



Safety Alert

Traffic Management Operative struck by vehicle

5 April 2022

The following pages of this safety alert were shared by National Highways' supply chain partner:

Balfour Beatty



TM Operative struck by vehicle.

No 433

March 2022



Date: February 14th

Time: 21:05

Location A96 East of Dramlachs Crawler Lane.

Details of Incident:

TM Operative was positioned on the western side of the site, facing the eastbound traffic, where he was manually controlling the signals as part of the convoy operation. At 20:10 as the convoy was travelling back, bringing through the traffic westbound, he noticed a car approaching the closure at speed. There were no other vehicles queuing at this point. The Ops first instinct was to wave to try and slow the vehicle down. The vehicle entered the closure to the right-hand side of the traffic signal and made contact with the Operative.

Signage was in place and the site was set up for 10mph convoy working commencing at 19:30 on the evening of the incident. The weather was cold but dry and the road surface was slightly wet but visibility was good on the approach.

Operative contacted the Police who arrived on site and conducted their investigation. Arrangements were then made to take the Operative to A&E, where it was determined that the operative sustained a couple of broken ribs and a fracture to their knee.

Outcome of Incident.

To mitigate risk of a similar occurrence, the TM company have issued a toolbox talk to all their employees to be more aware of poor driving behaviour and to ensure their personal safety as the primary consideration at all times.

Items for consideration

- Maximising sight lines (from both points of view) by considering any bends or hills or hidden dips.
- Sign reflectivity being at an acceptable level. (BEAR TM Gang Pack pg.10 and 11. Or in Ch8, Part 2 Operations pg.204 and 205).
- Correct size of signs used (900mm minimum for Single Carriageways 50mph and above).
- Visibility of the signs; Not placed in long grass, not hidden by permanent road signs or out of full sight, preferably not on an inclined verge or behind VRS.
- Initial double banked Speed Limit signs to reduce traffic speed and repeaters throughout the site.
- Additional signs may have been required to suit the road layout.

safety

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