



Local Traffic Committee

Business Paper

date of meeting: Wednesday 22 February 2017

location: Function Room
Port Macquarie-Hastings Council
17 Burrawan Street
Port Macquarie

time: 10.00am

Note: Council is distributing this agenda on the strict understanding that the publication and/or announcement of any material from the Paper before the meeting not be such as to presume the outcome of consideration of the matters thereon.

Local Traffic Committee

CHARTER

The Local Traffic Committee is formed under the NSW Roads & Traffic Authority – "A Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees) – November 2006"

Formal (Voting) Members

Port Macquarie-Hastings Council
Roads & Traffic Authority
NSW Police
Member for Port Macquarie
Member for Oxley

Informal (Non-Voting) Advisors

Road Safety Officer
Ministry of Transport
NSW Fire Brigade
NSW Ambulance Service
Local Bus Company/s
Transport Workers Union
Chambers of Commerce

Informal advisors are only required to attend the LTC when items appear on the agenda which affect their area of expertise or responsibility

Quorum

There is no need for a specific quorum to allow a Committee meeting to proceed. The advice of the Roads & Traffic Authority and the NSW Police must be sought to allow Council to exercise its delegated authority.

Convenor

The Committee shall be convened by the Council voting representative. It shall be the responsibility of the convenor to ensure the conduct of the meeting including voting, informal advisor, public and media participation is undertaken in accordance with the RTA Guidelines.

Roles

- To advise Council on traffic related matters referred to the Committee
- To ensure matters referred to the Committee meets current technical guidelines
- To ensure matters referred to the Committee for which Council has delegated authority are voted upon.

Administration

Council's Transport and Stormwater Network Section is responsible for the co-ordination of Committee advice, scheduling of meetings, preparation and circulation of meeting minutes and providing general support services to the Committee. The Section is also responsible for providing advice in relation to the conduct of meetings.

Delegations

Council has delegations to authorise traffic control facilities and devices as prescribed in the Delegations to Councils – Regulation of Traffic October 2001.

Council has sub-delegated its powers in respect of Division 1 of Part 4 of the Road Transport (Safety and Traffic Management) Act 1999 and Division 2 of Part 5 of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation 1999 to the Director of Infrastructure Services and the Technical Services Manager.



**PORT MACQUARIE
HASTINGS**

Local Traffic Committee
ATTENDANCE REGISTER

Member	19/11/15	24/02/16	23/03/16	27/07/15	23/11/16
Deputy Mayor Lisa Intemann	-	-	-	-	✓
Paul Dilley Anthony Brown (alternate) (NSW Police)	✓	✓	✓	✓	✓
Greg Aitken (RMS)	✓	✓	✓	✓	✓
John Simon Mrs Leslie Williams (Rep. Member for Port Macquarie)	A	✓	✓	✓	A
Mr Leslie Wells (alternate) Melinda Pavey MP (Rep. Member for Oxley)	✓	✓	✓	A	A
Non-voting:					
Duncan Clarke (PMHC - Group Manager Transport & Stormwater Network)	✓	✓	✓	✓	✓
Malcolm Britt (Busways)	A	✓	✓	A	✓
John Hanlon (PMHC - Transport & Traffic Engineer)	✓	✓	✓	✓	✓
Steve Read (Port Macquarie Taxis)	A	✓	✓	A	A
Angela Chapman (PMHC Admin. Officer)	✓	✓	✓	✓	✓
Phillip Marshal (Alternate - PMHC Admin. Officer)	A	✓	✓	A	✓

Key: ✓ = Present
PV = Proxy Vote
A = Absent With Apology
X = Absent Without Apology

Local Traffic Committee Meeting

Wednesday 22 February 2017

Items of Business

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**PORT MACQUARIE
HASTINGS**

Item: 01**Subject: ACKNOWLEDGEMENT OF COUNTRY**

"I acknowledge that we are gathered on Birpai Land. I pay respect to the Birpai Elders both past and present. I also extend that respect to all other Aboriginal and Torres Strait Islander people present."

Item: 02**Subject: APOLOGIES**

RECOMMENDATION

That the apologies received be accepted.

Item: 03**Subject: CONFIRMATION OF PREVIOUS MINUTES**

RECOMMENDATION

That the Minutes of the Local Traffic Committee Meeting held on 23 November 2016 be confirmed.

PRESENT**Members:**

Deputy Mayor Lisa Intemann (PMHC)(Chair)
Paul Dilley (NSW Police)
Greg Aitken (RMS)

Other Attendees:

Duncan Clarke (PMHC - Group Manager Transport & Stormwater Network)
Malcolm Britt (Busways)
John Hanlon (PMHC - Transport & Traffic Engineer)
Angela Chapman (PMHC Admin. Officer)
Phillip Marshall (Alternate - PMHC Admin. Officer)

The meeting was emailed to members on 18 November 2016.

01 ACKNOWLEDGEMENT OF COUNTRY

The Acknowledgement of Country was delivered.

02 APOLOGIES

John Simon (Rep. Member for Port Macquarie)
Mr Leslie Wells (Rep. Member for Oxley)
Steve Read (Port Macquarie Taxis)

03 CONFIRMATION OF MINUTES

UNANIMOUS SUPPORT:

Council – Y
RMS – Y
Police – Y
Member for Oxley (Rep) - A
Member for Port Macquarie - A

That the Minutes of the Local Traffic Committee Meeting held on 27 July 2016 be confirmed.

04 DISCLOSURES OF INTEREST

There were no disclosures of interest presented.

05 BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

06 2016 NSW STATE CUP TOUCH FOOTBALL CHAMPIONSHIPS

UNANIMOUS SUPPORT:

Council – Y
RMS – Y
Police – Y
Member for Port Macquarie - A

That it be a recommendation to the Director Infrastructure & Asset Management, under sub-delegation, for implementation:

To approve the temporary road closures and traffic management arrangements associated with the NSW State Touch event between 2-4 December 2016, subject to the following conditions:

1. That the event organiser advertise, at no cost to Council, the following details of all temporary road closures and temporary parking restrictions associated with this event in the local print media on separate days, at least twice (2) within 14 days prior to the event:
 - temporary road closure times
 - duration of the temporary road closures
 - temporary parking restrictions times and duration.
 - alternative routes and access arrangements.
2. That the event organiser advertise the event by undertaking a letter box drop to all residents and businesses directly affected by the temporary road closures and temporary parking restrictions at least 14 days prior to the event, advising the following:
 - event name
 - event times
 - contact details of at least two (2) people involved in the organisation of the Event, in case of an emergency
 - proposed actions to be undertaken to mitigate the impact of the temporary road

-
- closures and temporary parking restrictions.
3. That the Traffic Management Plan dated 6 September 2016 and associated Traffic Guidance Scheme dated 6 September 2016 be implemented. Any modifications to the plans must be agreed with Council prior to the running of the event.
 4. That the event organiser abides by the written approval from the NSW Police.
 5. That the event organiser notify the NSW Ambulance, NSW Fire & Rescue and the State Emergency Service of the proposed road closures at least 14 days in advance of the event.
 6. That the event organiser notifies local Transport Services (Bus Companies, Taxis) of the proposed road closures at least 14 days in advance of the event.
 7. An RMS accredited (Yellow card) person is to be used for the establishment and removal of the traffic control devices.
 8. RMS accredited traffic controllers (Blue card) are to be used to control traffic.
 9. That the event organiser abides by any other condition that Council and the Police may impose at any time.
 10. That the event organiser submit to Council 14 days prior to the commencement of the event evidence of Public Liability Insurance for the amount of \$20 million, which is valid for the duration of the event, including placement and removal of traffic control devices.
 11. The event organiser must have this approval and the Traffic Management Plan and Traffic Guidance Scheme described above on site at all times for the duration of the event.
-

07 2017 NSW JUNIOR STATE CUP TOUCH FOOTBALL CHAMPIONSHIPS

UNANIMOUS SUPPORT:

Council – Y
RMS – Y
Police – Y
Member for Oxley (Rep) - A
Member for Port Macquarie - A

That it be a recommendation to Council:

That Council approve the temporary road closures and traffic management arrangements associated with NSW Junior State Touch event between 17-19 February 2017, subject to the following conditions:

1. That the event organiser advertise, at no cost to Council, the following details of all temporary road closures and temporary parking restrictions associated with this event in the local print media on separate days, at least twice (2) within 14 days prior to the event:
 - temporary road closure times
 - duration of the temporary road closures
 - temporary parking restrictions times and duration.
 - alternative routes and access arrangements.
 2. That the event organiser advertise the event by undertaking a letter box drop to all residents and businesses directly affected by the temporary road closures and temporary parking restrictions at least 14 days prior to the event, advising the following:
-

-
- event name
 - event times
 - contact details of at least two (2) people involved in the organisation of the Event, in case of an emergency
 - proposed actions to be undertaken to mitigate the impact of the temporary road closures and temporary parking restrictions.
3. That the Traffic Management Plan dated 7 November 2016 and associated Traffic Guidance Scheme dated 13 October 2016 be implemented. Any modifications to the plans must be agreed with Council prior to the running of the event.
 4. That the event organiser abides by the written approval from the NSW Police.
 5. That the event organiser notify the NSW Ambulance, NSW Fire & Rescue and the State Emergency Service of the proposed road closures at least 14 days in advance of the event.
 6. That the event organiser notifies local Transport Services (Bus Companies, Taxis) of the proposed road closures at least 14 days in advance of the event.
 7. An RMS accredited (Yellow card) person is to be used for the establishment and removal of the traffic control devices.
 8. RMS accredited traffic controllers (Blue card) are to be used to control traffic.
 9. That the event organiser abides by any other condition that Council and the Police may impose at any time.
 10. That the event organiser submit to Council 14 days prior to the commencement of the event evidence of Public Liability Insurance for the amount of \$20 million, which is valid for the duration of the event, including placement and removal of traffic control devices.
 11. The event organiser must have this approval and the Traffic Management Plan and Traffic Guidance Scheme described above on site at all times for the duration of the event.
-

08 K-MART DEVELOPMENT, WARLTERS STREET, PORT MACQUARIE

UNANIMOUS SUPPORT:

Council – Y

RMS – Y

Police – Y

Member for Oxley (Rep) - A

Member for Port Macquarie - A

That it be a recommendation to the Director Infrastructure & Asset Management, under sub-delegation, to:

Endorse the External Works Linemarking and Signage Plan (15883_CC_EX20 Rev C) for the K-Mart development on Warlters Street, Port Macquarie to allow for a future Roads Act application for the development subject to (1) Council ensuring that all signage identified in the attached RMS approved Traffic Signal plan is included in councils plan in the 23 November LTC agenda and (2) that the following amendments are made;

- Duplicate pedestrian crossing (R3-1) sign
 - Install 'Turn Left At Any Time with Care' (R2-16) sign under pedestrian crossing sign
 - Install 'Special Stop' (R1-4) sign installed on post 4
-

09 GENERAL BUSINESS

Nil.

The meeting closed on 28 November 2016.

Item: 04
Subject: DISCLOSURES OF INTEREST

RECOMMENDATION

That Disclosures of Interest be presented

DISCLOSURE OF INTEREST DECLARATION

Name of Meeting:
Meeting Date:
Item Number:
Subject:
.....

I, declare the following interest:

☐

Pecuniary:

Take no part in the consideration and voting and be out of sight of the meeting.

☐

Non-Pecuniary - Significant Interest:

Take no part in the consideration and voting and be out of sight of the meeting.

☐

Non-Pecuniary - Less than Significant Interest:

May participate in consideration and voting.

For the reason that:
.....

Name:

Signed: Date:

(Further explanation is provided on the next page)

Further Explanation

(Local Government Act and Code of Conduct)

A conflict of interest exists where a reasonable and informed person would perceive that a Council official could be influenced by a private interest when carrying out their public duty. Interests can be of two types: pecuniary or non-pecuniary.

All interests, whether pecuniary or non-pecuniary are required to be fully disclosed and in writing.

Pecuniary Interest

A pecuniary interest is an interest that a Council official has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the Council official. (section 442)

A Council official will also be taken to have a pecuniary interest in a matter if that Council official's spouse or de facto partner or a relative of the Council official or a partner or employer of the Council official, or a company or other body of which the Council official, or a nominee, partner or employer of the Council official is a member, has a pecuniary interest in the matter. (section 443)

The Council official must not take part in the consideration or voting on the matter and leave and be out of sight of the meeting. The Council official must not be present at, or in sight of, the meeting of the Council at any time during which the matter is being considered or discussed, or at any time during which the council is voting on any question in relation to the matter. (section 451)

Non-Pecuniary

A non-pecuniary interest is an interest that is private or personal that the Council official has that does not amount to a pecuniary interest as defined in the Act.

Non-pecuniary interests commonly arise out of family, or personal relationships, or involvement in sporting, social or other cultural groups and associations and may include an interest of a financial nature.

The political views of a Councillor do not constitute a private interest.

The management of a non-pecuniary interest will depend on whether or not it is significant.

Non Pecuniary – Significant Interest

As a general rule, a non-pecuniary conflict of interest will be significant where a matter does not raise a pecuniary interest, but it involves:

- (a) A relationship between a Council official and another person that is particularly close, for example, parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child of the Council official or of the Council official's spouse, current or former spouse or partner, de facto or other person living in the same household.
- (b) Other relationships that are particularly close, such as friendships and business relationships. Closeness is defined by the nature of the friendship or business relationship, the frequency of contact and the duration of the friendship or relationship.
- (c) An affiliation between a Council official an organisation, sporting body, club, corporation or association that is particularly strong.

If a Council official declares a non-pecuniary significant interest it must be managed in one of two ways:

1. Remove the source of the conflict, by relinquishing or divesting the interest that creates the conflict, or reallocating the conflicting duties to another Council official.
2. Have no involvement in the matter, by taking no part in the consideration or voting on the matter and leave and be out of sight of the meeting, as if the provisions in section 451(2) apply.

Non Pecuniary – Less than Significant Interest

If a Council official has declared a non-pecuniary less than significant interest and it does not require further action, they must provide an explanation of why they consider that the conflict does not require further action in the circumstances.

SPECIAL DISCLOSURE OF PECUNIARY INTEREST DECLARATION

By <i>[insert full name of councillor]</i>	
In the matter of <i>[insert name of environmental planning instrument]</i>	
Which is to be considered at a meeting of the <i>[insert name of meeting]</i>	
Held on <i>[insert date of meeting]</i>	
PECUNIARY INTEREST	
Address of land in which councillor or an associated person, company or body has a proprietary interest (<i>the identified land</i>)	
Relationship of identified land to councillor <i>[Tick or cross one box.]</i>	<input type="checkbox"/> Councillor has interest in the land (e.g. is owner or has other interest arising out of a mortgage, lease trust, option or contract, or otherwise). <input type="checkbox"/> Associated person of councillor has interest in the land. <input type="checkbox"/> Associated company or body of councillor has interest in the land.
MATTER GIVING RISE TO PECUNIARY INTEREST	
Nature of land that is subject to a change in zone/planning control by proposed LEP (<i>the subject land</i>) ⁱⁱⁱ <i>[Tick or cross one box]</i>	<input type="checkbox"/> The identified land. <input type="checkbox"/> Land that adjoins or is adjacent to or is in proximity to the identified land.
Current zone/planning control <i>[Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]</i>	
Proposed change of zone/planning control <i>[Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]</i>	
Effect of proposed change of zone/planning control on councillor <i>[Tick or cross one box]</i>	<input type="checkbox"/> Appreciable financial gain. <input type="checkbox"/> Appreciable financial loss.

Councillor's Name:

Councillor's Signature: Date:

Important Information

This information is being collected for the purpose of making a special disclosure of pecuniary interests under sections 451 (4) and (5) of the *Local Government Act 1993*. You must not make a special disclosure that you know or ought reasonably to know is false or misleading in a material particular. Complaints made about contraventions of these requirements may be referred by the Director-General to the Local Government Pecuniary Interest and Disciplinary Tribunal.

This form must be completed by you before the commencement of the council or council committee meeting in respect of which the special disclosure is being made. The completed form must be tabled at the meeting. Everyone is entitled to inspect it. The special disclosure must be recorded in the minutes of the meeting.

-
- i. Section **443** (1) of the *Local Government Act 1993* provides that you may have a pecuniary interest in a matter because of the pecuniary interest of your spouse or your de facto partner or your relative^{iv} or because your business partner or employer has a pecuniary interest. You may also have a pecuniary interest in a matter because you, your nominee, your business partner or your employer is a member of a company or other body that has a pecuniary interest in the matter.
 - ii. Section **442** of the *Local Government Act 1993* provides that a **pecuniary interest** is an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person. A person does not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision the person might make in relation to the matter or if the interest is of a kind specified in section **448** of that Act (for example, an interest as an elector or as a ratepayer or person liable to pay a charge).
 - iii. A pecuniary interest may arise by way of a change of permissible use of land adjoining, adjacent to or in proximity to land in which a councillor or a person, company or body referred to in section **443** (1) (b) or (c) of the *Local Government Act 1993* has a proprietary interest..
 - iv. **Relative** is defined by the *Local Government Act 1993* as meaning your, your spouse's or your de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child and the spouse or de facto partner of any of those persons.

