

Traffic Management at Road Closures

CAMs #373388

1. Relevance

This alert is important for our traffic management teams, our traffic management subcontractors, and those parts of the business which require traffic management on their worksites.

2. Incident

Tragically, on the 12th of February 2023 a traffic controller, employed by a subcontractor of ours, was killed at a road closure in the Waikato.

Brian Barnes, worked for Independent Traffic Control Ltd, he was 58 years old and is survived by his partner and two adult children.

While our investigation is still ongoing, and the detail of what we know may still change, there are a number of things to talk about.

3. Background

On the 30th of January, during the Auckland storm, signs of a large under-slip started to appear on the State Highway that runs between Hamilton and Raglan.

In just a few days the road became too dangerous to use so Waka Kotahi closed 7km of SH23 and our traffic management team put a detour in place.

Work began days later to build a temporary road around the back of the slip and the excavated material was trucked off site through a checkpoint set up at the western end of the closure.

The project management team planned the job well and made a genuine and conscientious effort to make sure the job was done safely. Subcontract agreements were in place, the traffic management complied fully with the approved TMP, the plant and equipment used met our requirements, and thorough prestart briefings were held.

4. The Accident

On Sunday the 12th of February, after the prestart, four trucks were loaded and headed off. They travelled the 5km from the slip site to the road closure at the western checkpoint and then on to the dump site safely.

Tragically, just before 08:00am as the 5th truck of the day approached the checkpoint, the traffic controller has stepped out in front of that truck to remove several road cones in front of the exit. The



Western checkpoint, looking west - 12 February 2023



Slip, looking west - 2 February 2023

truck driver was unable to avoid the collision and Mr Barnes passed away on site. The truck was doing about 35kmph just prior to the accident.

5. Mandatory Requirements

The setup of the road closures at both ends of the SH23 site were not uncommon and this week, across New Zealand, there will be many emergency work sites that are set up exactly the same way. In addition, the traffic management measures throughout the detour and closure, complied in full with the relevant, generic, approved traffic management plan.

Despite all of the measures in place, a man has lost his life and therefore we must now shift our attention to the extra things that we can do to keep people safe as they work at, or travel through our road closures.

Please make sure that our traffic management teams, our traffic management subcontractors, and those parts of the business which require traffic management on their worksites understand and implement the following minimum requirements before the 17th of March 2023.

1. All vehicles, entering and (or) exiting a road closure checkpoint must be required to stop before any action is taken to remove any barrier or gate at the checkpoint. (All).
2. Signage, giving advanced warning of the checkpoint must be provided from all directions including from inside the closure. (All).
3. A 30kmph temporary speed limit must be used in conjunction with any manned checkpoint. (All).
4. Please make sure you have CAPEX allowed in your 2023/24 plans to advance the following previously stated objective: *“to be in a position where every person on a site can communicate by radio with every other person on that site by June 2024”* (Senior Managers).

6. Revision History

Date	Author	Brief Description of Change
02/03/23	T Talbot	1 st Draft
03/03/23	T Talbot	Final

7. 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 before 30 April 2023.

7.1 What date was this Red Alert communicated to the workplace: ____/____/20__

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

- YES** If Yes, please answer questions 7.3 & 7.4
- NO** If No, please answer question 7.5

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

- YES** If Yes, please answer question 7.4
- NO** If No, please answer question 7.5

7.4 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- _____

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

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: _____