

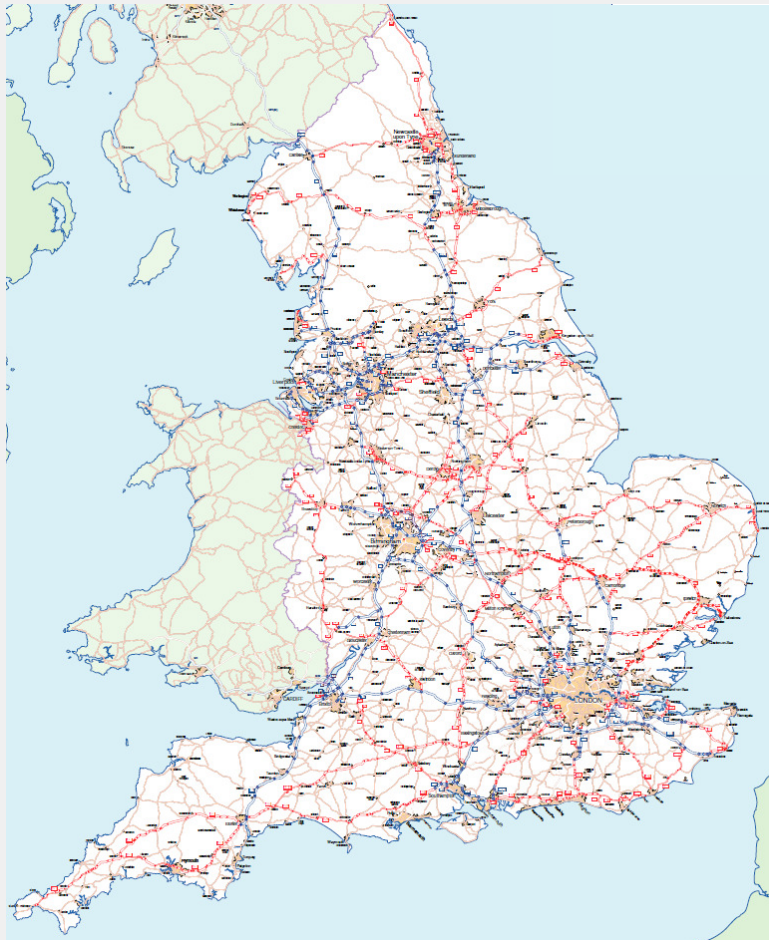
The Influence of Safety on Network Management

19 May 2014

Mike Wilson
Chief Highway Engineer
Highways Agency

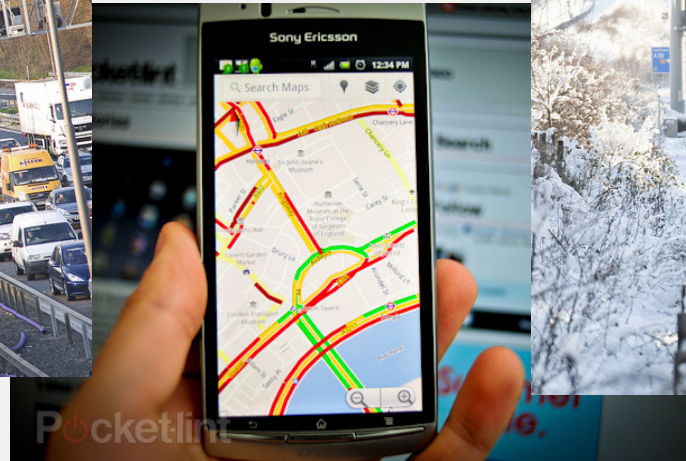


What is the English Strategic Road Network?



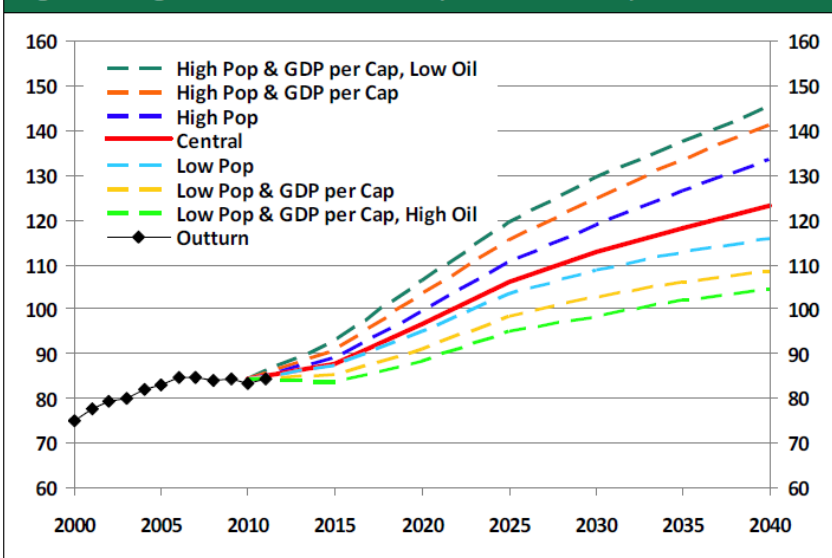
- 7,000km of motorway and trunk road
- 4 million drivers use the network every day
- 3% of roads in England
- Carries around a third of all traffic in England
- 136 billion vehicle km in 2012 of which:
 - 14 billion vehicle km were by heavy good vehicles
 - 18 billion vehicle km were by light goods vehicles (vans etc)