Item: 05

Subject: BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

Item: 06

Subject: 2017 IRONMAN TRIATHLON AUSTRALIA

Presented by: Infrastructure and Asset Management, Jeffery Sharp

RECOMMENDATION

That it be a recommendation to Council:

That Council approve the temporary road closures and support the associated transport management arrangements associated with the 2017 Ironman Triathlon Australia on Sunday 7 May 2017, subject to the following conditions:

- 1. That the event organiser advertise, at no cost to Council, the following details of all temporary road closures and temporary parking restrictions associated with this event in the local print media on separate days, at least twice (2) within 14 days prior to the event:**
 - temporary road closure times**
 - duration of the temporary road closures temporary parking restrictions times and duration**
 - alternative routes and access arrangements.**
- 2. That the event organiser advertise the event by undertaking a letter box drop to all residents and businesses directly affected by the temporary road closures and temporary parking restrictions at least 14 days prior to the event, advising the following:**
 - event name**
 - event times**
 - contact details of at least two (2) people involved in the**
 - organisation of the Event, in case of an emergency**
 - proposed actions to be undertaken to mitigate the impact of the temporary road closures and temporary parking restrictions.**
- 3. That the Traffic Management Plan and associated Traffic Guidance Scheme dated 7 February 2017 be implemented. Any modifications to the plans must be agreed with Council prior to the running of the event.**
- 4. That the event organiser abides by the written approval from the NSW Police.**
- 5. That the event organiser notify the NSW Ambulance, NSW Fire & Rescue and the State Emergency Service of the proposed road closures at least 14 days in advance of the event.**
- 6. That the event organiser notifies local Transport Services (Bus Companies, Taxis) of the proposed road closures at least 14 days in advance of the event and assists in developing alternatives for affected users.**
- 7. An RMS accredited (Yellow card) person is to be used for the establishment and removal of the traffic control devices.**
- 8. RMS accredited traffic controllers (Blue card) are to be used to control traffic.**
- 9. That the event organiser abides by any other condition that Council and**

the Police may impose at any time.

10. That the event organiser submit to Council 14 days prior to the commencement of the event evidence of Public Liability Insurance for the amount of \$20 million, which is valid for the duration of the event, including placement and removal of traffic control devices.
11. The event organiser must have this approval and the Traffic Management Plan and Traffic Guidance Scheme described above on site at all times for the duration of the event.
12. That a review of the implementation of the Transport Management Plan (TMP) be undertaken by the proponent within three months of the conclusion of the event. The review is to be in consultation with Council and other services so that the TMP can be further refined and any issues identified can be addressed prior to any future events.

Discussion

The 2017 Ironman Triathlon Australia event will be held on Sunday 7 May 2017 managed by Ironman Asia-Pacific. It involves two events held on the same day:

- Ironman 70.3 Port Macquarie commencing at 6.20am
- Ironman Australia commencing at 7.07am

Competitors will progressively finish between approximately 10.30am and 11.55pm. The event consists of approximately 2300 competitors across the two events. Refer to attachment for the course maps. A range of stakeholders have been involved in the planning for the event including the event organiser, Council, the Police and Roads and Maritime Services (RMS).

The Traffic Management Plan (TMP) and associated Traffic Guidance Scheme plans for the event are included as attachments. The event involves the closure of many roads, car parks and boat ramps, as described below.

Roads

The following roads on the bike and run course will be closed (either whole road or part of the road):

Bold Street	Lighthouse Road	Settlement Point Road
Buller Street	Matthew Flinders Drive	Short Street
Camden Head Road	Munster Street	Stewart Street
Clarence Street	Murray Street	Sunset Parade
Davis Crescent	Ocean Drive	The Boulevard
Diamond Head Road	Pacific Drive	William Street
Lake Street	Park Street	
Laurie Street	Reid Street	

Access to various side streets along the course will also be restricted.

Roads on the bike course will be progressively closed, at the discretion of the Race Director, from approximately 6.00am in Port Macquarie until 7.00am in the Camden Haven.

Barricades are to be placed from as early as 3.30am but traffic controllers will use discretion to allow movement of traffic until race participants begin arriving at the traffic control locations along the course.

Roads on the cycle and run courses will be progressively closed, at the discretion of the Race Director. Roads will be progressively reopened once the last competitor has passed through or a designated cut-off time has been reached. Further details can be found in the attached Road Impact Summary attachment.

Bus Routes

Busways services will be altered on Sunday 7 May 2017. The Clarence Street bus stop near the Glasshouse will be temporarily relocated to William Street between Hay and Murray Streets.

Car Parks

All car parks on the cycle and run course be closed for the period of 6.00am on 7 May to 12.15am on Monday 8 May 2017 unless otherwise indicated:

- Westport Park (staggered closures/reopenings from 4 May)
- Short Street 'Food for Less' & Fishermen's Co-op car park
- Town Beach north & south
- Flynn's Beach and area opposite Flynn Street (until 5pm)
- Shelly Beach north & south (until 5pm)
- Nobbys Beach/Nobbys Hill Rocky Beach (until 5pm)
- John Downes Park (until 5pm)
- Gaol Point
- Allman's Hill
- Settlement Point
- Sea Acres (until 5pm)
- North Haven Boat Ramp car park (fishermen will be granted access where possible)

Boat Ramps

All boat ramps other than Riverpark Road boat ramp will be inaccessible from 6am on race day. The Co-op car park will be closed from the time of the car park closure as set out above.

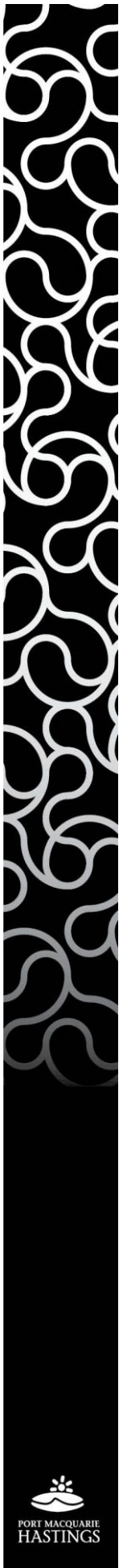
Additional details can be found in the attached documents:

- Course Maps (no change from 2016 course)
- Traffic Management Plan.
- Traffic Guidance Scheme Plans
- Road Impact Summary
- Community consultation Schedule

There may be minor changes to the above documents, as agreed with Council, up until May 2017.

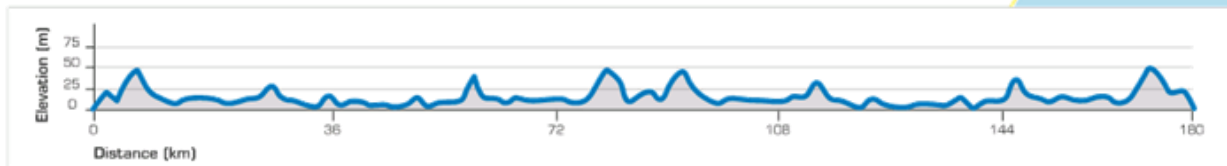
Attachments

- 1 [View](#). Course Maps
- 2 [View](#). Traffic Management Plan
- 3 [View](#). Traffic Guidance Scheme Plans
- 4 [View](#). Road Impact Summary
- 5 [View](#). Community Consultation Schedule





COURSE PROFILE



BIKE AID STATION DISTANCES

B1	10.5km/100.5km
B2	27.5km/117.5km
B3	39.5km/129.5km
B4	54.5km/144.5km
B5	69.5km/159.5km
B6	82.5km/172.5km













Traffic Management Plan

IRONMAN Australia

And associated events;

- IRONMAN 70.3 Port Macquarie

Port Macquarie, NSW

4/5/2017 – 7/5/2017

Author: Ben Herbert
Reviewer: David Ray
Version Number: 2017 1.2

13/02/17

1

1. Event Overview**1.1 Brief Description of the Events:**

The event will consist of two events on one day, IRONMAN Australia and IRONMAN 70.3 Port Macquarie.

IRONMAN Australia is an IRON-distance triathlon consisting of approximately 1,400 competitors male and female progressively racing a 3.8km swim (Hastings River) 180km cycle (over 2 laps including various Port Macquarie, Bonny Hills, North Haven, Laurieton and Dunbogan local streets) and a 42.2km run (over 4 laps including various Port Macquarie local streets)

IRONMAN 70.3 triathlon consisting of approximately 1,200 competitors male and female progressively racing a 1.9km swim (Hastings River) 90km bike (over 1 lap including various Port Macquarie, Bonny Hills, North Haven, Laurieton and Dunbogan local streets) and a 21.1km run (over 2 laps including various Port Macquarie local streets).

After learnings from 2016, we will have the IRONMAN 70.3 race start before the IRONMAN. It was found last year that having the two races, create congestion on course around the Dunbogan area. By Starting 70.3 First congestion should be avoided in 2017.

1.2 Contact Details:

Name	Role	Organisation	Phone Number	Email
Ben Herbert	Race Director	IRONMAN	0414 956 619	ben.herbert@ironman.com
Sgt Paul Dille		NSW Police	02 6561 6003	dill2pau@police.nsw.gov.au
Amanda Hatton	Major Event Manager	Port Macquarie Hastings Council	0408 818 604	amanda.hatton@pmhc.nsw.gov.au
		RTA		
Ross Cargill	Traffic Management	Men At Work	0400 081 460	ross@menatwork.net.au

2. Risk Management - Traffic**2.1 OH&S**

Traffic Control Risk Assessment Plan is to be completed by Men At Work and to be supplied to Port Macquarie Hastings Council in line with key deadlines. A final copy of the TCRP will be supplied within a month of the event. Risk Management Plan and Emergency Preparedness Plan will be provided to all stakeholders.

Certificate of Currency is to be supplied by Triathlon Australia, and will be provided to all Stakeholders at the earliest convenience.

2.2 Emergency Management (Evacuation) Procedures

IRONMAN will work with all emergency services to ensure arrangements are made to keep access available on course at all times during the event. Written Police approval will be made available to all Stakeholders once received.

Swim

- Swimmer to be evacuated - West side of course
 - Paddler takes athlete to IRB
 - Two way communications to Race Headquarters (Race Director, Medical Director to monitor) proceeds to Egress Evacuation Point if serious and notifies Medical Director and Ambulance.
- Swimmer to be evacuated – East side of course and use of Pelican Island can be made
 - IRB to Sea Rescue Boat ramp and Medical Director on standby
 - Non serious cases - IRB 2 way communications to Race Headquarters
 - Mass Evacuation - As per Risk Management Plan

Bike

- Informant (Marshall, Police, competitor, technical official) conveys details to Race Headquarters (Race Director, Medical Director monitoring) of need to evacuate cyclist with serious injury.
- Steps taken to move off Field of Play (FOP) if possible. Ambulance to proceed to a site outside FOP if possible. Section leader to be notified if not involved.
- Mass Evacuation – as per Risk Management Plan

Run

- Formant (marshal, aid station, competitor, technical official) notifies nearest official to transmit to Race Headquarters (Race Director, Medical Director Monitor) that runner requires assistance. If serious, ambulance dispatched to site
- Medical Buggies or push bikes may be used for emergencies
- Buggies/bikes will have two way communication
- N.B All Race Management Staff will have mobile phones and a list of numbers.

Community Emergency Protocol – Bike Course:**Police/Ambulance/Fire Service**

- The specific authority contacts Race Director and advises of critical location on cycle course
- Mutual agreement reached on most suitable access to the site from course maps
- Race Director advises Bike Director and/or Bike Section Leader to alert relevant Marshalls
- Race Director to monitor process and any special needs of the specific authority
- Marshall directs authority onto bike course in an anti-clockwise direction viz. with cyclist flow

Affected Residents - Emergencies but not requiring emergency services:

Own Transport - Emergency Egress (residents on Bike Course) - Protocol:

- Resident contacts Emergency Operation Centre (EOC) on number provided in pre-event publicity and letter drops
- EOC contacts bike section leader to proceed to residence and assesses ability to safely exit to the bike course
- EOC determines nearest point of egress off bike course and directs resident to prepare to leave in vehicle from residence with caution exiting to the left with the flow of cyclists to that intersection when the bike section leader arrives

Own Transport – Emergency Access (residents entering Bike Course) – Protocol:

- Resident contacts TC on number provided in pre-event event publicity and letter drops
- TC advises resident to proceed to nearest intersection on the bike course so as to ensure the resident enters the bike course with the flow of cyclists viz. enabling left turn into residence
- Alternatively seeks resident co-operation to park vehicle near to the residence in nearest street until 5.00pm
- TC contacts bike section leader to proceed to intersection to assist resident if immediate access to residence is required

Without transport – Emergency Egress/Access (not requiring Emergency Services) Protocol:

- Resident contacts TC on number provided in pre-event publicity and letter drops
- TC contacts Transport Services Officer (TSO) by mobile phone or two way radio and determines most suitable route and access point
- Resident asked to meet TSO at nearest access/egress point

A specific letter drop will also be made to those affected residents advising of traffic arrangements throughout the various areas of the course.

3. TRAFFIC AND TRANSPORT MANAGEMENT**3.1 Course:**

Please See Appendix 1.

3.2 Carparks, Parking & Boat Ramps:

It is proposed that all carparks on the bike and run courses be closed. It is believed that there are sufficient parking areas west of the courses to enable spectators to be in easy walking distance to vantage points.

- Volunteer Marshalls will be positioned at most relevant car park entrances and exits and will use discretion for any vehicles that may have accessed the car parks prior to course closure
- Competitors will be encouraged to park their vehicles in the streets surrounding the venues (Town Green and Westport Park)

Westport Park Car Park will remain open for a longer period this year. IRONMAN will use some of the hardstand area as a compound, with use of half of the boat ramps available up until Saturday Afternoon of event week.

It is envisaged the boat ramps on the course will be inaccessible during the event with the exception of Riverpark Road ramp. It is proposed in addition to the advertising campaign to erect signage two weeks from the event at boat ramps advising of closure. All ramps with the exception of the Cooperative ramp and Westport Park can be accessed up to 6am on race day, but then will be unable to be used for egress until 5:30pm for ramps on the bike course and 11:45pm for ramps on run course.

For more information please refer to the Road Impact Summary in Appendix 2

3.3 Public Transport:

Buses: Busways is to be approached for cooperation to vary their bus routes for Lake Cathie, Bonny Hills, North Haven, Laurieton, Dunbogan Port CBD, Matthew Flinders Drive and Settlement Point. There are several services affected, however, it is not expected to cause any extreme disruption for the community. The temporary relocation of the Clarence Street bus stop will be again required as for past events.

Taxis: The taxi service will be required to be restricted in accordance with the usual road closure protocols as detailed elsewhere. This service will be approached as for previous events.

3.4 Reopening Roads following last participant - this is a non moving event:

Route Check Points	First Athlete	Last Athlete
Swim Start	6:20am	7:36am
Bike Start	6:50am	10:06am
Bike Finish/Run Start	9:12am	5:36pm
Run Finish	10:31am	12:36am

Road closure – Protocol:

Time	Procedure
3:30am	Park Street eastern side and Short Sts in both directions will be closed
4:00am	Clarence Street traffic north will be diverted into Murray Street to enable erection of crowd control barricades along Short and Clarence Sts but in all cases to allow for business traffic to operate. William Street from Short to Buller St. will remain closed for the duration of the event and traffic can flow along Buller St from Park Street and be directed right into Hollingsworth St.

	Hollingsworth Street beside the Water's Edge Motel will be closed for the duration of the event for the run leg.
5:30am	Progressive Closure between Port Macquarie CBD and Dunbogan
5:45am	Bike Director travels course to check all marshals in position
6:20am	Race Director starts race
6:30am	Marshals on Pacific Drive to Lake Cathie, Bonny Hills, North Haven, Laurieton and Dunbogan use discretion to allow movement of traffic until 7.15am
7:30am	All marshals in position on Bike Course

N.B. Traffic on Ocean Drive from west of Laurieton will be redirected to Kew from 7.00am

Road Opening – Protocol:

Time	Procedure
1:51pm	Last athletes identified on commencement of last lap and sweep vehicle escort assigned.
3:36pm	Traffic Management Company Men at Work (MAW) progressively advise marshals of last cyclist once cyclist has turned at the turnaround point on Diamond Head Road, Diamond Head
3:54pm	Police and Race Director assess number of athletes still on course and instruct Traffic Management Company accordingly to open roads southbound and northbound on Ocean Drive, The Parade, Lake Street, Laurie Street, The Boulevarde, Camden Head Road and Diamond Head Road, but only after the last athlete has turned at the Diamond Head Road turnaround
	MAW contacts Police Motorcyclists, Bike Director and Bike Section Leaders during progress of last athlete
4:15pm	Marshals use discretion to allow traffic flow onto Ocean Drive
5:00pm	Work team dismantles detour signage and collects all barricading. Marshalls dismantle road barriers at time of opening and stack for collection
5:30pm	When last athlete reaches William and Stewart Streets and is clear of Pacific Drive, traffic can flow both north and south on William Street and Pacific Drive. Stewart, Grant and Clarence Streets will remain closed until the event end as runners will be on these roads until just before race finish.

3.5 Traffic Management Requirements:

- Street signage will be in accordance with the TCAP's
- The run course will use bicycle/pedestrian footpaths where available but will use the east side of Clarence St from Munster Street through to the top of Town Beach and also the eastern side of Park St and Settlement Point Road to and from the Westport Park boat ramp and carpark area.
- Traffic movement will not be contrary to notices except in accordance with the TCAP
- The event will block normal access to places of worship, local businesses, ambulance, fire station, heavy vehicles, local residents, Police vehicles and public transport
- There will be an affect with traffic in respect to several shopping centres and heavy vehicles will have restricted movement on approaches to the proposed cycle and parts of the run courses
- Crowd control barricading will be erected along Clarence Street from School to and on Short Street with pedestrian accesses at Horton/Clarence Sts, Clarence/Short Sts, and Short Street near roundabout at William Street.
- This barricading will not be interlocked at Murray Street to enable Police, residents and some business houses to exit during normal policing duties and emergencies
- It is proposed that a Police presence be available on the entire bike course for enforcement of the road closure and any other issues/emergencies. The Police vehicles utilised will be motorcycles on the course on a rostered basis in accordance with separate police negotiations
- The Bike course will be divided into sections each with a Race Official Bike Section Leader with two-way radio and mobile phone communication.
- There will again be a full time police presence in the Race Communications Centre/Incident room located within the Rydges building.
- The Race Director will be the prime contact for any emergency

- All Race Course Directors, Section Leaders and bike course marshals will be briefed on the emergency procedures. In an extreme emergency the co-ordination of the Police Officer patrolling the bike course will be possible

The separate Risk Management and Contingency Plans provide for a strategy for the race to be stopped in an extreme emergency.

Run Course: It is expected that some bike/footpaths will be restricted. The general advertising campaign is expected to alert those members of the public using these paths. Otherwise compatible use by competitors is not perceived as a major issue. Some sections of pathways will have crowd control barricading erected especially through Town Green. The Breakwall path will need to be closed to the public during the run leg from approximately 9:00am to 11:45pm on race day.

