



# NARRABRI

Document Owner:	Environmental Superintendent
Document Approver:	Operations Manager
Revision Period:	1 year
Issue:	1
Last Revision Date:	28/02/2023

## WHC-STD-NAR-SHUTTLE BUS TRAFFIC CONTROL PROTOCOL

# SHUTTLE BUS TRAFFIC CONTROL PROTOCOL

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### 1 INTRODUCTION

This Shuttle Bus Traffic Control Protocol (SBTCP) has been prepared in accordance with the requirements in Schedule 4 Condition 25 - Shuttle Bus Traffic Control Protocol of PA 08\_0144. The conditions were added to the Project Approval via Modification 7, and are required to manage the identified traffic impacts associated with the cut and flit mining operations for Panels 201 and 202.

The aim of this standard is to outline objectives to enable compliance with the Project Approval traffic obligations and includes:

- a Code of Conduct for shuttle bus drivers;
- procedures to follow when coal train movements impact the railway crossing on Kurrajong Creek Road;
- nominated routes to be taken by shuttle busses when travelling to and from the mine;
- provides a program to monitor and report shuttle bus utilisation by employees; and
- outlines roles and responsibilities.

### 2 STATUTORY REQUIREMENTS

This standard has been prepared in accordance with Schedule 4 Condition 25 of Project Approval 08\_0144, copied below as Table 1.

**Table 1 Project Approval conditions and the relevant section of the Standard**

PA 08_0144 Conditions	Description	Section of standard to reference
Schedule 4, Condition 25A	Unless otherwise agreed by the Secretary following consultation with TfNSW, the Proponent must ensure that at least 15 employees, calculated as a weekly average, are transported to and from the site by shuttle bus during each of the morning and evening peak traffic periods of 05:30 am to 07:30 am and 5:30 pm to 7:30 pm.	3
Condition 25B	Should the modification application 08_0144 MOD 7 workforce requirements increase above 15 employees per shift, the Proponent must ensure that an equivalent number of additional employees are transported to and from the site by shuttle bus for each shift during peak traffic periods, as required by condition 25A. Note: The modification application 08_0144 MOD 7 EA assumed that approximately 15 employees would be required for each shift (split between day and night). Therefore approximately 30 employees would be rostered on at any one time within a 24 hour period	5
Condition 25C	The Proponent shall prepare and implement a Traffic Management Plan for the project to the satisfaction of the Secretary. This plan must:	
(a)	be submitted to the Secretary for approval prior to the commencement of bord and pillar mining operations in Longwalls 201 or 202	n/a
(b)	Include:	
	a code of conduct for shuttle bus drivers	3.2
	appropriate communication measures to ensure that shuttle bus drivers are notified when a coal train movement on the Werris Creek Mungindi Railway impacts the level crossing at Kurrajong Creek Road (LXM 534);	3.4



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PA 08_0144 Conditions	Description	Section of standard to reference
25C(b)	appropriate procedures to ensure that shuttle bus drivers do not queue within the turning/ deceleration lanes on the Kamilaroi Highway/ Kurrajong Road intersection when coal train movements impact LXM 534;	3.3
	nominated routes for shuttle buses accessing the site	3.1
	a monitoring and reporting program to audit shuttle bus movements and employee numbers against the requirements of condition 25A and 25B.	5

### 3 SHUTTLE BUS MANAGEMENT MEASURES

During the operational phase of the cut and flit mining operations in panels 201 and 202, Narrabri Mine must ensure that at least 15 employees are transported to and from the site by shuttle bus during each of the morning and evening peak traffic periods of 05:30 am to 07:30 am and 5:30 pm to 7:30 pm. Shuttle bus drivers are required to comply with control measures outlined in this section.

#### 3.1 Access Routes

The road network in the vicinity of Narrabri Mine is illustrated in **Figure 1**.

Shuttle buses will operate between the Narrabri and Boggabri townships, and Narrabri Mine. The primary travel routes utilised will be:

- Narrabri – Via Kamilaroi Highway
- Narrabri- Via Old Gunnedah Road and Turrawan Road
- Boggabri – Via Kamilaroi Highway



