



Local Traffic Committee

Business Paper

date of meeting: Wednesday 25 March 2015

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

time: 10.30am

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
Local Member for Port Macquarie
Local 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.



**PORT MACQUARIE
HASTINGS**

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	05/11/14	03/12/14			
Mayor Peter Besseling Councillor Adam Roberts Councillor Trevor Sargeant (alternate)	PV	PV			
Paul Dilley Anthony Brown (alternate) Grant Christensen (alternate) John Carrero (alternate) Gary Bates (alternate) (NSW Police)	PV	PV			
Ian Shanahan (RMS)	PV	PV			
John Simon (Rep. Member for Port Macquarie)	PV	PV			
Carolyn Fowler (temporary) Andrew Stoner (alternate) (Rep. Member for Oxley)	A	PV			
Non-voting:					
Duncan Clarke (PMHC - Group Manager Transport & Stormwater Network)		A			
Malcolm Britt (Busways)	A	A			
John Hanlon (PMHC - Transport & Traffic Engineer)	A	A			
Steve Read (Port Macquarie Taxis)	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 25 March 2015

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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 3 December 2014 be confirmed.

PRESENT

Members:

Mayor Peter Besseling (PMHC)(Chair) (PV)
Paul Dilley (NSW Police) (PV)
Daniel Boorman (RMS) (PV)
John Simon (Rep. Member for Port Macquarie) (PV)
Carolyn Fowler (Rep. Member for Oxley) (PV)

Other Attendees:

Duncan Clarke (PMHC) A
Dave Davies (Busways) A
John Hanlon (PMHC - Transport & Traffic Engineer) A
Steve Read (Port Macquarie Taxis) A
Jaron Gawne (Busways) A
Phillip Marshall (PMHC Admin. Officer) A

This meeting was cancelled and voting received electronically.

01 ACKNOWLEDGEMENT OF COUNTRY

Meeting cancelled.

02 APOLOGIES

Meeting cancelled.

03 CONFIRMATION OF MINUTES

UNANIMOUS SUPPORT:

That the Minutes of the Local Traffic Committee Meeting held on 5 November 2014 be confirmed.

Council – Y

RMS – Y

Police – Y

Local Member for Oxley (Rep) – Y

Local Member for Port Macquarie (Rep) - Y

04 DISCLOSURES OF INTEREST

There were no disclosures of interest presented.

05 BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

06 LOCAL TRAFFIC COMMITTEE MEETING DATES FOR 2015

UNANIMOUS SUPPORT:

That the Committee support the following Local Traffic Committee Meeting (LTC) key dates for 2015.

Council – Y

RMS – Y

Police – Y

Local Member for Oxley (Rep) – Y

Local Member for Port Macquarie (Rep) - Y

07 PARKING RESTRICTIONS - TRAFFIC SIGNALS, HASTINGS RIVER DRIVE AND BOUNDARY STREET INTERSECTION, PORT MACQUARIE

UNANIMOUS SUPPORT:

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

Extension of the NO STOPPING zones currently in place at the intersection of Hastings River Drive and Boundary Street, Port Macquarie as per the attached drawing.

Council – Y

RMS – Y

Police – Y

Local Member for Oxley (Rep) – Y

08 HART STREET - PROPOSED TEMPORARY NO STOPPING ZONE.

UNANIMOUS SUPPORT:

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

1. A No Stopping Zone from 6am - 9am Thursdays be installed at the northern end of Hart Street, Lighthouse, as indicated on the plan attached to assist in the safe turning movement of garbage trucks.
2. The No Stopping Zone be installed on a temporary basis (Maximum 12 months from installation) until works can be undertaken to address the current collection issue and the No Stopping Zone then be removed.

Council – Y

RMS – Y

Police – Y

Local Member for Oxley (Rep) – Y

09 GENERAL BUSINESS

Nil.

The meeting was cancelled.

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:
.....

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. (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>) ⁱ	
Relationship of identified land to councillor [Tick or cross one box.]	<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 [Tick or cross one box]	<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 [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]	
Proposed change of zone/planning control [Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]	
Effect of proposed change of zone/planning control on councillor [Tick or cross one box]	<input type="checkbox"/> Appreciable financial gain. <input type="checkbox"/> Appreciable financial loss.

