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## **H.1 Introduction**

This Traffic Management Plan details the potential traffic impacts resulting from the Daunia Coal Mine Project and mitigation measures that will be implemented.

It addresses the following;

- increases to traffic on the Peak Downs Highway;
- increased heavy vehicle movements;
- potential impacts to towns en-route;
- the transport of dangerous goods; and
- the escorting of wide loads.

## **H.2 Objectives and Performance Criteria;**

The following objectives have been identified for traffic management issues;

- minimise delays to road users associated with the movement of vehicles to and from the Daunia Mine Project;
- minimise delays to road users associated with construction of the Daunia Mine and associated works;
- maximise the safety of all road users during the construction and operation of the Daunia Mine Project; and
- maintain access along public roads throughout the construction and operation of the Daunia Mine Project.

The following performance criteria will be used to assess this management plan;

- road users are not significantly delayed due to the construction or operation of the Daunia Mine, with the maximum duration of a lane closure of 3 minutes and no individual vehicle delayed for more than 5 minutes;
- no road user or construction personnel is injured as a result of the Daunia Mine construction or operation; and
- access on Millennium and Poitrel Access Road and Peak Downs Highway maintained throughout the upgrade of the Peak Downs Highway/Millennium and Poitrel Access Road intersection.

## **H.3 Impact to Traffic on the Peak Downs Highway**

### **H.3.1 Potential Impacts**

The following potential impacts to traffic on the Peak Downs Highway have been identified;

- the interruption or disruption of the traffic flows on Peak Downs Highway during the Peak Downs Highway/Poitrel and Millennium Access road intersection upgrade;
- increased commuter traffic on Peak Downs Highway due to staff commuting during the construction and operation of the Daunia Mine project; and
- additional heavy vehicle movements due to construction and operation of the Daunia Mine Project.

### **H.3.2 Mitigation Measures**

Appropriate Traffic Control Plans (TCP) will be developed for approval by Isaac Regional Council and/or the Department of Main Roads (DMR) prior to any work that will take place and potentially disrupt traffic movement on a public road.

- TCPs will be designed and implemented by appropriately qualified staff, accredited by Queensland Transport;
- all work activities will be scheduled and managed such that access on public roads is maintained at all times. Where a full or partial road closure is required, access will be provided either through the provision of localised detours around work sites, or through the use of traffic control (signs or traffic controllers) to permit only one-way traffic movement past work site;
- activities that are likely to disrupt traffic movement, such as temporary road closures or movement of heavy or over-size vehicles, shall be timed to minimise incursion into the before and after school peak periods, when school buses are in operation (normally around 8.00 am and 9.00 am and 3.00 pm and 4.00 pm); and
- major shift changes will be also be scheduled outside the school peak hours.

The traffic impact assessment prepared as part of the Project EIS demonstrated that, aside from the activities for which controls are proposed above, traffic associated with the construction and operation of the project would not impact on road capacity or the general amenity of the local community to a point where further controls are required.

In order to reduce any potential traffic impact on the Peak Downs Highway the following measures will be implemented:

- all contractors on the Daunia Project should be accommodated at the Coppabella MAC Accommodation Facility and bussed by the companies to site;
- where this is not able to be achieved workers and supervisors should car pool in company vehicles;
- all vehicles will be maintained in good condition and inspected on a regular basis. Drivers will be suitably trained and competent and licensed under the Queensland Transport Legislation;
- travel to site will be conducted in accordance with the Queensland Transport Legislation requirements. That is all traffic speed limits and other relevant shall be complied with; and
- travel to and from site will generally occur between 5:00 am to 6:00 am and between 5:00 pm and 6:00 pm;

The potential impacts from additional heavy vehicle movements will be mitigated by;

- minimising truck traffic in local streets by providing direct access to major roads and specifying heavy vehicle routes on the major road network;
- minimising the effect on residential communities by using routes through residential areas only where there is no practical alternative and preferably not operating after hours on these routes;
- minimising congestion effects by avoiding congested roads if a suitable alternative exists, or operating off peak only on these roads if possible; and
- minimising the perceived impact of additional trucks by using routes already used by heavy vehicles.

## **H.4 Towns En-route**

### **H.4.1 Potential Impacts**

There is the potential for the increased number of heavy vehicles to impact on community safety within townships en-route to the Project; however this impact is not expected to be significant. The Project EIS identified that the traffic associated with the construction and operation of the project would not impact on the general amenity of the local community.

### **H.4.2 Mitigation Measures**

While the impact to towns en-route is not expected to be significant, the following measures will be implemented to reduce the risk of any impacts;

- haulage and heavy vehicle transports will be required to occur outside of peak traffic periods;
- haulage and heavy vehicle routes will use the designated heavy vehicle routes and will avoid the local roads in residential areas; and
- supply contracts for the mine will stipulate measures to ensure safety measures are implemented.

## **H.5 Dangerous Goods**

### **H.5.1 Potential Impacts**

There is the potential for the transport of dangerous goods to impact on community safety within towns en-route to the project. The mitigation measures outlined in **Section H.5.2** will be implemented to reduce the impact of transporting dangerous goods to towns en-route.

