

Third parties and safety governance

Management arrangement

02 October 2023

Document history

Revision	Purpose description	Originated	Reviewed	Authorised	Date
0.1	Created	RM	AMK/IR/ SS/RW/ LC		22/08/23
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Introduction

The purpose of this document is to describe the Management Arrangement in place through safety governance arrangements as required in GG 104 Requirements for safety risk assessment for third party activities. This assures that safety risks are identified, documented, and managed suitably, adequately, and effectively.

Any external organisation, regardless of their undertaking is required to manage safety risk to fulfil GG 104 for any activity that impacts on the safety risk of the strategic road network (SRN). National Highways will assure that work undertaken is suitable and sufficient in this respect.

1. Scope



This guidance covers all activities by third parties that can influence the SRN, including adjacent and underground works and general access.

2. Responsibilities

The SRN is owned by the Secretary of State (SoS) for Transport, who through the Infrastructure Act 2015, has appointed National Highways as a strategic highway company with a licence that requires us to *Protect and improve the safety of the network*.



3. Who are our third parties?

Nominated undertakers



A nominated undertaker is a body responsible for delivering a proposed scheme under the powers granted by a legal Bill. A nominated undertaker, such as HS2 (for which specific guidance is available) have automatic approval to undertake works on the strategic road network (SRN), as granted in accordance with Parliamentary regulations, and will incur associated costs. A Section 278 legal agreement (Highways Act 1980) that allows developers to enter into a legal agreement to make alterations and improvements to a highway, as part of a planning application to National Highways, is not required in this respect. The undertaker is still restricted in that they must undertake those works in accordance with the Highway Authority i.e. they've been confirmed as being appropriately qualified to undertake works but need to consult with those affected.

Statutory undertakers

Statutory undertakers are typically companies responsible for electric, gas, telecommunications, and water supplies. They are legally allowed under this status to undertake certain works in or under the highway network, under the street works sections of the New Roads and Street Works Act 1991.



Other third parties



Third parties include any other external organisation, other than nominated and statutory undertakers that propose works or development that impacts in some way on the strategic road network, and a Section 278 legal agreement (Highways Act 1980) with National Highways is required prior to works.

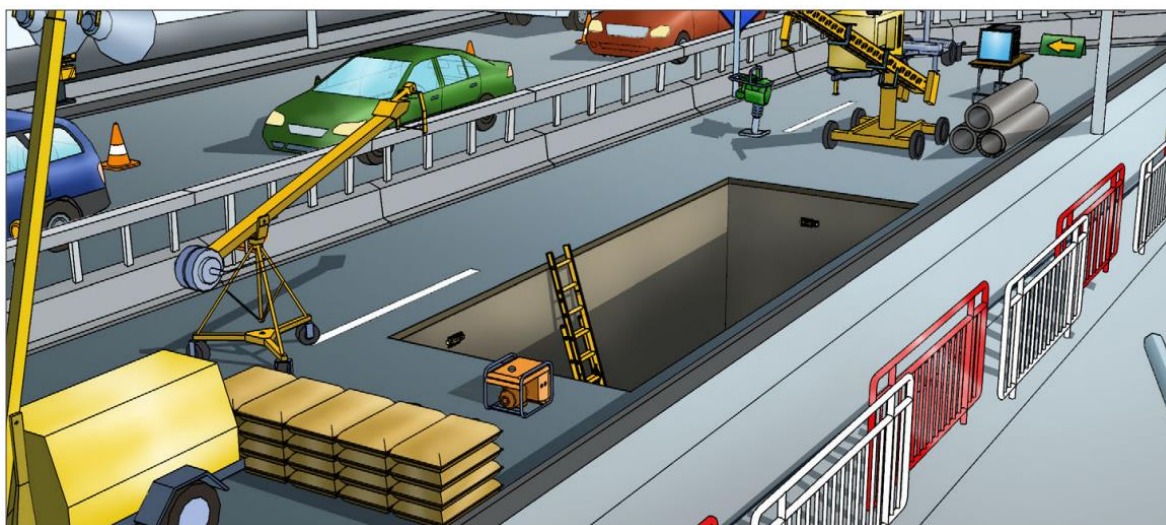
4. Safety risk management by an external organisation



External organisations must discharge their health and safety obligations under the Health and Safety at Work etc. Act (HASAWA) 1974, and in accordance with GG 104.

National Highways will accept/reject safety risk assessments (SRAs) and evidence presented, giving assurance that they are suitable and sufficient, but not approve those assessments on behalf of an external organisation as this would convey some ownership. External organisations will retain ownership of any SRAs produced, including any future updates required. There is an expectation that the third party organisation manage safety risk in the same way that National Highways do, aligning to GG 104.

In exercising our functions as a strategic highways authority under the Infrastructure Act 2015, we can't specify from a choice of approved methodologies that which a third party organisation will use. However, we must advise against what they can't, such as the employment of innovative techniques that are yet to have been safety risk assessed to the satisfaction of GG 104.



Where works are taking place by an undertaker adjacent to the SRN, the undertaker would be expected to undertake their own SRAs and manage their worker safety risk accordingly. National Highways would only require input to these safety risk assessments if there could be an impact on the SRN, through consultation with National Highways.



