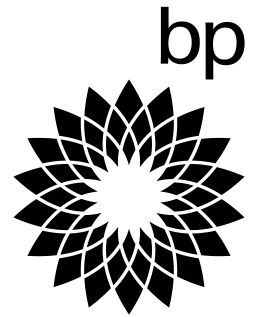




## MS&L Procedure



# PRO-4.5-0001-1-08 Traffic Management

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## 1. Purpose

Whenever BP conducts construction, maintenance, demolition, remediation and other similar work that are typical of our industry, there is the potential for harm to people and the environment and for damage to equipment. This document provides requirements and guidance for the management of the hazards associated with traffic in support of *PRO 4.5-0001-0-01 Control of Work* and *WPCG-PRO-01 Work Authorisation*.

This procedure specifically details the requirements of the following documents:

- Group Defined Practice (GDP); [GDP 4.5-0001 2016 Control of Work](#)

## 2. Scope

The requirement specified in this procedure applies equally to BP employees, contractors and visitors engaged in the ANZ MS&L business.

Specific sites, areas and activities may have more detailed OMS requirements and where these exist the requirements will be specified in local procedures, safe work instructions, manuals, handbooks or specific standards.

## 3. Terms, Definitions and Abbreviations

**Table 1: Terms, Definitions and Abbreviations**

<b>Lateral Safety Zone</b>	The space used to separate the traffic from the work zone.
<b>Longitudinal Safety Zone</b>	The initial portion of a closed lane in advance of the work zone.
<b>Short Term Work</b>	Work completed in one shift or less.
<b>Taper</b>	A series of devices to move traffic out of or into its normal path.
<b>Temporary Road Safety Barriers</b>	Systems designed to provide a physical barrier between the traffic flow and the work zone, which will inhibit penetration by an out-of-control vehicle and will have vehicle redirection properties. A temporary road safety barrier also provides protection for workers from passing traffic. Safety barriers come in many shapes and are made from a variety of materials including concrete, metal and plastic.

## 4. Roles and Responsibilities

The roles and responsibilities associated with this procedure are listed in the following table.

**Table 2: Roles and Responsibilities**

<b>Planner</b>	The person planning the work is accountable for ensuring that the Permit Receiver or Work Clearance Issuer (as applicable) is communicated the requirements of this procedure as part of the planning process prior to work. They shall ensure that all permits or approvals are obtained from relevant authorities if applicable, or delegate this responsibility to the Permit Receiver or Work Clearance Issuer (as applicable). The planner role is often not a dedicated role and may be fulfilled by Project Manager, Project Engineer, Retail Field Maintenance Coordinator, etc.
<b>Permit Receiver / Work Clearance Issuer</b>	The Permit Receiver or Work Clearance Issuer (as applicable) is responsible for ensuring that the requirements of this procedure and conditions of the risk assessment for a task and any associated Permit or Work Clearance (as applicable) are followed. <i>WPCG-PRO-01 Work Authorisation</i> documents the responsibilities of the Permit Receiver for all Work Permits associated with work. They shall propose the traffic management for the work to be undertaken and document this in a risk assessment or traffic management plan for the task.
<b>Permit Officer</b>	<i>WPCG-PRO-01 Work Authorisation</i> documents the responsibilities of the Permit Officer for all Work Permits associated with the work. The Permit Officer is responsible for agreeing with traffic management controls proposed by the Permit Receiver prior to issuing Work Permits.

## 5. Methodology

### 5.1. Regulatory requirements

Always consult local regulations. This procedure is intended to cover requirements for work on private BP road ways and access to BP sites. All regulatory requirements shall be complied with.

The correct planning and execution of traffic management controls is an essential element of risk prevention and mitigation when completing works that interfaces with Public Roads. Prior to undertaking any works on or that interfaces with Public Roads the person planning the work shall ensure that the relevant authority is contacted and the appropriate permits and approvals are obtained. This may be delegated in writing to the Principal Contractor (PC) for large Retail projects when BP is not acting as the PC.

Copies of the notification and approval should be obtained to verify compliance and determine if any further conditions have been enforced by the authority.

## 5.2. Hazard Identification

The movement of vehicles and mobile plant creates a number of hazards that can seriously injure workers and the public. The common hazards include:

- Penetration of worksite by a vehicle.
- Vehicle approach speed too high.
- Vehicle collision with obstacles on worksite (equipment, traffic controls, etc).
- Difficulty of vehicles (including heavy vehicles) to navigate through the worksite.
- Works vehicle interacting with customer vehicles.
- Obstacles within the worksite, e.g. traffic controls restricting required work area to conduct the task.
- Driver loss of control of the vehicle.
- The following may assist in the identification of potential hazards:
- Observing the workplace to identify areas where pedestrians and vehicles interact.
- Consider the floor plan of the workplace, if the work is to be conducted close to public areas, when traffic volumes are higher, where potential blind spots are, and other areas of poor visibility.
- Asking those involved in the work and site representatives about traffic management problems they encounter at the site and similar workplaces.
- A checklist that may be used to help identify traffic hazards is available on the Safe Work Australia website.

