



Description of Event

Management of strategic highway cabling – failure to implement suitable procedures.

Population at Risk

Construction Workers, Maintenance Workers and Road Users

Hazardous Activity and Residual Risk Description

- Lifting and relocating surface-mounted purple motorway ducts and cables (NRTS) can cause exposed cables to be left on the ground.
- Exposed cables may be involved in service strikes which has an assessed residual risk of an almost certain likelihood of moderate harm being incurred.

Potential consequences of this event

- Service strike due to cabling not being secured could cause the loss of essential services such as CCTV monitoring of the network.
- Road users could be put at risk if essential services such as traffic lights, CCTV etc., are put out of operation.
- Increased slip/trip hazard to the workforce, and/or members of the public.

Safety Hub [Alert Database](#)

- Sub-category 2 Service strike with 4 alerts.

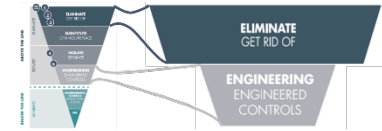


Section of cable ducting removed without approval.



Exposed cable left near vegetation.

Potential Mitigation Measures



Design

- Designers to ensure design coordination of temporary service and utility movements with third parties and network maintainers.
- Designer to ensure temporary works are planned to include safe passage across the network and include designated crossing points/drop points for ducting for pedestrian workforce access.
- Designer to identify a strategy for maintaining/removing temporary services at end of the works.
- Designer to consider creating exclusion zones with suitable signage.
- Ensure liaison between temporary and permanent works design teams.

Construction

- Surface-mounted services should be included on known stats plans and should be treated accordingly.
- Use of foam at ends of ducts for CJE's.
- Contractors to seek designer and Temporary Works Coordinator approval prior to working inside exclusion zones.

Maintenance / Operations

- Identifying the governance adjacent to or directly onto surface mounted assets could mitigate this type of event re-occurring.
- Regular patrols should be undertaken by maintenance gangs trained and briefed in NRTS requirements.

Further Guidance and Reading

- [Rtb 1](#) – Plant and Equipment
- [Rtb 9](#) – Utility Avoidance
- [Simple precautions](#) provided by HSE
- [The Temporary Works Forum](#)



Please send ideas for Whole Life Design safety shares to wellbeing@nationalhighways.co.uk

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Reduced Defects

Reduced Reportable Accidents