

Meagan M White

From: RoadTek Safety
Sent: Monday, 15 March 2021 5:05 PM
To: RoadTek STH WB Incident Notifications
Cc: Rodney K Smith; Kevin A Harvey; Jason H Strang; Jeff A Lucht; Ricky T Thwaite; Paul A Grant
Subject: PAN 6785: MRC assessment and investigation advice: A member of public disobeyed direction and collided with a traffic detour sign
Attachments: PAN 6785 - RoadTek Incident MRC Assessment and Investigation Level Advice.pdf

Hello Chris,

Attached is the MRC assessment and investigation advice for PAN 6785.

SUMMARY

Incident title: A member of public disobeyed direction and collided with a traffic detour sign
MRC Assessment Scenario: MoP collided with road sign, and a TC as around 15 meters away from the collision
MRC Assessment: None

RoadTek Operational Safety Advice:

Investigation Method: No investigation

RoadTek Procedure Advice:

Investigation Level: Level 0
Investigation Method: No investigation

Reply not required unless you disagree with the investigation method advice. If so, please advise of your chosen investigation method.

Thanks,

Orla Curley

Intern (Workplace Health and Safety) | Operational Service Delivery
RoadTek Branch | Infrastructure Management & Delivery | QLD Department of Transport and Main Roads

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RoadTek Incident MRC Assessment and Investigation Level Advice

Purpose: To capture the MRC assessment (scenario and logic) to support investigation level decisions by RoadTek Operations Managers. This process is described in the RoadTek Safety Incident Investigation Procedure.

Incident Details

Incident number	PAN 6785	Unit	Wide Bay Operations
Incident title	A member of public disobeyed direction and collided with a traffic detour sign		
Incident location	Bundaberg Bagara Road		
Involved / Exposed Person	Personal information	(- External Contractor)	
Incident description	A crew were undertaking road rehabilitation works. A Traffic controller (TC) was manning a road closed detour sign. A member of public (MOP) collided with the sign causing damage to the sign. The TC took evasive action and was positioned approximately 15 metres away from the collision. The secondary TC stopped the vehicle and took all relevant details. The incident was reported to the supervisor on site.		
Incident date	12/03/2021	Potential	Medium
Actual damage to people	None		

Assessment and advice details

Prepared by	Orla Curley	Sent to	Chris Vandenkieboom	On	15/03/2021
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MRC assessment details

MRC assessment scenario	MoP collided with road sign, and a TC as around 15 meters away from the collision
MRC assessment	None
Supporting information / logic	It is unlikely that a worker would be injured in this scenario, as they were around 15 m away from the collision. This type of collision for the MoP is not present in available NFPD or fatality injury statistics, and it is unlikely that there would be sufficient forces involved for injuries to occur when impacting portable road signs as they are designed to fall/break up on impact.

RoadTek Investigation procedure ...

Procedure suggests	No investigation	Client	No Client Required
Methodology	No investigation		

Operational Safety advice ...

Advice re methodology	No investigation
Advice re Scoping	None
Advice re investigation	Not rated
Advice re preliminary data collection	Not rated
Investigation is No benefit to business	No
If 'Yes' - reason	

Other considerations

Notifiable	No
If 'Yes' - reason	
Safety alert recommended	No
If 'Yes' - reason	
Advice re immediate corrective actions	

Meagan M White

From: WHS Connect
Sent: Friday, 12 March 2021 2:56 PM
To: Ron E Hall; Amanda Yeates; RoadTek STH WB Incident Notifications; Debbie A Nankivell; Joseph X O'Brien
Subject: New Incident - PAN 6785 - Medium Potential: A member of public disobeyed direction and collided with a traffic detour sign
Attachments: WHS Incident Corrective Actions Plan.pdf; PAN 6785 - Incident Notification.pdf

The above incident has been recorded in the TMR Safeware incident database.

Please review the attached incident report and contact WHS Connect if:

- any of the information contained in the report is incorrect
- you have any additional information relating to the incident.

Actions required by Manager/Supervisor

- Complete the attached Corrective Actions Plan and return to WHS Connect (guidance is provided in the [Corrective Actions Toolbox Talk](#)); or
- If it is determined that no corrective actions can be implemented, the incident may be closed without a completed Corrective Actions Plan by phoning or emailing WHS Connect (refer to the [Reporting workplace incidents](#) SharePoint page).

