

SF310 Near miss investigation report No.59

In relation to BAM Nuttall activities a near miss is defined as a situation or incident which could have resulted in an injury or material damage. Also situations or incidents were material damage actually occur but are not reportable as a dangerous occurrence under RIDDOR.

Data from these reports is pooled to identify trends and learn lessons, which can then be used to prevent re occurrence.

Contract/Location :	M1 J19 to J16 RCB Scheme	Contract no:	BM1730
Date of incident:	16/05/2015	Time of incident:	01:36

Description of incident:

In the early hours of Saturday 16 May 2015, the M1 Southbound between J18 to J16 was under a 50mph speed limit, with narrow lanes and hard shoulder running. At maker post 124/7, there is a gap in the temporary vehicle restrain system (RVP B5).

At this time the RVP was closed and coned and lamped off at 9m centres. All works access / exit signs had been dropped. Only the RVP Sign plate was showing. It was night time, over cast, dry road surface. No works were on going at this location at the time of the incident.

At 1:36 a VW Polo collided with the crash cushion of the temporary vehicle restrain system.



Time: 01:37:01 (GMT) 16/5/2015
 Camera: Camera 40

Photo.1 Photo showing car after hitting the terminal.

**BAM Nuttall management system
Safety form**



Photo.2 Damaged Crash Cushion terminal



Photo.3 Damaged vehicle (note this was taken once the vehicle had been removed from the network)

Cause of incident:

Having recovered the vehicle, the driver of the VW Polo claimed she has been pushed into the temporary VRS Crash Cushion by another vehicle. No injuries sustained.

Having reviewed the CCTV footage, the incident is in the far distance and it cannot be determined the exact cause of why the car collided with the crash cushion. However, there is evidence that a vehicle (most likely a HGV) put full beams on prior to car colliding with the cushion, which suggests something occurred as the vehicle approach the terminal, supporting the drivers claim.

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Actions taken to prevent re occurrence: Continue to ensure crash cushions are used on temporary VRS terminals as per guidance hierarchy of consideration for terminal ends on temporary restraint (if a ramp terminal had been used the incident could have been far works) Continue to support and install the M1 J15 to J42 Customer Experience Programme (Orange corridor) - includes PVMS & education signage aimed at the travelling public Feedback into Highways England on-going roadwork safety campaign.		By who CJPB	By when On-going
		CJPB/DT	15/06/2015
		CJPB	22/05/2015
Name of person reporting near miss:	Christopher Puttrell	Position:	TM Manager
Please distribute to:	Business unit manager/ Area health and safety advisor/ Director, Health and Safety		