

## TRAFFIC CONTROLLER

A traffic controller was positioned in the left lane of a public road, directing traffic around road works. A vehicle failed to stop as directed by the controller. The traffic controller was struck by the vehicle and fatally injured.

The configuration of traffic management consisted of speed reduction signs from 60km to 40km and a 'prepare to stop' warning sign. There were two traffic controllers present, one at each end of the road works.

### Contributing factors

The incident is currently under investigation and not all contributing factors have been established. However, the following factors have been identified to date:

- The traffic controller was standing on the road in the path of vehicle.
- The traffic controller was directing traffic through the site and may not have seen the oncoming vehicle, which was traveling within the same lane

### Action required

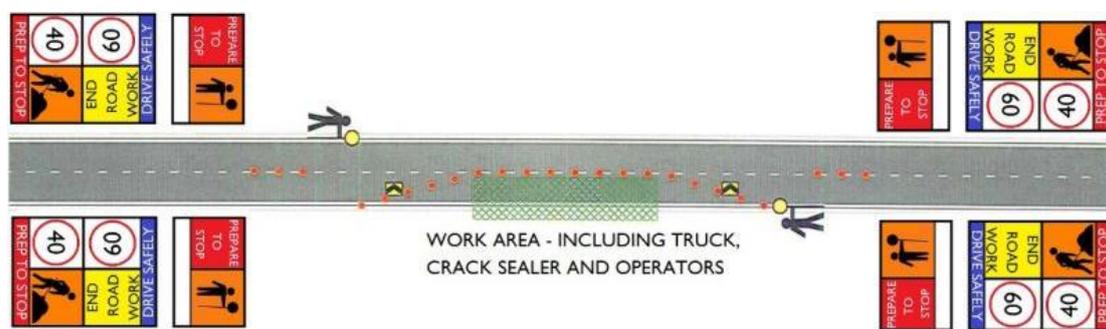
Construction work that is on or adjacent to a road (or other traffic corridor) is defined as high risk construction work under the Work Health and Safety Regulations 2012. Regulation 299 requires that a Safe Work Method Statement (SWMS) be prepared which addresses the specific circumstances of the work being performed.

A SWMS must specify the hazards and associated risks relating to the work. It must also describe the measures to be implemented to control the risks and how these control measures are to be implemented, monitored and reviewed.

In determining risk controls, higher order controls must be considered and wherever practicable, traffic controllers are to be isolated from the risk of being struck by vehicles.

Where higher order controls are not reasonably practicable, “tapers” should be used to provide clear delineation of where traffic must travel. Diagram 1 below illustrates a taper arrangement. The diagram is not to scale and distances between cones and signs should be in accordance with Standard AS1742.3 Manual of uniform traffic control devices Part 3: Traffic control for works on roads.

In addition to tapers, the traffic controller should be positioned so that they can see both ends of the work area and not be in the path of oncoming traffic. The traffic controller should have a clear view of approaching vehicles to a distance of at least one and half times the speed limit in metres (eg if the speed limit is 60km/h, the traffic controller should have a clear view of at least 90 metres).



A taper arrangement. The diagram is not to scale and distances between cones and signs should be in accordance with Standard AS1742.3 Manual of uniform traffic control devices Part 3: Traffic control for works on roads

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