

## Live Lane Working Live Carriageway Crossing Common Intent

### Background

We commit to eliminate all live lane working and live carriageway crossing (LLW/LCC) as defined below.

There will however be situations where the adoption of techniques to avoid these may actually increase not reduce overall risk; and/or the time, trouble and expense to eliminate it would be grossly disproportionate to the risk.

This document provides a common intent for how we design, plan and implement works on motorways and high-speed dual carriageways (50 mph or greater) with a risk-based approach to LLW and LCC.

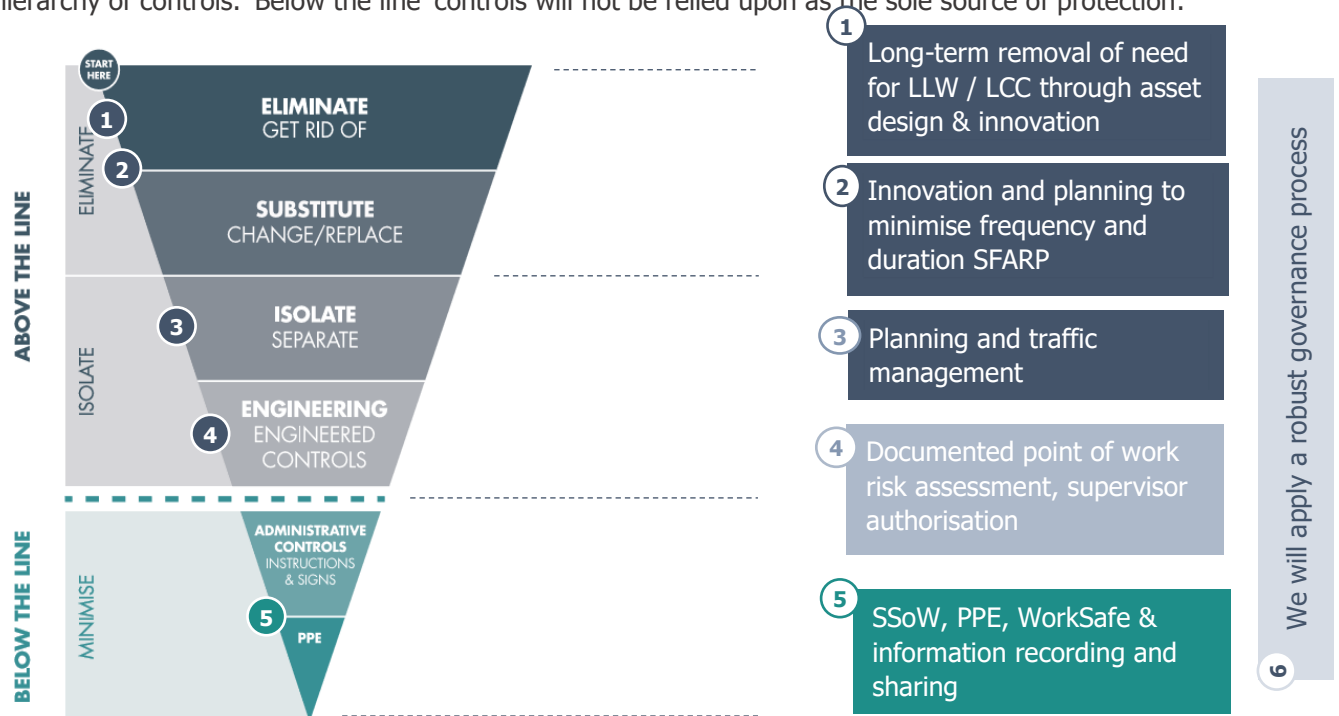
The principles set out in this document apply to works on strategic highways high-speed roads. The risk hierarchy can be applied to low speed roads also; the hope is that similar principles will be adopted on all roads to keep our road workers and road users safe.

### Vision

Our vision is for the delivery of the service to be safe for road workers, users and other parties.

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

**As a supplier community we have agreed to adopt the following approach.** This follows a hierarchy of controls. 'Below the line' controls will not be relied upon as the sole source of protection.



### 1. We will eliminate wherever reasonably practicable the need for working on or crossing a live carriageway on high speed roads through design, investment, planning and use of best available technology to strive to:

- eliminate by infrastructure design the need for LLW or LCC throughout the asset lifetime,
- assess, fund and plan schemes to identify the lowest risk options for workers and road users,
- employ practicable techniques such as Mobile Carriageway Closures to create sterile areas and technology that enables persons to carry out works from a place of safety,
- actively encourage our clients to provide enough information, time, funding and resources to enable the works to be planned and executed safely and LLW/LCC to be designed out.

**2. We will plan, assess and deliver works requiring LLW/LCC based on all risks so that it is genuinely concluded to be as safe as is reasonably practicable; utilising:**

- documented pre-site assessment (except for emergency works),
- robust task and point of work risk assessment and suitable safe systems of work,
- consideration of all relevant factors including nature of the location, traffic characteristics, environmental factors, task factors and operative skills, knowledge experience and training,
- LLW/LCC being only a last resort; planned and conducted so the risk is managed to ALARP,
- LLW/LCC conducted only if agreed by an appointed competent person in operational authority,
- judgements will account for dynamic risk factors and consequent risk to affected populations; road workers, road users and others such as who live adjacent to the road network.
- elimination with clear definition and boundaries of "stamp and dash", the term applied for temporary pot-hole repair in a live lane within occasional gaps in traffic.

**3. We acknowledge the competence and experience of our road workers in making informed judgements on where LLW/LCC will on occasion be the safest overall option.**

Informed judgements and challenges made within this framework by workers using their skills, knowledge, experience and training will be respected and also open to forthright discussion. This is to enable alignment between work as actually done and work as perceived to be done.

Where a task risk assessment identified that controlled live lane working or live carriageway crossing is likely to be necessary, we will provide concise high-speed road crossing information and training.

**4. We will faithfully record LLW and LCC within our respective organisations and learn from examples in accordance with a "Generative" safety culture.** This includes both LLW/LCC events and occasions where in eliminating LLW or LCC, the alternative led to a greater risk overall.

**5. We will openly share our data to inform industry-wide assessment and intelligence led initiatives to eliminate it at source.** We will make available information gained from LLW/LCC risk assessments and events to drive safety improvements. This will include: our client and its supply chain, other highways organisations and other operators that work on highways.

## Definitions

**Carriageway:** that part of the road over which the public has a right of way for vehicles passage.



**Lane:** a part of the carriageway intended for use by vehicles travelling in a particular direction and separated from other parts of the carriageway by road markings.

**Live lane and live carriageway:** any part where the public entitlement for the passage of vehicles has not been temporarily suspended by lawful signs or signals or by the lane being lawfully obstructed.

**Live lane working:** leaving a place of relative safety (PRS) with intention of stopping to carry out activities outside of a PRS before returning to a PRS.

**Live carriageway crossing:** leaving a PRS and, passing across one or more live lanes (in which traffic is expected to be travelling at or near the speed limit) with the aim of reaching a second PRS.

## Document Approval Record

	Name	Signed	Dated
Working Group Chair	David Shaw		06/06/2022
SCSLG Chair	Adam Green		01/06/2022
NH Sponsor			