



Safety Alert

High potential incidents involving live lane access

3 December 2021

The following pages of this safety alert were issued by
National Highways supply chain partner:

Costain

Sector	Transportation	Framework / Contract	Area 4 CWF
Location of Incident	A27 Hangleton Interchange & A2-M2 Chatham Bypass	Report Completed by	Area 4 CWF SHE Team

1. Outline of Incidents

Detail – Two x High Potential Incidents occurred on the CWF contract resulting in operatives stopping in live lanes and removing cones to access the work location.

17.11.2021 Incident 27 Hangleton Interchange, East Bound

A low loader was late arriving to site. The vehicle had travelled from South Wales; it is reported that the delivery was late leaving the depot and driver had approximately 20 minutes of driving allowance on the tachograph and had missed the works access. On missing the works access, the driver slowed the traffic down behind the low loader, in lane 2 moved cones to enter the TM in lane 1 and waited for an escort.

27.10.2021 – Incident A2/M2 Chatham Bypass slip.

A tipper wagon driver vehicle missing the entrance into the works twice stopped in live traffic in lane 2 and proceeded to move TM cones beyond the signed entrance to allow his tipper wagon access to site also not replacing the cones.

2. Photographs



Hangleton Interchange, driver moved the cones just beyond the sign,



A2-M2 Chatham Bypass slip. CCTV showing the driver out of the cab moving cones

3. Key Messages and Actions to Consider

1. Communicate High Potential Incident to all hauliers & drivers re-iterating HSN rules and to never to stop in a live lane or move cones. Only access via the approved signed access point.
2. Line Managers to brief their teams on the importance and their responsibilities within the “map process” and communicated to all new drivers who may not be familiar with network}
3. All relevant staff to follow this procedure and to check that the map & ticket details align, the direction of approach and access point is clearly marked on the map and that they are issued to drivers before leaving site.
4. New drivers to check these details and understand the direction of approach and where the access point is before leaving the loading site
5. Contractors arranging deliveries should ensure the haulier and driver is familiar with driving into a TM arrangement.
6. All delivery information should have a designated stop point near off network or a layby or local to works entrance so that the driver can make contact and have communication that they can come in and check they have the correct location information to drive into the works access.
7. Subcontracted hauliers should ensure that there is enough drive time to get to their destination and to have a time allowance on the tachograph for their delivery.

Contractors and sub-contractor Hauliers who cannot make the pre-start meet point prior to the TM going out should have the correct information of the works access. (If a post code cannot be found then a consideration for What 3 Words could be used on the instruction.

All deliveries to site are to be met at the entrance to the works area are escorted to the works area and a briefing given. {All deliveries are planned and vehicles to be Chapter 8 compliant}