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—see section **448** (g) (ii) of the *Local Government Act 1993*.
- 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: PARKING TIME RESTRICTIONS - CLARENCE STREET, PORT
MACQUARIE

Presented by: Infrastructure & Asset Management, Jeffery Sharp

RECOMMENDATION

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

Parking time restrictions of five bays on Clarence Street, between Horton and Hay Streets, as shown on the drawing, be changed from 15 minutes to 1 hour (8.30am - 6.00pm Mon - Fri, 8.30am - 12.30pm Sat).

Discussion

At the Ordinary Council Meeting of 18 February 2015, a notice of motion was raised by Councillors in relation to car parking in Clarence Street as follows:

*13.01 NOTICE OF MOTION - CARPARKING - PORT MACQUARIE CBD
RESOLVED: Turner/Griffiths*

That Council alter the current 15 minute parking restrictions in the centre of Clarence Street, Port Macquarie (between Hay Street and Horton Street) to 1 hour.

*CARRIED: 9/0
FOR: Besseling, Cusato, Griffiths, Hawkins, Intemann, Levido, Roberts,
Sargeant and Turner
AGAINST: Nil*

Following this resolution Council staff undertook a review of parking time restrictions of the road centre parking on Clarence Street, between Horton and Hay Streets. There are 11 x 1 hour parking bays and 5 x 15 minute parking bays as shown on the figure below. These time restrictions apply between 8.30am - 6.00pm Mon - Fri, 8.30am - 12.30pm Sat.

The majority of on-street parking within the centre of Port Macquarie CBD has a 1 hour parking restriction, and a 2 hour restriction typically applies on the periphery of the CBD. The 15 minute parking bays that are the subject of this recommendation were originally intended to provide visitors with easy access to the Visitor Information Centre located in the Glasshouse. However, over time it has become apparent that few motorists are able to complete their business within 15 minutes. Changing these parking bays to 1 hour is appropriate and will provide consistency with other on-street parking in the vicinity.



Attachments

Nil

Item: 07**Subject: NO STOPPING SIGNS - MUMFORD STREET, PORT MACQUARIE****Presented by: Infrastructure & Asset Management, Jeffery Sharp**

RECOMMENDATION

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

No Stopping signs be installed on the southern side of Mumford Street as shown on the attached drawing.

Discussion

A review of parking restrictions on the western end of Mumford Street has been undertaken. This section of the street serves Heritage Christian School to the south and a number of commercial developments to the north. Most of the commercial developments have their primary vehicular access and frontage on Hastings River Drive with only secondary accesses on Mumford Street.

Mumford Street is a cul-de-sac with relatively low traffic volumes. It is currently used for all day on-street parking by workers from the commercial developments. The school has on-site parking for employees and visitors. School drop-off and pick-up manoeuvres occur via a turning loop. Bus drop-off and pick-up occurs via a bus zone in the turning loop at the western end of the street.

Peak period No Stopping zones exist on the northern side of the street (8.00am - 9.30am, 2.30pm - 4.00 pm School Days). The purpose of these zones is to improve safety around the school, particularly for vulnerable road users, at times of peak vehicular and pedestrian activity. There are no similar zones on the southern side of the street.

Consultation

Representatives from Heritage Christian School are concerned that vehicles parking on the southern side of Mumford Street adjacent to the school significantly obstruct sight distance and therefore reduce safety for both pedestrian and vehicular movements. Council officers have inspected the site and agree with this assessment.

Recommendation

It is proposed to create three new No Stopping zones on the southern side of Mumford Street adjacent to the school as shown on the figure below. It is proposed that these measures are applied permanently and are not restricted to peak school times because the school driveways can be in use at all times of the day, evening and weekends.



This measure would greatly improve safety for pedestrian and vehicular movements. It would result in the loss of approximately 10 parking spaces. Alternative all day parking opportunities are available elsewhere in the precinct.

Letters of support from Heritage Christian School and Safe 'n' Sound Self Storage are included as attachments.

