WORK SITE SAFETY
Road Work Site Statistics in US in 2007

- 835 deaths
- 40,000 injuries
- 12% of deaths are Construction Workers
- Most Frequent Accident: Rear End Collision
At work sites on motorways and A roads:

In 2000

1500 Injuries
800 Accidents
5 Roadworkers killed
(source TRL 2000)

In 16 months to February 2002

11 Roadworkers killed
(source HSE 2002)

In 2005

5 Roadworkers killed
(Source Highways Agency)

Some facts & figures from the UK
Road workers have the 16th most hazardous occupation in Great Britain, higher even than military personnel.
Latest figures show that in the UK alone, there are 22 deaths and over 800 serious accidents every year at road works, mainly because drivers drive too fast.
8th November 2006:
Major road works were taking place on the A4 motorway, near Milan, Italy

Unfortunately for the workers, a vehicle crashed into the road works

Two maintenance workers lost their lives
In Spain on the Barcelona ring-road, a maintenance lorry was out with workers laying cones.

A van hit the rear of the maintenance lorry.

Three people in the van were killed.
Speaking about the A4 accident in Italy

Mr. Laini, Provincial Secretary of Cgil said:

“Enough is enough. Life must now count more than work”
Ljubljana accident in August 2007 costs 7 lives
What steps can be taken to improve safety at road work sites?
ERF/IRF Brussels Programme Centre

DISCUSSION PAPER
September 2007

Safety on Motorway Workzones

WORK IN PROGRESS
ERF/IRF Brussels

• In its Discussion Paper “Safety on Motorway Workzones” ERF highlights 5 best practices.
Safety on Motorway Workzones

Best Practice 1

• Contracting practices & maintenance prevention
Safety on Motorway Workzones

Best Practice 2

• Workzone Planning & Quality Assurance
Safety on Motorway Workzones

Best Practice 3

• Information & warning
Safety on Motorway Workzones

Best Practice 4

• Physical protection
Safety on Motorway Workzones

Best Practice 5

• Prevention campaigns & enforcement
• SAFETY TRAINING
Safety Officer

• The individual must report only to the most senior individual in the organisation.
• He or she needs specialist training.
Your crews must be given safety training and they must be subjected to safety audits.

- Appropriate clothing & equipment
- Awareness of dangerous acts
- Full investigation into all accidents
- Published accident statistics
- Establish a safety policy
SETTING UP A WORK SITE
• Use warning arrows and a portable crash cushion on rear of shadow trucks positioned behind stationary or slow moving work sites
PROTECTING WORK SITE VEHICLES
Source: Hytrans Traffic Systems
TMAs (truck mounted attenuators)

In addition to the motorist, TMAs also protect construction workers, lorry drivers and slow moving vehicles used in maintenance and construction zone situations.
What fool would run into the back of a truck?
THAT FOOL!!!
INFORMING & INFLUENCING THE ROAD USER
Clear signage and early warnings for motorists of approaching road works sites
Speed restrictions through road works
Source 3M Belgium
PHYSICAL SEPARATION OF THE USER FROM THE WORK SITE
• Use temporary barrier to separate work zone area
Shield temporary barrier ends with energy-absorbing terminals or crash cushions
Protect potential hazards
VEHICLE ARRESTING SYSTEMS
NEW DEVELOPMENTS
QUALITY OF PRODUCT AND OF SERVICES
QUALITY ASSURANCE QUALIFICATIONS OF THE SUPPLIERS NEED TO BE TAKEN INTO ACCOUNT IN DECIDING TENDER WINNERS AND WITHIN THE TENDER DOCUMENTS SAFETY OUGHT TO BE A LINE ON ITS OWN.
We must all work towards making a safer, more forgiving highway for the ever increasing numbers of road users throughout the world.
Thank you for your time, your understanding and your attention.