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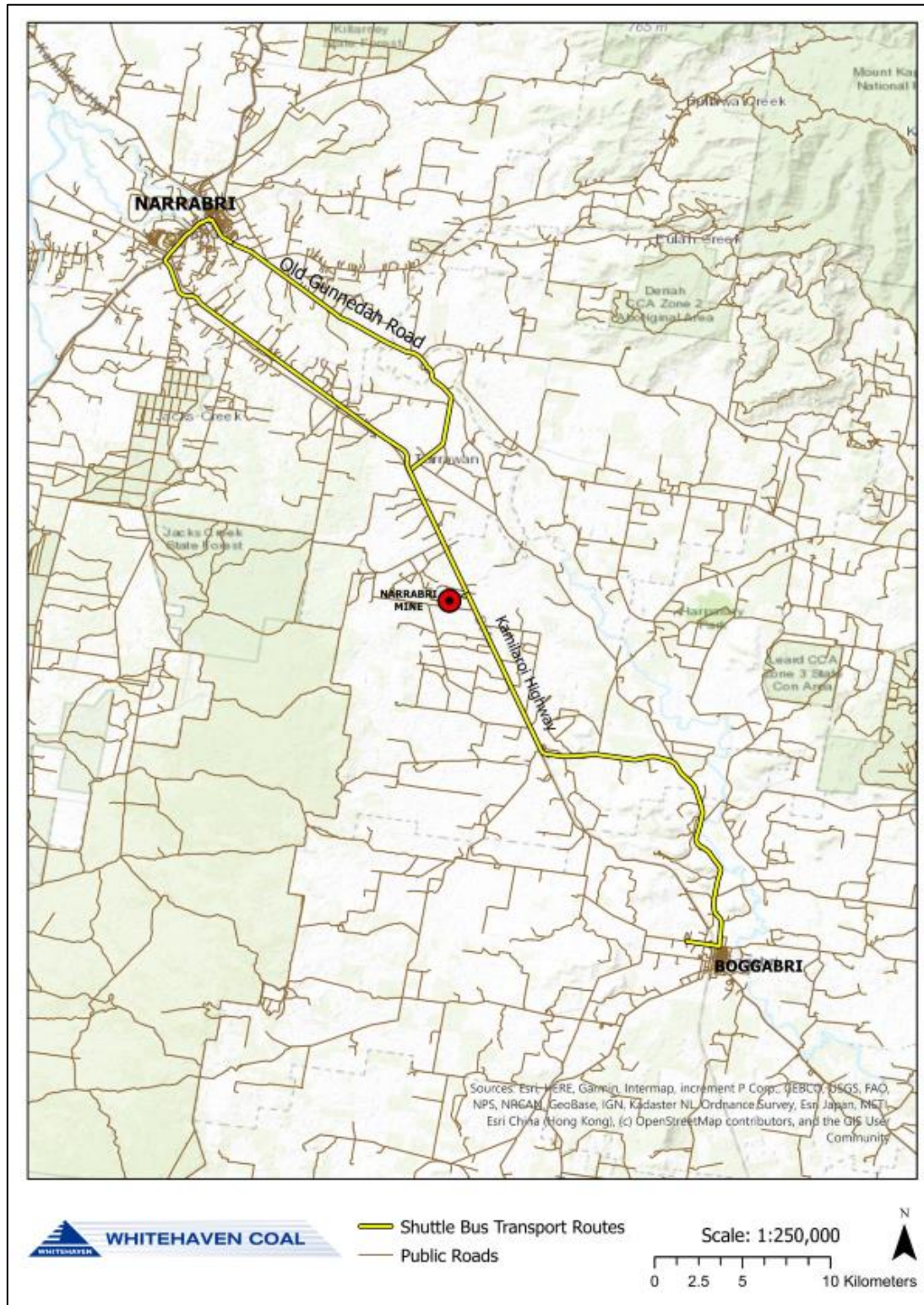


Figure 1 Shuttle Bus Transport route map



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#### 3.2 Code of Conduct for Shuttle Bus drivers

Shuttle bus drivers must adhere to the following Code of Conduct:

- abide by all NSW road rules and vehicle regulations;
- be courteous and respect the rights of others, including drivers and pedestrians, to use and share the road space;
- maintain a safe following distance between vehicles;
- ensure that the vehicle is clean and in good mechanical condition;
- follow the designated access routes to and from Narrabri Mine;
- turn off flashing/rotating beacons when on public roads; and
- operate in compliance with this standard.

#### 3.3 Procedure to follow when coal train impacts crossing on Kurrajong Creek Rd

A traffic assessment completed for the Project Approval Modification 7 (i.e. cut and flit) approval reported that the average length delay closure of the level railway crossing on Kurrajong Creek Road due to coal trains entering or exiting the mine is approximately 7 minutes and 41 seconds.

Painted vehicle turnoff and storage bays exist on the Kamilaroi Highway for vehicles turning onto Kurrajong Creek Road and the Narrabri Mine entrance, which extend approximately 125m to the North and 150m to the South.