### **H.5.2 Mitigation Measures**

The following measures will be implemented to reduce the risk of any impacts;

- transport and handling of hazardous or dangerous goods shall be in accordance with the *Dangerous Goods Safety Management Act 2001*, Australian Dangerous Goods Code for Road and Rail (ADG Code) and the *Transport Operations (Road Use Management) Regulation 1995*. Advice from Queensland Transport shall be obtained prior to transport;
- transport of dangerous goods will follow the existing heavy vehicle /dangerous goods routes and will be required to avoid the local roads on the residential areas;
- vehicles transporting dangerous goods will not 'park-up' in residential areas; and
- supply contracts for the mine will stipulate measures to ensure safety measures are implemented.

## **H.6 Wide Loads**

### **H.6.1 Potential Impacts**

Oversize and wide loads will be transported by road to Daunia Mine Project. Most components are related to the transport of bridge beams, CHPP modules and mining equipment. A number of these loads will require police escort and may cause disruption to traffic on the Peak Downs Highway.

The transport of construction components will generate 65 escorted loads (pilot only), 36 police escorted loads, and 200 general loads. These loads will be delivered from April to June 2009.

The transport of the mining fleet will generate 47 wide loads (pilot only) and 35 police escorted. The loads will commence in July 2009, with the majority of loads occurring in August (26 total loads, 10 police escorted) and September 2009 (32 total loads, 14 police escorted). The deliveries will be complete by April 2010.

### **H.6.2 Mitigation Measures**

A risk assessment for oversize and wide loads to be transported to/ from site must be completed prior to the load coming/leaving site. The risk assessment shall include control measures to protect pedestrians and the public. These controls are to be implemented as per the risk management procedures.

A specific traffic plan which covers route, escort, park up areas and loads must be provided to the SSE for approval prior to transportation of the load. This traffic plan must include the information from the risk assessment.

All oversize and wide loads will be transported in accordance with the Queensland Transport Legislation. In addition loads should not travel on the Peak Downs Highway between the hours of 6:00 am and 8:30 am to avoid impacting on mine site and school traffic in the Moranbah area. No heavy or oversize loads will be leaving Daunia site.

All loads over bridges must be within the load rating of the bridge. Any planned movement of heavy plant or heavy loads must be assessed against the load capacity of the bridge (marked on signage prior to bridge).

Any travel in excess of the loads for the bridge shall not occur. Alternative routes shall be used. Bridges are shown on the Traffic Control Plan.

Notification to DMR, Queensland Transport, Emergency Services (i.e. Police, Fire, Ambulance) and the community of the date, type and duration of heavy / over-dimensional vehicle transport and of any proposed temporary road closures will occur;

### **H.7 Documentation, Monitoring, Reporting and Review**

The efforts and progress of this TMP will be documented and reviewed against the performance criteria described in **Section H.1**. A report detailing the results of TMP the monitoring will be required to contain as a minimum:

- a description of works undertaken within the reporting period that required TMP and implementation of measures stipulated in this TMP;
- details of any non-conformances identified during the audits of TCP and/or worksites, and the corrective actions taken to remedy the non-conformances;
- details of any safety incidents, including road accidents related to the Daunia Mine Project construction or operation;
- a description of the likely works that will require TCP for the next period; and
- any proposed amendments to the TMP.

The following details should also be recorded for internal use:

- details of approved and implemented TCPs; and
- details of any road related applications and approvals.

## **H.8 Responsibilities and Accountabilities**

Personnel and contractors for the Daunia Mine Project have the following responsibilities:

### **Site Senior Executive (Construction and Operation)**

- identify the Daunia Mine construction activities that require traffic management and nominate appropriate action based on this TMP;
- engage and manage contractors to complete required work ('contractors' in this context is to be taken to include internal Daunia Mine resources engaged for particular tasks);
- ensure that contractors and Daunia Mine staff engaged in traffic control activities are appropriately qualified and arrange training as required;
- authorise the timing of proposed traffic impacting activities to comply with the requirement of this TMP;
- ensure that TCPs are being implemented correctly and safely through regular audits of the Daunia Mine staff and contractors; and
- undertake reporting and record keeping as specified in **Section H.7** of this TMP.

### **Contractors**

- be familiar and comply with the requirements of this TMP;
- ensure that all staff and sub-contractors are appropriately trained and qualified for the tasks to be undertaken and familiar with the content of this TMP. Staff involved in traffic control is to be qualified by QT.
- arrange preparation on the TCPs and other road transport approvals as required, submission of these to the relevant consent authorities and ensure approval prior to any work commencing;
- ensure that TCPs are being implemented correctly and safely, through regular audits;
- undertake reporting and record keeping as specified in Section H.8 of this TMP;
- notify the Daunia Mine manager (or delegate) of any incidents, including any injury to workers, vehicle accidents or unscheduled disruption in traffic flow.