Operate/ Maintain/ Improve



Challenges – Traffic Growth

Figure 2: England Traffic on the SRN (bn vehicle miles)

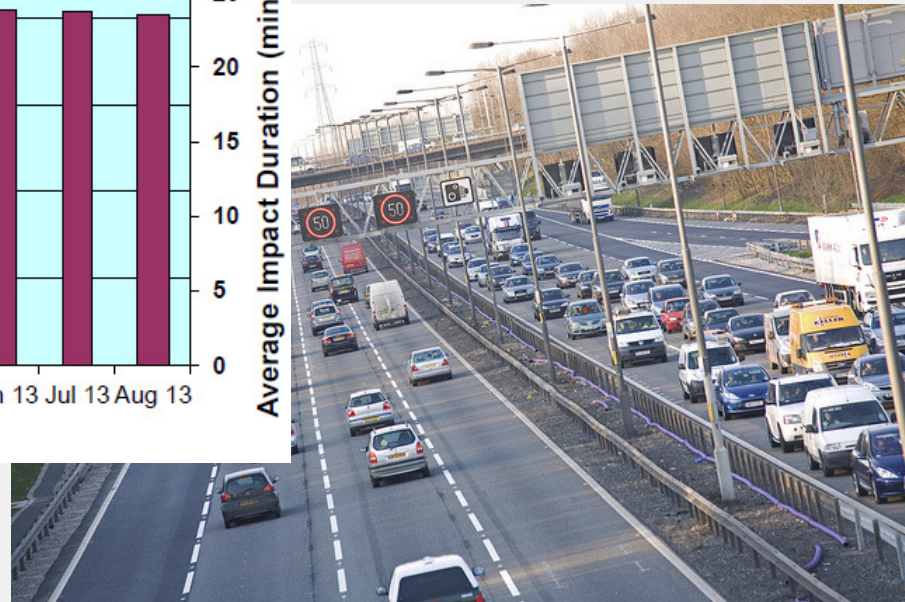
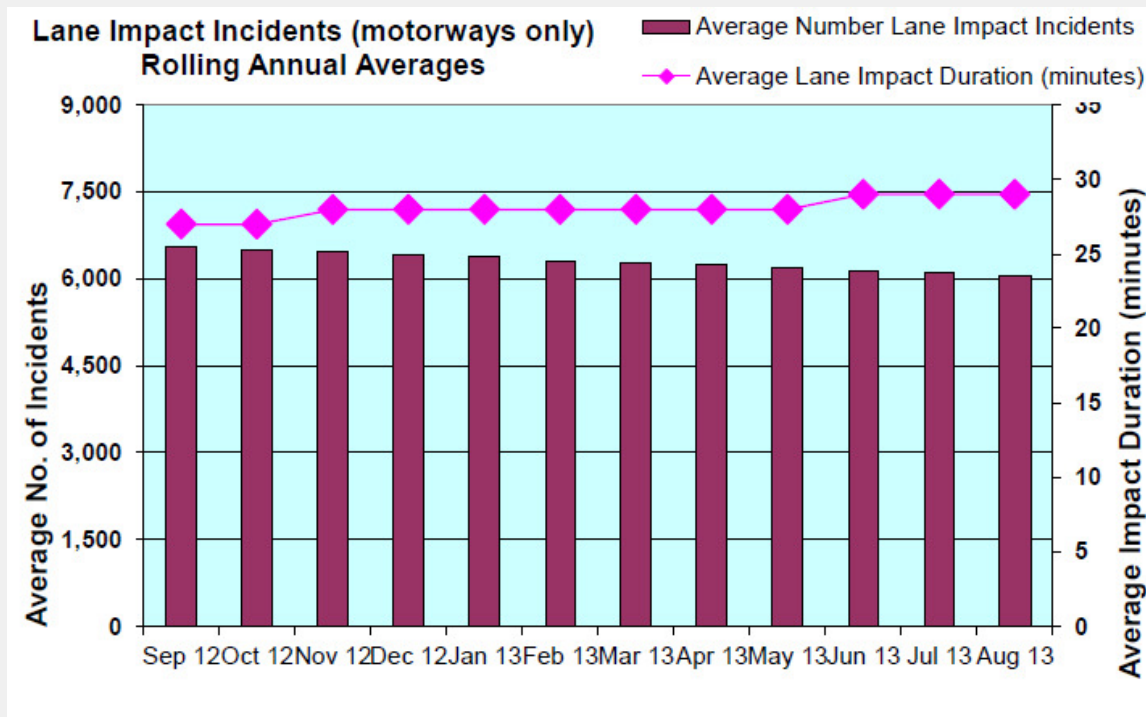