Attachments

- 1 [View](#). Letter from Heritage Christian School
- 2 [View](#). Letter from Safe 'n' Sound



5 March 2015

ATTENTION: CRAIG SWIFT-McNAIR (GENERAL MANAGER)
Port Macquarie Hastings Council
17 Burrawan Street
PORT MACQUARIE NSW 2444

Dear Mr Swift-McNair

RE: TRAFFIC CONCERNS – HERITAGE CHRISTIAN SCHOOL

We are in receipt of a copy of a letter that you have emailed to one of our parents, Mr Lawrie Bennett (your Ref: CRM3277/2015), in response to an email outlining his concerns about the traffic and parking issues at the school.

Firstly, we are encouraged by the action plan that you have proposed, which includes an increase in ranger patrols and the replacement of existing signage showing excessive damage or fading. We are most interested in your consideration of the removal of up to 6 parking spaces to address blind spots.

We would like to reinforce the fact that the access-way (our drop-off zone for parents AND the exit from the school carpark) at the front of the school, whilst being currently classed as private access, is a much used public entrance to the school and sees heavy usage each school day. Cars parked on the roadway in front of this access-way prevent drivers from being able to see approaching traffic when attempting to exit the school. We strongly suggest that "no parking" signs be erected along the front of the school, on Mumford Street, prohibiting parking and thus eliminating any blind spots for drivers.

This "no parking" zone should be extended for at least three parking spaces from the corner of the school property in front of the Coastside Church property (currently the vacant grassed area at the west end of the church property adjoining the school property).

The school has expressed its serious concerns over this issue in the past with no substantial improvement resulting. We are encouraged that Council is revising the situation with a view to removing what is a serious and unacceptable risk.

We await Council's decision regarding the action plan.

Yours sincerely



Geoff Brisby
Principal

A vibrant, engaged
community... *Educating, Nurturing, Empowering.*

33 Mumford Street
PO Box 5598
Port Macquarie NSW 2444
Phone 02 6583 8277
Fax 02 6583 6640

admin@heritage.nsw.edu.au
www.heritage.nsw.edu.au
Operated by the Hastings Association
for Christian Education Ltd.
ABN 47 002 521 404



Safe 'n' SOUND Self Storage Pty Limited
ABN 44 079 396 633

Port Macquarie Hasting Council,
Mr Craig Swift-McNair,
General Manager.

5 March 2015

Dear Sir,

I have been approached to support traffic changes in Mumford St, in particular around the Heritage Christian School area. I have perused the correspondence from Council and support any changes to signage, in particular the introduction of a No Standing Zone in the nominated area.

Our own exit from the Safe and Sound Self Storage area is close to the area nominated in the correspondence and limiting all car parking in this area would also assist us with large vehicles and cars with trailers exiting our business premises.

Child Safety is paramount and changes as discussed and if implemented by council would greatly assist in reducing the danger to children, adults and the like during peak drop off and pick up times.

Please feel free to contact me to discuss if you require.

Yours sincerely,

Craig Maloney
Craig Maloney
Facility Manager

KOTARA
2 Gow Street,
Kotara NSW 2289
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PORT MACQUARIE
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Item: 08**Subject: CAMERON STREET, WAUCHOPE - BUS ZONE****Presented by: Infrastructure & Asset Management, Jeffery Sharp**

RECOMMENDATION**That it be a recommendation to Council that:****A bus zone be installed on the eastern side of Cameron Street, between Young and High Streets, as shown on the attached drawing.****Discussion**

In 2014 the local public transport bus service provider, Busways, made major changes to its Wauchope bus route network (refer to attachment). Bus routes are determined by the bus provider in conjunction with Transport for NSW, not Council. However Council does work with Busways and Transport for NSW in determining where the buses will stop. Council is responsible for providing the physical bus stop, including bus zones, bus bays, signs, shelters and seats.