## 5.3. Risk assessment

In accordance with *WPCG-PRO-01 Work Authorisation*, all tasks shall be risk assessed. The level of risk assessment is defined in the Task Risk Assessment Table (TRAT) in *WPCG-PRO-01 Work Authorisation*. The risk assessment should consider the hazards associated with the movement of mobile plant and vehicles, including third party, public or customer vehicles. The risk assessment should take into consideration factors such as traffic volume and speed, road and access geometry and width, and the general behaviour of users.

Consideration should be given to the following:

- Scheduling works outside of peak periods particularly for high risk activities.
- The location of the work being performed on site and the interface with vehicles or pedestrians.
- The type of work to be performed and the most appropriate traffic management plan required for the works.
- Reducing the number of conflict points or separating the potential points of conflict with suitable traffic controls such as barriers.
- Defining vehicle and pedestrians paths with the correct selection and placement of appropriate signage, barriers or barricades to reduce vehicle speed and control pedestrian movements.
- The safe provision of access for pedestrians and people with disabilities.
- The location of all traffic control devices having regard to road geometry, terrain, vegetation and other conditions that may affect visibility and sight distance.
- The positioning of the work vehicles to act as a barrier between the traffic and work zone.
- The removal, or cover up, of permanent signs that conflict with temporary signs (with any necessary authorisation obtained from local authorities if the signage is for public roads).

- The recording of the traffic management arrangements for the worksite.
- The inspection of the worksite and all traffic control devices.
- The removal of all signs and other traffic control devices at the completion of the works.

#### 5.4. Risk Controls

Traffic management measures should prioritise the treatment of the hazard(s) created by the activity using the hierarchy of control. Controls may include:

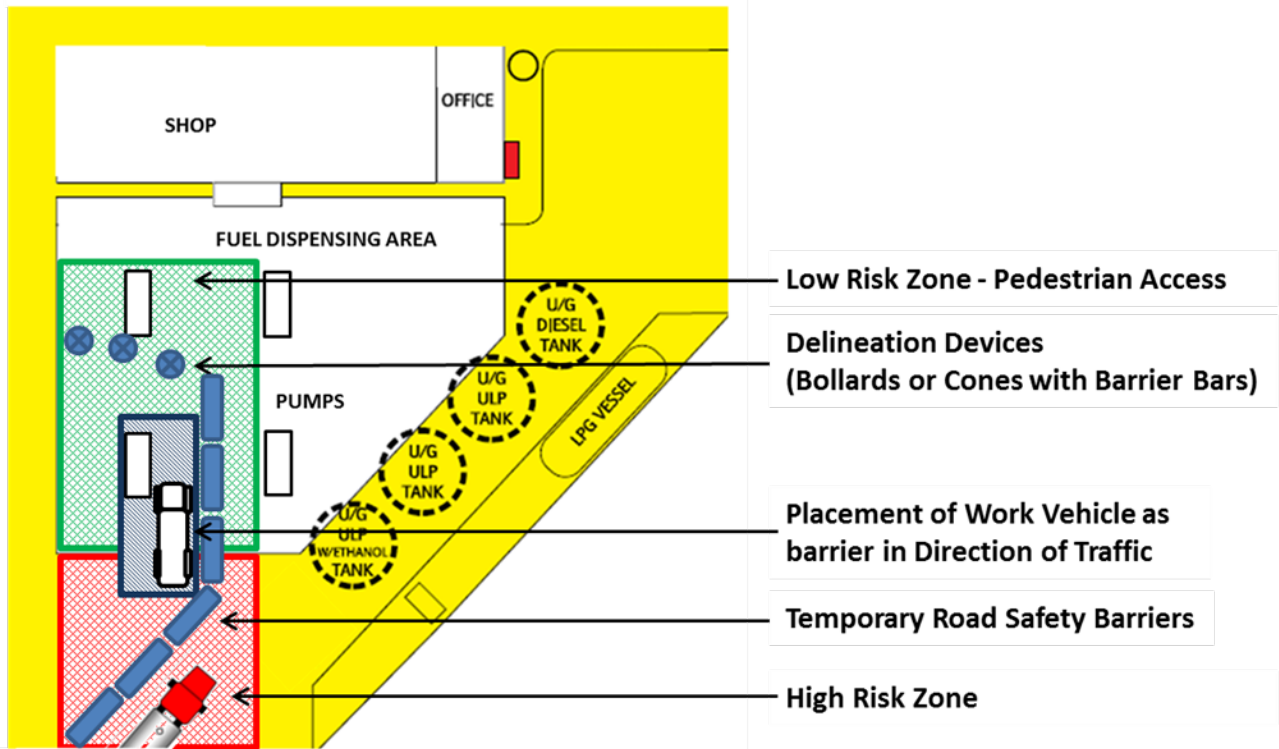
- Eliminating the risk by closing driveway or pump bank on a Retail site or closing a loading bay at a Depot.
- Developing efficient traffic management plans with the appropriate controls that allows the traffic to flow unimpeded.
- Diverting and monitoring traffic flows.
- Reducing frequency of interaction with hazards.
- Positioning work vehicles to act as a barrier between the traffic and work zone