- Traffic volumes fell slightly in the recession and have remained broadly flat since but may be showing signs of growth now...
 - All Motor Vehicle Traffic in Great Britain in July to September (Q3) 2013 was 2.3% higher when compared to the same quarter in 2012¹
- DfT models suggest increases of 45.6% by 2040²
- Have we reached 'peak car'?
- What will Ultra Low Emission Vehicles mean for traffic?
- Cities are diverging

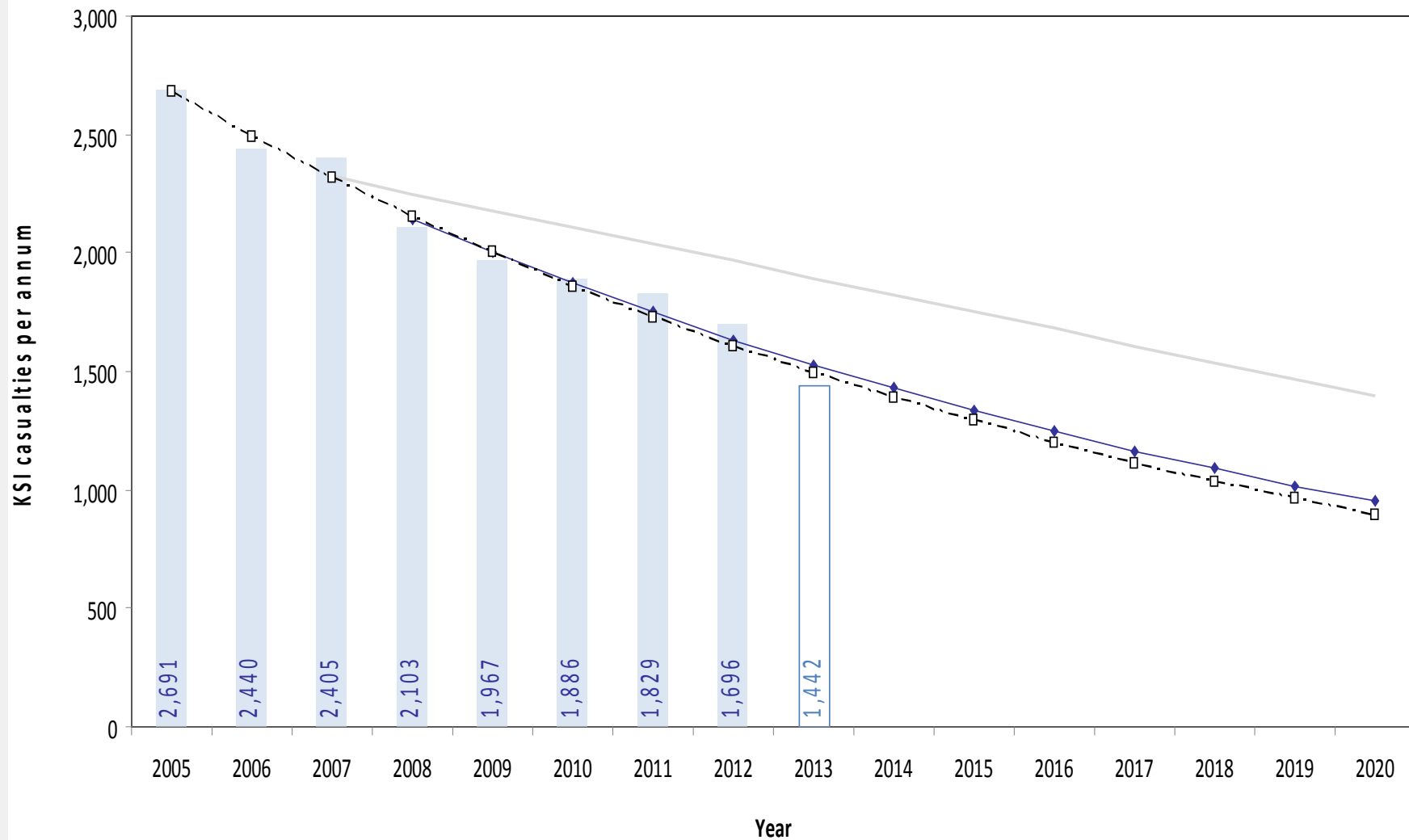
¹DfT, Quarterly Road Traffic Estimates: Great Britain Q3 (July - September) 2013

²DfT, England Traffic % growth by Road, Vehicle type and Scenario, 2010-2040, Strategic Road Network, central projection

