highways england

INFORMATION

Safety Alert

Vehicle windscreen damage resilience

26 July 2021

The following pages of this safety alert were issued by Highways England's supply chain partner:

Arcadis

If you have any queries about this safety alert information announcement or any other safety announcement then please contact **Eddie.Eaves@highwaysengland.co.uk**

home safe and well

Vehicle Windscreen Damage

July 2021

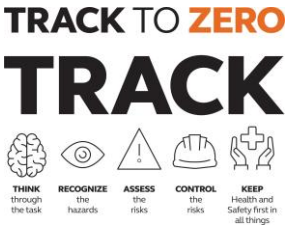
Reviewed by H&S

Incident Description

A high potential near miss occurred when a tanker (which had collected recycled water from drilling activities) became stuck due to ground conditions. In an attempt to extract the stuck vehicle, the site team had enlisted the assistance of the landowner using his tractor. The extraction was not a preplanned event, and no tow rope was available. A decision on site was made to utilize an available 10 tonne ratchet strap. During the extraction, the hook of the ratchet strap failed, and the metal end flew backwards under tension and cracked the windscreen of the tanker. No one was harmed during the incident.

Contributing Factors

- The compound was designed using compacted 6F5 aggregate. The temporary surfacing had been previously subjected to damage (prolonged rain and heavy traffic use including tracked vehicles).
- Localised ground conditions had been influenced by heavy rainfall prior to the incident.
- Vehicle weight distribution on the axles was automatically adjusted electronically which inadvertently led to reduced traction.
- No documented process was available for the extraction of stuck vehicles as it was perceived to have a low likelihood of occurring.



Lessons Learnt:

- Do not instruct use of any personnel or equipment or vehicles which are outside of your control.
- Use of Stop Work Authority and have confidence to use this in unexpected situations.
- Only use tools and equipment that are designed for the task.
- Ensure documented RAMS are in place before starting a new activity, carry out a Dynamic Risk Assessment - Think TRACK and ensure effective change management.
- Additional design amendments could have been made to address the localised issues.
- Repairs to high trafficked areas must be in line with the original temporary works design.

Contributed By: Dave Avery - UK&I

A Real Commitment, A Daily Issue: Safety