3.6 Contingency Plans:

Police: Race Officials will work closely with the Police. Whilst barricading is proposed for Clarence Street, sections at the Murray Street intersections will be left open and controlled by ticketed professional traffic controllers specifically to allow Police, residents and some businesses egress across Clarence Street. See also above proposal to control Sunset Ave. We do not envisage any major traffic build ups as there will be free flow on Hastings River Drive and from all other roads off Hastings River Drive. Park St from Hastings River Drive to Bay St will be closed for the duration of the bike leg, however there will be advertised detour via Bay St for anyone looking to gain access to Settlement Point. The east side of Park Street from the Westport Park Car park entrance through to Bay Street roundabout will need to be closed for runners. It is proposed that Settlement Point Road be closed to general traffic and the Settlement Point Ferry be closed with one way traffic control for local residents only from The Anchorage to Settlement Point and the Ferry for the duration of the run leg.

Police will monitor all traffic flow for the entire course. Normal policing within the community is not considered to be restrictive and plans will be established with the Police to ensure proper and free access to the bike course at all times. Normal duty police will liaise with police assigned to the event in this regard. It is proposed by the Police to establish a temporary centre at Laurieton for the duration of the bike leg.

Ambulance: Two private ambulance officers will be used exclusively for the event. It is proposed the NSW Ambulance Service have a dedicated Officer located at Lake Cathie, Bonny Hills and the Dunbogan/Camden Head area as with previous events.

Fire Brigade: This Service will work in conjunction with Police and Ambulance and follow similar protocols to access the bike course in emergencies.

Competitors/Community Emergencies – Bike course:

Each competitor is provided with a Race Information and Rules Booklet and advised of the likelihood of a community emergency on the bike course. This likelihood will be reinforced at the competitor briefing conducted 2 days prior to the event.

3.7 Heavy Vehicles Impacts:

Does not impact on heavy vehicles.

4. Minimising Impact on Non-Event Community & Emergency Services

4.1 Access for local residents, business, hospitals and emergency vehicles:

This event will impact significantly upon the community at large, particularly those residents domiciled on the Bike course from approximately 6:50am to 6:30pm on **Sunday 7th May 2017** with major impacts from 7.30am to 3.15pm during the bike stage.

Local Residents: Letter drops to residents directly on the cycle course will be carried out. General media releases/signage and additional communications will inform all other potentially affected motorists.

It is proposed to close all side roads at their intersection with the Bike Course. Minor roads will have barriers placed and volunteer marshals assigned and major roads as per the TCP will be manned by professional traffic controllers.

Settlement Point/North Shore Residents: It is proposed that the SP Ferry and Settlement Point Road be closed on Sunday of event weeks from 12:00am – 1:00am for the run leg. There will be a need to control traffic flow for one way only for local residents. This will be co-ordinated between Settlement Point Road/Park Street/The Anchorage and the Settlement Point Ferry end using the two way radio system and trained traffic controllers. This has worked well at previous events.

A specific letter drop will be made to Settlement Point and North Shore residents warning of runners on the road and of the closure of the Ferry and need for use of the Hibbard Ferry.

Port Macquarie Residents: Generally the greater Port Macquarie residential areas are not affected by the event with the exception of those on Clarence Street through to Lighthouse Rd, Davis Crescent and to Matthew Flinders Drive/Ocean Drive roundabout. Letter drops will be carried out for these residents. The Golf Club has been advised of the event and as in past years arrangements and traffic control will be made to allow golfers access and egress.

Lake Cathie residents east of Ocean Drive: It is proposed that these residents for emergency travel can exit south at the Middlerock Road intersection and then across Ocean Drive to Abel Tasman Drive via Miala Street (see separate Emergency Egress/Access Protocol)

Residents seeking access to the Shopping Centre will be advised to park on the reserve between Kywong Street and Miala Street via Chepana Street and proceed on foot to the pedestrian safety crossing where this will be controlled by marshals.

Lake Cathie residents west of Ocean Drive: For emergency travel can exit south via Abel Tasman Drive as per the TCP with a control point at Abel Tasman/Ocean Drives intersection for emergency access south to Houston Mitchell Drive (see separate Emergency Egress/Access Protocol)

Lake Cathie residents west of Ocean Drive north of bridge for emergency exit will be requested to proceed to the intersection of Evans Street south where a police motorcycle escort will take them south over the bridge to Aqua Crescent. Those residents on foot will be provided with motor vehicle transport for similar exit and depending upon the emergency (see separate Emergency Egress/Access Protocol)

Bonny Hills residents both east and west of Ocean Drive: For emergency travel can exit north via Ocean Drive as per the TCP with a control point at Bonny View Drive/Ocean Drive, Seawind Chase/Ocean Drive, McGilvray Road/ Ocean Drive and Third Avenue/Ocean Drive intersections for emergency access north to Houston Mitchell Drive (see separate Emergency Egress/Access Protocol)

North Haven residents both east and west of Ocean Drive/The Parade: For emergency travel can exit west via Ocean Drive/The Boulevard as per the TCP with control points at The Parade /Ocean Drive and Bridge Street/Ocean Drive intersections for emergency access west via Ocean Drive.

Laurieton residents east of Lake Street: For emergency travel can exit west via Ocean Drive/The Boulevard as per the TCP with control points at The Parade /Ocean Drive and Bridge Street/Ocean Drive intersections for emergency access west via Ocean Drive

Laurieton residents east of Bold Street and south of Laurie Streets: For emergency travel can exit north via Bold Street as per the TCP

Dunbogan/Camden Head/Diamond Head residents: For emergency travel can exit north via Bold Street as per the TCP

Airport Traffic: will not be affected.

Sporting Clubs/Community Groups: All clubs and groups will be advised of the event details and seeking co-operation for alternate club/group activities on race day.

Port Macquarie Volunteer Marine Rescue: this organisation will be advised that vehicle access to their establishment will not be possible from 4.00 am to 12:00 pm. Their personnel can access the establishment on foot at any time. In respect to their water activity, the service is involved with the event, will position their craft on the eastern side of the swim course and will act as a safety warning vessel for incoming craft during the swim leg of the event.

Business: It is expected that businesses will acknowledge the benefits and economic impact from this major national sporting event. If necessary all businesses on the bike course believed to be potentially affected by the proposed road closures will be requested to attend meetings to discuss any concerns.

Port Macquarie Golf Club: The arrangements for staff and members to access the Club using a special allocated vehicle pass under traffic control worked very successfully for all past events and the same arrangements will be put into effect.

Accommodation establishments – Arrivals and Departures: Accommodation establishments will be advised of the road closures in line with all businesses and seeking their co-operation in advising their guests to depart prior to 6.30am where possible or make alternate parking arrangements prior to this time also. Individual problems will be handled as they arise closer to the event date. Crowd Control barricading will not be interlocked nor will this affect motel entrances, to enable egress. As indicated elsewhere, Murray Street barricading will be unlocked for Police and the Rydges Hotel and El Paso Motel will have access along with residents and other business houses. The Mid Pacific Motel guests have been able to depart without undue delay and under traffic control. With the planned changes to the bike turnaround and finish any problem will be greatly eased.

General Pedestrian Access to Shops, Beaches: There are specific crossings marked on the TCP's for the general public to cross the bike course.

Town Green and Westport Park and boat ramp: The entire Town Green area will be used over the three week period from 27th April to 11th May 2017. A separate application has been made for the Westport Park (for functions and run leg) and Town Green use.

4.2 Advertise Traffic Management Arrangements:

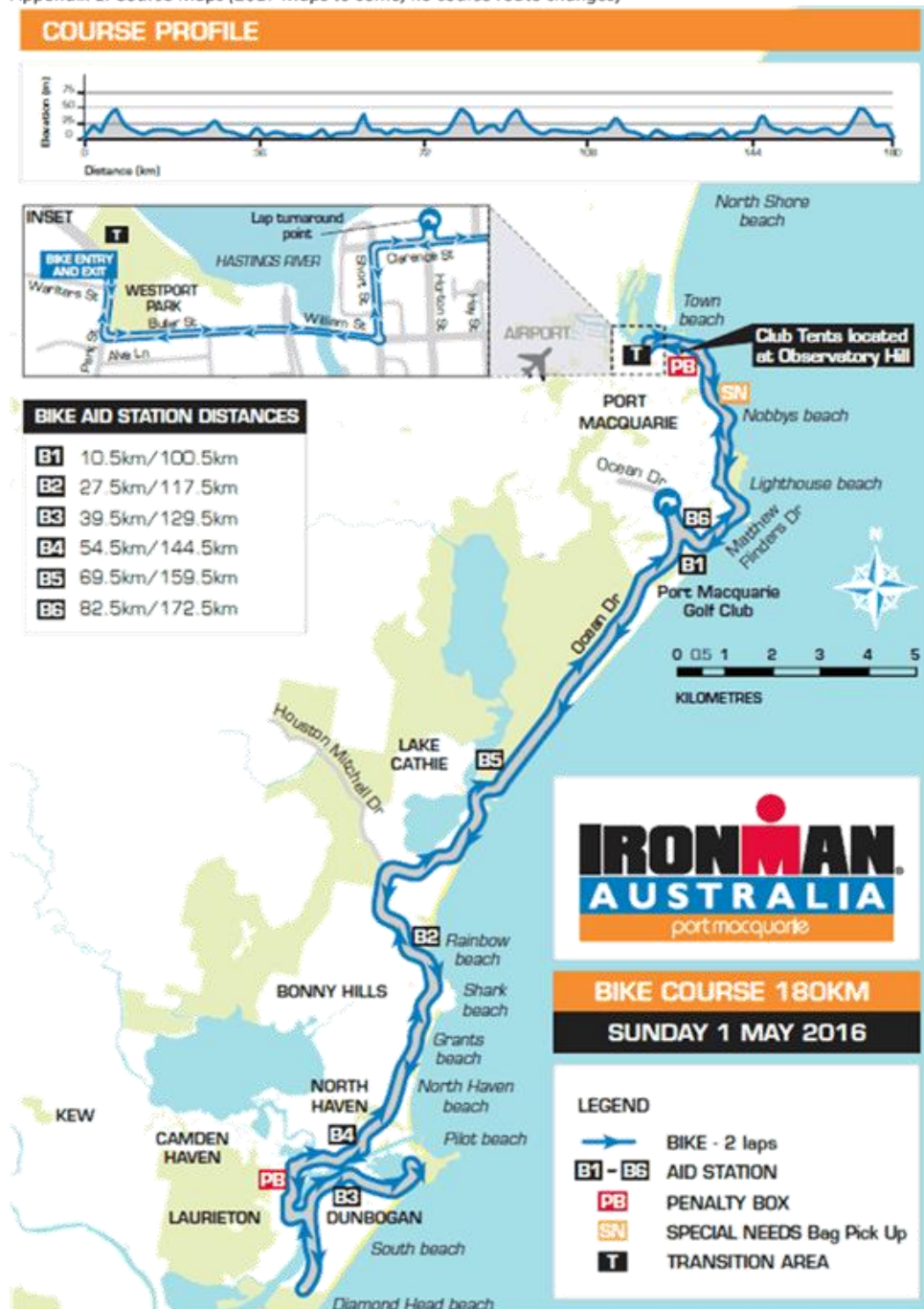
Newspaper, T.V. and Radio advertising: - Extensive media coverage of the proposed course and road closures is planned through March - April using local radio and print media.

Road Closures and restrictions: to be advertised in local print media and local TV radio promo campaign.

Variable Message Signs: Portable signs will be used on Ocean and Pacific Drives and potentially on the Pacific Highway north and south erected by RMS as in the past 3 events. This event does not use permanent variable message signs. Temporary static signage is planned for the Lake Cathie, Bonny Hills, North Haven, Laurieton, Dunbogan and Camden Head areas from 2 weeks out from race day as well as several VMS boards as in the past 3 events.

Appendix 3, Community Consultation Plan has further details.

Appendix 1: Course Maps (2017 Maps to come, no course route changes)



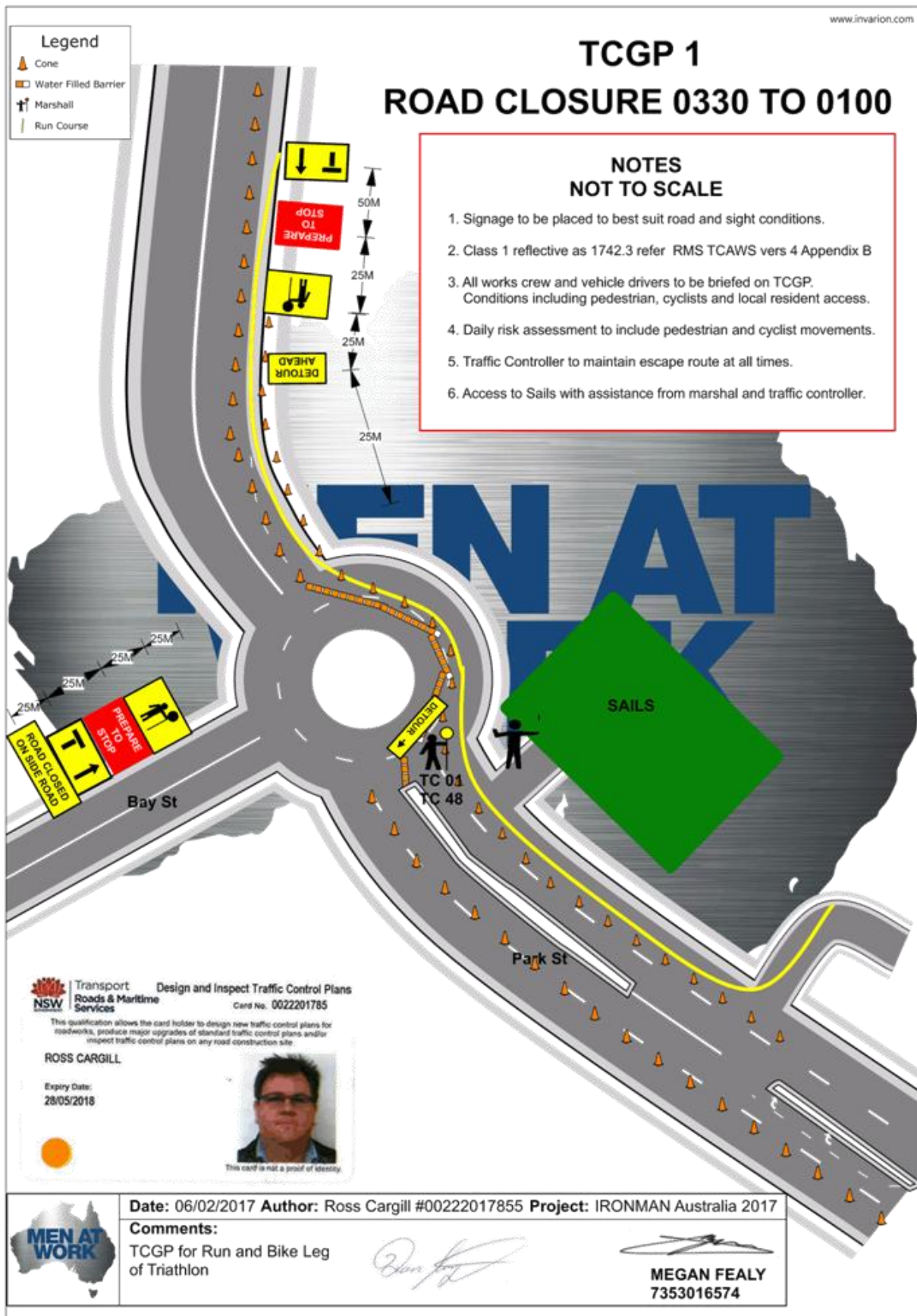


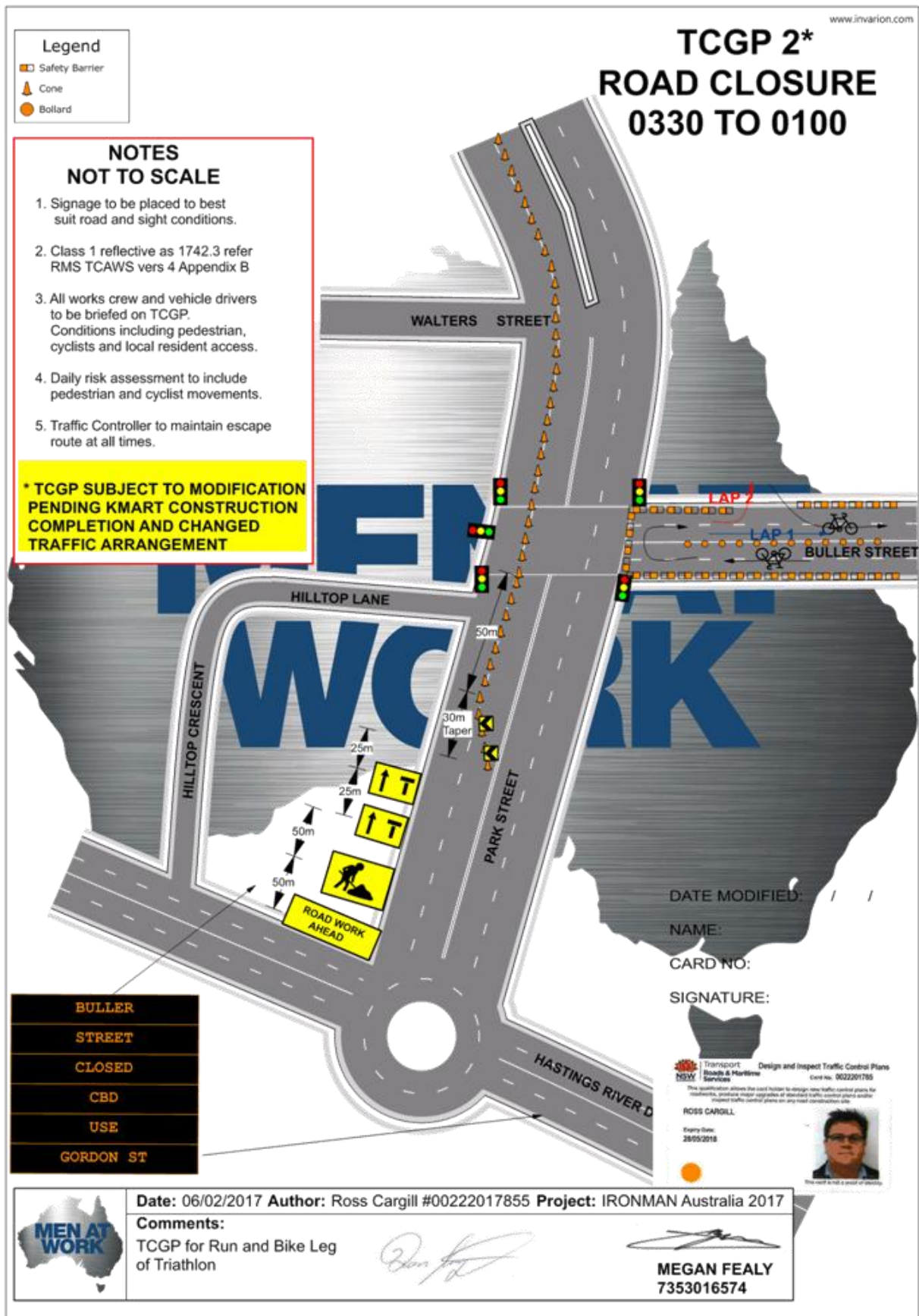
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13/02/17