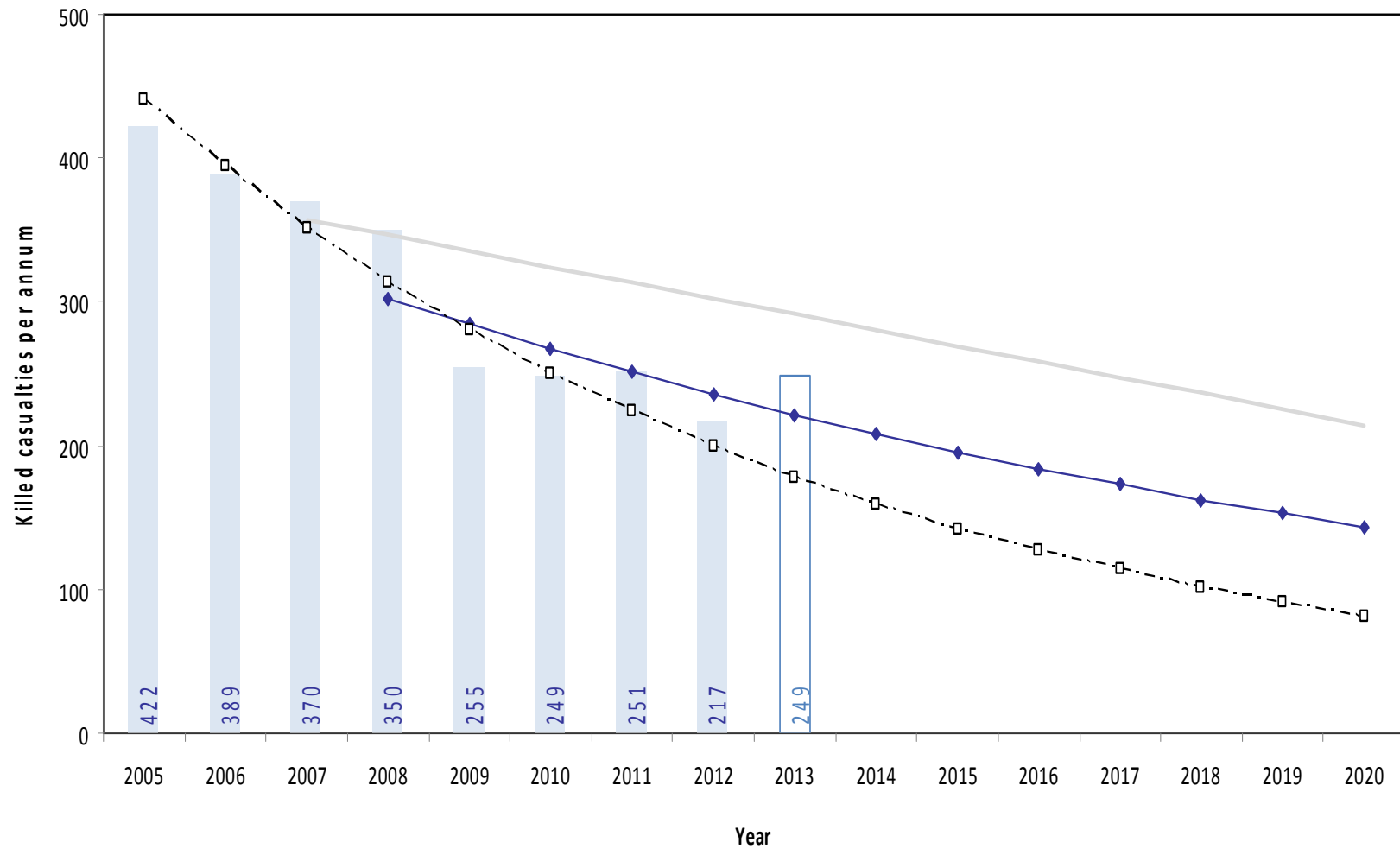
Challenges - The Demand for Network Performance