Further information is available in the:

- [Reporting Workplace Incidents procedure](#)
- [Incident Investigation procedure](#)
- [How to undertake a incident investigation Guideline](#).

Please contact [WHS Connect](#) on 1800 867 947 if you have any questions or require further information.

Kind regards,

Robyn Ballangarry

WHS Connect Officer | Health and Safety

Human Resources Branch | Department of Transport and Main Roads

Floor 6 | 61 Mary Street | Brisbane QLD 4000

GPO Box 1412 | Brisbane QLD 4001

P: (07) 1800 867 947

E: whs_connect@tmr.qld.gov.au

Privacy

Incident Summary Report [Ref: 6785]

Date Printed: Friday, 12 March 2021

Person affected:

Personal information

Details:

Name: Robyn Ballangarry
Person Type: Full-time

Position Title: WHS Officer
Business Unit: Health & Safety
Person Workplace: 61 Mary Street Flr 6
Work Phone:

Email: ROBYN.M.BALLANGARRY@TMR.
QLD.GOV.AU

Notified On Behalf Of:

Name: Personal information
Person Type: External Contractor

Position Title:
Business Unit: Bundaberg
Person Workplace: Bundaberg Depot
Work Phone:

Email:

Released under RTI - DTMR

Details

Incident Type: Near Miss
Status: New
Time Zone: (UTC +11:00) Brisbane
Inc. Statistical Reporting: Yes
Date of Incident: Friday, 12 March 2021
Time of Incident: 1:20 PM
Date Logged: Friday, 12 March 2021
Time Logged: 2:36 PM
Assigned To: Tyson Taylor
Did an injury occur: No
Is confidential: No
Restricted Work Duties: No
HiPo: No

Risk Assessment

Inherent Rate:
Residual Rate:

Title

A member of public disobeyed direction and collided with a traffic detour sign

Description

A crew are undertaking road rehabilitation works. A Traffic controller (TC) was manning a road closed detour sign. A member of public (MOP) collided with the sign causing damage to the sign. The TC took evasive action and was positioned approximately 15 metres away from the collision. The secondary TC stopped the vehicle and took all relevant details. The incident was reported to the supervisor on site and the TC will provide details to his employer to follow up.

Security Impact

Security Impact: No
Identified Security:
Impact Description:

Environment Impact

Environmental Impact: No

Classification

Identify what occurred: Vehicle incident
What was the most significant cause: Other adults

Incident Location

The Incident is located: Non TMR Site,
Location Details: Bundaberg Bagara Road

Work/activity Being Performed

Work/Activity Category: Road Work / Construction / Maintenance

Work/Activity Frequency: Daily

Activity Being Performed: Road rehabilitation

Property Damage

Was there any property involved/damaged: No

Relevant Event

Medium Potential

Witness Details

Witness Available: Yes

another TC employed by Verifact

Vehicle Involved

Vehicle Involved: Yes

Registration: Personal information

Notification

Manager/Supervisor: Joseph O'Brien, 12/03/2021 1:20 PM

Other Internal Person: Joseph O'Brien, 12/03/2021 1:27 PM

External Person:

Bargara Rd Rehabilitation Works Olsen Street to Leivesley Street Ch 4220 to 5018 Local Traffic Detour Routes



Detour Path for Rd Closed Olsen Street
Olsen Street - Amess Street - Cunnington Street - Leivesley Street