Buses travel in a southbound direction along Cameron Street. The first opportunity for bus passengers arriving from Port Macquarie to alight within Wauchope town centre is on Cameron Street between Young and High Streets. There are however no existing buses stops on this section of the street. As a temporary measure buses have been, where parking spaces are unoccupied, stopping adjacent to the kerb. In most instances, however, parking spaces are occupied and buses are forced to double park or sometimes bus drivers choose not to stop at all. This is obviously an undesirable and unsafe situation, and provides a poor level of service for bus passengers.

The selection of an appropriate bus stop location in a town centre environment is a complex task that must consider a range of factors, including:

- required bus zone length
- available adjacent lane width
- adjacent traffic or parking restrictions and driveways
- sight distance: a straight, flat section of roadway is preferable
- availability of adequate kerbside passenger space to avoid overcrowding
- adjacent land uses: locations likely to attract the most passengers are preferable, but not adjacent to facilities that induce a high parking turnover such as ATM's, newsagents and convenience stores
- vegetation and street tree plantings
- distance to adjacent bus stops

The new bus zone would be used only for the pick-up and set-down of passengers and would not be used as a layover facility requiring extended stopping time.

However, its primary use would be for set-down with most pick-ups likely to occur at the Young Street stop opposite Bransdon Street.

A typical bus stop has capacity for up to 10 buses per hour. Based on the Busways timetable, observation of bus dwell times, and an allowance for a future increase in services as population and demand increases, the bus stop only needs to accommodate one bus at any one time.

Thirty metres (30m) is the minimum required bus zone length to accommodate a single bus, comprising the sum of the length of bus (12.5m), minimum draw-in length (11.5m) and minimum draw-out length (6.0m) [*NSW Bus Infrastructure Guide, Issue 2, 2011*]. These lengths may be reduced if the draw-in or draw-out involves a driveway, intersection or no stopping zone.

Proposed Treatment

Council propose to install a bus zone on the eastern side of Cameron Street between Young and High Streets as shown on the plan on the following page. Vehicles will not be permitted to stop or park within the bus zone. This location was chosen because:

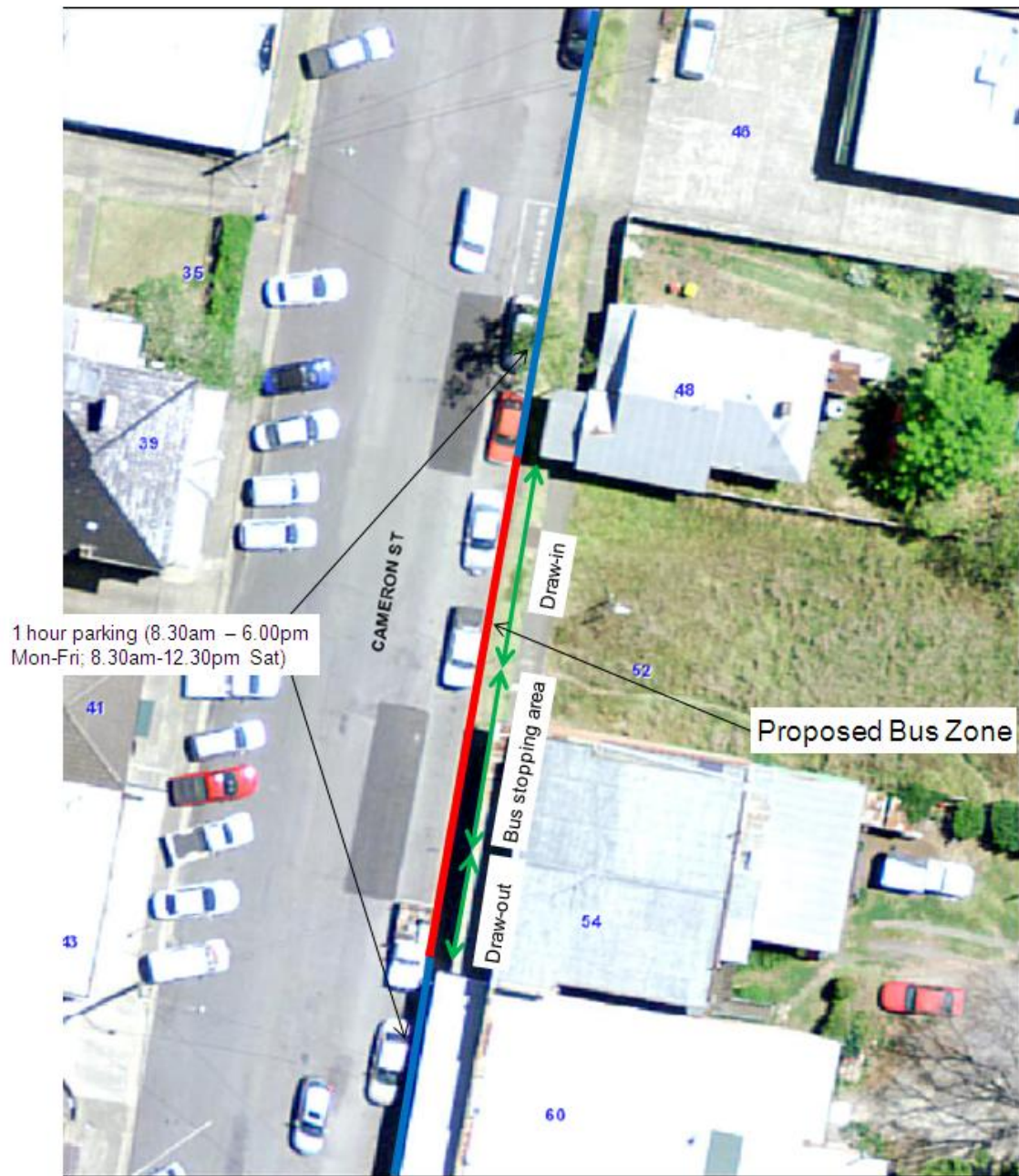
- It is centrally located within Wauchope town centre in close proximity to High Street
- It minimises the impact on adjacent businesses
- There are no existing driveways that will be affected
- There may be one future driveway that will not be affected
- This section of Cameron Street is a change over point between different bus routes.

