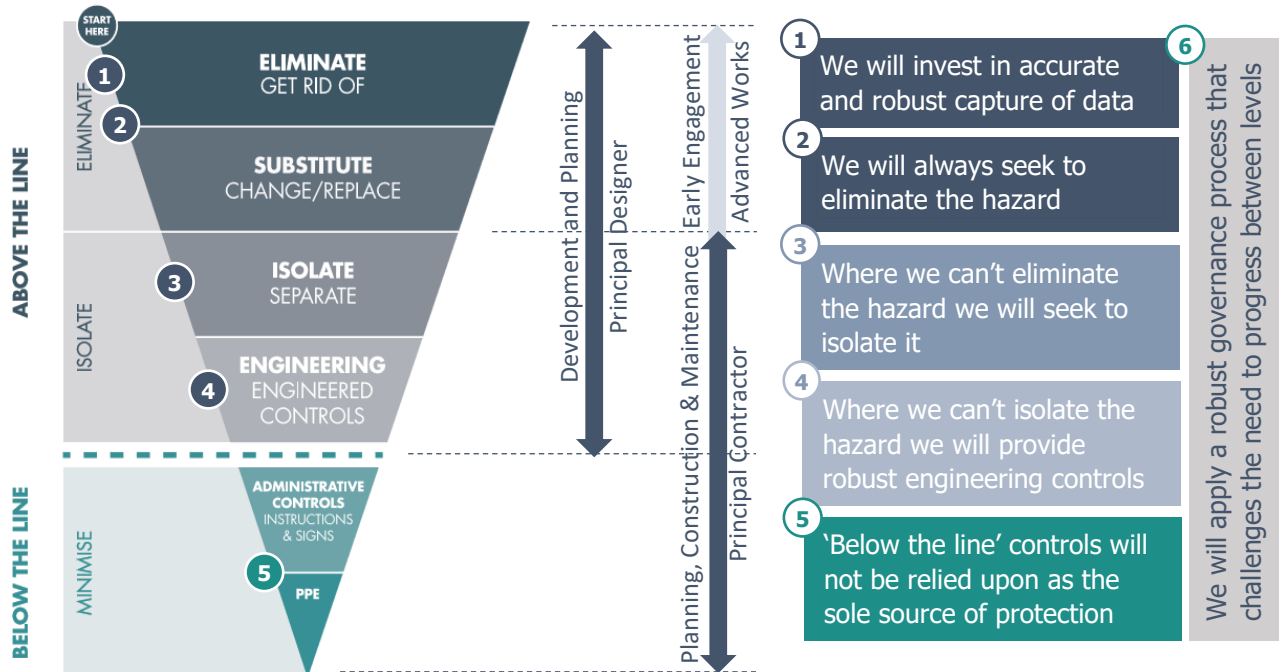
Our vision is for safer drivers, safer vehicles, and safer journeys on the strategic road network. We will achieve this through the implementation of best practice, innovation, and education to ensure vehicles are safe to operate on the SRN

Principles of Approach to be Adopted (incl Application of Hierarchy of Control)

Overview

As a supplier community 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. clearly define scope and add any explanatory text as appropriate. *This will require a review and update of all current processes and procedures.*

The principles of this approach are:



1. **We will always seek to eliminate the risk of unroadworthy construction vehicles on the SRN** through controls in relation to fleet management, pre-use inspections, defect reporting and monitoring controls, we will develop and deliver operator training in relation to responsibilities and pre-use inspections.

2. **We will substitute the risk of human error** through setting a minimum standard of using electronic defect reporting systems. We will seek to investigate new technology within the vehicle manufacturing industry and vehicle defect on-board computers.
3. **Where we can't eliminate the hazard, we will seek to isolate it** through mandatory gate checks, increased joint operations with Highways England, Police, VOSA and other agencies
4. **We will isolate the hazard** through robust defect vehicle off roading policies and enforcing vehicle legal requirements
5. **Signs instructions and administrative controls will not be relied upon as the sole source of protection.** We will introduce minimum standards assurance checks, enhance SSoW focussing on vehicle defect checks and reporting. Set minimum standards for vehicle defect checking refresher training
6. **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 to decision making. These are in the process of being incorporated into/combined with the following Raising the Bar documents, based on this Common Intent:

- Raising the Bar 20 - Transport and Logistics
- Raising the Bar 36 - Lost Load Avoidance

All current Raising the Bar documents are available at the following location:

<https://www.gov.uk/government/collections/health-and-safety-for-major-road-schemes-raising-the-bar-initiative>

Document Approval Record

	Name	Signed	Dated
Working Group Chair	Chris English	<i>C English</i>	23/07/21
SCSLG Chair	Phil Clifton	<i>P.W. Clifton</i>	24/09/21
HE Sponsor	Mark Byard	<i>M Byard</i>	24/09/21