

# TIP sheet

## Working adjacent to traffic

T020 – APRIL 2008



Working near traffic is the most significant safety risk for RTA employees and contractors. It is critical that all staff are aware of safe working requirements for working adjacent to traffic. It must be recognised that traffic control is only one measure in managing traffic. Traffic management as a whole must be strategically considered by all parties, including RTA Road Safety stakeholders.

This TIP sheet is focussed on the hazard of working adjacent to traffic. The [TIP Sheet – Working on foot in close proximity to plant](#), addresses the hazards of plant and people interactions on site.

Managers of RTA office-based employees should make their staff who may visit road work sites aware of these requirements.

### Minimum requirements

Managers and supervisors must implement measures to control and/or minimise the health and safety risks associated with working adjacent to traffic, including:

- Traffic management initiatives, including traffic control must be considered when planning activities (eg Development EnSite.
- All activities involving controlling traffic must be undertaken in accordance with the RTA Traffic Control at WorkSites (TCAW) manual.

- All contract engagements for traffic control services must include the G10 Traffic Control Specification.
- Only organisations holding RTA Traffic Control Registration can undertake control services on RTA controlled or funded works.
- All persons undertaking traffic control services must be appropriately trained and accredited in the relevant RTA TCAW category (Blue, Yellow, Red or Orange ticket).
- Only approved Vehicle Movement Plans (VMP) and Traffic Control Plans (TCP) will be implemented on sites.
- TCPs must be verified at specified intervals using the audit checklist in the TCAW manual.
- Temporary barrier systems must be used in accordance with AS 3845:1999.

### Hazards

Hazards associated with working adjacent to traffic may include:

- Distance between traffic and workers.
- High volumes of traffic.
- Motorists approaching at high speed.
- Approach vehicle sight distance.
- Potential queue lengths.

- Visibility, shade, light glare at different times of day.
- Night works.
- Contradictory, distracting or inconsistent layout of signs.
- Impact of pedestrians, bicyclists, & public transport.
- People working within the deflection zone of temporary safety barriers.
- Unauthorised people entering the work site.

### Control the Risk

The need to work adjacent to traffic should be eliminated where ever possible by relocating traffic movement via a remote detour, side-track, or by stopping all traffic movement for short periods of time. If this is not possible, then risk reduction by working down the following hierarchy of controls shall be undertaken:

- Substitute.
- Use engineering controls.
- Isolate workers from the hazard—for example, installing temporary barriers systems to prevent workers inadvertently working near the delineation devices.
- Use administrative controls, such as Development EnSite and the requirements of the TCAW Manual and SWMS to manage the hazard.

- Use PPE as described in the TCAW Manual and identified in the site Risk Assessment.
- Use more than one of these controls in combination is usually necessary.

### Primary strategy – traffic management

Traffic management involves many components and any one control on its own may not be enough to secure a safe outcome. Traffic management control strategies include:

#### Liaison with traffic management resources

When developing a traffic management strategy, it is important to understand that traffic management is more than just implementing TCP. People designing and managing work adjacent to traffic should liaise with RTA Road Safety and external professional services when designing projects.

## RTA traffic control registration scheme

The RTA has implemented a registration scheme as one measure to raise the level of priority of the traffic control on RTA controlled and funded projects.

## TCAW manual

AS1742.3 establishes the minimum standard and framework for traffic control. This includes work being undertaken by RTA staff, contractors or Councils engaged by the RTA or public utility companies working on behalf of the RTA.

The TCAW manual prescribes minimum safe working distances from traffic:

Speed Zone	Clearance Distance
80 km or above	> 3 metres
60 km	3m to 1.2 metres
40km	< 1.2 metres

## G10 traffic control specification

The G10 specification is a basis for all traffic control services on RTA funded and controlled works. This mandatory specification clearly details the requirements of managing traffic control during works and the audit requirements of monitoring traffic control strategies.

## Communications strategy

One powerful strategy often overlooked when planning work adjacent to traffic is communicating with those affected by work—especially at night. Warning people of pending work or hazards well before they experience it provides them with the opportunity to prepare and react with a clear mind.

## Message boards and signs

Both assist in providing people with a clear message to workers, pedestrians, cyclists, and passing traffic. Discuss message board alternatives with Road Safety to identify the most appropriate message and rotate the message regularly to maintain people's attention.

Ensure that only signs satisfying the AS1742.3 and RTA standards for reflectivity are utilised on site, and that all TCP signs are implemented in accordance with the TCP. Pay special attention to making sure that signs can be easily seen (not obscured), are clean, and those requiring covering at breaks and at night are covered.

## Training and accreditation

All people working adjacent to traffic must be appropriately trained. This may include:

- General level OHS induction.
- RTA work activity Induction.
- Traffic control using a stop/slow bat (Blue).
- Introduction to traffic control at road works (Yellow).
- Traffic control worksite planning (Red).
- Design and audit of TCPs (Orange).
- Site induction.
- SWMS toolbox.

Visit the [RTA internet](#) to view an overview of each level of TCAW training.

## Site induction

Workers must be properly trained and supervised to ensure they are following these requirements:

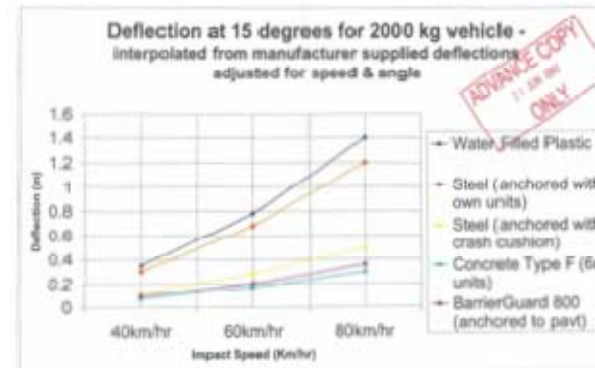
- Site induction is a critical means of communicating site specific safety rules,

including vehicle movement plans to all workers and visitors to construction sites.

- Site inductions should be immediately repeated, as site conditions and safety measures change.
- Toolbox meetings provide an alternate and/or supplementary means of ensuring that all workers and visitors on site are kept up to date with changes.

## Temporary Barriers

Temporary barriers provide excellent protection for workers in close proximity to traffic. People are reminded to observe the deflection movements for specific types of barriers.



## Personal Protective Equipment

Approved high visibility clothing and other PPE must be worn by all site personnel and pedestrians/visitors to the site.

## References

[OHS Act](#) 2000 & [OHS Regulation](#) 2001 Chapter 8.

[TCAW manual](#) – Sec. 3.6 & 8.2.3.

[WorkCover COP](#) - Moving plant on construction sites.

AS1742.3 -2007 (draft).

[RTA DCM](#) - G22 OHS specification.

[RTA DCM](#) - G10 Control of traffic .

[RTA](#) – Contractor registration scheme.