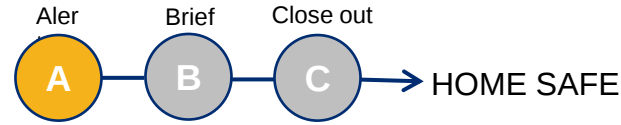


SHE ALERT

RTC 1- MEWP Damage



Date of incident which is raised in days	24/11/2024		Directorate	Operations SEPD	
Region	Tree cutting	Location	A3 Hindhead	Classification	RTC 1

What happened ?

Our colleagues were driving in convoy on the A3 near the Hindhead Tunnel in stormy weather, the leading SSEN Sprinter van hit a large puddle in the slow lane, causing it to slow down sharply. The splash from the puddle created a heavy spray that temporarily blinded the driver of the MEWP following. Struggling to see and trying to avoid a collision, the MEWP driver swerved but hit the back corner of the Sprinter. Both drivers were uninjured and managed to safely pull into a layby further up the A3, where they reported the incident via the 30-minute line, and contacted TM. The MEWP was later recovered to the Petersfield depot.

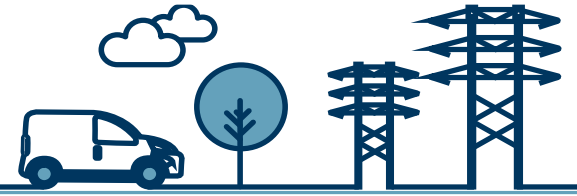
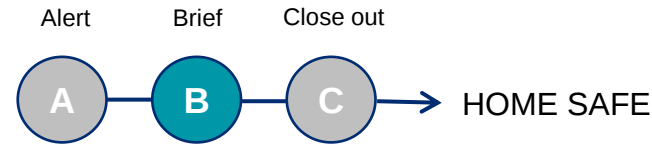
Whilst we investigate this incident, please consider the following:

- Drive to the conditions, Encourage slower speeds and maintain greater stopping distances, particularly when traveling in convoys, adverse weather conditions and in the hours of darkness.
- Pre-plan your journeys to avoid known flooding or high-risk areas.



SHE BRIEF

RTC 1- MEWP Damage



Key initial learnings to be shared more widely

What Happened

At 22:30 on Sunday, 24th November 2024, during storm Burt, a collision occurred on the northbound A3, just north of the Hindhead tunnel. Heavy rain had pooled across the carriageway, creating hazardous conditions. The team had been working since 11:00 and was travelling in convoy when the tail vehicle, a 4x4 MEWP, was unable to stop in time due to reduced following distance and wet road conditions, resulting in a collision with the lead vehicle.

What We Found

Adverse weather and pooled water significantly reduced visibility and traction. The following distance was too short for safe reaction time, contributing to the collision. Both drivers were appropriately trained and permitted to drive, with no evidence of time pressure or fatigue as factors. Uneven distribution of navigation systems led to increased reliance on convoy travel.

What We Have Done

Following the incident, both drivers completed post-collision training, reinforcing key safety lessons. A SHE investigation confirmed no time pressures and highlighted the need for driving behaviour adjustments. A safety briefing was conducted, covering reduced reliance on convoy travel, safe following distances, speed regulations, and a refresher on the SSEN driver handbook, supported by a video on the two-second rule. Additionally, a navigation system review led to ordering more satellite units to reduce the reliance on convoy travel.

Wider Learnings

This incident highlights the importance of adjusting driving behaviour for adverse weather conditions, maintaining safe following distances, and proactively managing fatigue, even within working limits. Teams should be equipped with appropriate navigation tools to reduce reliance on convoy travel. When driving in convoy, it is essential to focus on road conditions rather than the lead vehicle to ensure safe reactions. Additionally, extra caution is needed when operating unfamiliar vehicles, as handling and braking distances may differ. This incident reinforces the importance of adaptive driving behaviour and proactive risk management for safer journeys.