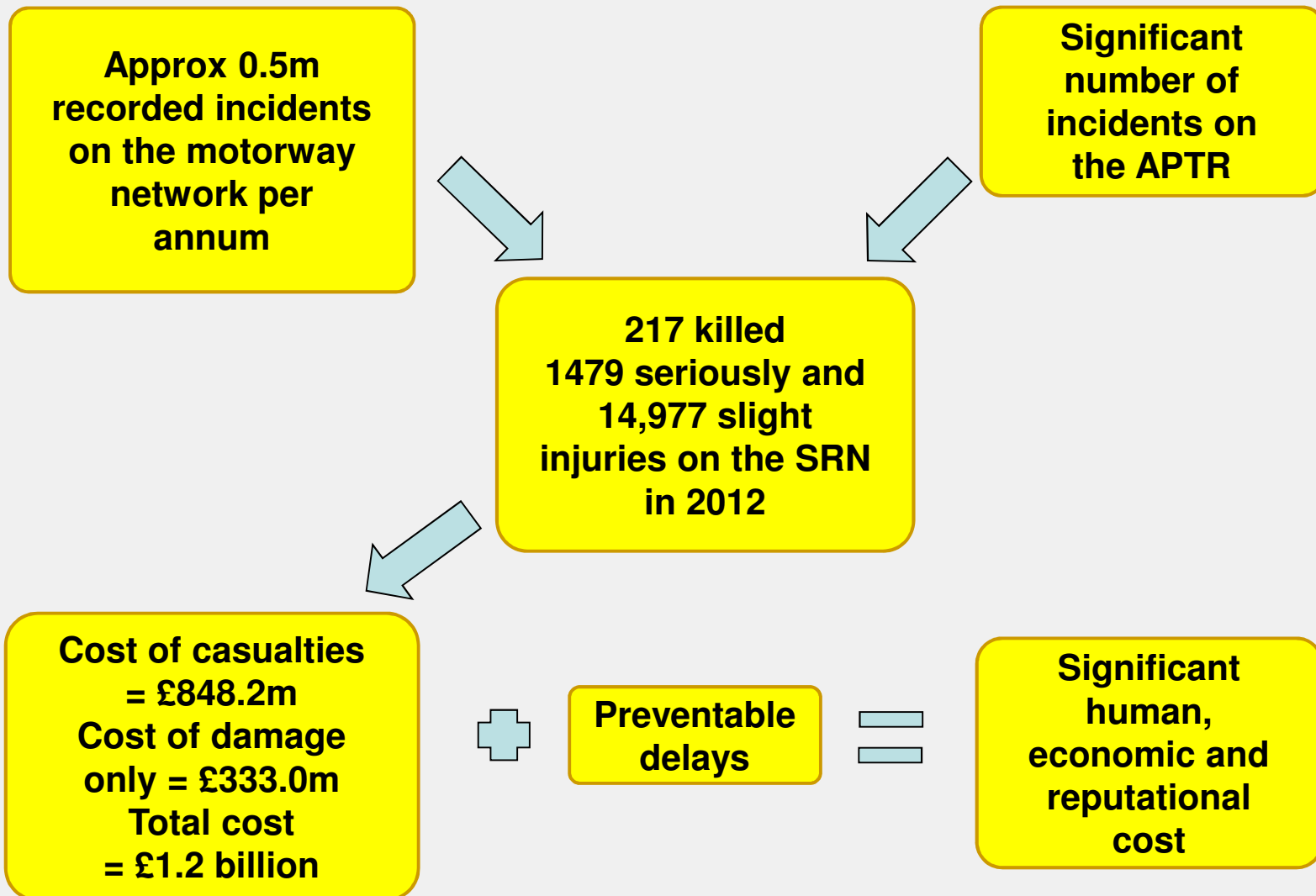
Trajectory - KSI



Trajectory - Killed



Road Safety Impact



Performance Expectations

November 2011

“Better infrastructure is at the heart of the Government’s economic growth agenda...”

“I believe the managers of this network can do much more to support future growth, prosperity and jobs...”

“My central recommendation is for a transformation in the management of the network...”



Alan Cook
Chairman Highways Agency



David Cameron MP
Prime Minister

November 2012

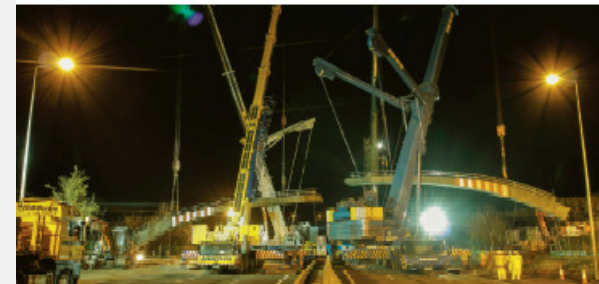
“this country is in the economic equivalent of war today...”

“it’s got to mean prioritising the right things backing enterprise, growth and business...”

“it’s our ambition to cut the time it takes to upgrade our roads in half...”

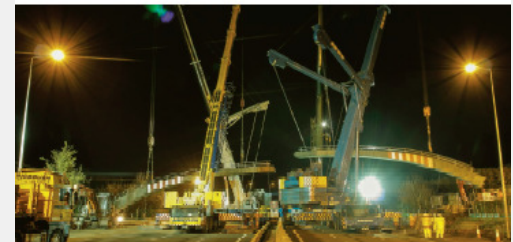
Time for a Vision

**A high capacity, high speed network
with
No unplanned disruption
and
Safe and sustainable for customers
and communities**



