



SAFETY & ENVIRONMENT

PRIMARY STANDARDS

PS TRAFFIC MANAGEMENT

PURPOSE AND SCOPE

This standard gives instruction on the management of traffic on roads and road related areas at Laing O'Rourke operations.

CRITICAL CONTROLS

- Planning and staging of works must apply the safety hierarchy of controls and seek opportunities to eliminate the interface with live traffic flows, consideration should be given to the use of side-tracks, safety barriers, road closures and/or detours
- Road Occupancy Licences and Speed Zone Authorisations are in place
- A competent road safety traffic management representative is appointed to oversee the application of traffic control
- Traffic Management Plan(s) in place, adhered to and monitored by competent traffic management personnel
- Work areas are isolated from passing traffic with approved safety barrier treatments where road speeds are equal to or greater than 60km/h and managed via temporary works system
- Traffic controllers must be replaced by automatic / remote devices unless stipulated by the road authority or traffic signal operations limitations do not make it feasible
- Traffic controllers must demonstrate experience for specific traffic situations and be adequately resourced
- Truck mounted attenuators are used as buffer vehicles in conjunction with speed reductions on multi-lane roads, for mobile works or when setting up and removing temporary traffic controls
- Physical protection and safe escape routes are in place for traffic control personnel interacting with live traffic flows
- Designated construction access points are provided and managed to prevent risk to workers and road users
- An audit and inspection regime is dedicated to the traffic control system to ensure compliance with traffic control plans and the controls applied in the field

TRAFFIC MANAGEMENT PLAN

- A Traffic Management Plan (TMP) shall be developed to describe how project / workplace traffic related risk areas are to be addressed where identified within the Project / Workplace Risk Assessment

- The TMP shall give due consideration to the risks and controls within or may incorporate the Fatigue Management Plan
- The need for any approvals from local road authorities shall be determined. Where approvals are required, these shall be obtained prior to commencing work, and added to the TMP.
- The TMP must also take into account and address external traffic (road closure, construction zones, etc.) and internal management of construction traffic including designated pedestrian access/walkways
- Works are planned and staged to minimise road occupancy and reduce conflict points with the existing road network
- The TMP will define which of the forms and templates are to be used for the project or workplace, appropriate to the size and scope of the works
- Review of the Traffic Management Plan (TMP) and supplementary drawings shall be at the same intervals as the Construction Health and Safety Plan or Workplace Safety Plan as a minimum or as conditions change. Reviews should include consultation with workers in the process of hazard identification, risk assessment and control measures, and changes to the TMP.
- The Project / Workplace Leader will review and approve the Traffic Management Plan prior to its use
- Vehicle movement plans are in place for all construction vehicle movements
- Exclusion zones are applied behind safety barriers to protect workers from entering the deflection zones of the barriers
- Traffic controls, including signage and devices are in place to effectively warn, inform and guide road users through the work area
- The use of electronic sign posting should be applied, including variable message signs and variable speed limit signs which should be linked to speed monitoring systems with feedback to the road user

DRIVER TRAINING & INDUCTIONS

- Delivery drivers or contractor drivers that are utilised by Laing O'Rourke or attend Laing O'Rourke workplaces shall complete the site / workplace specific driver induction and records of that induction shall be kept onsite
- All Laing O'Rourke employees shall be made familiar with and adhere to E-P-8-0579 Fleet Driver Responsibilities and Requirements

MONITORING AND INSPECTION

The In-Vehicle Monitoring System (IVMS) is used in all Laing O'Rourke vehicles to notify management of a number of non-compliance events detailed in the IVMS Workflow spreadsheet such as:

- Excessive speed
- Harsh maneuvering

- Disengagement of seatbelts whilst in motion
- Excessive driving time

The Traffic Management Plan shall detail the requirements for regular inspections and monitoring of driver behaviour. Any inspection requirements shall be added to the relevant workplace / project inspection schedule and tracked accordingly.

REGULATIONS

Road rules in the area of jurisdiction

Work Health & Safety Regulation 2011 (QLD, ACT), 2012 (SA) and 2017 (NSW, NT) Chapter 5 Plant & Structures

Occupational Safety and Health Regulations 1996; Part 4 Plant (WA)

SafeWork Australia Code of Practice Managing Risks of Plant in the Workplace

FORMS AND TEMPLATES

[E-T-8-0947 Traffic Management Plan](#)

[E-T-8-0571 Driver Information Declaration](#)

[E-C-8-0575 Light Vehicle Pre-Mobilisation Checklist](#)