

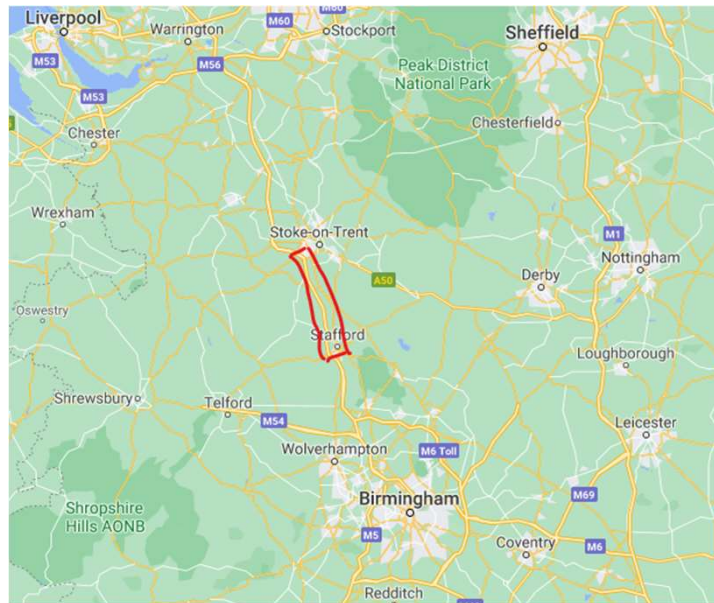
LTI – M6 J13 to 15

Darren Allen (MCHIT, AaPS)

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Where?

The incident occurred on 19th January at 12:45pm. At the time of the incident the IP was undertaking work on the M6 J13-15 Scheme, the location of the incident was a NRTS Chamber at MP 238/4B.



What?

- Kier are the Principal Contractor and notification of the incident was made to the Kier Technology Manager
- The IP attended the Kier M6 J13-15 Scheme yard to conduct the pre-site briefing with the works team, before leaving to attend identified sites on the network to partition the fibre joints. He arrived at 238/4B and attempted to 'lift and slide' the chamber lid to access the chamber using the key provided for this task. The lid was stuck, and the IP tried to release it by applying additional force in an upwards motion. This caused a sharp pain up the left-hand side of his back causing it to spasm. The IP contacted his Line Manager to report the incident, he confirmed that he was able to drive safely and was advised to leave site to rest and provide a further update later the same afternoon.
- The incident was witnessed, and an independent witness statement was provided.

How?

- On the day of the incident, the IP had visited previous chambers on the network and had not experienced any issues in lifting the lids. The weather conditions at the time were cold and the ground was wet, overnight conditions had been below zero degrees.
- The IP has a valid MH Certificate and was competent and experienced in the task. He was 4.5 hours into the shift and was fit and well. The correct PPE had been issued and was being worn and the correct equipment was available for the task.
- Both the IP and the witness reported that the lid was stuck due to a possible ingress of water that had frozen and expanded creating a seal between lid and frame. The lids are designed to be a 'lift and slide' which necessitates the activity being undertaken by 1 person. No instructions for accessing the chamber were issued by the Scheme, however, the IP has been working on this Scheme for the past 12 months and has lifted these chamber lids on numerous occasions previously and was aware of the weight and the correct lifting procedure.



Figure 1: Lift and Slide Chamber Pit Lid

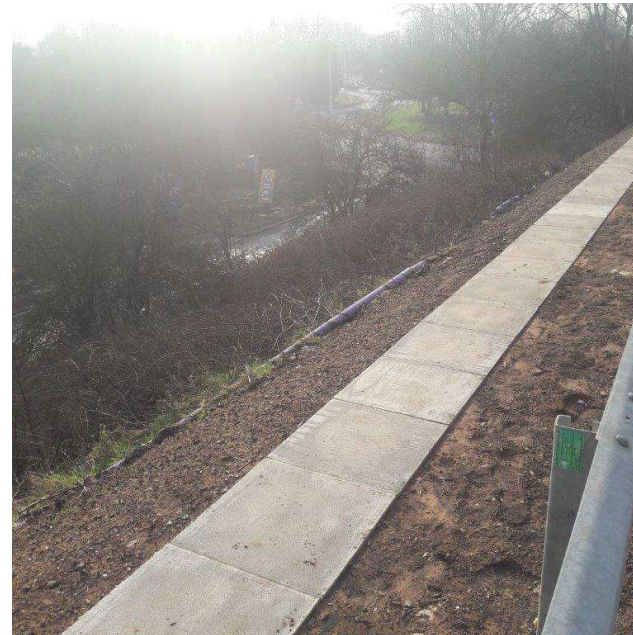
Underlying Cause...

- The 'lift and slide' chamber lids are of an old design and are not the safest option available to Scheme Contractors when installing new infrastructure.
- The Smart Motorway Alliance have a working paper supporting the use of spring-loaded lids to remove the need for manual lifting and moving – these lids have already been installed on another section of the M6 by the same Scheme Contractor.
- Why were lift and slide lids specified at this location and spring loaded at others?
- The working paper states that a departure is required to be submitted to NRTS for use of lift and slide lids, however no record exists of one being submitted.

Other recent issues...



Other recent issues...



Other recent issues...



Other recent issues...



What could be done?

- Early NRTS consultation in preliminary designs. We are hopeful to have a specific note within RTB26 to prompt NRTS as a standalone contact, rather than being grouped within the 'stakeholder' category;
- Explore options which remove or reduce the requirement of 'manual handling';
- Spring loaded lids are the preferred NRTS solution however these may not always be feasible. Consultations with the correct contacts can eliminate the need for re-work; will enable sharing best practice; will promote collaborative working which will ultimately de-risk the project;
- NRTS contacts for scheme/design consultation:
 - Neil.Brooksbank@telent.com (Regional Project Manager – North)
 - Andy.Hopes@telent.com (Regional Project Manager – South)
 - Darren.Allen@telent.com (National Highways Safety in Design Manager)

Thank you for your attention



0800 783 7761



talktotelent@telent.com



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