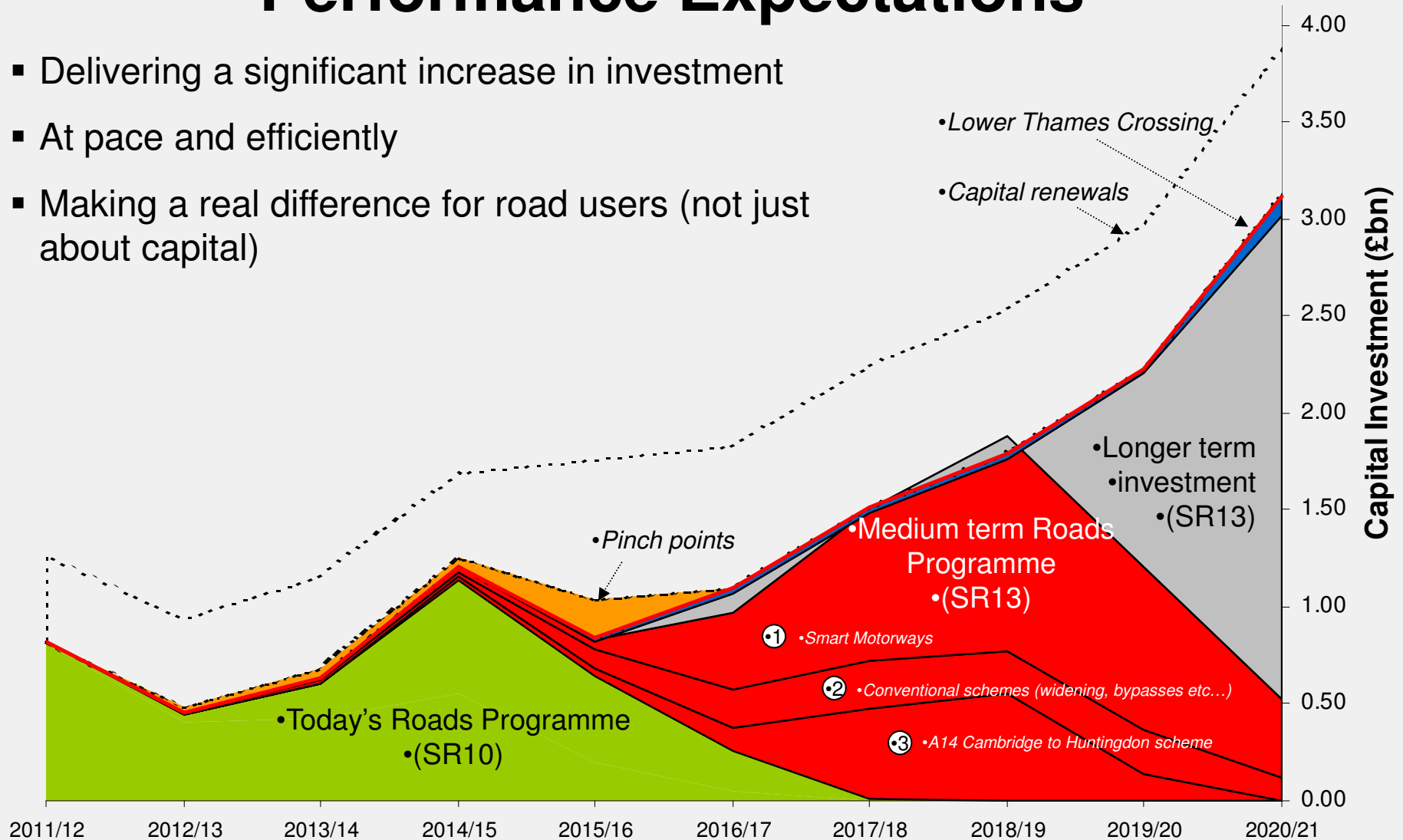
Establishing a New Company

- Funding/budgets set to 2021 in July 2013
- Consultation on company proposals
Autumn 2013
- Draft bill in prep - to Parliament in May
2014
- Roads Investment Strategy December
2014
- Chairman & board confirmed July 2014
- HA change programme running now



Performance Expectations

- Delivering a significant increase in investment
- At pace and efficiently
- Making a real difference for road users (not just about capital)