The length of the proposed new bus zone is 30m and will require the loss of 4 car parking spaces. These spaces have 1 hour peak period time restrictions (8.30am-6.00pm Mon-Fri; 8.30am-12.30pm Sat). There are no adjacent businesses classified as high parking turnover such as ATM's, newsagents and convenience stores. No. 52 Cameron Street is currently a vacant lot and No. 54 houses a Remedial Therapy business and a Hairdresser.

There are no existing driveways that will be affected by the proposal. No. 52 has development consent for a laundromat business. The consent requires the applicant to construct a three space off-street car park serviced by a driveway located at the northern boundary of the lot. This driveway would be located within the draw-in section of the bus zone which is acceptable under the bus design guidelines.

A bus shelter is not initially proposed because the stop will mainly cater for set-down movements. A seat will be installed at the bus stop.

Figure: Proposed Bus Zone



PORT MACQUARIE
HASTINGS

Printed on: 15/03/2015
Compiled by: Jshree

0 4 8 16 24 32

1:300 @ A4

Disclaimer

This map was produced by the Geographic Information Services Section of the Port Macquarie-Hastings Council using information available to Port Macquarie-Hastings Council and the Department of Lands, Sydney. The data was captured at a scale of 1:25,000 for rural areas and 1:4,000 for urban areas. The positional accuracy of data becomes less reliable when viewed at scales greater than the capture scale. Port Macquarie-Hastings Council accepts no responsibility either in contract or tort (and particularly in negligence) for any errors, omission or inaccuracies whatsoever contained within or arising from this map. NOTE: Cadastral information outside Port Macquarie-Hastings LGA not updated.

Community Engagement and Consultation

Letters informing the community of the proposal were sent in December 2014 to all owners and tenants along Cameron Street between Young and High Streets. A copy of the letter is included as an attachment.