**Shuttle bus drivers must not queue within the vehicle turnoff and storage bays on the Kamilaroi Highway when coal train movements impact the railway level crossing on Kurrajong Creek Road.** When coal trains are moving across the railway level crossing on Kurrajong Creek Road, shuttle bus drivers must:

- continue driving along the Kamilaroi Highway;
- park up at a safe and legal location to wait for the coal train to clear the level crossing and for any queued traffic to disperse before entering the Kurrajong Creek Road turnoff.

#### 3.4 Communication of coal train movements

Prior to arrival at the intersection of Kamilaroi Highway and Kurrajong Creek Road shuttle bus drivers will coordinate phone contact with the Narrabri CHPP Control Room to obtain advice on current or impending coal train movements that may impact the level train crossing on Kurrajong Creek Road; this may require shuttle bus drivers to instruct the passenger to make phone contact with the CHPP Control Room or require the shuttle bus driver to pull over in a safe location and make phone contact with CHPP Control Room. Shuttle Bus drivers must ensure that any use of mobile phone devices is in accordance with NSW road rules and vehicle regulations. If coal trains are impacting the level crossing shuttle bus drivers are to follow procedure outlined in Section 3.3.



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### 4 PERFORMANCE CRITERIA

Table 2 provides performance criteria to evaluate ongoing monitoring of shuttle bus utilisation and compliance with Project Approval Schedule 4 Condition 25.

**Table 2 Performance Criteria**

Aspect	Performance Criteria & Indicator
Employees transported by shuttle bus	15 employees, calculated as a weekly average, are transported to and from the site by shuttle bus during each of the morning and evening peak traffic periods of 05:30 am to 07:30 am and 5:30 pm to 7:30 pm.

### 5 MONITORING AND REVIEW

The cut and flit contractor coordinator will record number of the employees/contractors utilising shuttle buses, and if a train was encountered at the level crossing. Details will be recorded on example form attached as Appendix A, and results entered into a monitoring record spreadsheet to calculate the weekly average. Monitoring against performance criteria will be undertaken on a routine basis and reported within the Annual Review. To verify compliance with this standard, the Environmental Officer will conduct a random audit of the bus driver once during each quarter. The audit will involve the Environmental Officer pulling the bus driver over checking each item in Appendix B has been adhered to.

This standard will be reviewed on an annual basis for the duration of the cut and flit operations within Panels 201 and 202. Should the cut and flit workforce requirements increase above 15 employees per shift, the performance criteria outlined in Table 4 will be increased to account for the equivalent number of additional employees.

### 6 ROLES AND RESPONSIBILITIES

The general roles and responsibilities for the implementation of the requirements of this Standard are presented in Table 3.

**Table 3 Roles and Responsibilities**

Role	Responsibility
General Manager	<ul style="list-style-type: none"> <li>Provide required support and resources to implement this standard.</li> </ul>
Surface Operations Manager	<ul style="list-style-type: none"> <li>Ensure the implementation of system to communicate coal train movements</li> </ul>
Cut and flit contractor coordinator	<ul style="list-style-type: none"> <li>Complete monitoring form (Appendix A)</li> </ul>
Shuttle Bus drivers	<ul style="list-style-type: none"> <li>Only travel on nominated access routes.</li> <li>Adhere to the driver Code of Conduct and procedures outlined in this Standard.</li> </ul>
Environment Superintendent	<ul style="list-style-type: none"> <li>Monitor the implementation and performance of the control measures outlined in this standard.</li> <li>Develop the Standard and any future amendments.</li> </ul>



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Environmental Officer	<ul style="list-style-type: none"> <li>• Ensure relevant personnel are informed of the requirements of this standard.</li> <li>• Verify bus driver compliance with the protocol</li> </ul>
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Revisions	Revision Description	Who Consulted	Date
1	Document Development	BB, JK	11/01/22
2	1 year scheduled review	SR, HC	27/02/23



## **APPENDIX B- QUARTERLY SHUTTLE BUS AUDIT**

To be completed as shuttle bus arrives on-site.

<b>Procedure section reference</b>	<b>Person/s:</b>	<b>Date/Time:</b>
3.3	Was the shuttle bus impacted by a train at the level crossing?	
3.3	If <b>YES</b> , did the shuttle bus use correct procedure and NOT queue in turning bay?	
3.4	Did a passenger contact the CHPP prior to arrival at intersection?	
5	How many persons on board (including driver)?	
-	Bus Rego	