

Common Intent for road works

Background

With greater investment in the Strategic Road Network (SRN), ensuring the safety of all road users and road workers remains our top priority. Customer satisfaction is also a key component of our vision and we are committed to improving the experience of customers whilst we are delivering this investment.

Highways England and its supply chain have invested in a number of initiatives to improve how roads investment is delivered; covering safety, customer experience and productive delivery, for example off-site manufacture, innovative products and methods, and new approaches to traffic management such as 60mph temporary speed limits in motorway road works.

This document provides a common intent for how we plan and implement work on the strategic road network in a way that collectively addresses the imperatives of safety, customer and delivery.

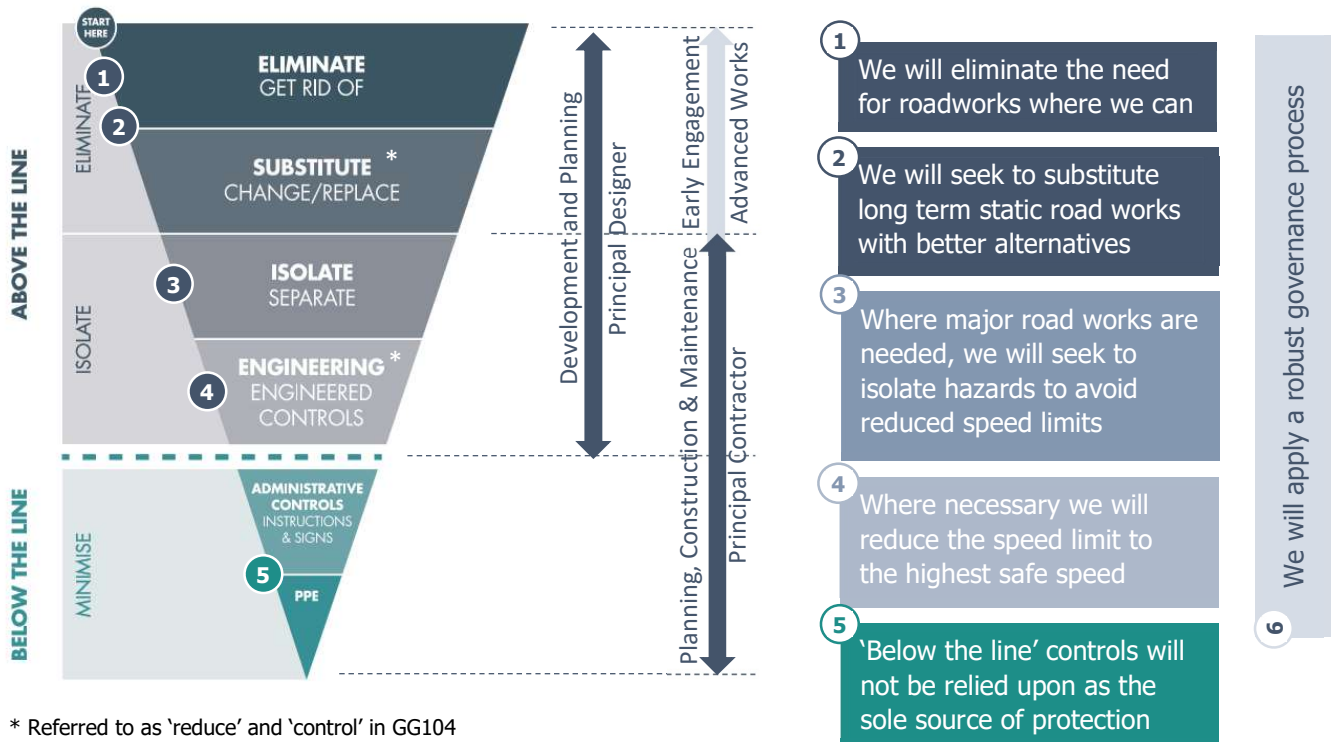
Vision

Our ultimate vision is for the delivery of the Road Investment Strategy to be safe for those who maintain, improve and use the road network whilst providing a positive experience for all customers.

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

Overview

As a supplier community we have agreed to adopt the following common approach This approach follows a hierarchy of interventions, governed by GG104 and recognising and optimising safety, and customer experience at each level. The principles of this approach are:



* Referred to as 'reduce' and 'control' in GG104

- We will eliminate the need for road works** through our approach to design and planning of investment. Our first consideration will be no-build solutions, offsite manufacture, off-network access, and solutions which avoid an interface with live traffic operations.
- We will reduce risk by substituting long term static road works with better alternatives.** Where this cannot be achieved, we will design and plan work to employ techniques which avoid or minimise the

length and duration of static traffic management. This may include night-time lane closures or full carriageway closures at times which significantly reduce the impact on customers.

3. Where major roadworks are needed, we will seek to isolate hazards to avoid reduced speed limits by designing temporary traffic management to reduce risks, wherever possible, to all affected parties without reducing the permanent speed limit. We will identify and implement suitable mitigations to ensure all risks are eliminated or controlled as low as reasonably practical (ALARP), including:

- Design mitigations - incorporated into the design of temporary traffic management
- Operational mitigations - incorporated into the planning or implementation activities of the traffic management system
- Communications mitigations - included in the scheme's communications plan

4. Where necessary we will temporarily reduce the permanent speed limit to the highest safe speed through the design of the temporary traffic management.

Temporary Traffic Management should be designed to allow the highest speed that can be safely implemented. A 60mph speed restriction may be considered as an appropriate speed limit within roadworks, but it is essential that the roadworks are designed to manage the level of risk posed to road workers and road users. This is aligned to current traffic management standards and guidance.

We will consider;

- The highest safe speed for each traffic management section/phase, where 60mph cannot be safely implemented across the entire scheme
- The use of a dynamic speed limit - using a higher speed limit, ideally 60mph during certain periods of time, for example, evenings and weekends during minimal work activity
- Using higher performing temporary traffic management equipment and design features suitable for the use of 60mph speed limits, to minimise the level of risk.

5. Administrative controls and PPE will not be relied upon as the sole source of protection. We will carry out scheme-specific risk assessments to identify, evaluate, mitigate and document all reasonably foreseeable hazards associated with the implementation of traffic management. We will involve a wide group of stakeholders to identify hazards and mitigations including representatives from identified affected parties, establishing information from a range of expert opinions.



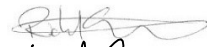
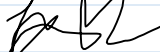
6. We will apply a robust governance process. TTM design decisions will be assured and recorded as part of the governance process prior to implementation. This will provide a check that all higher levels in the hierarchy have been appropriately explored. We will prepare the site-specific risk assessments in line with GG104 requirements for safety risk assessment within DMRB. We will capture and share the data gathered with Highways England to support the safety case on future schemes.

Key reference documents and detailed guidance

This Common Intent document supports formal standards and guidance documents, which themselves take precedence. Key relevant reference documents include (but are not limited to):

- Design Manual for Roads and Bridges (DMRB), including [GG104](#) and [GD904](#) requirements
- Traffic Signs Manual Chapter 8 Parts 1, 2 & 3
- Case studies and reports available on Highways England website
<https://highwaysengland.co.uk/5560mph-speed-limit-through-roadworks-trial-reports/>

Document Approval Record

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