

Area 12 Broughton Resurfacing

SDF-NE-W245

GG104 Rating

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National Highways
617900

Scheme Delivery Framework
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Scheme Title:	Area 12 Broughton Resurfacing	Jacobs Reference:	W0245-617900
		Client Reference:	617900
GG104 Type determined from classification table overleaf		Insert type categorisation	A

Compliance with GG104 Requirements for safety risk assessment

For activities categorised as type A, the categorisation shall be approved by the person responsible for managing the activity.

Activities categorised as type B or C shall establish a safety control review group (SCRG).

For activities with a categorisation endorsed as Type B the SCRG is consulted on, reviews and endorses the safety risk assessment process. The SCRG agrees any decisions and the outputs of the safety risk assessment process.

For activities with a categorisation endorsed as a type C, the SCRG will review the categorisation and submit it to the NSCRG to endorse. If the NSCRG agrees the type C categorisation, the SCRG will undertake the same role for consultation, review and agreement of safety risk assessment process outputs and decisions made within it, but it will submit all of these to the NSCRG for their approval.

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Feature	Selection criteria	
	Type	Indicator
Extent of prior experience of activity. The degree of knowledge available from undertaking the activity previously, or the degree to which knowledge is available from the activity being undertaken by other industries or organisations.	A	Activities for which there is significant experience within National Highways. Previous safety studies and data are available, and some activity features are codified in a standard or formal procedure.
	B	Activities for which there is limited experience within National Highways but there is transferable experience elsewhere in the UK or internationally. Activities for which there is limited experience in National Highways but there is experience elsewhere in the UK or internationally, including in different industries, which is deemed sufficiently similar to the activity in question to be deemed relevant. Activities for which there is experience within National Highways but that experience is in a different application of the activity and some adaptation will be required. There might also be local and site specific issues to take into account that can affect the relevance of the available experience.
	C	Activities for which there is no previous applicable experience from either National Highways or other industries.
Statutory and formal processes and procedures (including standards and legislation). Consideration of the applicability of current standards, formal processes or procedures, guidance and legislation.	A	The activity is substantially or entirely within the scope of existing standards, guidance, formal processes or procedures and applicable legislation. The activity requires minimal or no safety related departures from standard or safety related changes to formal processes or procedures (including any legislation).
	B	The activity is largely within the scope of existing standards, guidance, formal processes or procedures. There can be some safety related departures from standards needed and/or safety related changes to formal processes or procedures. The activity can need minor changes to existing legislation.
	C	Activities that are not within the scope of existing standards, formal processes or procedures and require new ones to be developed. Activities for which significant departures from standards, formal processes or procedures are required. Activities which require significant changes to existing legislation or new legislation to be written. Whilst the number of safety departures from standards, formal processes or procedures can affect the categorisation, the most important element in determining this is the nature and type of the departures. For example, a large number of safety departures that can be addressed straightforwardly will have less impact on feature type than a single safety departure that cannot and requires a detailed risk assessment to support it.

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Feature	Selection criteria	
	Type	Indicator
<p>Impact on the organisation.</p> <p>The effect that the activity will have on current National Highways processes, procedures, structure, roles and responsibilities, competencies, policies and strategy, in addition to contractual and workforce arrangements.</p>	A	<p>The activity has no impact on National Highways.</p> <p>The activity has a minor impact on any of these for a finite period of time. Length of time National Highways is affected by decision to undertake the activity is short term.</p>
	B	<p>The activity can lead to permanent minor changes to any of these. These minor changes can introduce new roles and responsibilities, policies, contractual and workforce arrangements.</p> <p>The activity can require a change to organisational arrangements. Length of time National Highways is affected by decision to undertake the activity is medium term.</p>
	C	<p>The activity has significant impact on any of these.</p> <p>The activity can change core safety roles and responsibilities.</p> <p>Length of time National Highways is affected by decision to undertake the activity is long term.</p>
<p>Activity scale.</p> <p>Consideration of the size and/or scale of the activity.</p> <p>Does or can the activity have an impact on the motorway and all-purpose trunk roads, either directly or indirectly.</p>	A	The impact of the activity is limited in nature or scale.
	B	The impact of the activity is significant in nature or scale.
	C	The impact of the activity is wide ranging across the network, and/or significantly impacts infrastructure, interventions or workforce.
<p>Technical.</p> <p>Measure of technical and/or technological novelty and/or innovation the activity involves.</p>	A	An activity where any processes, techniques, methodologies and/or technologies involved are currently in widespread use and re-examination is unlikely to be needed.
	B	There can be some experience of the processes, techniques, methodologies and/or technologies.

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Feature	Selection criteria	
	Type	Indicator
		The experience can be from use in either another application, or by another road authority, supplier, industry or perhaps from overseas in which case some additional work can be required to adapt them and/or to demonstrate that safety can be assured for the intended application.
	C	Activities that use new processes, techniques, methodologies and/or technologies for which there is no previous experience in the UK or elsewhere.
Stakeholder impact and interest. The quantity and/or impact of stakeholders, their interest in and resulting ability to influence or/impact on the activity. The degree to which the safety issues, as perceived, are capable of being understood and fully addressed.	A	Activities for which the quantity and/or impact of stakeholders, their interest in and resulting ability to influence or impact the activity is low.
	B	Activities that have only a single or a few stakeholders but their impact, in terms of their attitude towards, or ability to influence, and/or interest in the successful achievement of the activities aim can be significant. Alternatively it will represent an activity that has several stakeholders but the amount, or type, of safety issues involved are limited.
	C	Activities for which there are a large number of stakeholders and their impact in terms of their attitude towards, or ability to influence can be significant. Stakeholders with a strong interest in the potential safety impact of the activity on themselves. Activities where there are conflicting needs arising from different stakeholders or stakeholder groups.

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Feature classifications	Type	Comments for determining the activity category (see DMRB GG104 further information and guidance)
All type A.	A	Where all activity features are categorised as type A then the entire activity is type A
All type B.	B	Where all activity features are categorised as type B then the entire activity is type B.
All type C.	C	Where all activity features are categorised as type C then the entire activity is type C.
Three or more features categorised as Type A	A	Where three or more features are categorised as type A but the remaining features are categorised as a combination of type B or C, the activity is categorised type A but the features categorised as B or C require a greater rigour of analysis, assessment & evaluation.
Three or more features categorised as Type B.	B	Where three or more features are categorised as type B but the remaining features are categorised as a combination of type A or C, the activity is categorised as type B but the features categorised as C require a greater rigour of analysis, assessment and evaluation.
Three or more features categorised as Type C	C	Where three or more features are categorised as type C then the entire activity is of type C.
Equal distribution of categories across features (no majority).	A / B / C	Where the categorisation of activity features results in an equal distribution between two or more category types the decision on the overall activity categorisation is governed by the importance of each feature relative to the activity. If this results in a decision to select the overall activity categorisation as the lower category type, the features that were identified with the higher category type require a greater rigour of analysis, assessment and evaluation.