The controls implemented may reduce the severity of the potential consequences of an unwanted event or the likelihood of an incident occurring. The severity may only be reduced if the control:

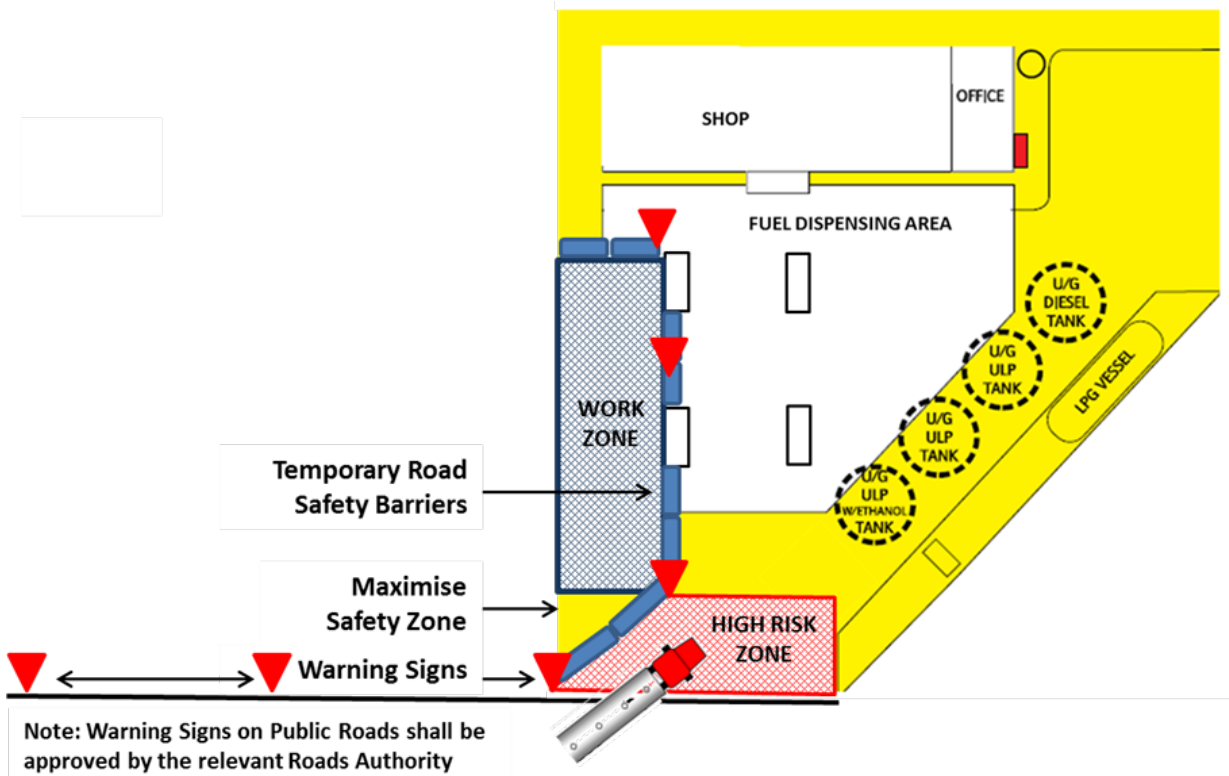
- eliminates the risk by preventing the potential interaction of workers with vehicles (e.g. conducting work in a non-trafficable area) ; or
- eliminates the risk by implementing a barrier that will physically stop a vehicle at reasonably foreseeable speeds (e.g. location of a work vehicle between the traffic flow and the workers); or
- Isolates personnel from the vehicular hazard with a barrier that is sufficient to reduce the speed of the vehicle considerably (e.g. speed humps, concrete barriers).

The Permit Receiver or Work Clearance Issuer (as applicable) shall define the appropriate Traffic Management Controls for the specific site conditions. If the work is conducted under a Work Permit, the Permit Officer shall agree to the controls proposed prior to issue of the Work Permit.

The Permit Receiver or Work Clearance Issuer (as applicable) should consider the use of temporary road safety barriers as a primary control to protect the work zones in high risk traffic areas, where the consequences of a vehicle encroaching into the worksite is likely to be severe.



