



# Lack of Walking, Cycling and Horse Riding (WCHR) Traffic Management (TM) – Temporary Works Design

WLD.036

## Description of Event

*Traffic management provisions failed to allow for pedestrians and cyclists*

### Population at Risk

Members of Public (MoP) and Construction/Maintenance Workers

### Hazardous Activity and Residual Risk Description

- A side road closure was installed to enable resurfacing works with an insufficient pedestrian diversion in place. A “Road Closed” sign was the only measure put in place to stop WCHR’s coming through the works. A Cyclists subsequently ignored the signage and cones and when warned of the H&S risks verbally abused the operatives.
- Pedestrians were subsequently similarly observed walking through the closed areas, during the work operations, which included large plant movements and use of hot materials.

### Potential consequences of this event

- Incursions by Cyclists and Pedestrians walking through a live construction site could lead to serious injury or death, due to conflict with moving plant.
- A member of the site team was also verbally abused and threatened by MoP, which is unacceptable. All issues were reported on HART.
- Site incursions should be avoided at all times as they could lead to unexpected harm, damage/loss of equipment.

### Safety Hub Alert Database

- Sub-category 1 pedestrian barriers has 1 alert with injury.
- Category security with sub-category 1 MOP has 5 alerts including 2 with injury and 2 with fatalities.

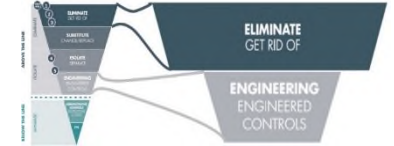


Pedestrians passing through a live site.

### Potential Mitigation Measures

#### Design

- Undertake site survey of types/numbers of users in the area to establish TM requirements and include this in PCI information.
- Refer to guidance such as Safety at street works and road works code of practice.
- Persons undertaking traffic management design have appropriate training.
- Ensure TM Plans are developed and consider the location and the potential risk of multiple forms of incursion occurring during the construction phase.
- Identify well-marked diversion routes for pedestrians and vehicular traffic to mitigate potential confusion.
- Suitable communications with local community.



#### Construction & Maintenance

- Site specific risk assessment should be made that should include the type of users which the TM needs to cater for, particularly vulnerable users.
- Develop protocols which halt work if pedestrians, cyclists, or others enter the active site.
- Install and maintain suitable provisions eg physical barriers, CCTV, and clear diversion signage.
- Personnel coming into contact with the public may benefit from conflict management training.

### Further Guidance and Reading

- [RtB 26](#) – Safety by Design
- [Safety at street works and road works](#) – DfT Guidance
- [RtB 39](#) – Traffic Safety and Control at Roadworks



Please send ideas for Whole Life Design safety shares to [wellbeing@nationalhighways.co.uk](mailto:wellbeing@nationalhighways.co.uk)

LEAN

Improved end user benefits

Reduced Activity Duration

Reduced Reportable Accidents