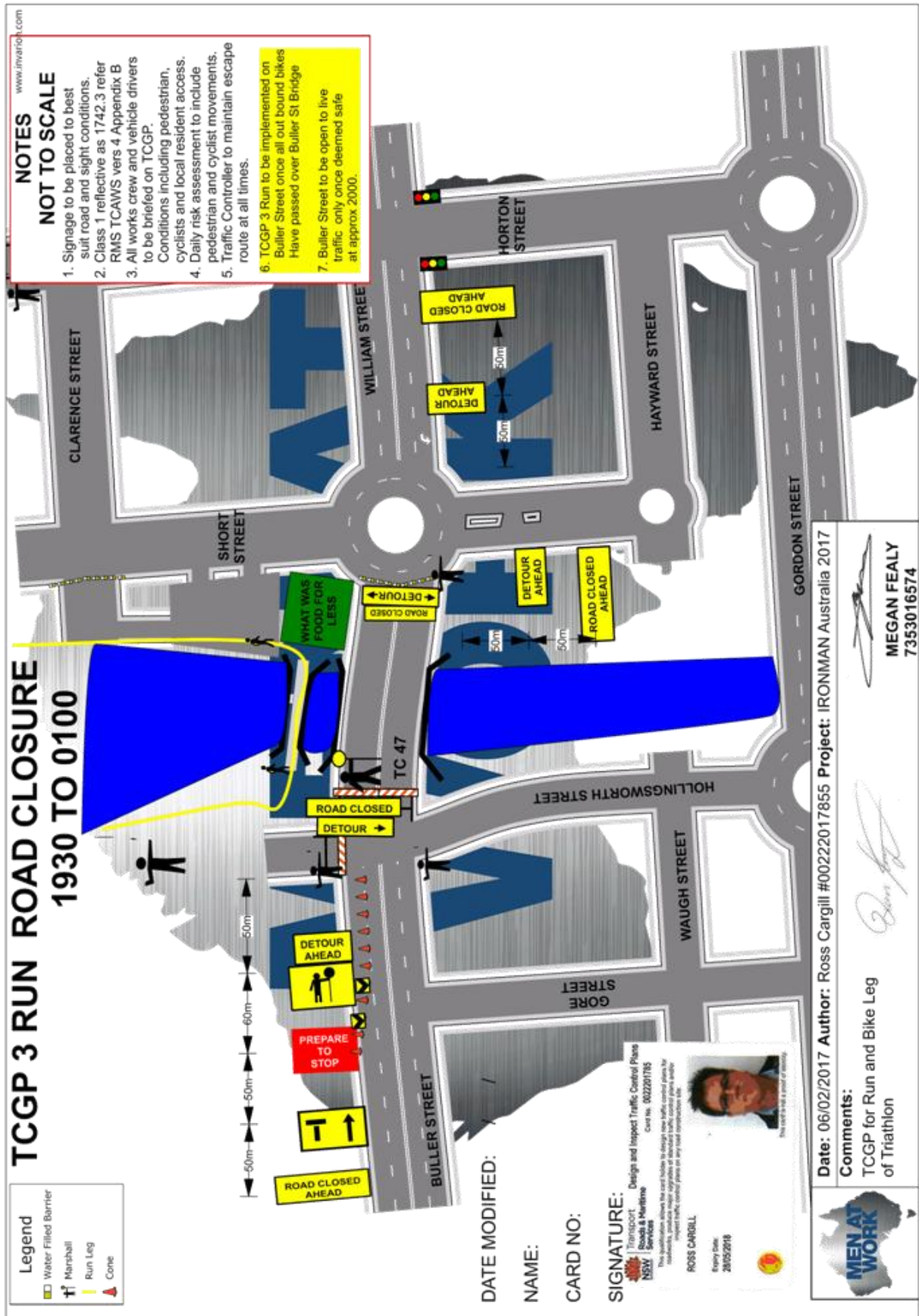
Appendix 3: Community Consultation Plan

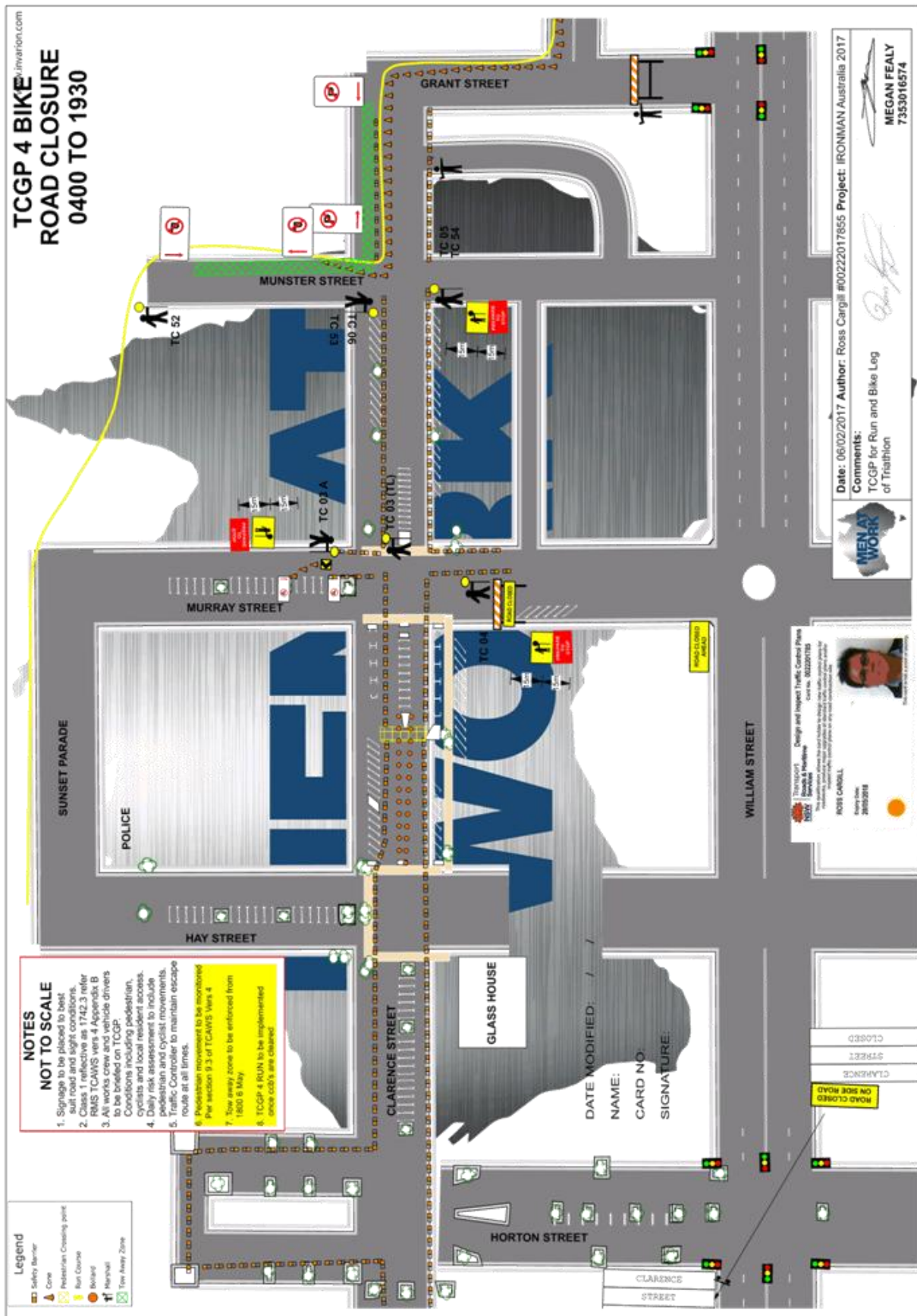
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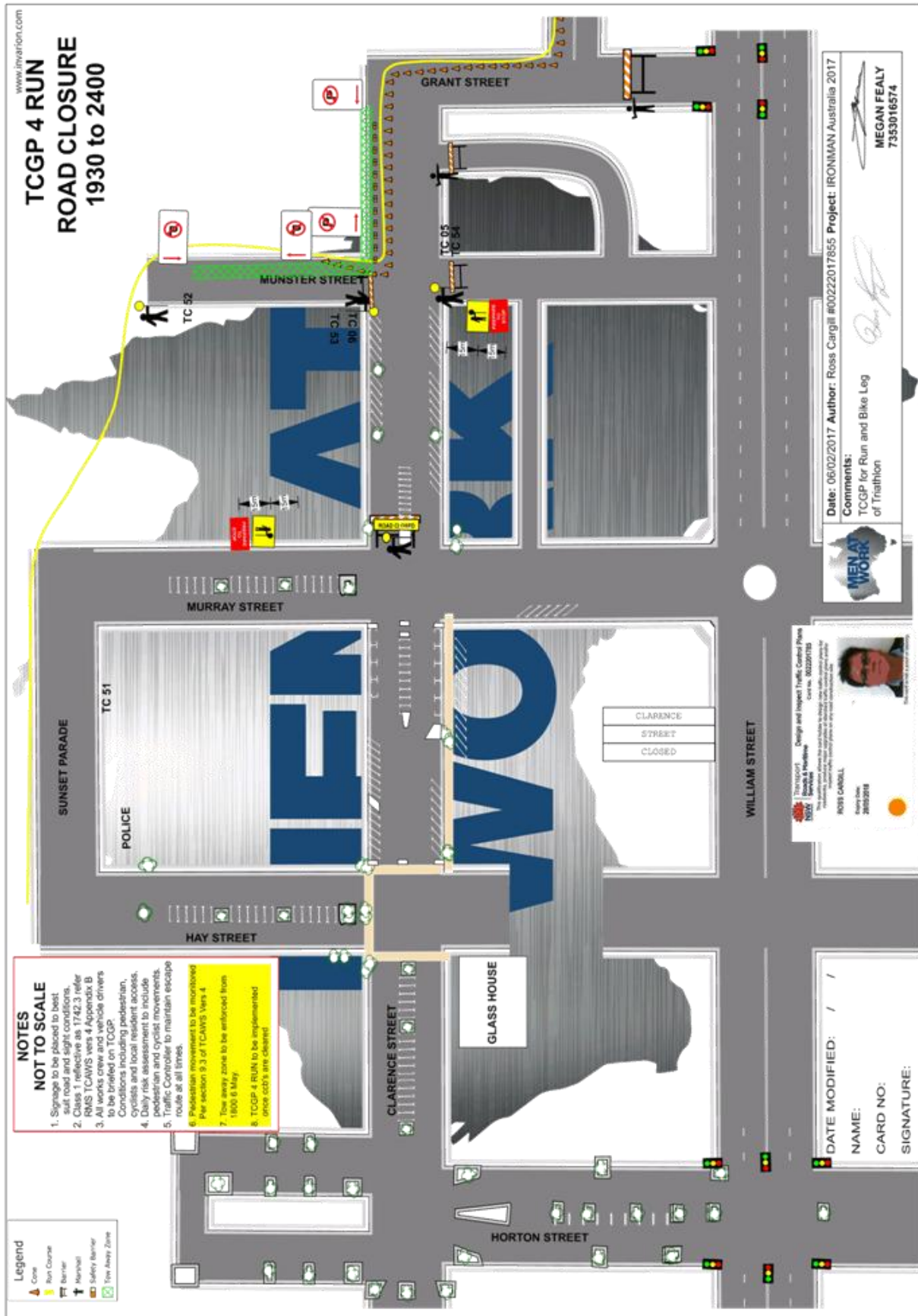


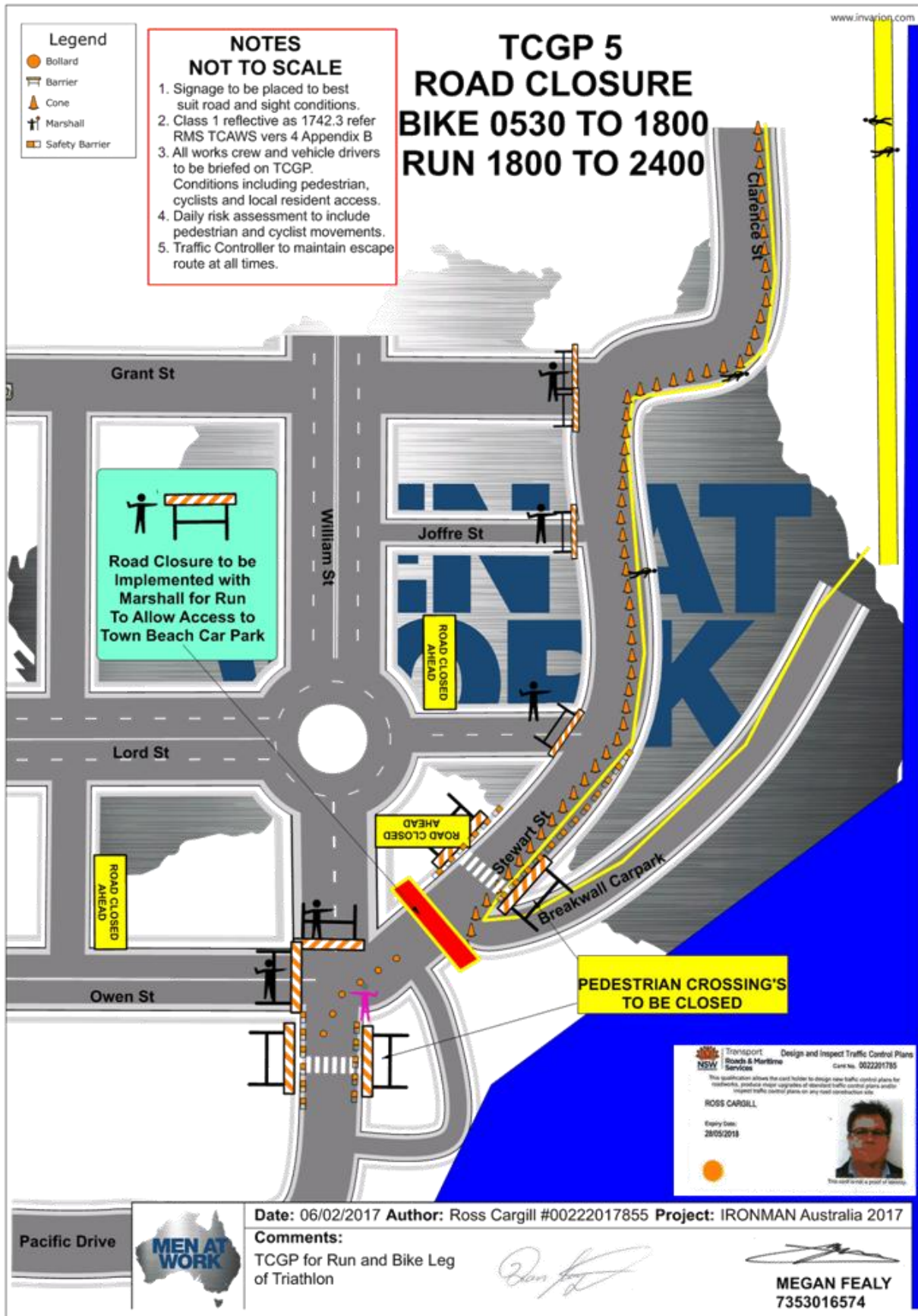


Item 06
Attachment 3
Page 44









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TCGP 6 ROAD CLOSURE 0600 TO 1830

**NOTES
NOT TO SCALE**

1. Signage to be placed to best suit road and sight conditions.
2. Class 1 reflective as 1742.3 refer RMS TCAWS vers 4 Appendix B
3. All works crew and vehicle drivers to be briefed on TCGP. Conditions including pedestrian, cyclists and local resident access.
4. Daily risk assessment to include pedestrian and cyclist movements.
5. Traffic Controller to maintain escape route at all times.
6. Pacific Drive Residents to turn left onto Pacific Drive & take next left then access town via Kennedy Drive

Legend

- † Marshall
- ⊗ Event Pedestrian Crossing

Oxley Oval

ROAD CLOSED AHEAD

ROAD CLOSED ON SIDE ROAD

Streets: Burrawan St, Pacific Drive, Windmill St, Home St, Cross St, Hill St, Arncliffe Ave, Everard St, Surf St, Flynn St, Crisallen St, Ocean St, Tupenny Road, Owen St.

DATE MODIFIED: / /

NAME:

CARD NO:

SIGNATURE:


NSW Transport, Roads & Maritime Services

Design and Inspect Traffic Control Plans

This qualification allows the card holder to design new traffic control plans for roadworks, produce major upgrades of standard traffic control plans and/or inspect traffic control plans on any road construction site.

ROSS CARGILL

Expiry Date: 28/05/2018



This card is not a proof of identity.