**Figure 1: Example traffic management barriers on a Retail site  
Where the potential consequences have been assessed as being severe at the work site.**

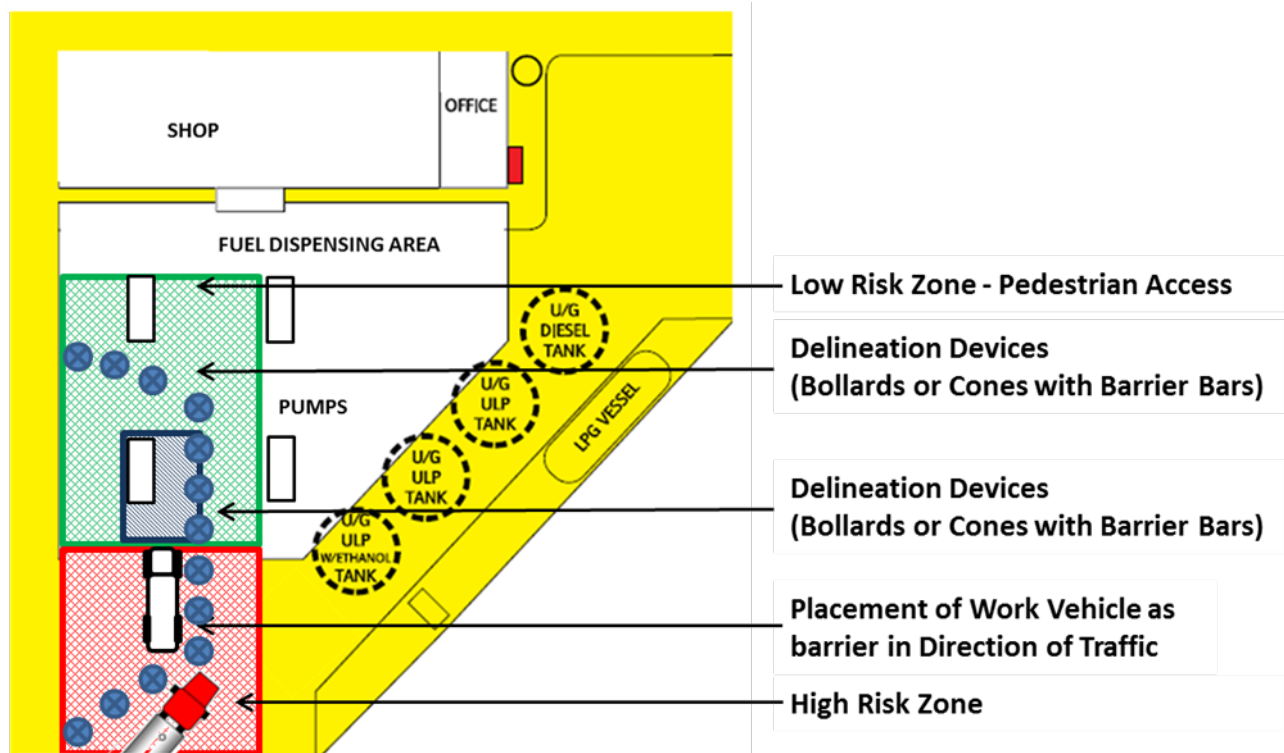


**Figure 2: Example traffic management barriers on a Retail site for longer duration work**



The Permit Receiver or Work Clearance Issuer (as applicable) should also consider the implications of the temporary safety barriers increasing traffic congestion or unsafe traffic conditions such as the potential for end-of-queue collisions or traffic queuing onto the public road. Should the works interface with the Public Road a detailed Traffic Management Plan shall be prepared and appropriate permits and approvals shall be obtained from local authorities.

The use of temporary road safety barriers may not always be reasonably practicable or commensurate to the level of risk. Therefore other control measures need to be considered. If the use of delineation devices has been assessed as appropriate, the site configuration should be specified to ensure adequate protection to personnel within the work zone. The position of the work vehicle between the forward moving traffic and the work area should be used to provide additional protection to the workers.



**Figure 3: Example traffic management barriers on a Retail site where it is not reasonably practicable to implement hard barricades for the level of risk assessed**

The activity and associated traffic management should be carried out in such a manner as to avoid, or at least minimise, inconvenience to road users (vehicular and pedestrian) whilst still providing safe conditions for both the road user and those carrying out the activity.

## 5.5. Safety Zones

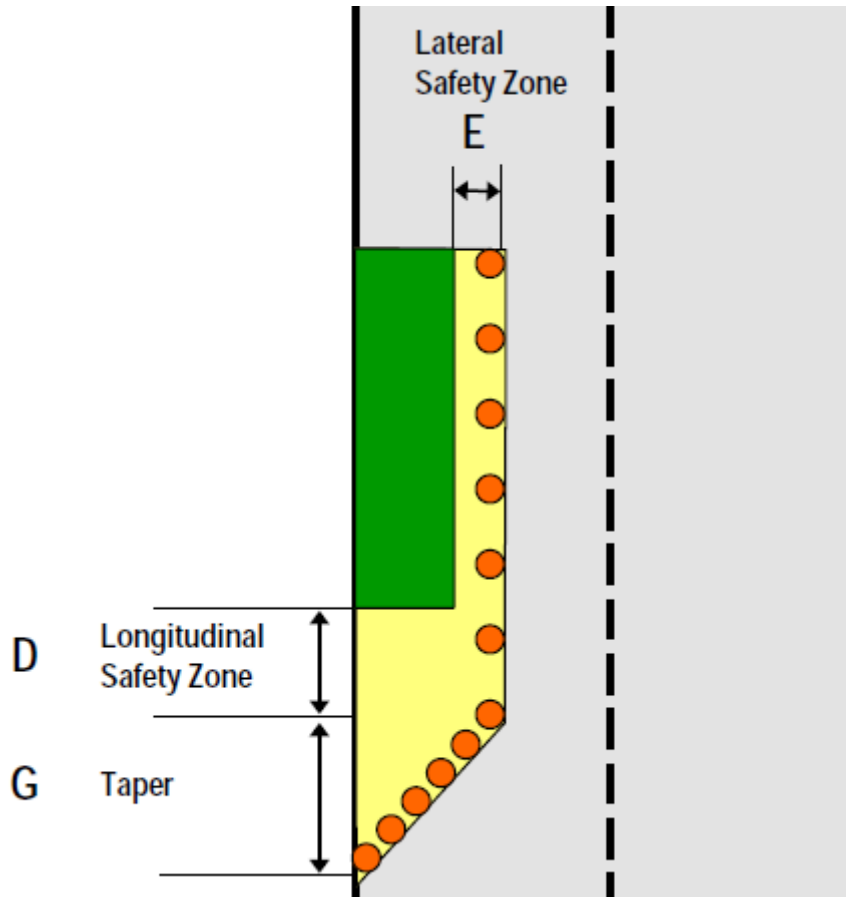
Safety zones provide additional protection for road workers and road users.

