# CICA - Vic / Tas Branch

## Crane Safety Bulletin # 196

## February 15th, 2016

Greetings All,

Now that school is well and truly back for our kids, we all need to get re-adjusted to the 40km/h speed zones that are sometimes permanent and sometimes only in place during the hours of school commencing and school closing.

It's not only school zones that can have these permanent or time managed speed restrictions – slower speed limits can also be found in shopping strips, areas that are known black spots and most likely when it comes to our industry sector – In and around road works.

Anyone of us that has spent any amount of time working on road environments where shared traffic movements and crane works are taking place will know that the speed of the prevailing traffic always seems to be faster than what we are comfortable with being alongside - and that many drivers blatantly ignore the work zone speed limits.

As normal road users at times, we can all feel the frustration of speed restricted areas that appear to be ghost towns – not a worker to be seen for miles around and no real apparent reason for the reduction in speed.

There may be many reasons why these speed limits are in place when the work site appears to be closed. One of the reasons may be a change in the road surface that is perhaps hidden by steel plates or stepped cuts in the bitumen that can't be seen clearly at higher speeds.

Many of our readers may have experienced the joy of hitting some of these road irregularities in the older single steer truck mounted cranes – the feeling of the top of your head hitting the roof of the bottom cab isn't easily forgotten. Pick and Carry cranes also can respond poorly to such conditions at times.

Mobile Cranes support a wide range of other road workers with the installation of jersey barriers, bridge beams, light poles and overhead gantries to name just a few areas where we work. Sometimes these areas of work are long term projects and protected by well-constructed safety barriers – at other times, especially with short term works, temporary traffic management is utilised to control the work site.

Regardless of the method used to protect us from the general public, we must also take some responsibility for our own safety – One of the best pieces of advice when working with cranes and other machinery one can take on board is also a simple one – **Don't put your body in between two things that are harder than you!**

Cheers for now and have a safe day !

Brent Stacey. www.cica.com.au