

SAFELANE

CHECK POINT

Highway Resource Solution’s award winning Intellicone Safelane system helps deter workzone incursions by errant vehicles, and if they cannot be prevented warns the workforce of such events.

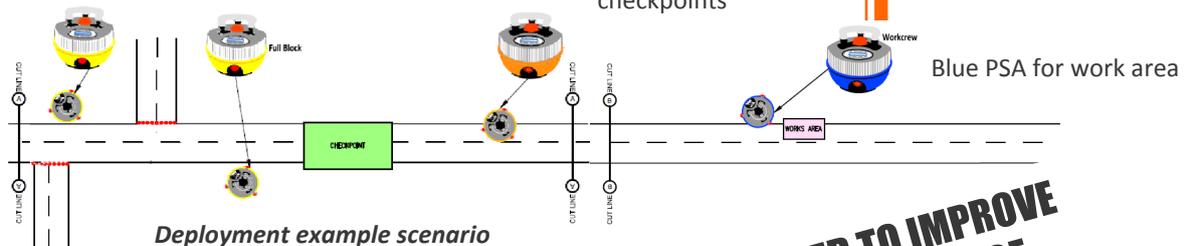
The Checkpoint system enables use of electronically monitored closure points which removes personnel from areas of potential confrontation. As a result, a single checkpoint installed prior to the works area can now safely monitor multiple unmanned closure points, saving resources.

Operatives manning the checkpoint will get alerts from alarms raised at both works access (works access– ref. panic alarm overview) and unmanned full closure points.

The Yellow Portable Site Alarm (PSA) is positioned behind full closure points and used with Intellicone Dorman Cone lamps (with internal motion sensors). When moved the lamps trigger the Yellow PSA which will sound a loud alarm as a deterrent and simultaneously activate an Orange PSA at the Checkpoint. In case Checkpoint operatives cannot contain the hazard they can use their wearable panic alarm to activate Blue PSAs positioned near the workforce. See details overleaf.

Yellow PSA for unmanned/ full closure points.

Orange PSA for manned checkpoints



- REMOVE STAFF FROM POTENTIAL CONFLICT
- DETER INCURSIONS AND REDUCE ABUSE
- REDUCE RESOURCE REQUIREMENTS



“It may just be on this occasion that the Safelane system has sent all contractors home safely to their families”,

TM Manager Area 7.

Situation

Over half of roadworkers in England have reported a near miss or physical/verbal abuse.