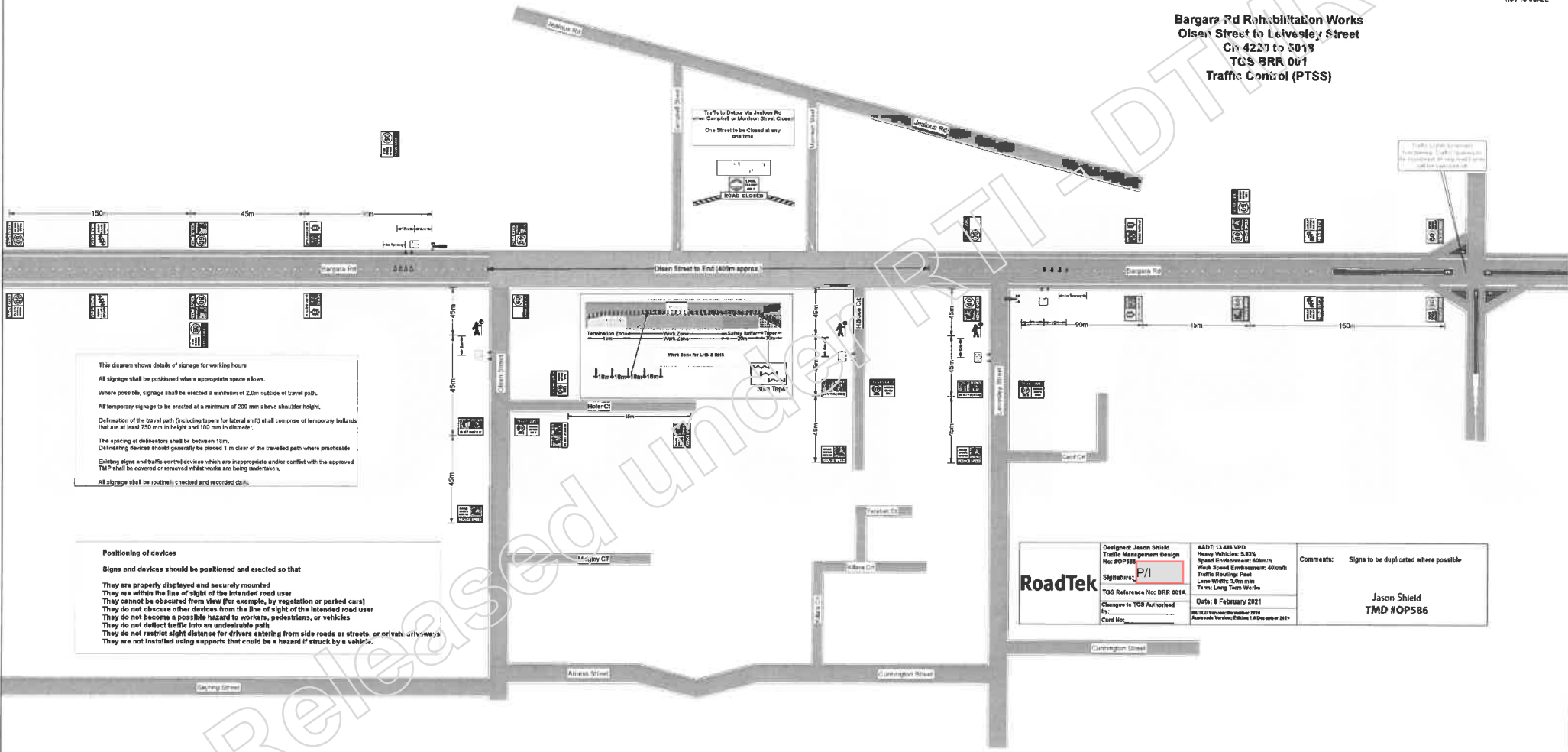
Detour Path for Rd Closed Leivesley Street
Leivesley Street - Cunnington Street - Amess Street - Olsen Street

RoadTek	Designed: Jason Shield Traffic Management Design No: #OP586	AADT: 13 481 VPD Heavy Vehicles: 5.83% Speed Environment: 60km/h Work Speed Environment: 40km/h Traffic Routing: Past Lane Width: 3.0m min Term: Long Term Works	Comments: Signs to be duplicated where possible Jason Shield TMD #OP586
	Signature: P/I	Date: 6 February 2021	
	TGS Reference No: BRR 001	MUTCD Version: November 2020 Austroads Version: Edition 1.0 December 2019	
	Changes to TGS Authorised by:	Card No:	

NOT TO SCALE

NOT TO SCALE

Bargara Rd Rehabilitation Works Olsen Street to Leivesley Street Ch 4220 to 5018 TGS BRR 001 Traffic Control (PTSS)



This diagram shows details of signage for working hours
 All signage shall be positioned where appropriate space allows.
 Where possible, signage shall be erected a minimum of 2.0m outside of travel path.
 All temporary signage to be erected at a minimum of 200mm above shoulder height.
 Definition of the travel path (including toppers for lateral shift) shall comprise of temporary bollards that are at least 750mm in height and 100mm in diameter.
 The spacing of delineators shall be between 15m.
 Delineating devices should generally be placed 1m clear of the travelled path where practicable.
 Existing signs and traffic control devices which are inappropriate and/or conflict with the approved TAP shall be covered or removed while works are being undertaken.
 All signage shall be routinely checked and recorded daily.