The safety zones are three dimensional extending from the front, the sides and above the working space.

The safety zones include the coned tapers, even though these areas are not included in the longitudinal safety zone dimension.

The safety zones (including coned tapers) must be clear zones. This means no truck-mounted attenuators, arrow boards, equipment storage, stockpiling, working or walking in the safety zones.

Signs and delineation devices are the only pieces of equipment allowed in the safety zones.



**Figure 4: Safety zones within a traffic management plan**

### **5.5.1. Working space**

An adequate working space must be provided within the closure to allow for the movement of workers, equipment, materials and vehicles, including sufficient waiting and storage space for the above items.

The working space may vary during the period of the activity and need not be a constant width. This is shown above in Figure 4 as the green zone of the example given.

### **5.5.2. Longitudinal (lead in) safety zones**

A longitudinal safety zone is the initial portion of a closed lane in advance of the working space.

Longitudinal safety zones are measured from the end of the taper leading into the working space to the start of the hazard. Consult with the local road transport authority for work on public roads and

minimum requirements. Consider these requirements for application on BP owned private access to sites, e.g. entry roads to large freeway/highway sites, other sites on major roads, or where the speed of traffic has been identified as an inherently high risk.

### ***5.5.3. Lateral safety zones***

A lateral safety zone is the minimum distance from the edge of the live lane to the edge of the working space. There should be a safety zone between the working space and the edge of a live traffic path on a BP site.

### ***5.5.4. Overhead safety zone***

At all worksites where activity is being carried out above the road, all road users must be adequately protected from falling objects by nets, platforms or other devices, or alternatively the respective part of the traffic path or roadway must be closed.

Where the activity will impose a temporary height restriction, e.g. a safety platform underneath the canopy on a retail site, customers entering by vehicle should be warned of the temporary height restriction to avoid impact with it.

### ***5.5.5. Working in safety zones***

Workers may enter a safety zone to place, replace and remove traffic management equipment, as necessary. In accordance with inspection requirements for the equipment, personnel may enter a safety zone to inspect or maintain traffic management equipment.

## **5.6. Traffic Management Devices**

This section is intended as a guide only. The Permit Receiver or Work Clearance Issuer (as applicable) is responsible for ensuring all operations are undertaken in accordance the appropriate legislation and standards specific to the worksite.

The Permit Receiver or Work Clearance Issuer (as applicable) should design the temporary road safety barrier systems to provide protection through a physical separation between traffic and an adjacent area. The purpose is to redirect an impacting vehicle and minimise injury, while providing protection to those people and / or the protected area behind the barrier.

Temporary road safety barrier systems may be used:

- Where a working space must be shielded from adjacent traffic;

- When the traffic must be shielded from worksite hazards (e.g. deep excavations); or
- When there are no other options to safely channel vehicle and pedestrian movements.
- The Permit Receiver or Work Clearance Issuer (as applicable) should consider their use for protection based on:
  - Traffic volume – These barriers may improve productivity through physical separation, and reduce traffic delays by avoiding more restrictive controls. Temporary road safety barriers may be considered appropriate for longer-term works and protection of important assets.
  - Traffic speed - Generally temporary road safety barriers are only justified on roads with speed limits greater than 65km/h. However, temporary road safety barrier protection for pedestrians may be justified at lower speeds given the restricted traffic flow and increased pedestrian interface.
  - Worksites restrictions - Temporary road safety barrier protection may be justified where there is insufficient width to provide an adequate lateral separation between the work area and adjacent traffic. However, the deflection of the barrier system must be accommodated in the area immediately behind the barrier.
  - Duration – The duration of work may justify the installation of temporary road safety barriers.