Transformation

Focus on customer service

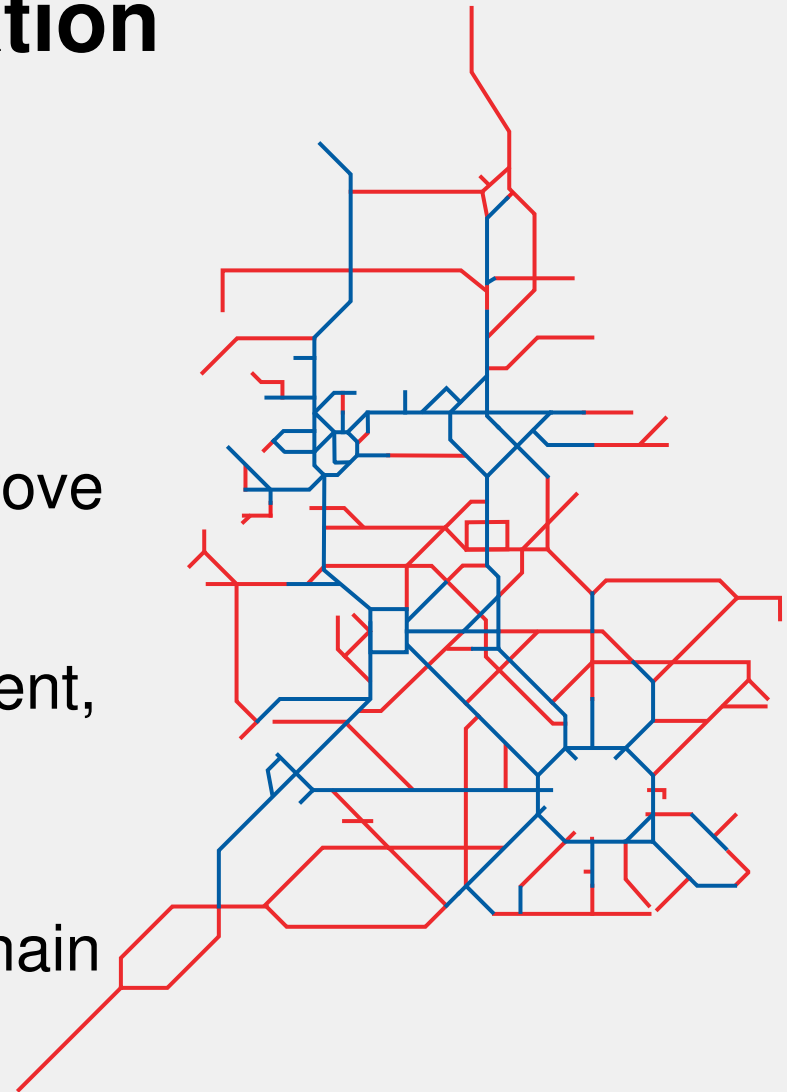
Deliver a capable asset

- Asset management
- Projects to maintain and improve

Improved operation of the network

- Improved demand management, availability and new ways to utilise the asset

High performing client and supply chain

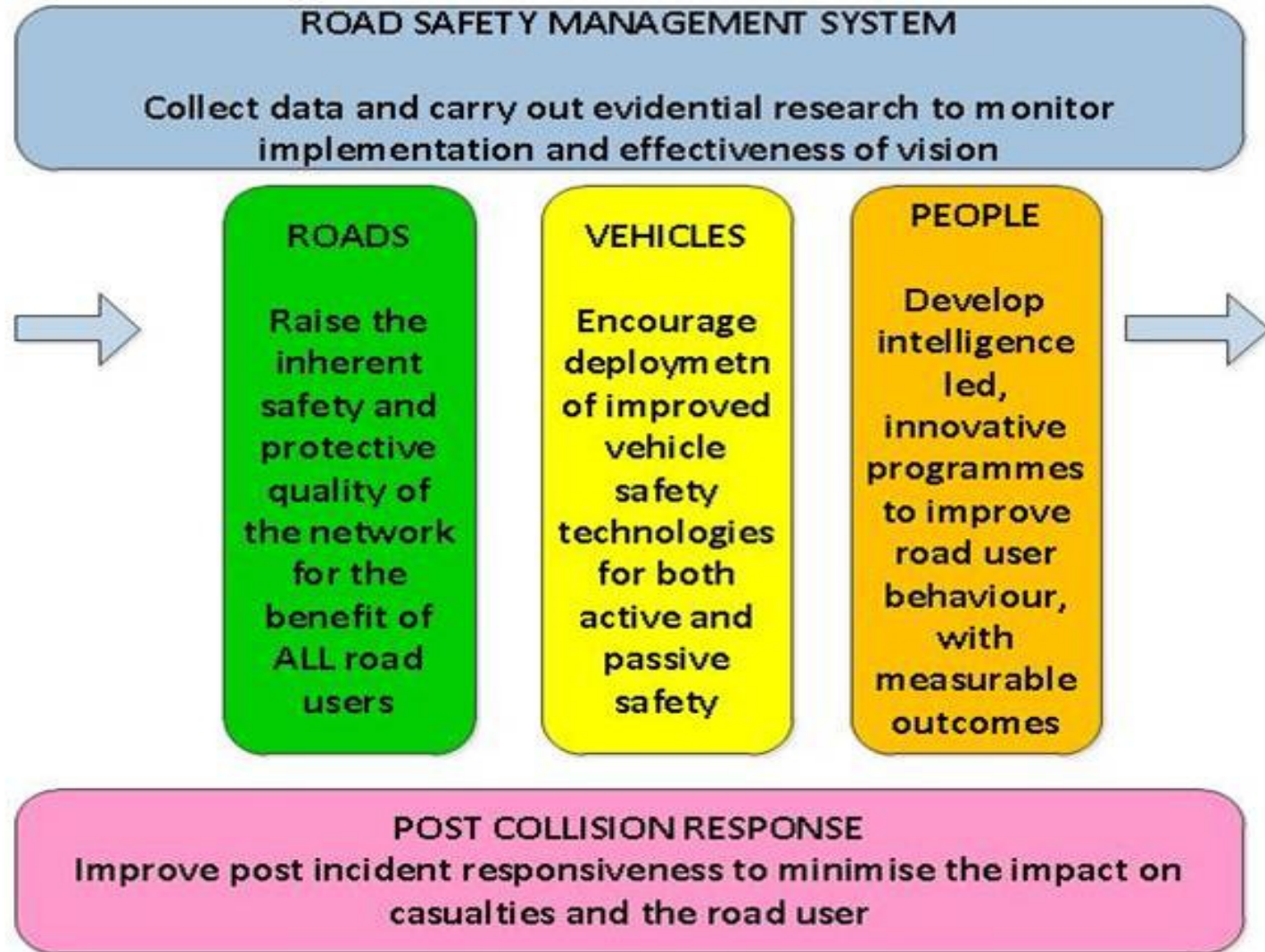


Top 10 Contributory Factors

No.	Contributory Factor	KSI	Fatal	Serious	Slight	Total
1	Failed to look properly	370	47	323	2,985	3,355
2	Loss of control	347	48	299	1,471	1,818
3	Failed to judge other person's path or speed	273	28	245	2,418	2,691
4	Careless, reckless or in a hurry	183	24	159	946	1,129
5	Poor turn or manoeuvre	163	23	140	977	1,140
6	Travelling too fast for conditions	130	18	112	732	862
7	Swerved	128	20	108	593	721
8	Fatigue	117	22	95	357	474
9	Slippery road (due to weather)	108	13	95	920	1,028
10	Sudden braking	105	7	98	1,087	1,192

Notes: Values in the table report the number of collisions by severity where the specified contributory factor was recorded.