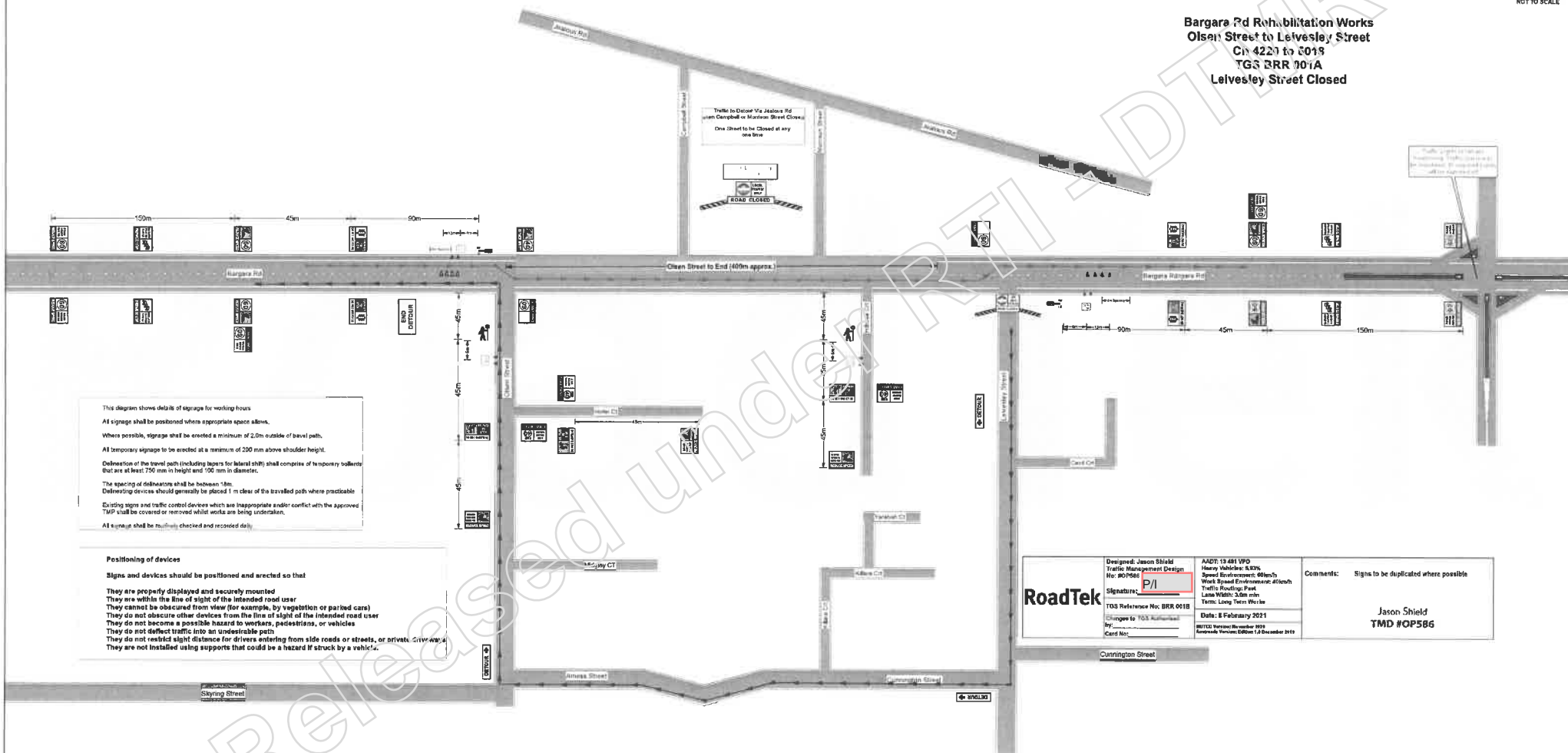
Positioning of devices
 Signs and devices should be positioned and erected so that
 They are properly displayed and securely mounted
 They are within the line of sight of the intended road user
 They cannot be obscured from view (for example, by vegetation or parked cars)
 They do not obscure other devices from the line of sight of the intended road user
 They do not become a possible hazard to workers, pedestrians, or vehicles
 They do not deflect traffic into an undesirable path
 They do not restrict sight distance for drivers entering from side roads or streets, or private drives/ways
 They are not installed using supports that could be a hazard if struck by a vehicle.