### 5.6.1. Selection

The Permit Receiver or Work Clearance Issuer (as applicable) should consider the worksite speed limits when selecting and using temporary barriers. Temporary road safety barriers should meet the Test Level requirements specified in AS/NZS 3845.1:

Test Level	Designed Speed, v
0 or 1	$v \leq 50\text{km/h}$
2	$50 < v \leq 70\text{km/h}$
3	$70 < v \leq 100\text{km/h}$

**Table 3: Test level requirements from AS/NZS 3845.1**




Above Test Level information should be printed on the surface of the barrier.

Other factors that should be considered in selection of the type of temporary road safety barrier include:

- Performance capability.
- Deflection.
- Site conditions and access.
- Traffic volumes.
- Maintenance.

### 5.6.2. Road Safety Barriers

The type of temporary road safety barrier used at worksites should be determined by the planning stage and detailed in the Traffic Management Plan or Risk Assessment for the task. Typical barriers are detailed below:

Delineation Device	Specification	Typical Use	Image
Concrete Barrier	Complies with AS/NZS 3845.1	<ul style="list-style-type: none"> <li>Concrete barriers must be installed and interlocked in accordance with the manufactures design recommendation.</li> <li>Concrete barriers are appropriate at locations where deflections must be limited.</li> <li>The minimum length of barrier must be installed for the system to perform adequately.</li> </ul>	
Steel Barrier	Complies with AS/NZS 3845.1	<ul style="list-style-type: none"> <li>Steel barriers must be installed and interlocked in accordance with the manufactures design recommendation.</li> <li>The minimum length of barrier must be installed for the system to perform adequately.</li> </ul>	
Plastic water-filled barriers	Complies with AS/NZS 3845.1	<ul style="list-style-type: none"> <li>Plastic barriers must be interlocked in accordance with the manufactures recommendations.</li> <li>Plastic sections being filled and ballasted with water and being properly jointed and anchored.</li> <li>Water levels in the plastic units must be monitored and refilled to maintain the design performance level.</li> </ul>	

**Table 4: Typical road safety barriers**

The amount of deflection space required is dependent on the type of temporary road barrier system used. Rigid, semi-rigid and flexible systems vary greatly in their expected deflection upon impact.

Temporary Road Safety Barriers should not be placed where they will restrict sight distance for vehicles entering, exiting, crossing or moving through the site. Adequate sight distance is critical at intersecting points where additional conflicting movements may be present.

### **5.6.3. Delineation Devices**

Delineation devices such as cones, tubular delineators and barrels, must be specifically designed and manufactured for traffic management use. They should superimpose themselves on the permanent site traffic management to the extent that they dominate it by size, colour and reflectivity.

For short-term worksites the form of devices should superimpose themselves on the permanent system to the extent that they dominate it by size, colour and reflectivity.

Cones and other delineation devices may be used for a variety of applications within a worksite. These devices are usually placed in the direction and protection zone of a worksite.

Cones and tubular delineators are mainly used to mark tapers and to form temporary traffic lanes.

The use of steel drums is prohibited.

In locations where high-wind speed is a concern, cones may be either:




- Ballasted with sandbags, or
- Stabilised using light weight short flexible connecting strips. The cone and the stabilizing strip must not exceed 7.0kgs in weight.

Cone bars are light weight, striped orange and black, or yellow and black plastic poles with rings at each end to connect cones together. They may be used to provide a channel for pedestrians on sites where workers are in attendance. These may be used for guidance but must not be used to replace a safety fence.

Safety fences are required to prevent people from gaining access into a hazardous area. This is particularly important at unattended worksites.

Plastic water-filled fences and barriers that do not comply with the requirements of *NZTA M23:2009* Specification for road safety barrier systems shall not be used as barriers in New Zealand on public roads. However, plastic water-filled fences and barriers may be used in New Zealand as a safety fence under the following conditions:

- The design and installation must comply with the design requirements for safety fences listed above.
- Must be separated from any live lane by a minimum of a 1m lateral safety zone and a row of cones at the appropriate spacing.
- Must only be used in less than 65km/h speed environments.

Delineation Device	Specification	Basic requirements	Image
Cone	<ul style="list-style-type: none"> <li>• Minimum height of 900mm.</li> <li>• Weight not exceeding 7kg.</li> </ul>	<ul style="list-style-type: none"> <li>• Be sufficiently stable to remain upright in service.</li> <li>• Have a base designed to stop the cone from rolling if knocked over.</li> <li>• Be capable of returning to their original shape after impact.</li> <li>• Be made of a flexible polymer or similar material.</li> <li>• White retro-reflective bands in accordance with <i>AS/NZS 1906</i></li> </ul>	
Bollard	<ul style="list-style-type: none"> <li>• Minimum height of 900mm.</li> <li>• Weight not exceeding 7kg.</li> </ul>	<ul style="list-style-type: none"> <li>• Be at least 100mm wide when viewed from any approach.</li> <li>• Be capable of returning to their original shape after impact (unless dislodged from its base).</li> <li>• Must be no less than 95mm or exceed 120mm in diameter</li> <li>• Be sufficiently stable to remain upright in service.</li> <li>• White retro-reflective bands in accordance with <i>AS/NZS 1906</i></li> </ul>	
Cone Bars	<ul style="list-style-type: none"> <li>• Secured over the top of both traffic cones and portable bollards.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum length of 1m, extends up to 2.2m</li> <li>• Less than 7kg</li> <li>• Non splintering, frangible type material</li> <li>• Black with reflective safety yellow stripes (150mm-300mm)</li> </ul>	