Card No. 0022201785

IRONMAN Australia 2017


Project: #00222017855

Author: Ross Cargill

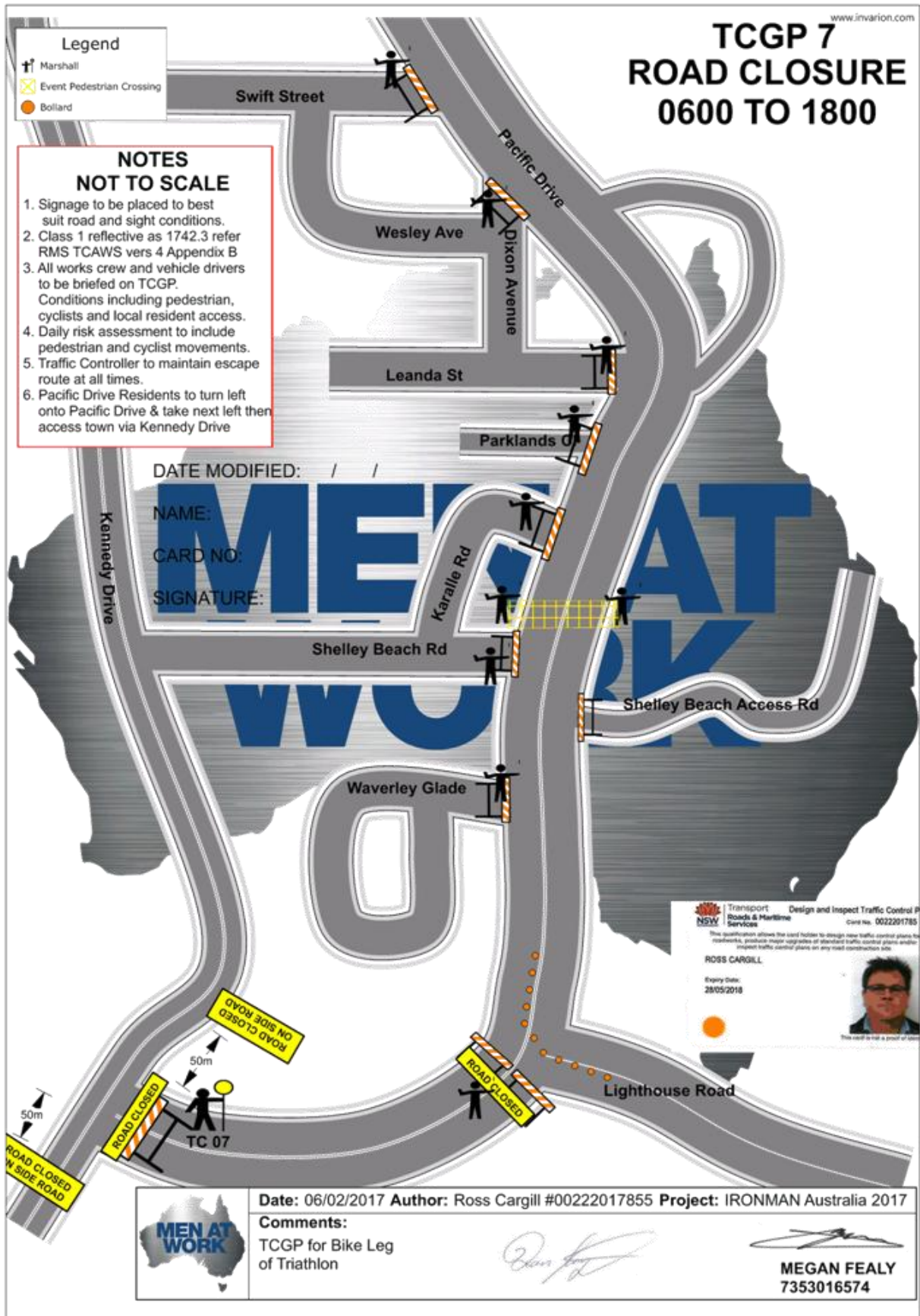
Date: 06/02/2017

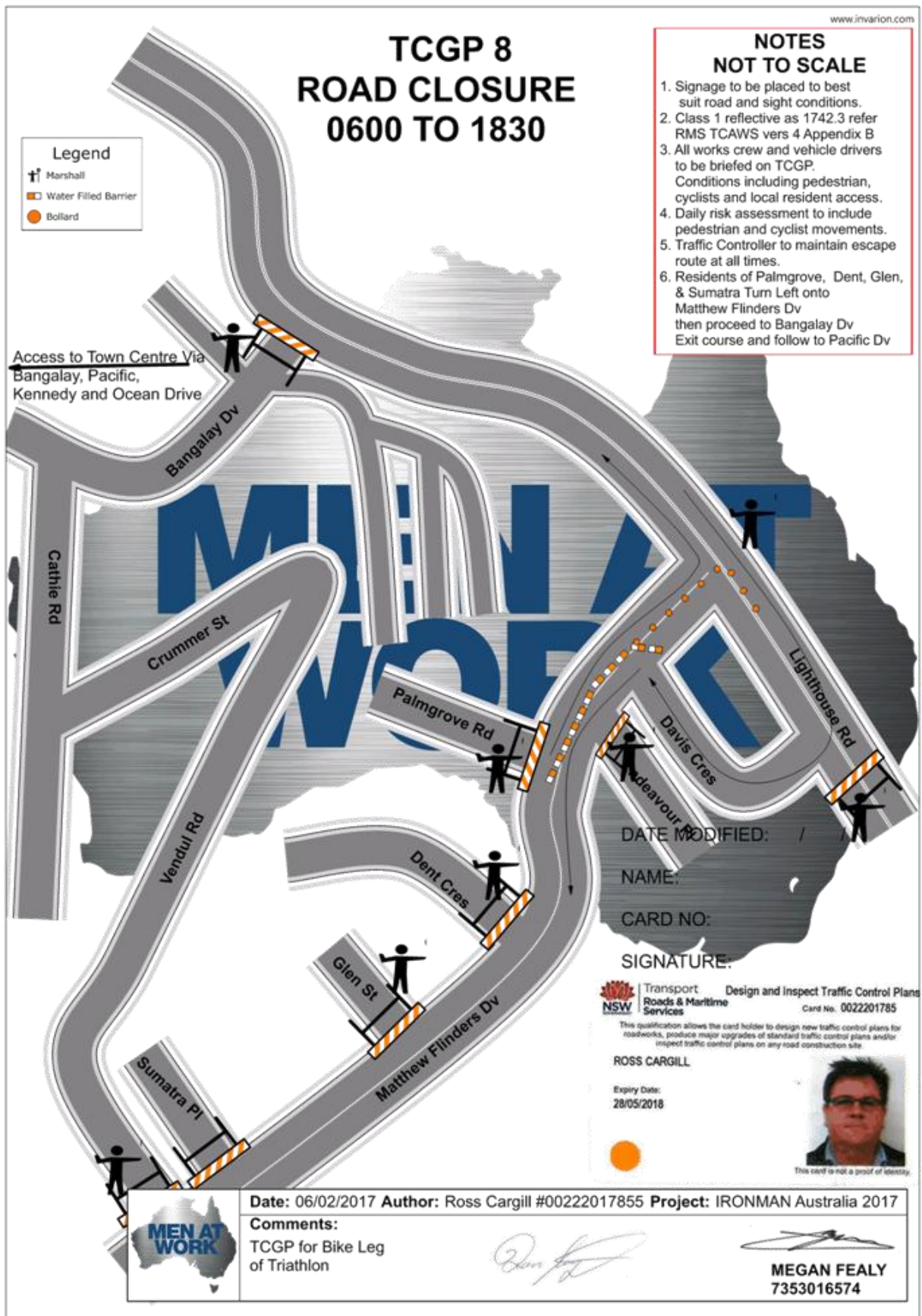
Comments:
TCGP for Bike Leg of Triathlon

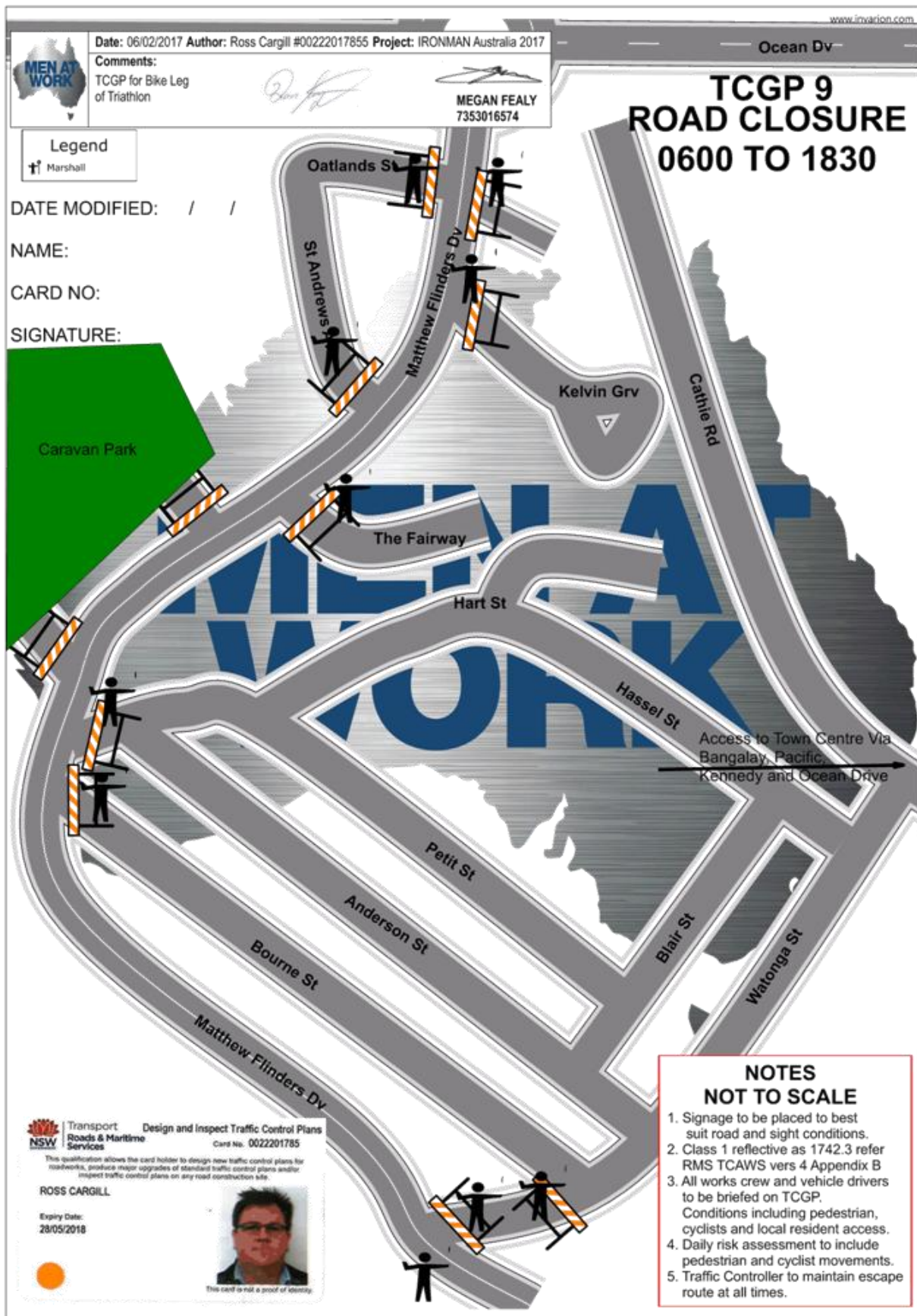
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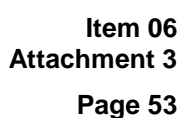