RoadTek Designed: Jason Shield Traffic Management Design No: 2017046 Signature: P/I TGS Reference No: BRR 001A Changes to TGS Authorised By: _____ Card No: _____	AADT: 13,481 VPD Heavy Vehicles: 5,870 Speed Environment: 60km/h Work Speed Environment: 40km/h Traffic Flooding Peak Lane Width: 3.0m min Traffic: Long Term Works	Comments: Signs to be duplicated where possible Jason Shield TMD #0P586
	Date: 8 February 2021 <small>©PTGS Version November 2018 AutoDesk Version: 6.0.0m 1.0 Dec 2018 211</small>	

NOT TO SCALE

NOT TO SCALE

Bargara Rd Rehabilitation Works Olsen Street to Lavesley Street Ch 4220 to 2018 TGS BRR 001A Lavesley Street Closed



This diagram shows details of signage for working hours
 All signage shall be positioned where appropriate space allows.
 Where possible, signage shall be erected a minimum of 2.0m outside of travel path.
 All temporary signage to be erected at a minimum of 200 mm above shoulder height.
 Delimitation of the travel path (including signs for lateral shift) shall comprise of temporary bollards that are at least 750 mm in height and 100 mm in diameter.
 The spacing of delimitations shall be between 7m.
 Delimiting devices should generally be placed 1 m clear of the travelled path where practicable.
 Existing signs and traffic control devices which are inappropriate and/or conflict with the Approved TMP shall be covered or removed whilst works are being undertaken.
 All signage shall be routinely checked and recorded daily.

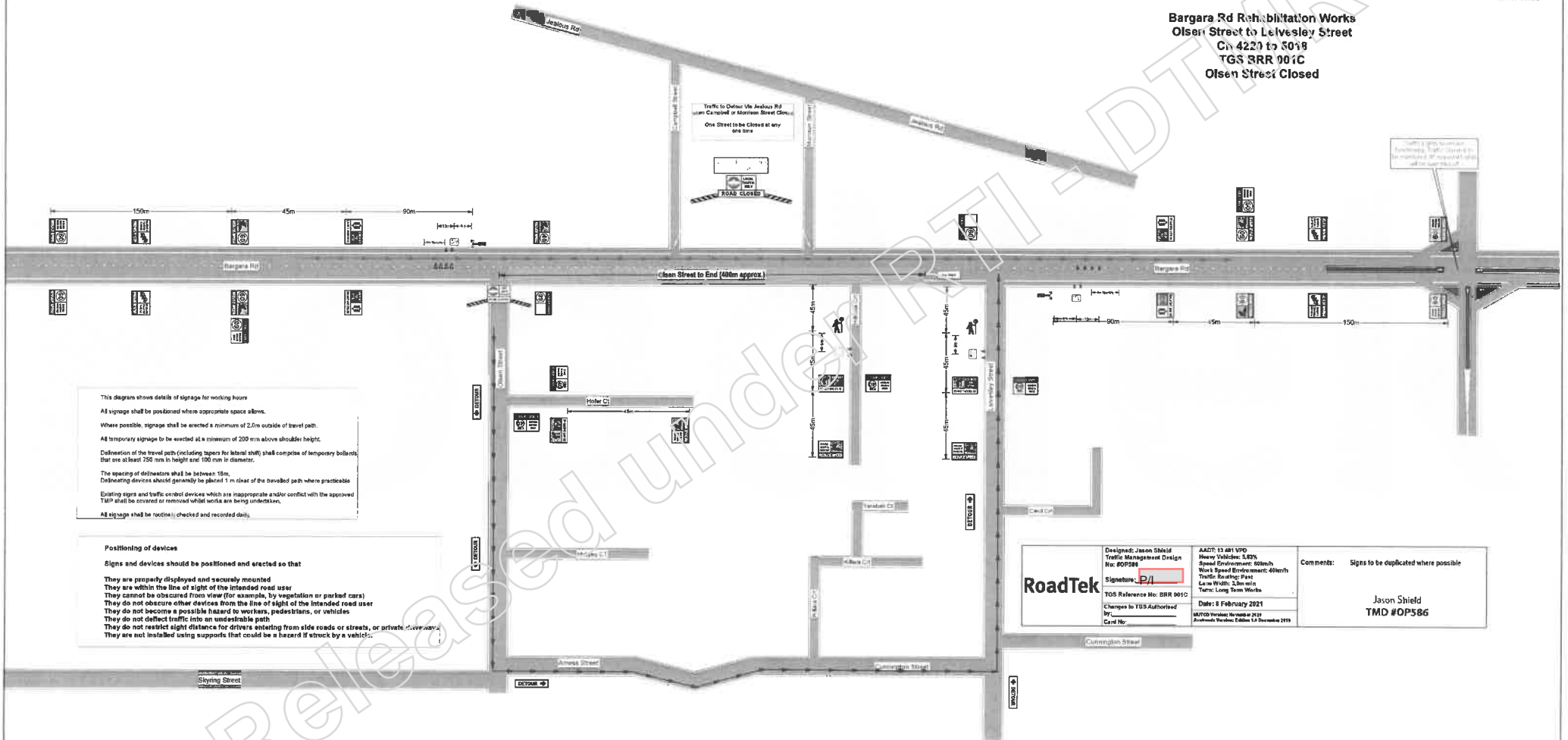
Positioning of devices
 Signs and devices should be positioned and erected so that
 They are properly displayed and securely mounted
 They are within the line of sight of the intended road user
 They cannot be obscured from view (for example, by vegetation or parked cars)
 They do not obscure other devices from the line of sight of the intended road user
 They do not become a possible hazard to workers, pedestrians, or vehicles
 They do not deflect traffic into an undesirable path
 They do not restrict sight distance for drivers entering from side roads or streets, or private drives
 They are not installed using supports that could be a hazard if struck by a vehicle.