Three submissions, included as an attachment, were received as summarised below:

Submission		Issue	Resolution
1	Alex Woodgate, 48 Cameron Street (owner)	Propose bus zone should be moved further to the south	Bus zone moved further to the south
		Safety at No. 48 driveway will be affected	New bus zone location does not impact on this driveway
		Impact on parking adjacent to No. 48	New bus zone location does not impact on this parking
2	Troy & Helen Eggleton, 48 Cameron Street (tenant)	Safety at No. 48 driveway will be affected	New bus zone location does not impact on this driveway
		Impact on parking adjacent to No. 48	New bus zone location does not impact on this parking
3	Melinda White, 52 Cameron Street	DA approval requires car park to be constructed	Proposed location chosen so that future development of lot is not compromised. Car park driveway would be located within the draw-in section of the bus zone which is acceptable under the bus design guidelines.
		DA approval requires drainage issues to be addressed	Proposed bus stop does not require road works, drainage will be adequate for bus use. Applicant will still need to address drainage issues as per DA consent conditions

In response to the submissions the bus zone location was moved slightly to the south to minimise the impact on No. 48 Cameron Street and so that the future development of No. 52 is not compromised.

Busways is supportive of the proposal.

Conclusion

Council aims to maintain an integrated transport system that is safe, functional and meets access needs. In allocating kerbside space Council seeks to balance the needs of all road users. Such space is allocated for a range of purposes including no parking zones for road safety and traffic efficiency, bus stops, taxi zones, loading zones and general parking.

A bus stop on the section of Cameron Street between Young and High Streets is a critical item of community infrastructure. The chosen location strikes a suitable balance between the competing demands for kerbside space in this section of the street.

Council has sought comment from surrounding land owners and tenants and received only three submissions. The lack of response has been taken as indicating general support for the proposal with the exception of those issues outlined in this report. The proposal has been altered slightly to make accommodation for the issues raised.

Therefore the implementation of the bus zone at the location as shown in this report should proceed.

Attachments

- 1[View](#). Wauchope Bus Routes
- 2[View](#). Letter sent to Landowners and Tenants
- 3[View](#). Submissions



15 December 2014

Refers to: CRM SF 14/365

To the Proprietor/Resident
XX Cameron Street
WAUCHOPE NSW 2446

Dear Sir/Madam

Busways Route 355 - Proposed bus stop Cameron Street, Wauchope

As you may already be aware the local public transport bus service provider, Busways, has undertaken an extensive review of its bus route network. The result of this review is that Busways has made substantial changes to its bus routes.

It is important to note that bus routes are determined by the bus provider (Busways) and Transport for NSW, not Council. However Council does work with Busways & Transport for NSW in determining where the buses will stop. Council is responsible for providing the physical bus stop, such as signs and seats.

As a result of the recent review new bus stops are required in some locations to service the new routes. As such it is proposed to install a bus zone in front of No. 48 and No. 52 Cameron Street, Wauchope. Vehicles are not permitted to park within the bus zone.

This location has been chosen for a permanent bus zone due to its central location and as it is a change over point between different bus routes.

The length of the proposed new bus zone is 30m and will require the loss of 5 car parking spaces. The location of the proposed bus zone is shown on the attached plan.

Council is seeking comment from all property owners/occupiers on this proposed bus zone. Comments will be accepted until Friday 23rd January 2015 and can be sent to Council via:

- email to council@pmhc.nsw.gov.au
- post to Port Macquarie-Hastings Council
PO Box 84
PORT MACQUARIE NSW 2444

Please quote the Council Reference SF14/365 and mark comment to the attention of Mr Nick Gainsford.

If you require further information on this matter please contact Port Macquarie Hastings Council's Road Safety and Traffic Officer Nick Gainsford on 6581 8111.

Yours sincerely

Duncan Clarke
Group Manager Transport and Stormwater Network

enc

22 January 2015

Port Macquarie Hastings Council
P.O. Box 84
PORT MACQUARIE NSW 2444
Attention: Mr Nick Gainsford

Dear Mr Gainsford,

Re: Council Reference SF14/365

I am writing as the owner, with my wife Susan Barry, of the property at 48 Cameron St, Wauchope to object in the strongest possible terms to the plan by council to install a bus stop outside our property.