Delivering the Vision for Road Safety



Roads Contribution

Asset management

- know what you have, its condition and how it will deteriorate
- better performance data – all incidents

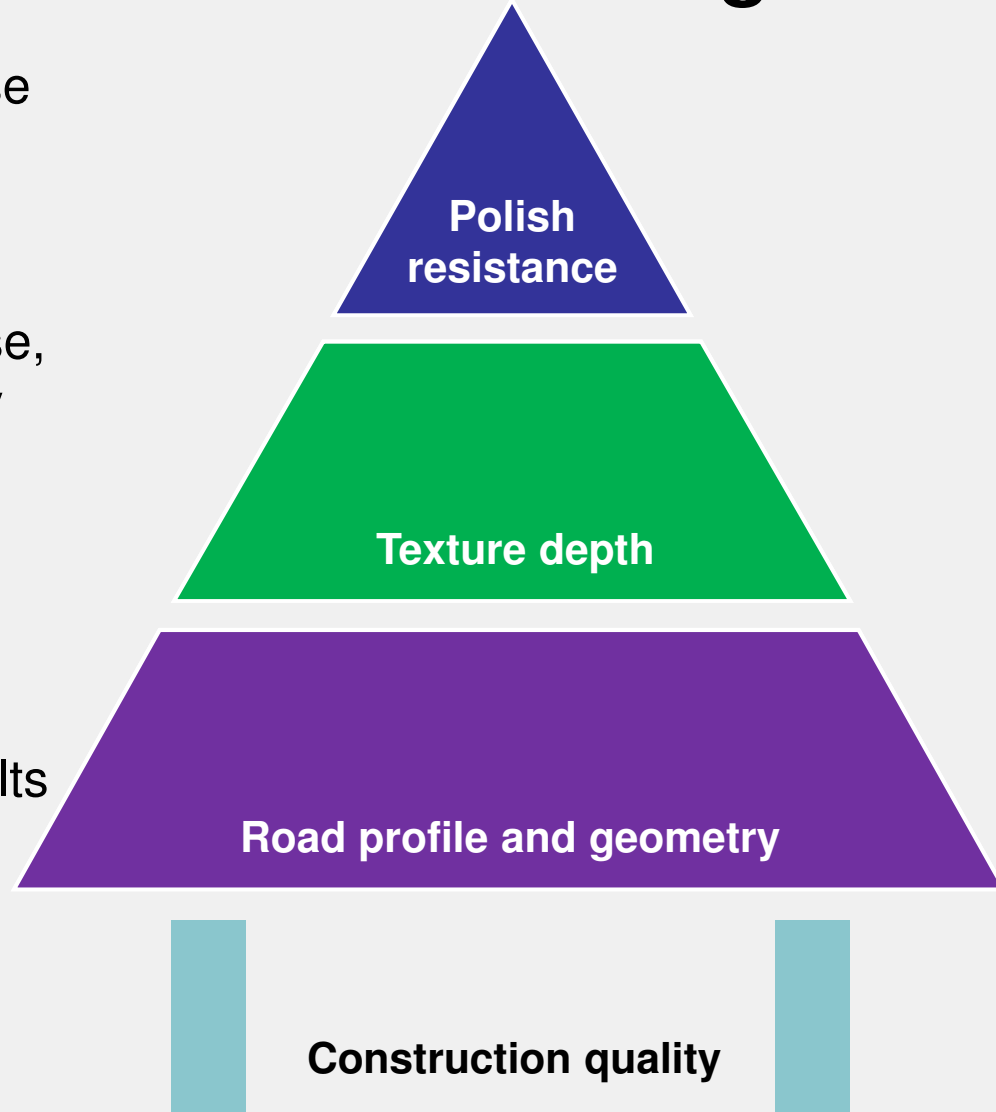
More forgiving

- safer verges
- reducing conflict



Safe and sustainable road surfacings

- Working with industry to optimise surfacing properties
- Supporting research to understanding how functional properties (skid resistance, noise, rolling resistance) and durability are influenced by surfacing specification
- Promoting innovation via use of high speed friction as an alternative to texture depth requirements for modern asphalts
- Enabling trials of treatments for structurally sound concrete pavements with worn surfaces



The Technology Opportunity



Conclusions

- Proud of our good and improving safety record: that will remain a priority with our transition to a Government-owned company.
- Focus on road, driver and vehicle
- Significant opportunity with planned investment in the road network and
- Technology: no longer solutions looking for problems?

Thank you

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Highways Agency

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