www.highwayresource.com; www.intellicone.co.uk

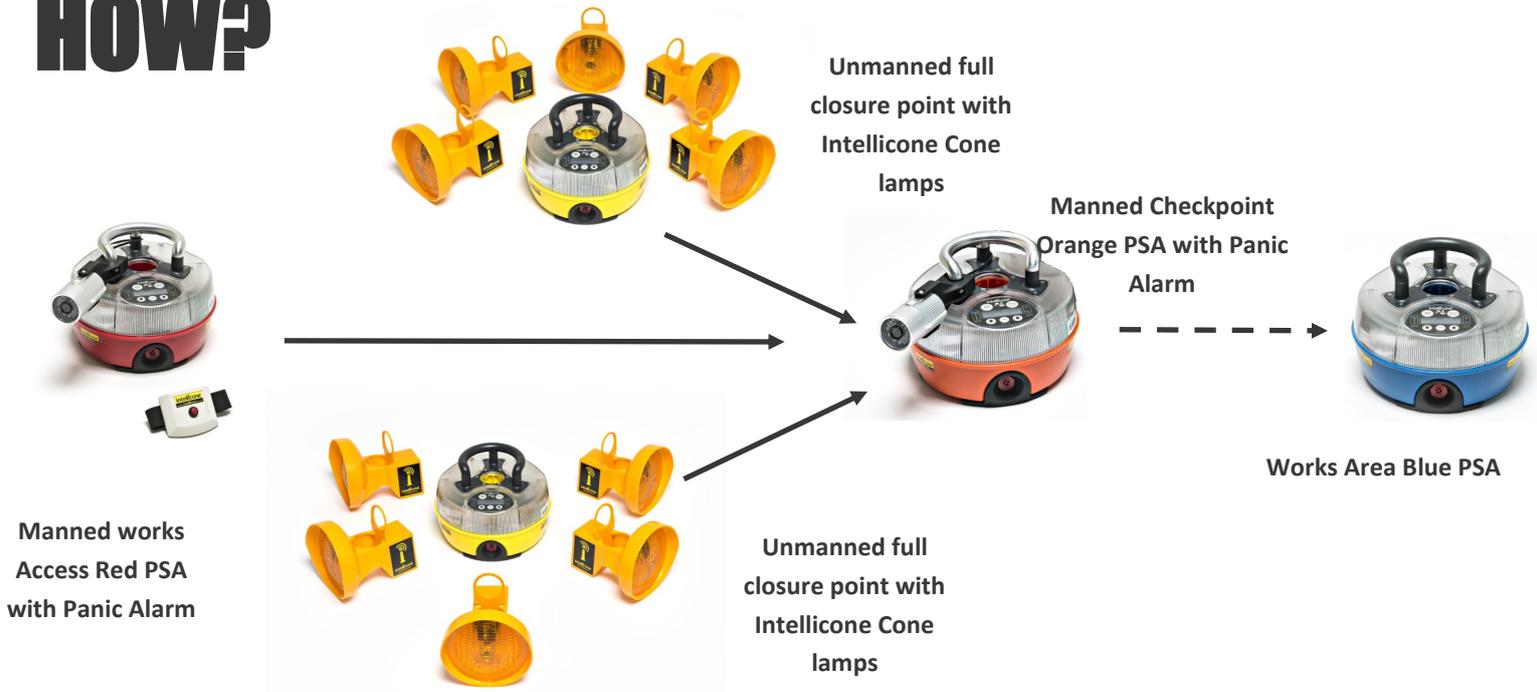
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DESIGNED TO IMPROVE SAFETY AND REDUCE COSTS

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HOW?



The **Red PSA** (ref Panic Alarm Flyer) is situated at the works entrance. The **Yellow PSA's** are positioned at full closure points (no access) with Intellicone Cone Lamps. These can be unmanned with the **PSA Yellow** alarming (locally as loud alarm) as well as the **PSA Orange** when any of the Intellicone lamps are moved. The manned checkpoint provides a secondary buffer ahead of the work force and will also receive alarms triggered at the work entrance points. Only when checkpoint operatives cannot control a potential incursion can they trigger the **Blue (PSAs)** positioned in the works areas. This approach is fully complementary to use of airlocks and other best practice measures and will deliver **NET COST SAVINGS**.

CASE STUDY

A14 JUNCTIONS 7—3

Aone+ used the Safelane system to close around 5 kilometres of the A14 between junction 7 and junction 3 westbound.

The **closure was installed for resurfacing**. The equipment to be installed consisted of 1 Checkpoint, to be moved down the site, dictated by the site manager as the site location moved every night.

The access points were located at junction 7 entry slip and also a farm access as well as 3 yellow units, which were used for side road-blocks. There was also 3 Blue Alarms and all units were deployed overnight.

A **phone call was received** from the TMF advising that **two stray vehicles** had **entered the site**. The first vehicle pulled up at the main gate and said he needed to get to the hospital at J6, **when they got close to J6 he sped off** before coming to a **halt at the check point** and was **removed from site**.

The second vehicle **ran the access point triggering** the **Intellicone system** and sped down the closure. When he got to the check point he mounted the grass and carried on towards the workers, as this happened the **Operative** on the **checkpoint triggered his panic alarm**, thus **setting off** the contractors **Intellicone Alarm alerting** the **workforce** to the **oncoming danger**.



"This highlights the importance of the Intellicone system, and it may just be on this occasion that the system sent all the contractors home safely to their families."