Delineation Device	Specification	Basic requirements	Image
Safety Fence	<ul style="list-style-type: none"> <li>Secure supportive top and bottom rail.</li> <li>Top rail located a minimum of 1m above ground level.</li> <li>Bottom rail a max of 100mm above ground level.</li> </ul>	<ul style="list-style-type: none"> <li>Be clipped or joined together.</li> <li>Are fluorescent orange or alternating white, and fluorescent orange in colour.</li> <li>Remain upright and stable under all expected worksite conditions.</li> </ul>	
Interlocking plastic delineation device (i.e. water-filled barriers without water)	<ul style="list-style-type: none"> <li>Confirm the Plastic barrier complies with the State regulations and road safety design criteria for a protection barrier.</li> </ul>	<ul style="list-style-type: none"> <li>Plastic barriers should interlocked and be used for delineation purposes.</li> <li>If not water-filled, then they should be considered as a delineation device and not a road safety barrier.</li> </ul>	

Table 5: typical delineation devices

#### 5.6.4. Temporary Speed Humps

The use of temporary speed hump systems is designed to ensure that road users slow to the required speed. The use of temporary speed humps should be considered as an effective control device.

The positioning of the temporary speed hump should be clearly defined in the risk assessment or Traffic Management Plan for the task. The typical hump dimensions are:

- Height – less than 40mm (+10mm tolerance).
- Length – 3m or longer.
- Width – less than 500mm.
- Rise initial step no greater than 25mm, top profile curved.

The colour should be a bright, fluorescent type colour, orange is preferred but yellow may be used. At night the speed hump must be clearly visible by using either retro reflective means or illumination.



### 5.6.5. Signage

The use of any traffic control signs should be considered in the risk assessment for the task, or development of a traffic management plan. Signage should comply with *AS1742.3*, and any other requirements of local authorities if used on a public roadway.

Warnings signs should be considered in advance of the work zone to provide information about the change in traffic conditions. The warnings signs should be clearly visible at all times.

The work and associated traffic management should be carried out in such a manner as to avoid, or at least minimise, inconvenience to road users whilst still providing safe conditions for both the road user and those carrying out the activity.

The traffic management measures proposed should not use an excessive number of signs. Where applicable, signage for the management of traffic shall comply with the requirements of the local road transport authority.

The Permit Receiver or Work Clearance Issuer (as applicable) should ensure that all traffic control signs, including their supports and fittings, are used and located in a way that does not constitute a hazard to the workers on the worksite or people passing through the worksite, or to a vehicle that might collide with these signs. The warning signs and other traffic control devices used at a worksite should be regularly inspected to ensure that they are still standing (or operating), are clearly visible to the road user, and the sign faces are clean and legible.



Figure 5: Example of possible signage for maintenance work in progress

## 5.7. Pedestrians

Traffic management and barricading should effectively separate pedestrians from the work zone. For the protection of pedestrians the use of barrier bars or similar should be implemented to physically restrict unauthorised public access.

The Permit Receiver or Work Clearance Issuer (as applicable) should consider the safest way to protect pedestrians during the operations including but not limited to:

- Eliminating pedestrians from the work zone with separate and clearly delineated walkways.
- Installing traffic or pedestrian barriers to prevent pedestrians walking into the work zone. Pedestrian routes that represent paths people would naturally follow which will encourage pedestrians to stay on designated safe routes.
- Construction traffic routes should be wide enough for separating pedestrians from operation plant and equipment.
- Where pedestrians have to cross vehicle routes should have appropriate signage with clear pedestrian and vehicle visibility.
- Adequate lighting should be provided for night operations.

## 5.8. Personal Protective Equipment (PPE)

High-visibility clothing is a form of personal protective equipment worn so workers can be easily seen by drivers and pedestrians. High visibility clothing should be used alongside other safety measures when working near traffic.

The use of high-visibility clothing should comply with *Australian Standard 1742.3* – Manual of uniform traffic control devices. Where personnel are required to work on the road in undertaking non-emergency works, then high visibility clothing meeting the requirements of *AS 1742.3-2009* and *AS/NZS 4602.1*, or equivalent, should be worn.

Note: *AS/NZS 4602.1* specifies garment types and areas of fabric required for visibility, and *AS/NZS 1906.4* specifies the criteria for the performance of the materials used.

The work clearance or Work Permit for the task shall define the PPE requirements for working during day and night (if applicable).

There are three different classifications for high-visibility clothing:

1. Class D – Outdoor daytime use only, with fluorescent or other non-retroreflective high-visibility material

2. Class N – Night-time use only, with retroreflective material on a ‘non-specified’ background
3. Class D/N – Day or night use, with a combination of fluorescent and retroreflective material.

