

SHEQ ALERT

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| Reference number: | 012/2023 | Date 18/07/2023 |
| Title: | VRS Reversing Incident | |

What happened

On Friday 23/06/23 at approximately 14:20pm, a VRS operative tightening post bolts on the A1M J56-58 renewal scheme stepped back to check the washer on the bolt he'd just tightened and was struck by a vehicle reversing in the works area. The VRS Operative (IP) sustained a broken leg and was taken to hospital for treatment.



Facts brought out during investigation

- All operatives had attended a site induction, were signed onto the latest revision of RAMS, and had attended a daily prestart briefing.
- All operatives held the correct competency accreditations.
- The site has restricted working space and exit locations are limited to one per carriageway at each end of the site.
- The van had to move forward to allow a Tyre repair vehicle through and then reversed back under the guidance of a trained banksman.
- The vehicle had been checked for defects prior to use in line with PUWER. However, it was identified that it was not fitted with a reversing pager, but it did have a reversing camera.
- The IP was wearing hearing protection as identified in the Risk assessment.

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- RAMS highlighted the use of people/plant segregation when working around the HIAB, excavators etc, but not general VRS installation vehicles such as vans.
- The banksman failed to communicate directly with the IP prior to the reversing procedure either direct through a conversation and moving him to a safer location or through recognised industry practice such as 'thumbs up'
- The weather conditions were good, with good visibility.
- The IP was working Monday-Friday and living locally to the project and therefore fatigue was not an issue.
- All involved were drug tested immediately following the incident, all returned a negative test result and gave written statements.

Causes and actions taken.

- **Insufficient vehicle management planning** – Colas to ensure the planning of vehicle movements including prohibiting reversing are clearly defined and communicated to all Colleagues and Supply chain partners. All works vehicles to be designated a carriageway for parking. The opposite carriageway will remain free for access through site for concrete deliveries, muck away etc. Order in which vehicles enter site will be properly planned prior to leaving the site compound. Number of vehicles taken to site kept to absolute minimum. Reducing movements by ensuring all works vehicles to be loaded with correct equipment required for that shift prior to leaving the compound. Waste materials such as bolt boxes, packing etc to be cleared as they go rather than collect later. If changes to the plan are required these must be recorded and briefed to everyone on site before the change is implemented. In the event a reversing procedure with bankman is required any person(s) within the reversing area will be fully communicated with and stop work if there is any risk to personal injury.
- **Plant person segregation** – Although other plant person segregation was included in the RAMS the movement of lorries and vans was not. Pedestrian barriers have been used to create exclusion zones where works are taking place. Only site operatives/banksmen will be permitted to allow access beyond the barrier to prevent unauthorised vehicles and personnel in work area. Lorries are required to stop at the barrier and wait for access and that will be granted when personnel have moved out of the way.

