# Traffic management fundamentals audit Site: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

# Date conducted:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

# 1 Systems

| **Point** | **Standard** | **Standard met** | **Comments** |
| --- | --- | --- | --- |
| 1.1 | The operation has prepared and approved a traffic management system that includes policy(ies), plan(s), procedures and checklists etc. |  |  |
| 1.2 | The traffic management plan sets out the standard design requirements for mine roads, open pit roads and other vehicle operating areas within the mine. |  |  |
| 1.3 | The traffic management system sets out the design requirements and standards for traffic signage, guideposts and other traffic control devices within all areas of the mine. |  |  |
| 1.4 | The traffic management plan includes a risk assessment to identify adequate speed controls. Speed limit variances are limited, controlled and appropriate for the prevailing road conditions and pedestrian hazards. |  |  |
| 1.5 | Adequate windrows/bunds are provided on the outer edge of each road in the open pit adjacent to a bank or steep slope.In other areas a risk assessment should assess the need for a windrow or other effective control. |  |  |
| 1.6 | Parking areas are designed and constructed to an appropriate standard. |  |  |
| 1.7 | Pedestrian controls are designed and provided in all operational areas where vehicles are present. |  |  |
| 1.8 | The traffic management plan sets out the requirement for the standard of communication and equipment to be utilised in mobile equipment and in pedestrian interface areas. |  |  |
| 1.9 | Measures are implemented at all mine access points for preventing inadvertent access and controlling contractors, customers and visitors to site. |  |  |
| 1.10 | The traffic management system sets out the design requirements for the standard of lighting for all low light/ night operations.Standards include road markings and clear zones free from hazards on each side of the road. |  |  |
| 1.11 | A maintenance programme has been established for the inspection, repair and resurfacing of all sealed and unsealed roads. The maintenance activities are managed in a safe manner. |  |  |
| 1.12 | Suitable protection or segregation is in place at every vehicle interface with infrastructure and ground level hazards such as covered sumps, soak wells, and drains not designed to support any vehicle. |  |  |
| 1.13 | Movement around high voltage installations and overhead power line corridorsis restricted and controlled to prevent inadvertent contact by mobile plant. |  |  |
| 1.14 | There is standard procedure and design for loading and dumping operations at ROMs, stockpiles and waste dumps. |  |  |
| 1.15 | Resources are available and used for dust suppression on unsealed roads. |  |  |
| 1.16 | The traffic management system considers significant environmental factors. |  |  |
| 1.17 | Evidence that journey management plans are in place and are being applied. |  |  |

# 2 Vehicles

| **Point** | **Standard** | **Standard met** | **Comments** |
| --- | --- | --- | --- |
| 2.1 | There is a register of mobile equipment, including permanent contractor’s equipment and a system to manage the condition and maintenance of internal and itinerant mobile equipment on the mine site. |  |  |
| 2.2 | The mobile equipment is fit for purpose i.e. selected according to the limitations imposed by the site operating conditions. The equipment is operated within its design capacity. A system to identify hazards associated with mobile equipment is in place. Any modifications to vehicles are designed by a competent person. |  |  |
| 2.3 | Vehicle pre-start checks are carried out on all vehicles prior to use. (If this is not in place an adequate risk assessment should identify the frequency of pre-start checks). The operating procedures and machinery pre-start checks prohibit the use of mobile equipment in a mine where defective equipment presents an unacceptable risk (e.g. brakes, steering, warning signal, lights or seat belts are not in working order). |  |  |
| 2.4 | There is an effective preventative maintenance program for mobile equipment which is carried out at predetermined intervals of time or distance. |  |  |
| 2.5 | Vehicle critical systems (e.g. braking and steering) are inspected, maintained, repaired or replaced in accordance with the manufacturer’s recommendations. |  |  |

# 3 People

| **Point** | **Standard** | **Standard met** | **Comments** |
| --- | --- | --- | --- |
| 3.1 | There is a system in place to ensure each vehicle driver is trained and competent for each type of vehicle they use. |  |  |
| 3.2 | The traffic management plan sets out the requirements for managing human and organisational factors and fitness for work requirements. |  |  |
| 3.3 | Driver monitoring for fatigue is undertaken. |  |  |
| 3.4 | Road standards and other traffic management controls are inspected on a shift and/or daily basis (as applicable). |  |  |