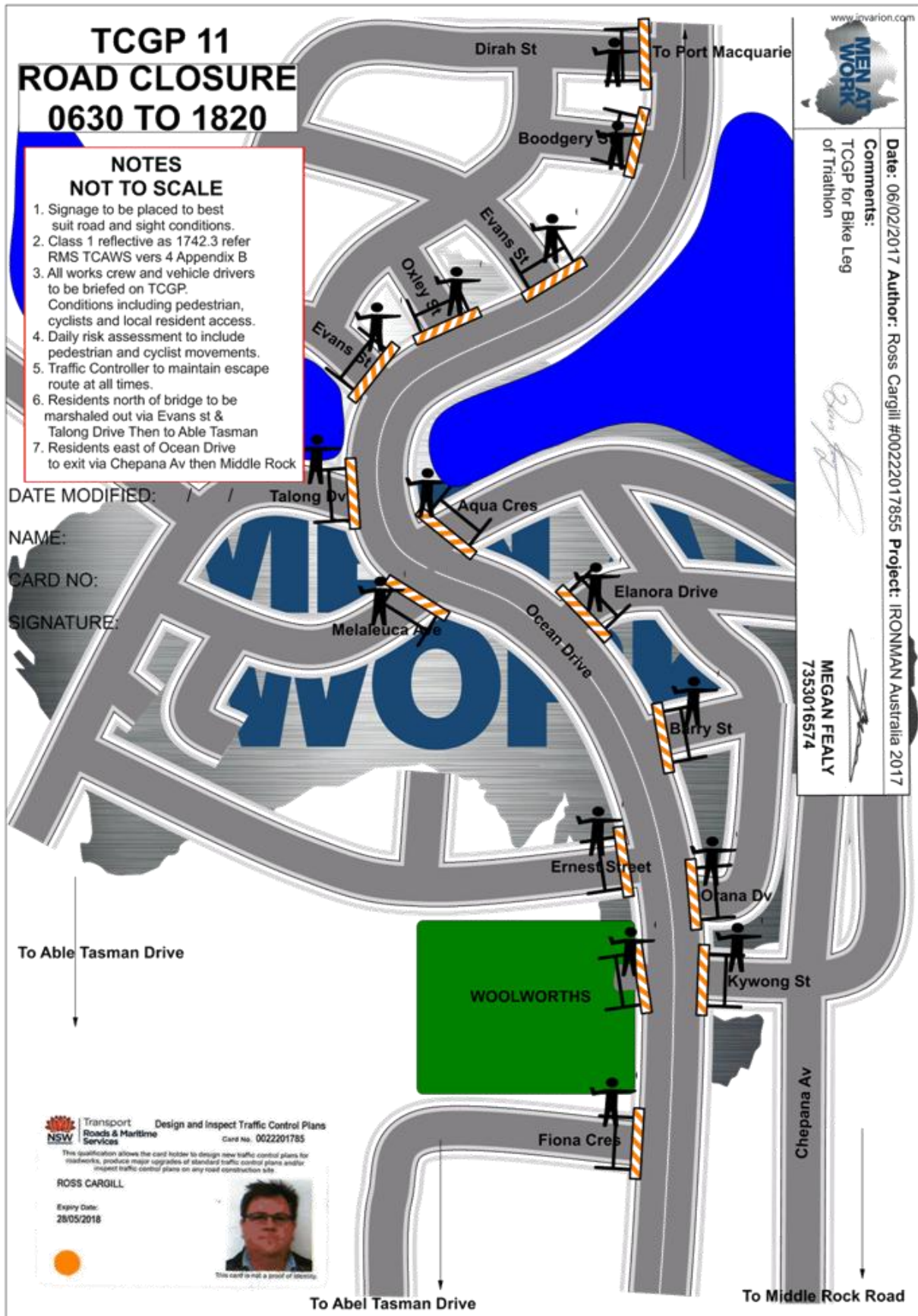
MEN AT WORK



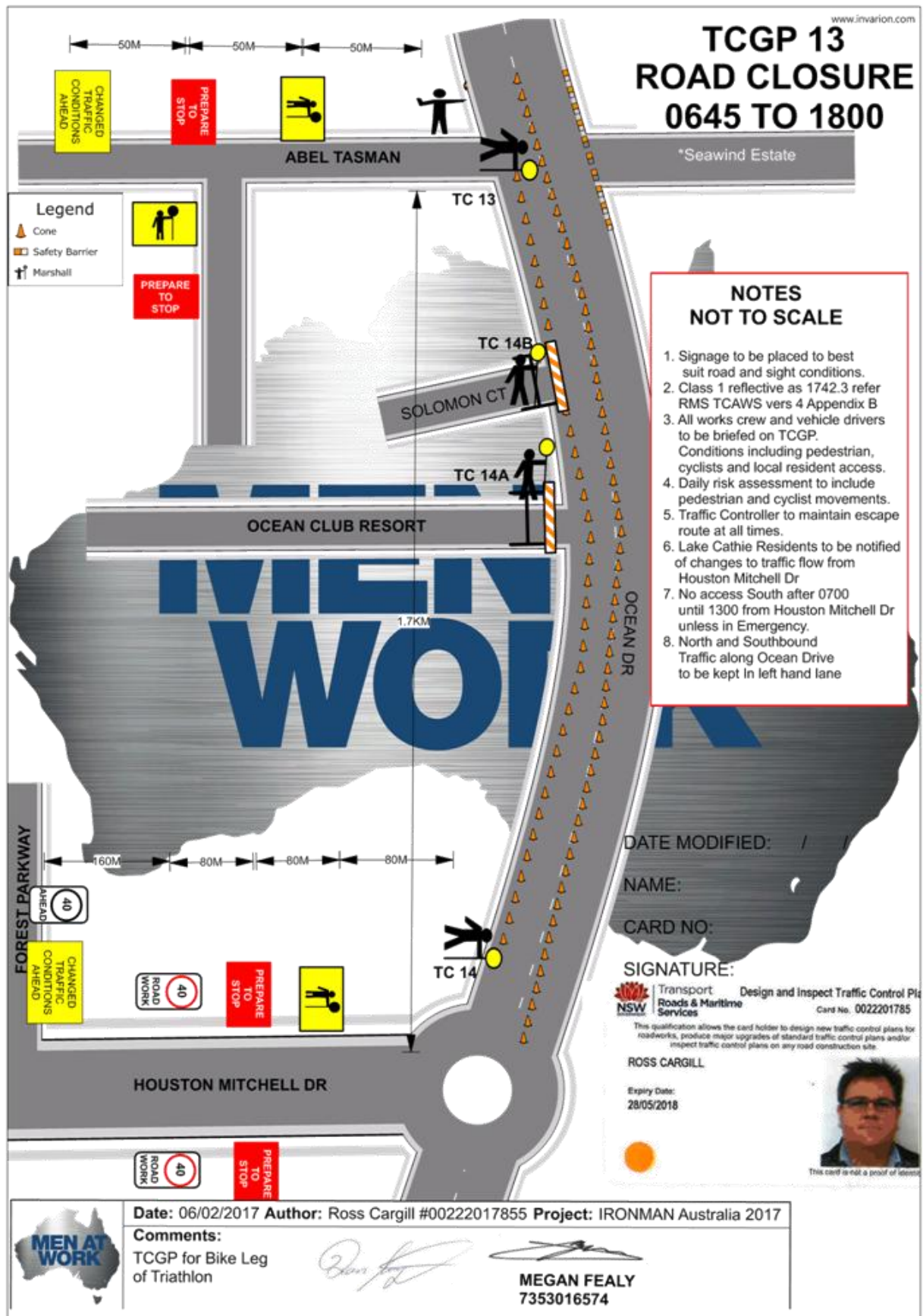




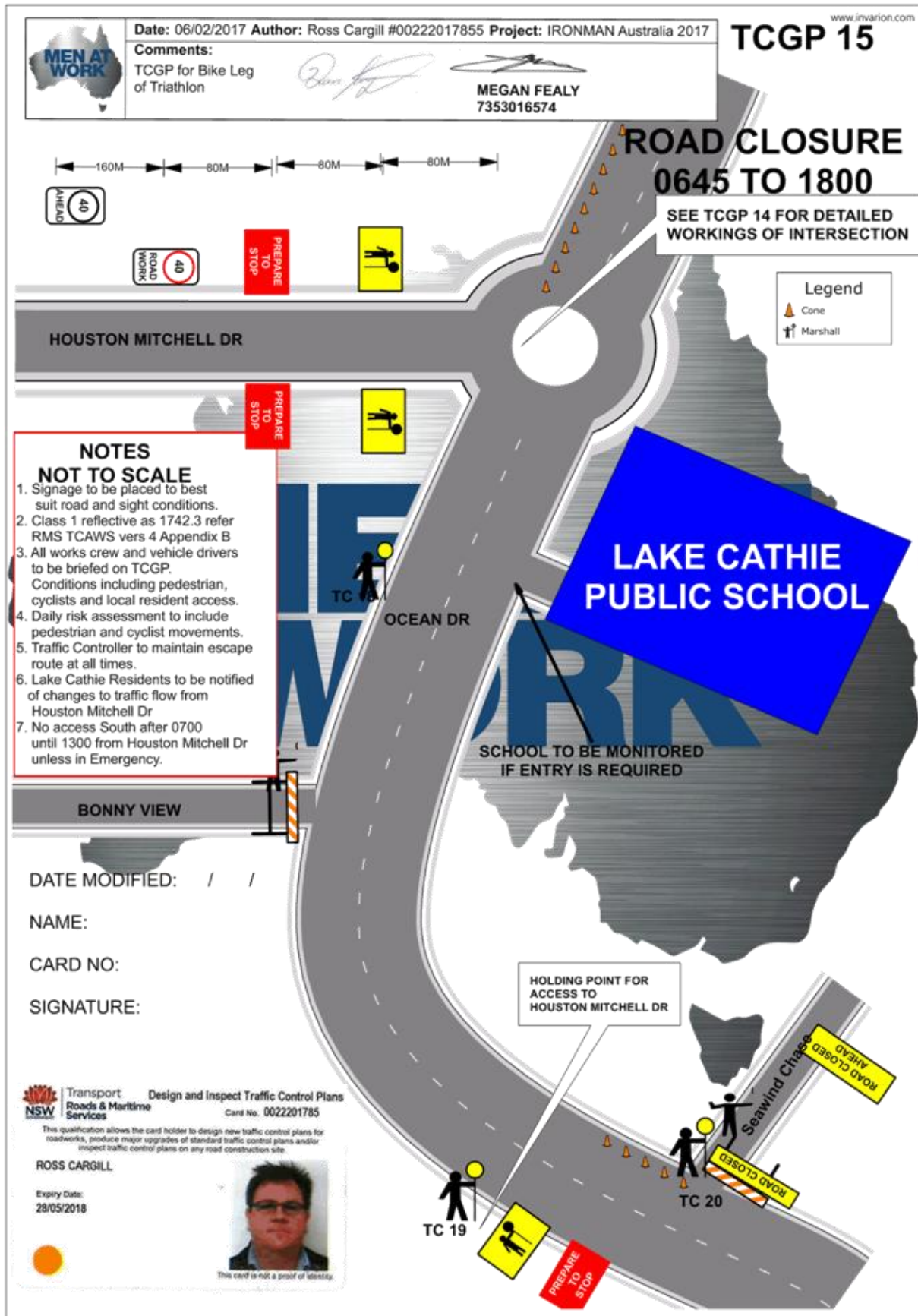


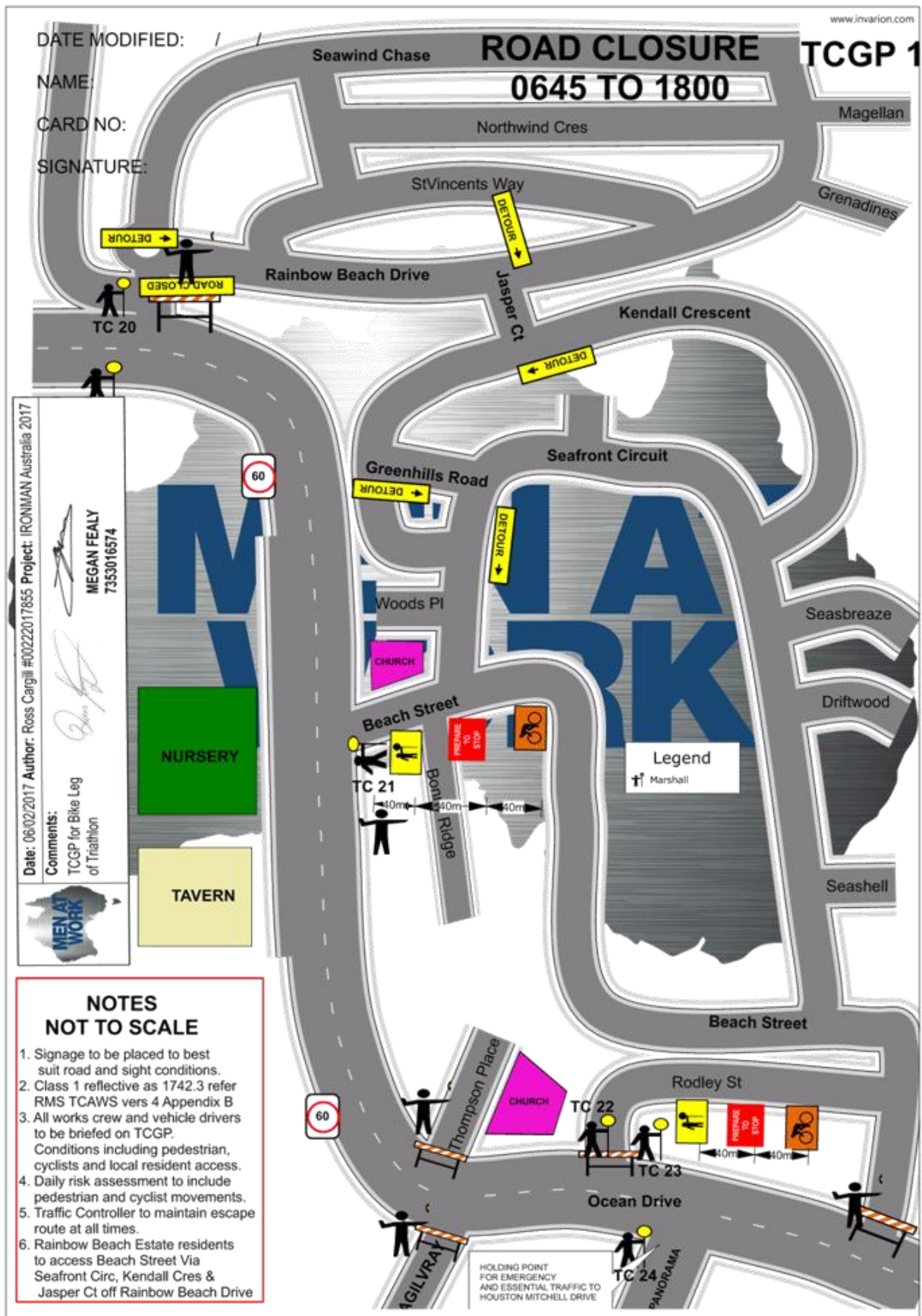


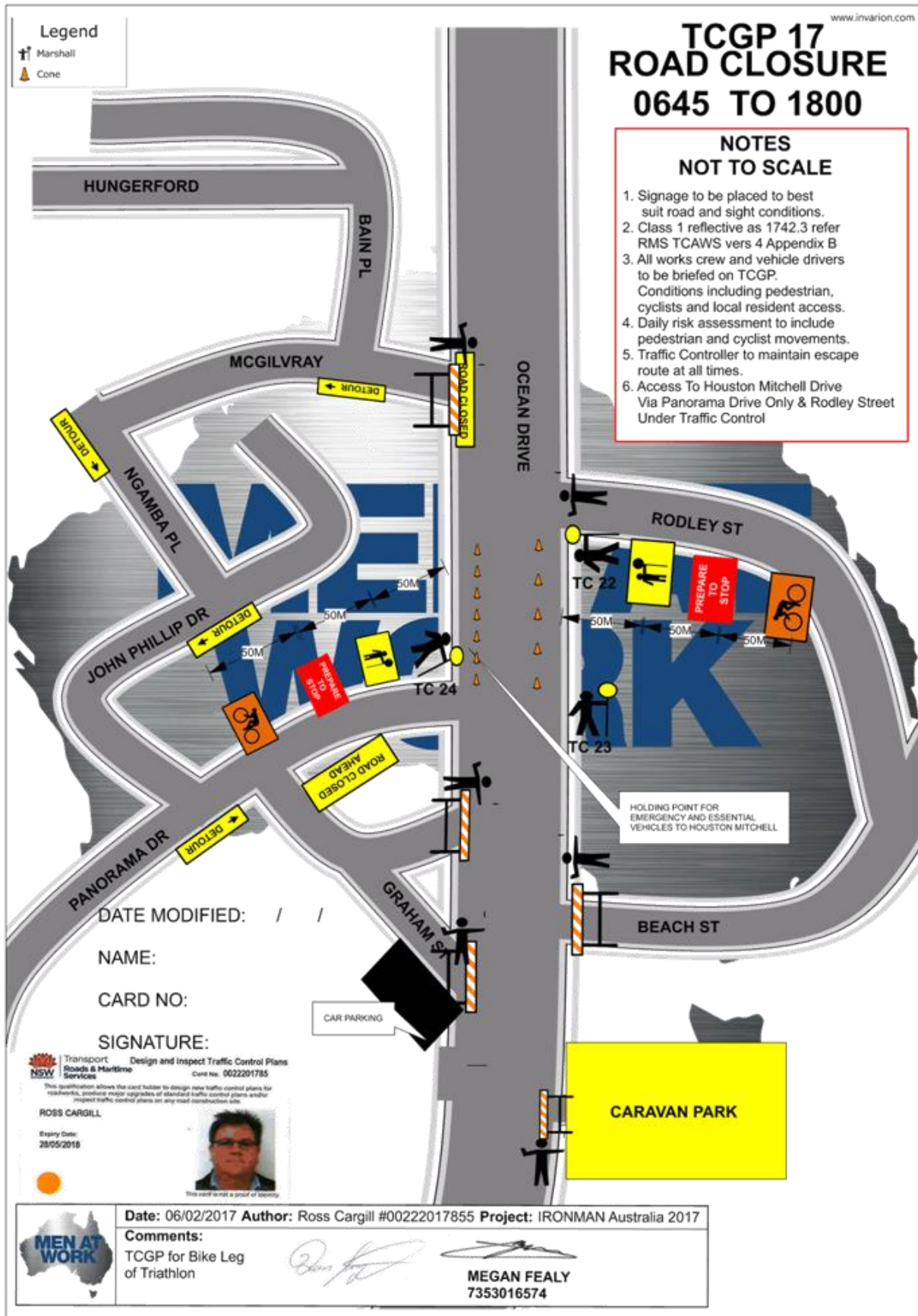


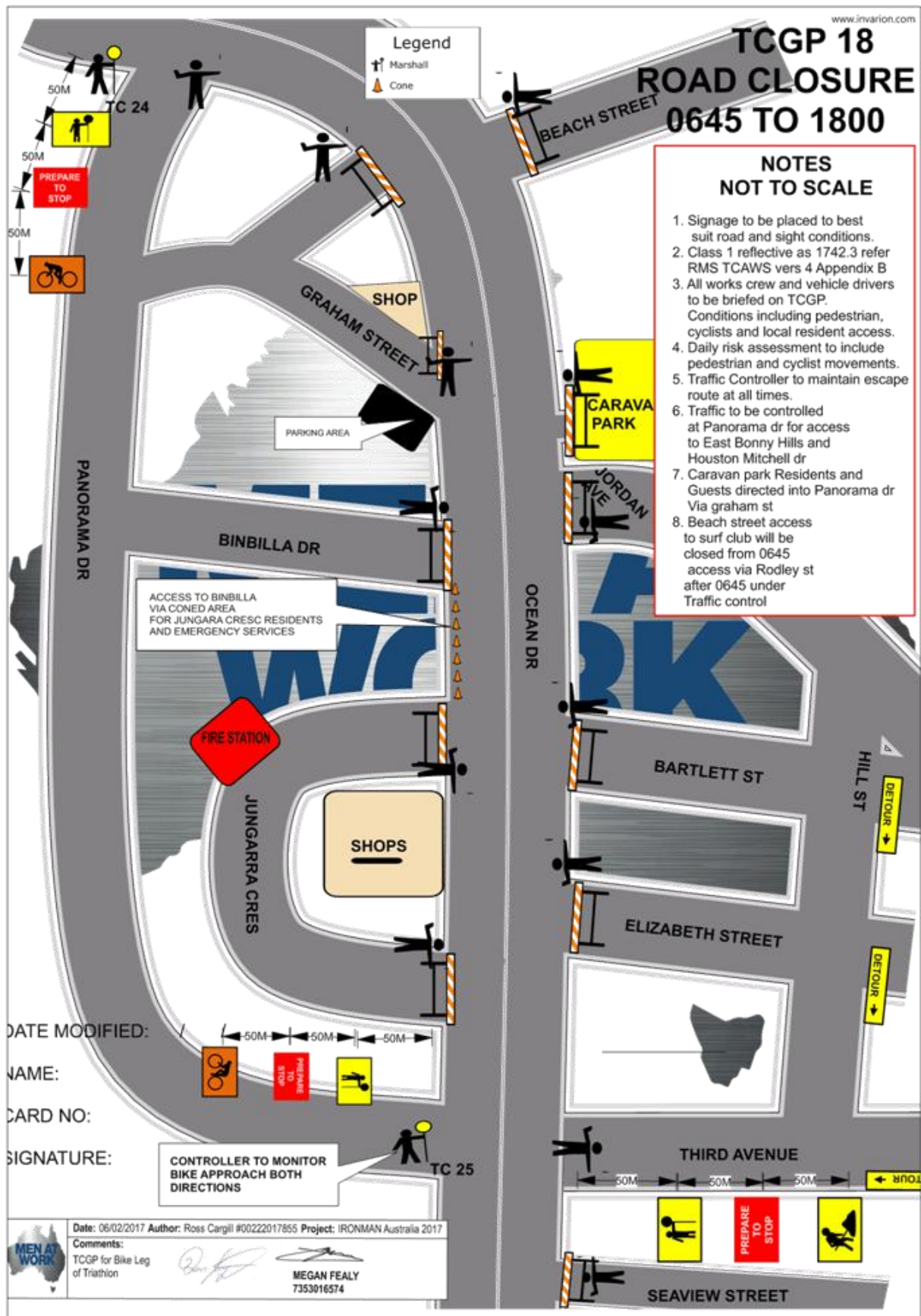


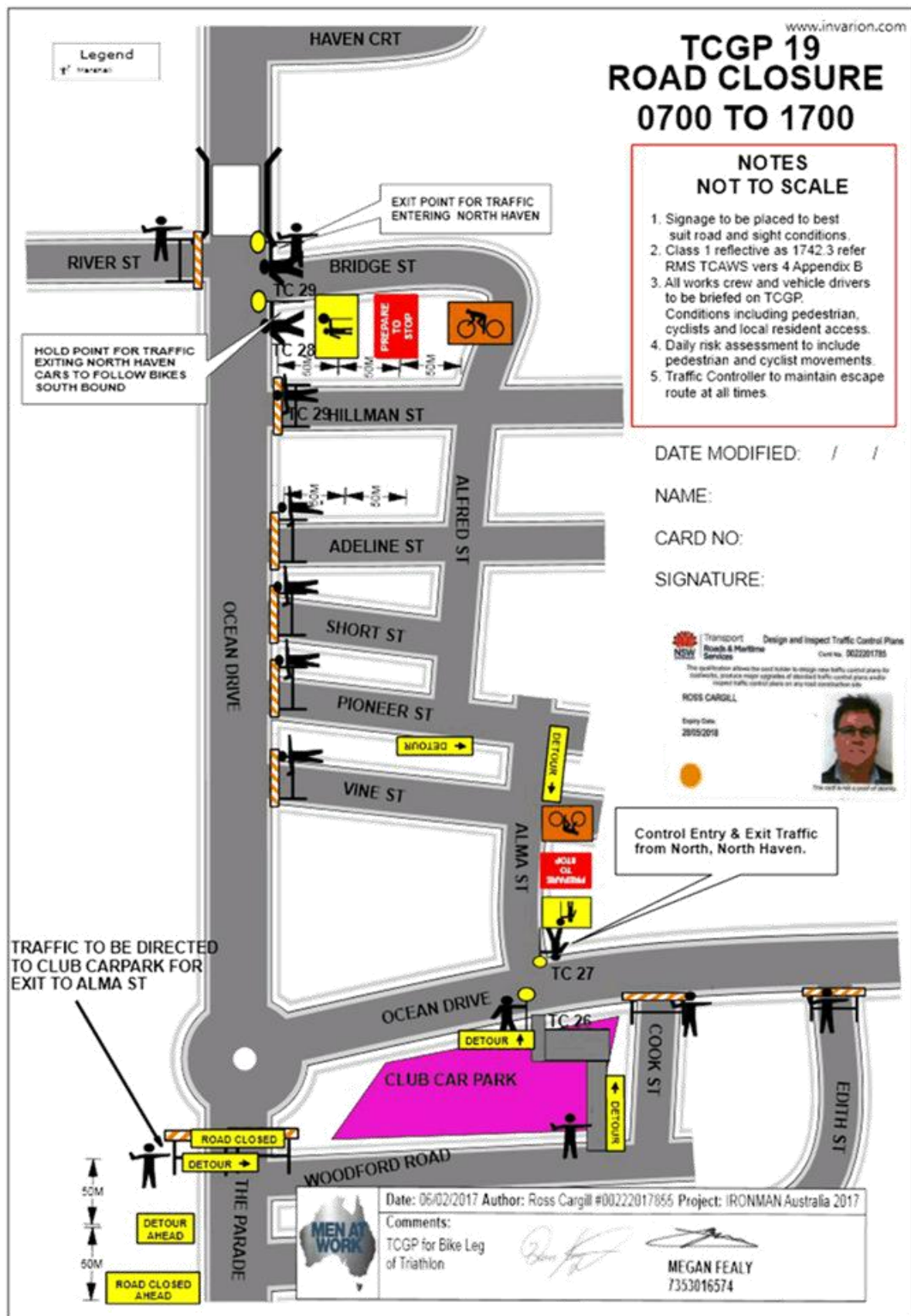


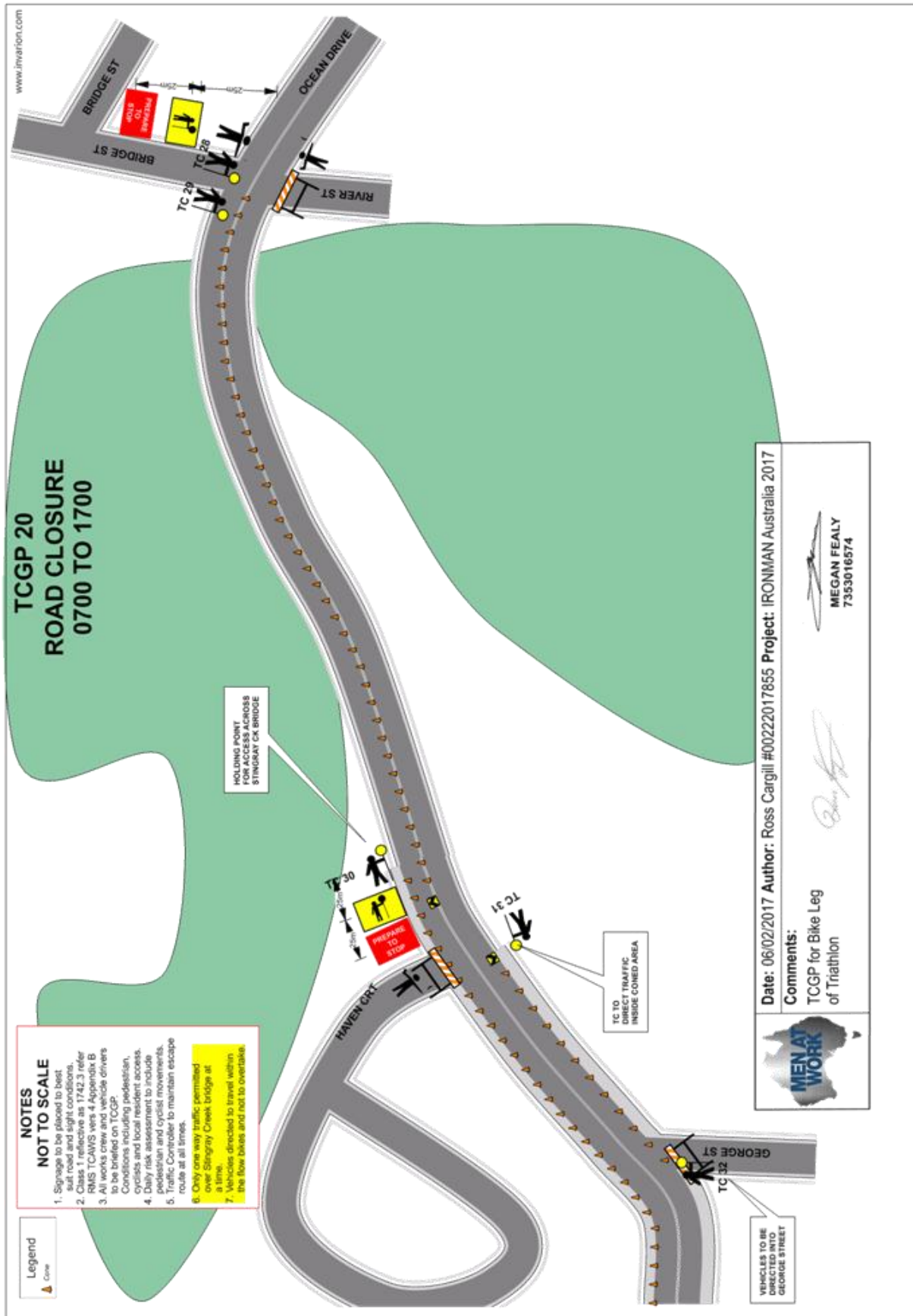






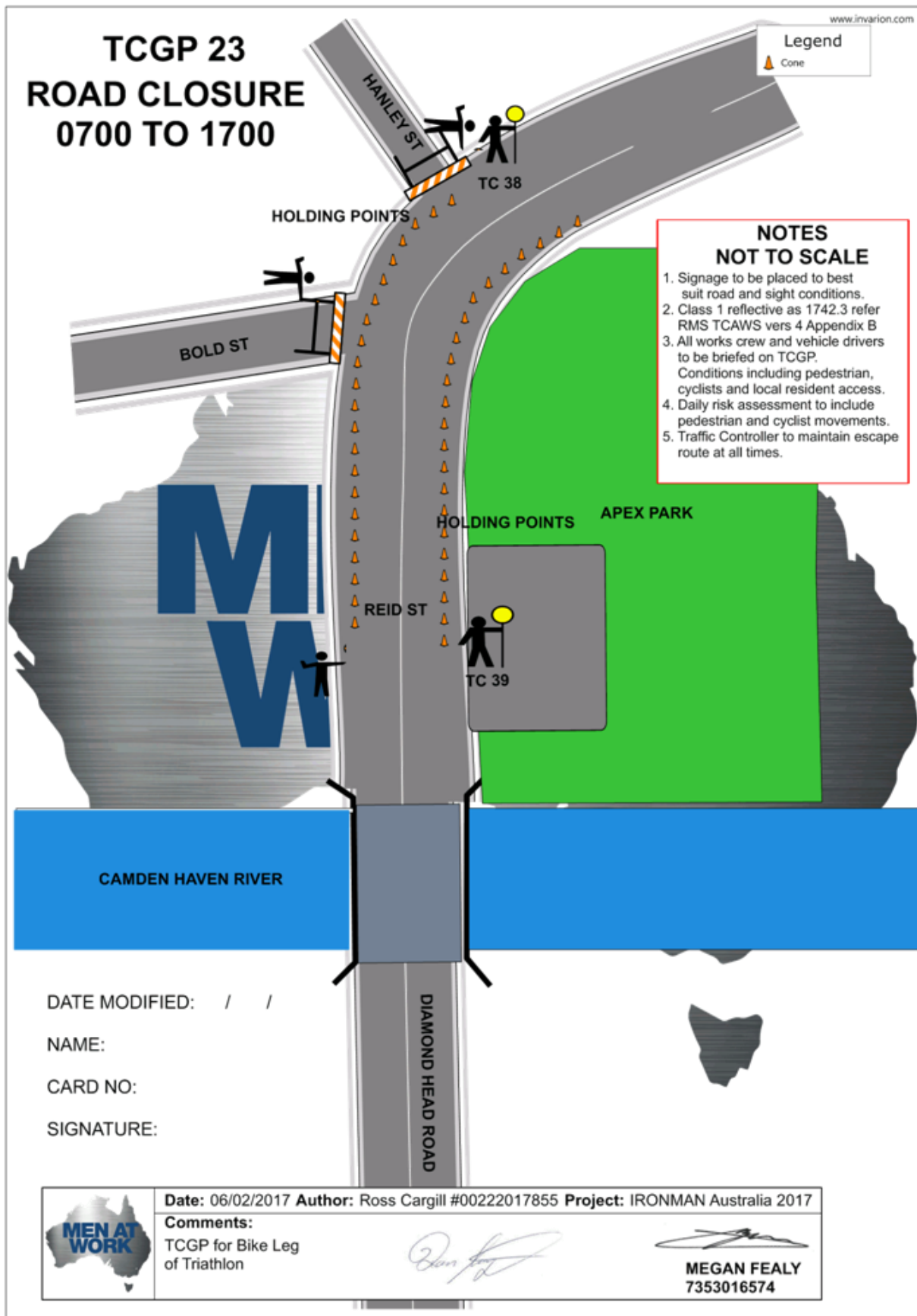




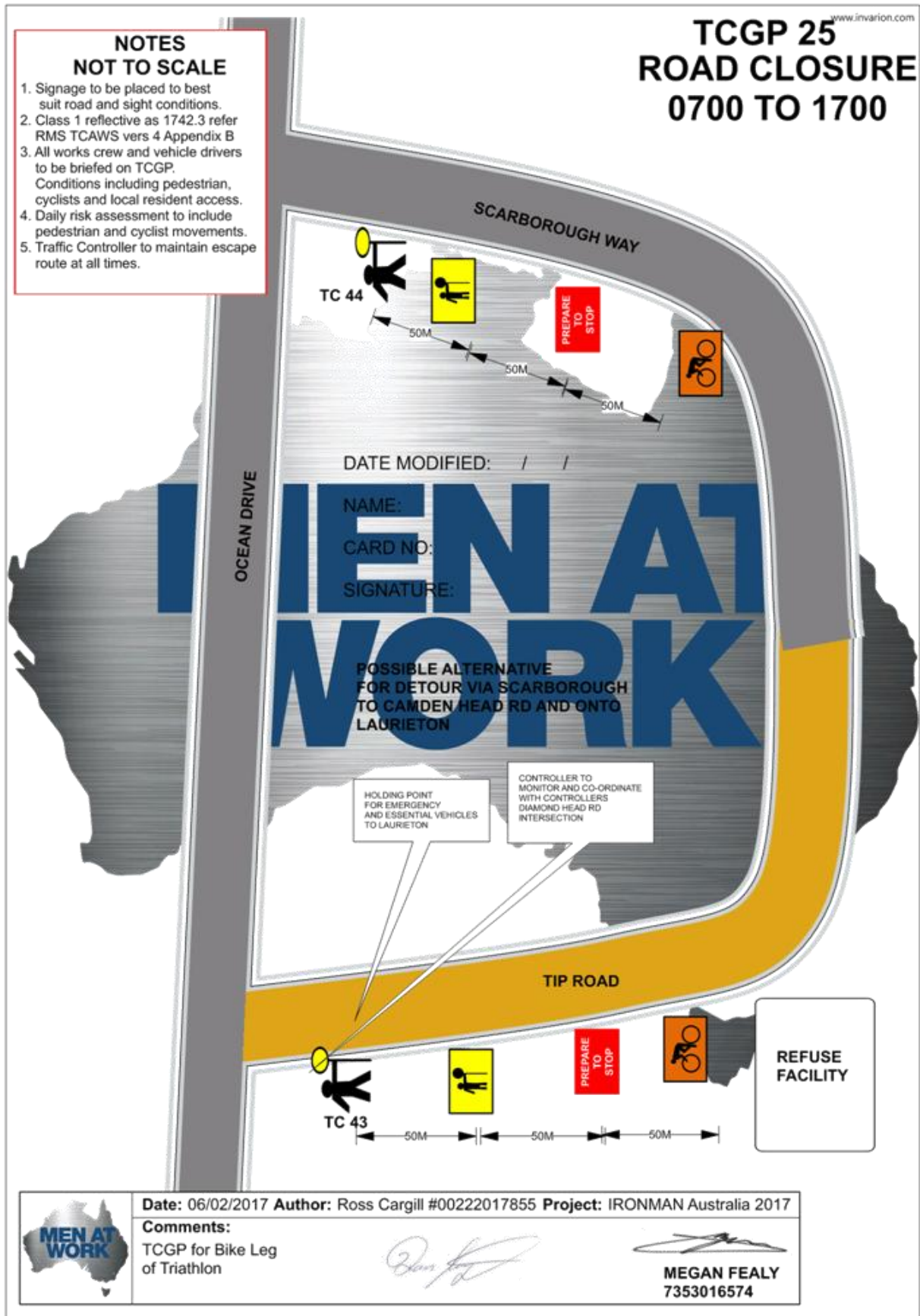


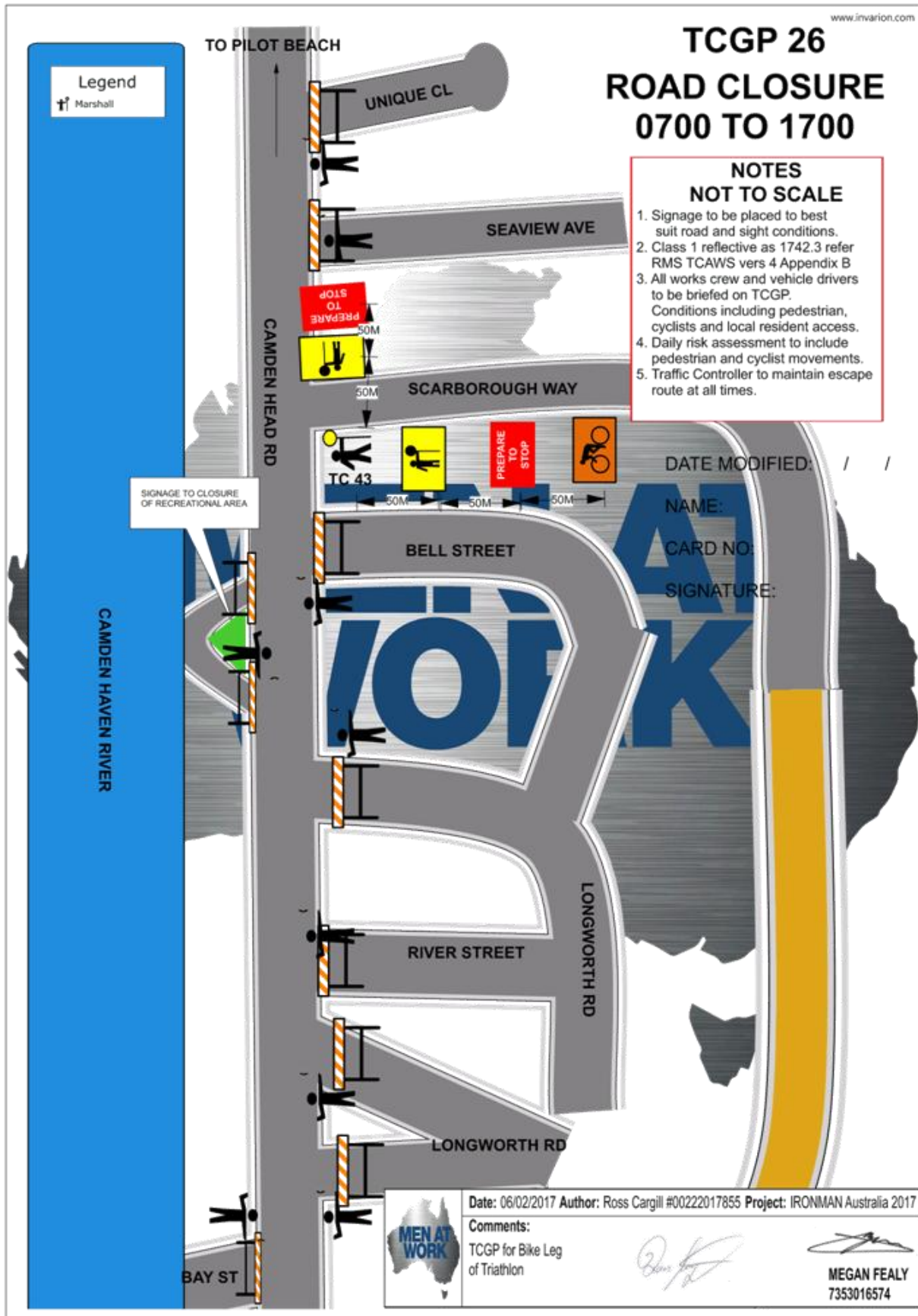












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**TCGP 27
ROAD CLOSURE
0700 TO 1700**

Legend
+ Marshall
Cone

**NOTES
NOT TO SCALE**

1. Signage to be placed to best suit road and sight conditions.
2. Class 1 reflective as 1742.3 refer RMS TCAWS vers 4 Appendix B
3. All works crew and vehicle drivers to be briefed on TCGP Conditions including pedestrian, cyclists and local resident access.
4. Daily risk assessment to include pedestrian and cyclist movements.
5. Traffic Controller to maintain escape route at all times.

