Experience of Tunnel Safety Officer  
Stakeholders Plan and Procedures  

Les Fielding FIFireE, MCHIT, MIFSM  
Tunnel Safety Officer  
Hindhead Tunnel  

les.fielding@lbassoc.co.uk
Planning Process

• Stakeholder engagement / consultation
• Understand resources available
  – Tunnel Operator
  – External Emergency Services / Support Agencies
  – Tunnel Systems and operational philosophy
• Understand capabilities and limitations
• Develop plans and procedures complimenting local and regional plans
• Test plans and procedures for effectiveness
Emergency Services Documentation

- Surrey Major Incident Plan
- Highways Agency Area 3 Contingency Plan
- Tunnel Emergency Plan
- Joint Emergency Services Response Plan
  - Tunnel Operator Procedures
  - Surrey Fire & Rescue Service - S.I.P (Specific Incident Plan)
  - Surrey Police - Speed Sheet
  - South East Coast Ambulance Service - Speed Sheet
  - Vehicle Recovery Services Speed Sheet
Joint Emergency Services Response Plan

- Developed following table top exercise to address identified need of a coordinated response to tunnel incidents.
- Continuous review process during planning for major exercise.
- Communicated to emergency services through familiarisation visits and inductions including draft instructional video.
- Tested 14th June 2011 Full Scale Emergency Exercise Stag.
- Further tested and refined from FRS Perspective by 5 further full scale FRS Exercises.
- Final review following feedback from Exercise Stag debrief.
- Instructional video produced for on-going familiarisation
- Individual service plans developed based on the joint plan.
- On going emergency exercises and review meetings
Command and Control

Levels of Incident Response:

• Single lane minor incident i.e. breakdown
• Single lane incident requiring bore closure to resolve incident, i.e. RTC
• Incidents affecting both tunnel lanes requiring emergency service access from non-incident bore (full tunnel closure)
• Fire / Hazmat incidents (full tunnel closure)
• Incidents during maintenance contra-flow (full tunnel closure)
Agreed Portal and Access Control Principles for incidents requiring full tunnel closure

• RVP’s Established,
• Command points designated,
• Deployment waiting area designated,
• Parking area for Emergency vehicles (not needed for deployment) designated,
• Access control arrangements designated,
• Liaison and communication protocols adopted.
Tunnel Layout Access Arrangements
Thursley Interchange
Hazel Grove Interchange
North Side
Full Tunnel Closure
Incident in A Bore
North Side
Full Tunnel Closure
Incident in B Bore
South Side
Full Tunnel Closure
Incident in A Bore
South Side
Full Tunnel Closure
Incident in B Bore