RoadTek	Designed: Jason Shield Traffic Management Design No: #OP586	AADT: 13 481 VPD Heavy Vehicle: 8326 Speed Environment: 60km/h Work Speed Environment: 40km/h Traffic Roadtype: Part Lane Width: 3.0m min Term: Long Term Works	Comments: Signs to be duplicated where possible Jason Shield TMD #OP586
	Signature: P/I TGS Reference No: BRR 001A Changes to 103 National By: Card No:	Date: 8 February 2021 BRTES Version: Revision 002 Approved Version: 09/01/14 Dec 2014	

NOT TO SCALE

NOT TO SCALE

Bargara Rd Rehabilitation Works Olsen Street to Levesley Street Ch 4220 to 5018 TGS RRR 001C Olsen Street Closed



This diagram shows details of signage for working hours

All signage shall be positioned where appropriate space allows.

Where possible, signage shall be erected a minimum of 2.0m outside of travel path.

All temporary signage to be erected at a minimum of 200 mm above shoulder height.

Definition of the travel path (including tapers for lateral shifts) shall comprise of temporary bollards that are at least 250 mm in height and 100 mm in diameter.

The spacing of delineators shall be between 10m.

Delineating devices should generally be placed 1 m clear of the travelled path where practicable.

Existing signs and traffic control devices which are inappropriate and/or conflict with the approved T&P shall be covered or removed whilst works are being undertaken.

All signage shall be routinely checked and recorded daily.

Positioning of devices

Signs and devices should be positioned and erected so that

- They are properly displayed and securely mounted
- They are within the line of sight of the intended road user
- They cannot be obscured from view (for example, by vegetation or parked cars)
- They do not obscure other devices from the line of sight of the intended road user
- They do not become a possible hazard to workers, pedestrians, or vehicles
- They do not deflect traffic into an undesirable path
- They do not restrict sight distance for drivers entering from side roads or streets, or private driveways
- They are not installed using supports that could be a hazard if struck by a vehicle.

RoadTek Designed: Jason Shield Traffic Management Design No: #OP586 Signature: <i>[Signature]</i> TOS Reference No: BRR 001C Changes to TGS Authorized By: _____ Card No: _____	JAEED: 13 481 970 Heavy Vehicles: 3.25% Speed Environment: 60km/h Work Speed Environment: 40km/h Traffic Rating: Post Lane Width: 3.0m only Term: Long Term Works	Comments: Signs to be duplicated where possible Jason Shield TMD #OP586
	Date: 8 February 2021 MUTCD Version: Revision 2011 Approved Version: Edition 12 December 2019	