

HEALTH AND

SAFETY BULLETIN

TITLE OF BULLETIN	Driving on Smart Motorways		
TARGET AUDIENCE	All Staff	REF NO.	AMEY-BU-072
AUTHORISED BY	Colin Hogg	DATE ISSUED	6 th July 2020

REASON FOR THIS HEALTH AND SAFETY BULLETIN

The introduction of smart motorways to the UK motorway network (in England and Wales so far) means there are now three types of motorway where the hard shoulder may become a running lane dependent upon traffic speeds and volumes.

There are three specific types of smart motorway;

- Dynamic hard shoulder – where the hard shoulder is temporarily opened to traffic
- All lane running – where the full width of the road is useable with emergency refuges areas alongside the carriageway
- Controlled motorway; with three or more running lanes, a hard shoulder and variable speed limits



The advice contained is relevant for when you may be driving or find yourself in an emergency when driving on the motorway.

ACTION TO BE TAKEN AND LEARNING TO BE APPLIED

General Hard Shoulder Rules

- Particular care is required when stopping on narrow or discontinuous hard shoulders.
- Vehicles should always be parked to maximise the lateral clearance between vehicle and trafficked carriageway.
- Vehicles should always face in the direction of traffic flow with wheels turned to the left.
- Vehicles left on the hard shoulder should avoid restricting the sightlines of other road users/ passing vehicles.
- Think about how you load your vehicle – always try to load so it can be unloaded from the non-traffic side.
- Access and egress from the non-trafficked side of the vehicle whenever possible.

Smart Motorway Rules

- Never drive in a lane closed by a Red X - The Red X sign indicates that a lane is closed to traffic and there may be an incident or operatives working in that lane ahead.
- Keep to the speed limits shown on the signs.
- A hard shoulder is always identified by a solid white unbroken line - if there's no speed limit displayed or a Red X is displayed above it, do not use it except in emergency.
- A broken white line indicates a normal running lane.
- If the hard shoulder is being used as an extra lane, use the designated emergency refuge areas which are clearly marked as shown in the photograph.
- If your vehicle breaks down, put your hazard lights on and exit the motorway immediately. If you cannot leave the motorway, try to get to an Emergency Refuge Area even if the hard shoulder is not open to traffic
- If you feel you can exit your vehicle safely with any occupants, exit your vehicle via the nearside door and wait behind the safety barrier if there is one and it is safe to do so. Always keep clear of your vehicle and moving traffic.
- If it's not possible to exit your vehicle safely, put your hazard warning lights on and stay in your vehicle with your seatbelt on. If you have a mobile phone call 999 immediately and request Police assistance



The attached Link [How to Drive on a Smart Motorway](#) gives full guidance on how to drive safely and legally on the UK smart motorway network.

Similarly, the attached link to [SURVIVE](#) Group gives further information on road safety including what to do in event of a breakdown

CONCLUSION / FINAL NOTE

One of the biggest risks our employees face is from the use of vehicles on Amey business. This is commonly termed Occupational Road Risk. The management of the Occupational Road Risk associated with the vehicle fleet is particularly important as it affects all road users.

Points to consider:

- Have you read and understood the Occupational Road Risk Policy, strategy and guidance documents?
- Have your teams been briefed on their role and responsibilities in managing Occupational road risk?
- Are the four pillars of Occupational Road Risk (Systems, Vehicles, People, Journey) considered in your teams task planning?
- Do you monitor Occupational Road Risk plans as part of normal business process to help improve safety?

See Amey world on <http://ameyworld.ameygroup.int/enabling-functions/hseq/occupational-road-risk/>

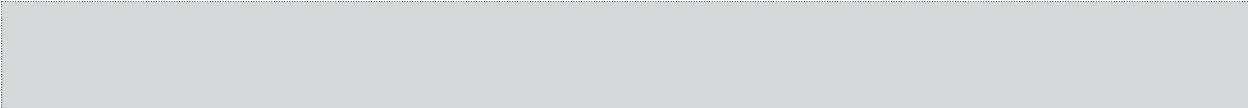
Stay Alert

Always be aware of your surroundings and remember that a hard shoulder cannot be considered a true place of safety

Never assume the hard shoulder is a safe place to pull up or work!

If in Doubt.... Shout Out!







HEALTH AND SAFETY BULLETIN REVIEW FORM

Please review the content of the above Health and Safety Bulletin for relevance prior to communicating the contents to your workforce. Please complete the form and action as necessary.

1. Has the content of the Health and Safety Bulletin been reviewed by the account’s operational managers?

PLEASE TICK:	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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2. Could a similar event occur on your account?

PLEASE TICK:	<input type="checkbox"/> Yes (answer Questions 3, 4 and 5)	<input type="checkbox"/> No (answer Question 6)
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3. What control measures are in place, or need to be put in place, to mitigate and manage the potential for an occurrence of this type (or similar) on your account?

- Xxxxx
- Xxxxx
- Xxxxx

4. Are these control measures sufficient to mitigate and manage the risk of an incident of this type (or similar) described in the Health and Safety Bulletin from occurring?

PLEASE TICK:	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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5. If you have answered No to Question 4, please raise an independent action on AIRSWeb, detailing the corrective actions required and record the reference number below.

AIRSWEB REFERENCE NUMBER:	
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6. Please explain why this event could not occur on your account:

- xxxxx

7. The person conducting the review is to complete the details below:

ACCOUNT NAME:		DATE:	
REVIEWER’S NAME:		SIGNATURE:	

