

National Safety Control Review Group (NSCRG)

Update for the Principal Designers Working Group (PDWG)

May 2024

NSCRG update for PDWG (1 of 5)

Issue	Decision	Summary
Health, Safety and Wellbeing (HS&W) moment	For information	<p>Overview:</p> <ul style="list-style-type: none">▪ A newly-published report from the European Transport Safety Council (ETSC) shows that half of road deaths in Europe occur on rural roads.▪ In 2022, some 10,000 people died on the rural roads of Europe – more than half of all road deaths.▪ It was discussed that we need to work collectively with other organisations to better understand how we can create a difference and guard against safety initiative fatigue, particularly for social demographics that may historically have been difficult to engage with and influence.▪ We need to understand the key/recurrent causation factors. Further conversation is to be undertaken with the Road Safety Division, based on the ETSC report, and to understand how NSCRG can support. <p>Source: Reducing Road Deaths on Rural Roads (PIN Flash 46) – ETSC</p>

NSCRG update for PDWG (2 of 5)



Issue	Decision	Summary
<p>Next generation cyber futures:</p> <p>Understanding the relationship between safety and security on a digitally enabled SRN</p>	<p>For information</p>	<p>Overview:</p> <p>In follow-up to the November 2023 NSCRG attendance, this attendance was to follow up with ongoing work since that date, and what our next generation cyber futures capability will be, linking in the Digital Roads Strategy. The recommended way forward involves five key tasks, that are already funded:</p> <ul style="list-style-type: none"> A. Develop a common vocabulary across safety and security. B. Review of safety and security risk assessment processes to identify similarities and opportunities to streamline. C. To establish a safety and security working group to be a technical authority. D. Develop simulations and case studies to articulate the link between safety and security. E. To have greater consideration of cyber related risks across National Highways through awareness and education campaigns. <p>NSCRG feedback/actions included :</p> <p>Discussion is critical to make cyber security ‘important’ as it needs to be built into people’s everyday vocabulary and mindset. Cyber security does impact on safety, and alignment with existing governance and approach will be critical to successful embedment.</p> <p>A representative of the SES Safety Risk Requirements Team will be a part of the safety and security working group technical authority (Ron T), and a cyber security representative will become a principle NSCRG attendee (TBC) to support alignment and understanding in respective governance. NSCRG attendees will also share and support embedment of this work and support where can.</p>

NSCRG update for PDWG (3 of 5)

Issue	Decision	Summary
Transport for London (TfL) and Tram Operations Limited (TOL) Croydon tram crash case study	For information	<p>Overview: The Safety Risk Requirements team completed a case study review of the Croydon tram crash, with a view to identifying transferable lessons for National Highways. A summary presentation was provided to NSCRG to prompt discussion and for principal attendees to feedback into the business.</p> <p>Key learning outcomes:</p> <ul style="list-style-type: none">• National Highways should continue to embrace audits and reviews.• There may be value in reassessing the organisational perception of risk.• Continued application and assurance of safety risk assessment throughout the business. <p>Furthermore, the presentation highlighted the crucial role of National Highways 'Home Safe and Well' promise and 'Be the Change' campaign in fostering a safety culture where everyone feels empowered to speak up and take action.</p>

NSCRG update for PDWG (4 of 5)

Issue	Decision	Summary
<p>Nearside vehicle restraint system (VRS) review programme overview</p>	<p>For acceptance - Accepted</p>	<p>Overview:</p> <ul style="list-style-type: none"> ▪ In response to commitments within the 2nd and 3rd year Smart Motorways Stocktake Progress Reports, circa 620km of ALR carriageway has been assessed to identify opportunities where VRS could be removed or relocated ▪ Of the carriageway assessed, 33km (5%) was identified as an opportunity for removal or setback. ▪ A Safety risk assessment (SRA) (that complies with National Highways requirements) has identified that if removal is progressed there is likely to be a reduction in risk for 4 hazards (benefit), including H135 Vehicle stops in live lane; the SRA also identifies an increase (disbenefit) in risk for verge incident management and rejoining the carriageway hazards. ▪ The project consider that the safety benefit gained outweighs the safety disbenefit and recommends the removal of the VRS. <p>NSCRG general feedback/actions included :</p> <ul style="list-style-type: none"> ▪ When CD 377 is updated there is an opportunity to enhance advice for designers to clarify that VRS should be a last rather than primary resort, this would then reflect the ERIC principle. Action – project to engage with document owners (TBC). ▪ We noted the term ‘verge’ is currently absent from our communication strategy/campaigns to our customers. Action – NSCRG findings shared with comms to consider the addition of ‘verge’ into future campaign work (✓). ▪ NSCRG noted that 33km of VRS can be set-back or is technically not required, on approximately a 50% ratio, and if the business accepts the projects proposal this will need to be built into a future programme of work as the current NEAR programme is likely to be too far advanced to accommodate further work <p>NSCRG decision: The safety work undertaken was accepted as suitably and sufficiently managing safety risk for all those affected by the proposed activity.</p>

NSCRG update for PDWG (5 of 5)

Issue	Decision	Summary
NSCRG risk register review	For acceptance - Accepted	<p>Overview:</p> <ul style="list-style-type: none">▪ The NSCRG risk register has recently been reviewed and updated with input from safety risk managers and owners across the wider business.▪ Operations Control Division (OCD) attended to discuss updates to their risks for operational technology performance and availability.▪ Assurance was given for current risk statuses and latest risk treatments, including bringing the Technology Operations Centre (TOC) under the remit of OCD on 1 April 2024, to give end to end ownership and accountability. <p>NSCRG general feedback/actions included :</p> <ul style="list-style-type: none">▪ NSCRG were content with the updates to the operational technology safety risks and how they're being treated.▪ OCD will gather further data on roadside asset access including whether off network access (ONA) was available, and if it was used. This could prompt action for improved ONA use, reducing roadspace booking requirements which can impact on repair timeframes.▪ OCD will provide quarterly operational technology performance and availability updates to NSCRG. <p>NSCRG decision: The updates to the NSCRG risk register were accepted for finalisation and continued monitoring.</p>

Thank you

Next NSCRG Meeting: 9 May 2024 (Teams meeting)