The reasons for this objection are as follows:

1. Danger to pedestrians and traffic in Cameron St.

The drivers of any vehicles exiting the driveway at No. 48 will be risking public safety because their vision to the left will be restricted if a bus is standing at the bus stop outside the property when they are trying to turn into Cameron St. This will also be the case with vehicles exiting the very busy driveway of the butcher's shop at No. 46.

When attempting to enter the driveway at No. 48 traffic will be held-up, if there is a bus at the bus stop, as the vehicle attempting to enter No. 48 will have to wait for the bus to depart the kerb. Otherwise, there is a danger to pedestrians who may be walking on the footpath unseen behind the bus. Not waiting in Cameron St could result in injury to pedestrians who walk from behind the bus.

Also, remaining stationary in Cameron St will cause traffic to build-up behind the waiting vehicle. If traffic builds up to the south this could impact on traffic flow through the roundabout at the intersection of Cameron and High Sts.

This problem would not occur if the bus stop was located further to the south in the area between No. 52 and the intersection of Cameron and High Sts.

2. Impact on patients attending the naturopathy practice at 48 Cameron St.

Many of the patients who attend the naturopathy practice at 48 Cameron St are infirm and/or have a mobility problem, which makes walking any distance to the premises very difficult.

Currently, there is very limited parking in the street immediately outside 48 Cameron St and there is no customer/patient parking available on the property. Installing a bus stop would remove all the parking in front of the property and, therefore impact on the ability of those patients, who are infirm or who have a mobility problem, to visit the naturopath at 48 Cameron St.

Solution.

A solution to the above problems would be to install the bus stop further south on Cameron St in a location between No. 52 (a vacant lot) and the intersection of Cameron and High Sts, where there are no driveways and where there are many more parking spaces available for the patrons of the premises in that location.

This would reduce the danger to pedestrians, not cause traffic congestion and have much less impact on the very limited on-street parking available in front of No. 48 and, therefore, not impact on the operation of the naturopathy business.

Importantly, locating the bus stop between No. 52 and the intersection of Cameron and High Sts would also put it in a more central location as it would be closer to High St and, therefore, less distance for bus passengers to walk to the main shopping/business precinct of Wauchope. Installing the bus stop outside No. 48 is a much less central location and further away from the main shopping/business precinct.

Therefore, I would ask you to reconsider the installation of the bus stop outside No. 48 and locate it further to the south between No. 52 and the intersection of Cameron and High Sts. Moving it further south would not impact on the ability of a bus to enter or exit the bus zone.

If you wish to discuss my submission please contact me on 0427 863 588.

Yours sincerely,



Alex Woodgate

John Hanlon

From: Helen Eggleton [leeggleton@icloud.com]
Sent: Friday, 23 January 2015 2:20 PM
To: Council
Subject: Attention Nick Gainsford

Dear Nick,

We are writing to express our concerns in regard to Council Reference SF 14/365. We have rented 48 Cameron street Wauchope for about 6 years to run our naturopathic clinic and have many concerns about the positioning of the proposed Busways stop for route 355 outside our practice. Please ring us on 0428832475 for clarification of any of our concerns if necessary, We are an established health practice that already struggles with limited car parking availability and the reduction of 5 more car parking spaces will have a significant impact on our business.

Our appointments are just under an hour in length to accomodate the limitations of car parking already.

We have customers "pop" in quickly to collect medications. (As I will discuss later or customers will be greatly disadvantaged by having to park further away rich will also affect our business).

We are a health centre rather than a retail centre and therefore our clients can be :disable in some way :elderly :unwell with inability to walk far :pregnant-various stages there of :be undergoing various medical treatments such as radiation and chemotherapy (we are currently being assessed as preferred provides for Port Macquarie Cancer Institute.). :suffering from various diseases resulting in extreme fatigue and exhaustion.

We also have concerns re the placement of the bus zone over our driveway. We use our driveway throughout the day both coming to and from work,collecting children from school and running errands.

Our main concerns with placement of the bus zone are related to a bus blocking our driveway whilst many people get on and off the bus because :we are usually turning right into our driveway and this can bank traffic up to the roundabout if we are stationary for as little as 5 mins which could easily occur :on leaving our premises to collect kids we are time poor and a delay whilst turning from. Our driveway puts us further behind :we also have a child with uncontrolled epilepsy and so need access at all times so we can either get her to hospital or attend the school.