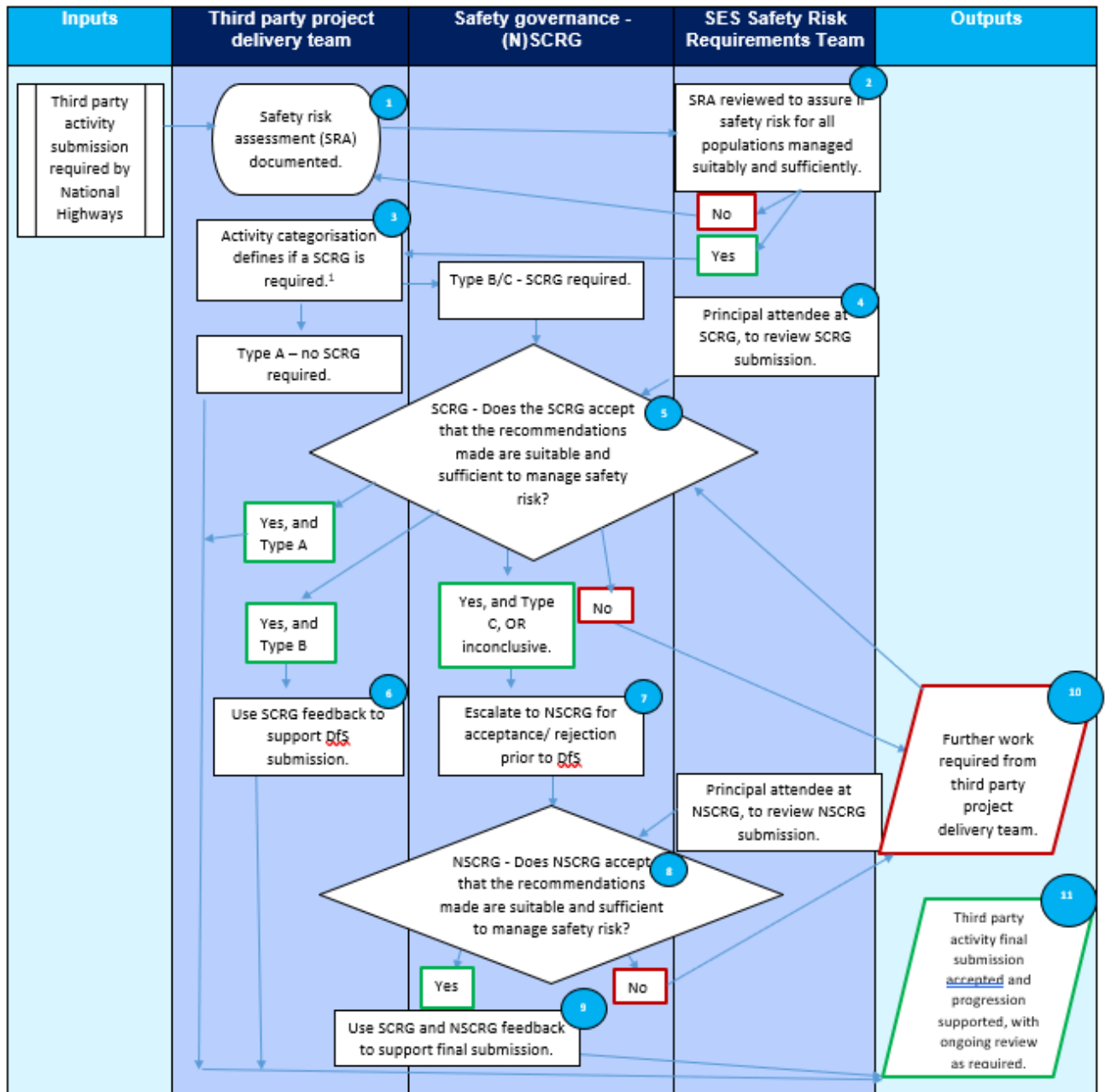
As well as the framework for documentation of the SRA, GG 104 requires safety governance to be undertaken through suitable and sufficient consultation, to assure National Highways of effective management of safety risk. The SRA is required to be categorised through a simple A/B/C assignment. Through review of various features of the activity being assessed this then defines the complexity of work to be undertaken and the corresponding level of consultation required, to assure robust outcomes.

Activities that are categorised as Type B or C, require a Safety Control Review Group (SCRG) or National SCRG (NSCRG) to be consulted on those recommendations by any third-party organisation. These groups also provide assurance of the correct categorisation. Type A activities and their categorisation are assured by the person responsible for managing the activity, but may also convene a SCRG where it would be of benefit and where interaction of type A departures from standard can create additional complexity.

This consultation process is outlined in the Section 5 process below, and further detail can be obtained from the *Management Arrangement of Safety Risk for National Highways Activities* document, linked in Section 6, below.

5. Third party consultation process

Objective	To govern the safety decision making process when a submission is received by a third party activity that will impact on the strategic road network (SRN).
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¹ Type A activities may also convene a SCRG where it would be of benefit and where interaction of type A departures from standard can create additional complexity.

6. Further information

Further information can be obtained by viewing our [online content](#) or by contacting the National Highways Safety Risk Requirements Team. In the first instance via email:

SafetyGovernance@nationalhighways.co.uk