BERGALIA ST

CAMDEN HEAD ROAD

BIKE TURNAROUND 1

ROAD CLOSED

TC 45

CONTROLLER TO CONTACT SCARBOROUGH CL WHEN CYCLES CLEAR

DATE MODIFIED: / /

NAME:

CARD NO:

SIGNATURE:

MEN AT WORK

Date: 06/02/2017 Author: Ross Cargill #00222017855 Project: IRONMAN Australia 2017

Comments:
TCGP for Bike Leg of Triathlon

MEGAN FEALY
7353016574

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TCGP 28

ROAD CLOSURE

0530 TO 0730 Swim

0800 to 0100 Run

Legend

- Cone
- Run Leg
- Safety Zone

SIGNAGE TO BE INSTALLED WHEN AND TRAFFIC MONITORED DURING SWIM LEG

50m
50m
50m

PREPARE TO STOP

NOTES NOT TO SCALE

1. Signage to be placed to best suit road and sight conditions.
2. Class 1 reflective as 1742.3 refer RMS TCAWS vers 4 Appendix B
3. All works crew and vehicle drivers to be briefed on TCGP. Conditions including pedestrian, cyclists and local resident access.
4. Daily risk assessment to include pedestrian and cyclist movements.
5. Traffic Controller to maintain escape route at all times.

Park St

AID STATION

River Park Road

DATE MODIFIED: / /

NAME:

CARD NO:

SIGNATURE:

Date: 06/02/2017 **Author:** Ross Cargill #00222017855 **Project:** IRONMAN Australia 2017

Comments:
TCGP for Run and Bike Leg of Triathlon

MENAI WORK

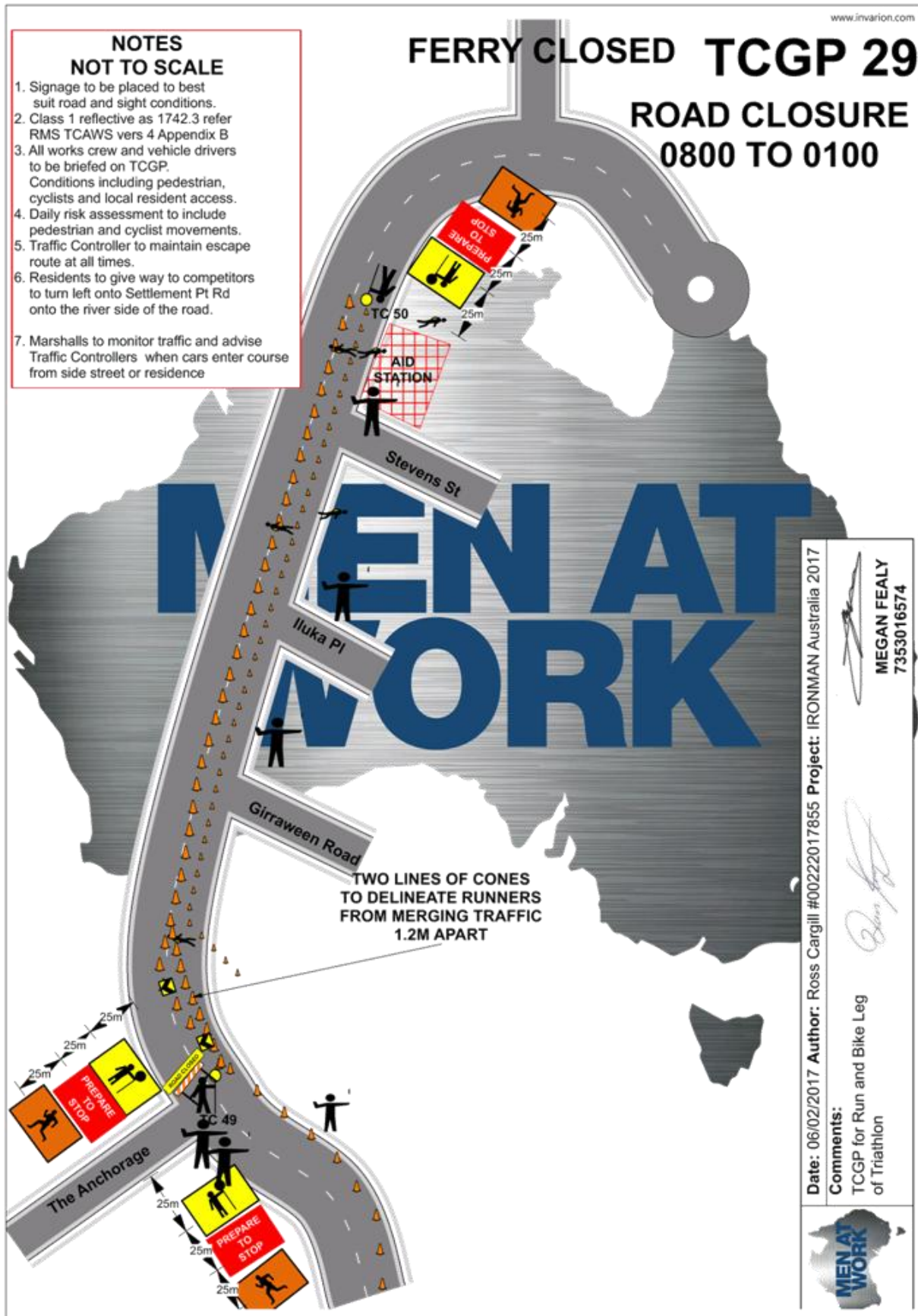
MEGAN FEALY
7353016574

Transport Roads & Maritime Services
Design and Inspect Traffic Control Plans
Card No. 0022201785

ROSS CARGILL

Expiry Date: 28/05/2018

This card is not a proof of competency



Item 06
Attachment 4
Page 73

Item 06
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1. Transposable elements	<p>Yeast</p> <p>Transposons and transposons that are located in the genome and will be directly affected by full round diseases.</p> <p>Animals and humans that are located on the genome will have potential diseases.</p> <p>Plants that are located in the genome will have potential diseases.</p> <p>Plants that have active copies, and therefore can self and create the same with some delay (spontaneous diseases)</p>
2. Chromosomes	<p>The rest of the population. Normal cells and chromosomes are not in the immediate vicinity of the genome but will need body experience early.</p>

Item: 07

Subject: HILL STREET / GRANITE STREET ROUNDABOUT - SIGNAGE AND LINEMARKING PLAN

Presented by: Infrastructure and Asset Management, Jeffery Sharp

RECOMMENDATION

That it be a recommendation to the Director Infrastructure & Asset Management, under sub-delegation:

That the Hill Street / Granite Street intersection upgrade, signage and linemarking plan (RU PM3 195, sheet 6, Rev C) be approved.

Discussion

Port Macquarie-Hastings Council was successful in obtaining funding through the 2016/17 Australian Government Black Spot Programme for an upgrade of the intersection of Hill Street and Granite Street, Port Macquarie.

The intersection of Hill and Granite Streets is currently controlled by a Stop sign on the Granite Street approaches. The approaches of Hill Street are slightly offset. There is an approximately 7% grade on Hill Street downwards from west to east.

The community has regularly raised concerns about the safety of this intersection. There were four reported crashes in the five year period up to 30 June 2014.

Council has prepared a design for a single lane semi-mountable roundabout with associated blister islands, footpath connections, linemarking and signage.

The signage and linemarking plan has been referred to Local Traffic Committee for approval because it involves new traffic control devices including roundabout signs and new No Stopping zones.

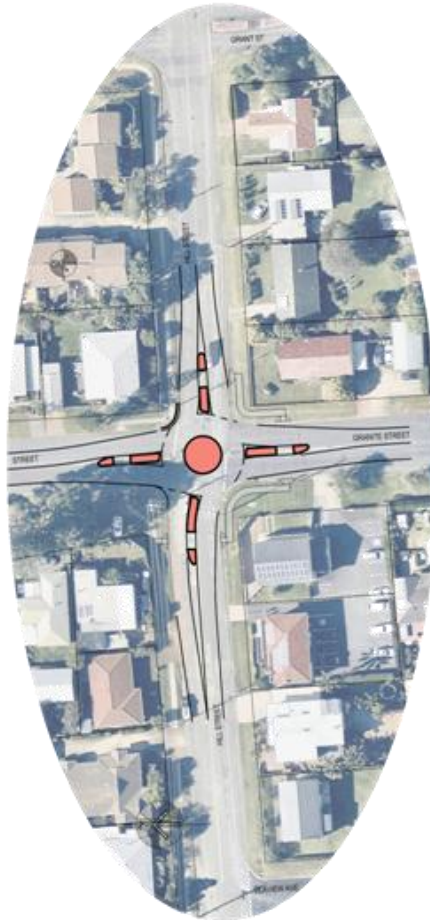
Attachments

1 [View](#). Hill and Granite Streets Roundabout - Signage and Linemarking Plan

PORT MACQUARIE-HASTINGS COUNCIL



PROPOSED MOUNTABLE ROUNDABOUT
INTERSECTION OF HILL & GRANITE
STREETS, PORT MACQUARIE



REFERENCES:

AUS-SPRAC HASSTRASZ COUNCIL, EDITION 2004
AUSTROADS - PAVEMENT DESIGN MANUAL
AUSTROADS - GUIDE TO ROAD DESIGN SLITE
AUSTRALIAN STANDARDS - AS 1742 MANUAL OF UNIFORM
TRAFFIC CONTROL DEVICES
AUSTRALIAN STANDARDS - AS 1428 DESIGN FOR ACCESS
MOBILITY

LIST OF STANDARD DRAWINGS

ASD 100 • PEDESTRIAN KICK RAMP
ASD 204 • SIGN INSTALLATION
ASD 804 • HOLDING RAILS

LIST OF DRAWINGS

1. COVER SHEET
2. NOTES
3. GENERAL LAYOUT PLAN
4. ROUNDABOUT & PAVEMENT DETAILS
5. SPLITTER ISLAND DETAIL
6. SIGNS AND LINESMARKING



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DATE 27/01/2017

SHEET NO. 1 OF 6

PLAN NO. RU-PM3-195

[illegible]









Item: 08

Subject: OXLEY HIGHWAY AT FOREST WAY - NEW BUS STOP

Presented by: Infrastructure and Asset Management, Jeffery Sharp

RECOMMENDATION

That it be a recommendation to the Director Infrastructure & Asset Management, under sub-delegation:

That in-principle approval be granted to relocate the existing bus stop on Forest Way, immediately north of the Oxley Highway, to the northern side of the Oxley Highway, immediately east of Forest Way, adjacent to the shopping centre.

Discussion

The issue of a new loading dock for Timbertown Village Shopping Centre was presented to the July 2016 Local Traffic Committee meeting where the following resolutions were recorded:

- 1. That the Timbertown Village Shopping Centre new loading area signage and any associated line marking not be approved.*
- 2. That a formal submission via a Development Application be submitted to Council by Timbertown Village Shopping Centre to meet current standards should they wish to present an alternative location for a loading zone.*
- 3. That Council advise Timbertown Village Shopping Centre of the outcome of the Local Traffic Committee Meeting on 27 July 2016.*
- 4. Council staff to investigate the original Development Consent for the supermarket to determine if consent conditions with regard to the loading of deliveries have been met.*

Subsequent to the July 2016 Local Traffic Committee meeting Council and the owners of the Timbertown Village Shopping Centre, Hastings Co-operative Ltd, along with SafeWork NSW have reached an interim agreement whereby the existing bus zone on the eastern side of Forest Way, immediately north of the Oxley Highway, is used for delivery vehicles. Procedures have been developed for the unloading of vehicles and the transporting of goods to the store by forklift or trolley.

The current arrangement is operating satisfactorily and rarely is a delivery vehicle present at the same time as a bus. The zone is 29m in length and can accommodate a bus and medium sized delivery vehicle.

The current arrangement on Forest Way, however, is an interim arrangement and it is proposed to relocate the bus stop to the northern side of the Oxley Highway adjacent to the shopping centre. A possible layout is shown in the attached figure. The works would involve the construction of a new bus bay to RMS specifications and a footpath connection to the shops. The new bus stop would be opposite an existing bus stop on the southern side of the Oxley Highway.

The bus stop relocation would improve the safety of vehicular and pedestrian movements in the vicinity of the Timbertown Village Shopping Centre.

In-principle support for the relocation of the bus stop is required so that design investigations can commence.

Hastings Co-operative Ltd, have indicated that they would fund costs associated with the design and construction to relocate the bus bay, however are seeking support from LTC prior to commencing the design process, noting the need for RMS concurrence being on a state highway.

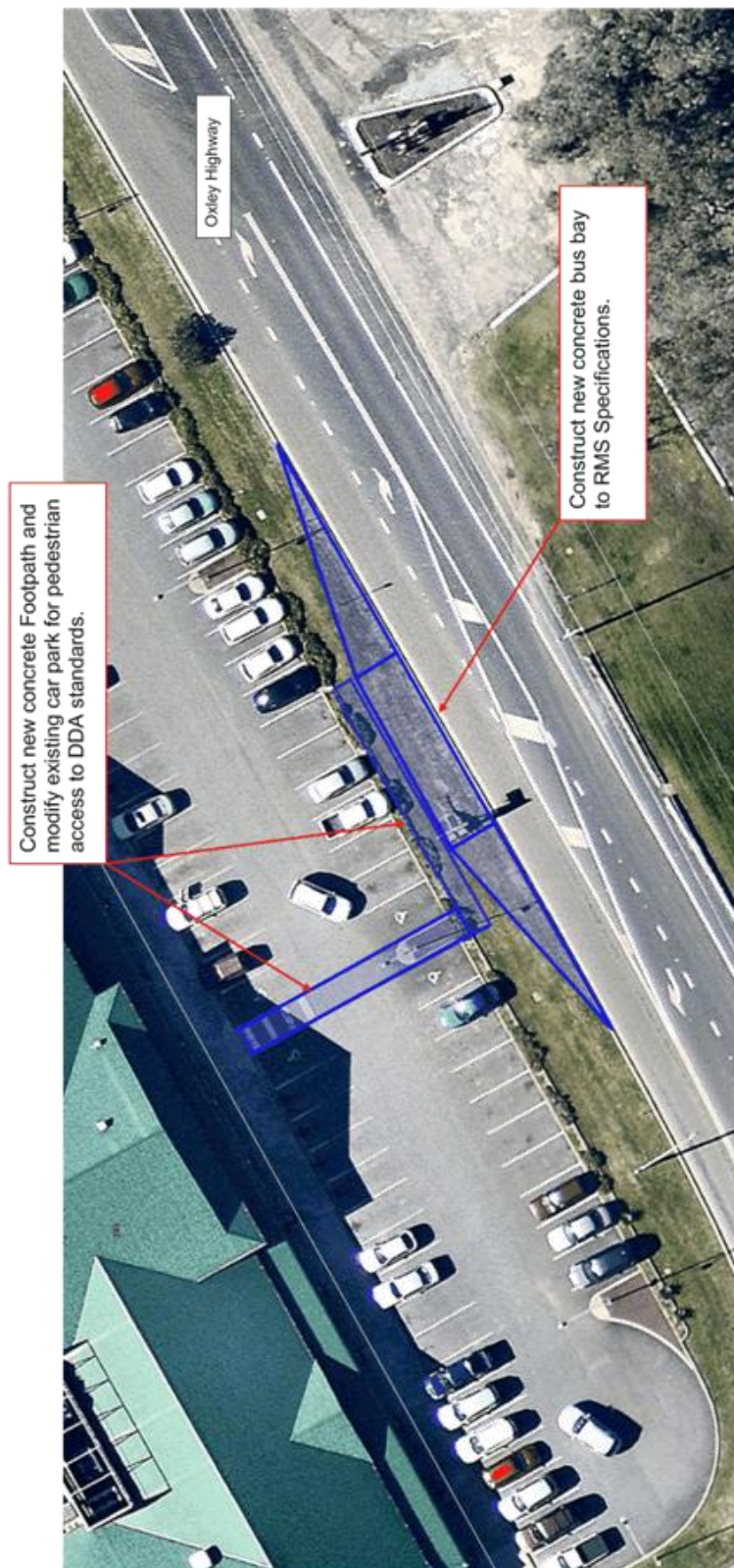
Attachments

- 1[View](#). Wauchope Bus Route Map
- 2[View](#). Proposed Bus Stop Relocation





Proposed relocation of existing Bus Stop on Forest Way, Wauchope to Oxley Highway Wauchope.



Proposed construction of new concrete bus bay on the Oxley Highway Wauchope and associated pedestrian facilities by Timbertown IGA (Hastings Co-Op) to allow for the relocation of the existing Bus Stop on Forest Way to the Oxley Highway.

Item: 09

Subject: LTC PROJECT STATUS REPORT - 2017

Presented by: Infrastructure and Asset Management, Jeffery Sharp

RECOMMENDATION

That the LTC Status Report as at 22 February 2017 be received and noted.

Discussion

Attached is the updated Status Report 2017 relating to traffic matters considered by this Committee and resolved by Council. The Status Report is provided for the information of all Committee members and to assist in finalising their actions to ensure that all items are completed as soon as practical.

Attachments

1 [View](#). LTC status report - 2017

LTC Meeting Date	Agenda Item			
	Item #	Description	Action	Complete (yes/no)
24 February 2016	6	2016 Junior State Cup Touch Football	Traffic management arrangements for event approved with conditions	Yes
23 March 2016	6	2016 Ironman Triathlon Australia	Traffic management arrangements for event approved with conditions	Yes
	6	Timbertown Village Shopping Centre - New Loading Area	New loading area not approved	Ongoing
27 July 2016	7	Port Macquarie School Zone Times	School zone times at Hastings Secondary College - Port Macquarie campus will not be altered	Yes
	8	King of the Mountain Fun Run - 21 August 2016	Traffic management arrangements for event approved with conditions	Yes
	9	Countdown to Christmas - 24 November 2016	Traffic management arrangements for event approved with conditions	Yes
23 November 2016	6	2016 NSW State Cup Touch Football	Traffic management arrangements for event approved with conditions	Yes
	7	2017 NSW Junior State Cup Touch Football Championships	Traffic management arrangements for event approved with conditions	Yes
	8	K-Mart Development, Warlters Street, Port Macquarie	Signage and linemarking plan approved with minor amendments	Yes
22 February 2017	6	2017 Ironman Triathlon Australia	Traffic management arrangements for event	
	7	Hill and Granite Streets Roundabout, Port Macquarie	Signage and linemarking plan for new works	
	8	Oxley Highway at Forest Way, Wauchope - New Bus Stop	New bus stop	