

## TRAFFIC MANAGEMENT – Fall from Moving TTM Truck

CAMs #345356

### 1. Relevance

This Alert is in addition to the more general alert ([REDNZ 22-005](#)), issued on Tuesday the 5th of July 2022 and applies to:

**All parts of the business involved in the scheduling, organising and delivery of traffic management services.**

### 2. Incident

As you will be aware:

On Friday the 1st of July, at about 3:30am, a traffic management team were packing up their equipment on a work site in the Wairarapa. They'd finished picking up signs and cones on the highway and the truck had looped back to collect the last bits of equipment from a side road.

Two traffic controllers (TCs) were on the back of the truck.

Although both TCs were wearing their harnesses, it appears that at the time of the accident neither TC was tethered to the truck. As the truck has crossed a bridge one of the TCs has fallen from the deck and on to the road.

He is currently in ICU, in Wellington hospital, in an induced coma.



### 3. Contributing Factors

A number of possible contributing factors have been identified at this early stage. These include:

- Wet weather conditions may have made the truck deck slippery
- The speed of the vehicle at the time of the accident
- Compliance with PPE requirements

## 4. Mandatory Requirements

Please implement the following mandatory requirements in the parts of our business that deliver traffic management.

1. All TTM staff shall be reminded of and fully understand that:
  - a. They can only travel on the back of a TTM truck when setting out or retrieving signs and cones.
  - b. The maximum speed of any TTM vehicle, when workers are on the deck is 30kmph.
  - c. Workers on the back of a moving TTM truck deck must be tethered to the deck certified anchor points via a correctly sized harness and lanyard at all times.
  - d. Drivers of TTM trucks with workers on the back, are responsible for checking that workers are tethered to anchor points before the truck moves.

(By 30 July 2022)

2. All TTM trucks are to be fitted with forward facing dashboard cameras, and both deck and rear facing CCTV. These must be correctly positioned and in good working order.

(By 30 September 2022)

3. Workers on the back of a moving TTM truck deck must wear a hard hat that meets the requirements of EN 12492 and is fitted with a chin strap.

(By 30 September 2022)



4. All walking areas on TTM truck decks, including steps and access points, are to be surfaced with a non-slip coating.

(By 30 September 2022)

5. Any future incidents of workers on the back of a moving traffic management truck without being clipped on are to be risk rated high.

(By 30 July 2022)



Thanks for your help with this.

## 5. Revision History

Date	Author	Brief Description of Change
06/07/2022	T Talbot	Author
07/07/2022	H&S Team, Legal Team	Review & update for publishing

## 6. Closeout Requirements

Please discuss this Red Alert with your teams, complete the items below and return to your Safety Manager. They will collate all responses for the business unit and send a single confirmation to the HSQES Analyst at [nzincident@fultonhogan.com](mailto:nzincident@fultonhogan.com) before 30 September 2022.

6.1. What date was this Red Alert communicated to the workplace: \_\_\_\_/\_\_\_\_/20\_\_\_\_

6.2. Could this incident occur in your Region/Project? (Circle your answer below)

- YES**      If Yes, please answer questions 6.3 & 6.4  
**NO**        If No, please answer question 6.5

6.3. Have all the actions and recommendations been implemented? (Circle your answer below)

- YES**      If Yes, please answer question 6.4  
**NO**        If No, please answer question 6.5

6.4. Are these measures sufficient to eliminate or reduce the risk of an incident (or similar) described in the alert from happening again? (Circle your answer below)

**YES or No**

If No, please raise a CAM's case listing the required actions and accountabilities to be taken in order to eliminate or reduce the risk. Record the CAM's number below:

**CAMs Case Number:** CAMs- \_\_\_\_\_

6.5. Please note the reasons why this incident could not occur within your region / project?

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In signing this document, I confirm that the actions above have been completed in this region/project.

Region / Project: \_\_\_\_\_

Region / Project Manager Name: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_