



Description of Event

Poorly designed and inadequate temporary pedestrian/cycle path access routes during road works.

Population at Risk

Pedestrians, Cyclists and Other Vulnerable Road Users

Hazardous Activity and Residual Risk Description

- Temporary access routes did not comply with minimum width requirements and encroached into the VCB safety zones. The routes also contained obstructions including poorly placed Temporary Traffic Management (TTM) equipment and inadequate illumination.
- This has an assessed residual risk of a likelihood of moderate to serious harm.

Potential consequences of this event

- Serious injury due to lack of vehicle safety zone in the event of a vehicle incursion.
- Slips, trips and falls.
- Severing of usual access causes public to force way across an unsafe route.
- Poor layout of TTM may lead to lack of compliance by users.
- Lack of communication of temporary works could cause roadworker abuse.



Photo of temporary access arrangements in vicinity of roadworks.

Safety Hub [Alert Database](#)

- Filtering Subject Description by contains “pedestrian” and “segregation” or “path” has 4 alerts including 2 with injury.
- Sub-category 2 “Slips, trips and falls” and filtering subject description by text “lighting” has 2 alerts both with injury.

Potential Mitigation Measures

Design

- Make adequate provisions for vulnerable users and examine the dimensions to ensure contractors can achieve the spacing and safety zones necessary. If not possible, consider alternative routes.
- Human interaction needs with the temporary route proposals should be examined with local knowledge (eg Highway Authority) and more formal RSA and Walking Cycling and Horse Riding assessments considered.



Construction

- Walk the provided route to ensure it is acceptable and communicate this with users.
- TTM should not impede access routes, should be reviewed prior to use and maintained.
- Monitor pedestrian behaviour using CCTV and feedback to the designer.



Photo of temporary access arrangements in the vicinity of roadworks.

Maintenance / Operations

- Access needs and suitable TTM arrangements should be planned, implemented, and maintained.
- Add best practice TTM to H&S file.

Further Guidance and Reading

- [Series 400](#) – Road Restraint Systems
- [CD143](#) – Design for walking, cycling and horse-riding.
- [Protecting the Public](#) - HSE Guidance
- [Safety at Street Works and Road Works](#)



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

LEAN

Material Reduction

Alternative Materials

Reduced Labour

Reduced Transport

Improved end user benefits

Reduced Defects

Reduced Reportable Accidents