Note: retroreflective material reflects light back. Non-retroreflective material does not. If retroreflective strips are applied to a garment, they should be 50mm wide.

### **5.9. Before Work Starts**

The following routine should be conducted before work starts each day:

- a) Inspect all controls signs and devices to ensure they are as specified in the risk assessment or Traffic Management Plan for the task.
- b) Check for safety and effectiveness after adjustments have been made to the traffic management provisions for the day, and making a record of the signs erected and their locations. If the work is being conducted under a Work Permit and changes are made to the traffic management, the Permit Receiver or Work Clearance Issuer (as applicable) shall ensure that the work either remains compliant with conditions of the Work Permit or a documented management of change is completed involving the Permit Officer and Permit Receiver for the work, e.g. a new permit is issued or the permit is updated and changes initialled by the Permit Officer.

### **5.10. During work hours**

The Permit Receiver or Work Clearance Issuer (as applicable) should routinely inspect the work in progress:

- a) Periodically to check that all signs, markings and delineation devices, as seen by users, are satisfactory and in their correct position;
- b) Attend to any minor problems; and
- c) Reposition delineation barriers, signs and tapers as necessary, keeping records of changes made, and the time these occurred. Note that if the work is being conducted under a Work Permit and changes are made to the traffic management, the Permit Receiver shall ensure that the work either remains compliant with conditions of the Work Permit or a documented management of change is completed involving the Permit Officer and Permit Receiver for the work, e.g. a new permit is issued or the permit is updated and changes initialled by the Permit Officer.

## 5.11. End of the Day

The Permit Receiver or Work Clearance Issuer (as applicable) should inspect the work at the end of the day to ensure:

- a) That all signs, markings and delineation devices, as seen by users, are satisfactory and in their correct position;
- b) Affix and activate lamps on advance signs, if applicable;
- c) Confirm that signs and devices are in position and operating before leaving the site; and
- d) Record any changes that have been made to the previously recorded sign arrangement or traffic guidance scheme. Noting that if the work is being conducted under a Work Permit and changes are made to the traffic management, the Permit Receiver shall ensure that the work either remains compliant with conditions of the Work Permit or the Permit Officer is contacted prior to the Permit Receiver leaving the site unattended.

## 6. Verification

The key process steps outlined in this procedure shall be included in a Self-Verification Programme.

Refer to [PRO-8.2-0001-0-01 MS&L Self Verification Procedure](#) for further details to developing self-verification protocols.

## 7. Associated Documents

The following associated documents:

- Have been referenced in this procedure.
- Should be considered in understanding and applying the instructions provided in this procedure.

**Table 6: Required References**

Document Name	Document No	Document Location
Group Defined Practice - Control of Work	<a href="#">GDP 4.5-0001 2016</a>	OMS Library
WPCG Work Authorisation	<a href="#">WPCG-PRO-01</a>	WPCG website
Control of Work	<a href="#">PRO-4.5-0001-0-01</a>	Controlled Document Register
Lighting for Roads and Public Spaces – Lighting of Pedestrian Crossings	AS/NZS 1158.4	<a href="#">SAI Global website</a>
Traffic Control Devices - Traffic control devices for works on roads	AS 1742.3	<a href="#">SAI Global website</a>
Road Signs – Specifications	AS 1743	<a href="#">SAI Global website</a>

Retro Reflective Materials and Devices for Road Traffic Control Purposes (Series)	AS/NZS 1906	<a href="#">SAI Global website</a>
Road Safety Barrier Systems	AS/NZS 3845.1	<a href="#">SAI Global website</a>
Portable Traffic Signal Systems	AS 4191	<a href="#">SAI Global website</a>
Illuminated Flashing Arrow Signs	AS 4192	<a href="#">SAI Global website</a>
High Visibility Safety Garments	AS/NZS 4602.1	<a href="#">SAI Global website</a>
NZ Transport Agency Specification For Road Safety Barrier Systems	<a href="#">NZTA M23:2009</a>	<a href="#">NZ Transport Agency website</a>
Code of practice for temporary traffic management (CoPTTM)	<a href="#">NZTA COPTTM</a>	<a href="#">NZ Transport Agency website</a>
MS&L Self Verification Procedure	<a href="#">PRO-8.2-0001-0-01</a>	Controlled Document Register

## 8. External References

This procedure was prepared with reference to relevant legislation/regulations including but not limited to, relevant Acts, Regulations, Australian Standards and industry codes and practices.

Details of current legislation/regulations can be provided by the HSSE Team on request.

## 9. Version Summary

The table below provides a summary of version history of this procedure.

**Table 7: Document Version Summary**

Version	Prepared by	Description of Change	Date	MoC
1	Adrian Connolly	Document created - Initial release	15 Mar 2016	11198
2	Adrian Connolly	Minor update to implement WPCG-PRO-01Work Authorisation and move to current template	22 Aug 2018	11449

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**End of Document**