Yours sincerely

Troy and Helen Eggleton
Sent from my iPhone

SE & MP White
47 Pembroke Road
Redbank NSW 2446

6 February 2015

Nick Gainsford
Road Safety Officer
Transport & Stormwater Network
Port Macquarie-Hastings Council
PO Box 84
PORT MACQUARIE NSW 2444

Dear Sir,

Busways Route 355 – proposed bus stop Cameron Street, Wauchope (your reference CRM SF 14/365)

As the owners of 52 Cameron Street, Wauchope we would like to object to the proposed bus stop in front of our land.

The DA approval that we have obtained the land requires us to construct a car park for the business premises. Access to and from that car park will become very dangerous if the vehicles are required to enter or exit at the same time as a bus, indeed the bus will block access to the driveway.

In addition to the above Cameron Street has a drainage issue. The development approval given to us by Council to us requires us to undertake works to help with those issues. This will clearly be a problem in wet weather for the buses and their passengers.

There are multiple alternative locations that Busways can consider that do not require them to block access to the local businesses. Our business once constructed will be one of few within Wauchope that has its own parking. It is unreasonable to allow Busways to block access to that.

We look forward to hearing further from you.

Regards



Item: 09

Subject: 2015 IRONMAN TRIATHLON AUSTRALIA

Presented by: Infrastructure & 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 2015 Ironman Triathlon Australia on Sunday 3 May 2015, subject to the following conditions:

- 1. That the event be categorised as a Class 1 special event.**
- 2. That the event organiser obtains written approval from the NSW Police.**
- 3. That the event organiser obtains written approval from the NSW Roads and Maritime Services (RMS).**
- 4. That the event organiser notify the NSW Ambulance, NSW Fire and the State Emergency Services of the proposed road closures.**
- 5. That the event organiser notifies local Transport Services (Bus Companies, Taxis) of the proposed road closures.**
- 6. That the event organiser complies with all the conditions identified in the Transport Management Plan and any modifications to the plans be approved by Council prior to the running of the event.**
- 7. That the event organiser abides by any other condition that Council and the Police may impose.**
- 8. RMS accredited personnel (Yellow card) are required to set up and work with Traffic Control Plans at the site.**
- 9. RMS accredited Traffic Controllers (Blue or Grey card) are to be used for the control of traffic.**
- 10. That the event organiser advertise, at no cost to Council, the road event in the local print media for a period not less than 21 days advising of the time and duration of the road closures.**
- 11. That the event organiser advertise the event by undertaking a letter box drop to all affected residents along the race route affected by the road closures advising of the event and the proposed actions to be undertaken to mitigate the impact of the road closures.**
- 12. That the event organiser submit to Council prior to the commencement of the event evidence of Public Liability Insurance which is valid for the duration of the event, including placement and removal of traffic control devices.**
- 13. The road reserve area is to be maintained and left in a clean and tidy condition at the completion of the event.**
- 14. That the event organiser abide by any other condition that Council, RMS and the Police may impose.**
- 15. That a review of the implementation of the Transport Management Plan (TMP) be undertaken by the proponent in consultation with Council and other services following the event so that the TMP can be further refined**

and any issues identified can be addressed prior to any future events.

Discussion

The 2015 Ironman Triathlon Australia event will be held on Sunday 3 May 2015. The event manager is Ironman Asia-Pacific. The race commences at 6.45am with the last competitor expected to finish by 11.45pm. The event consists of approximately 1600 competitors participating in a 3.8km swim (Hastings River), 180km cycle (2 laps Port Macquarie to Camden Head), and 42.2km run (4 laps Port Macquarie). Refer to Attachment 1. The course remains largely unchanged from the 2014 event.

Planning for the 2015 event commenced immediately after the 2014 event was concluded. A range of stakeholders have been involved including the event organiser, Council, the Police and Roads and Maritime Services (RMS).

The Transport Management Plan (TMP) for the event is included as Attachment 2. 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	Reid Street
Buller Street	Pacific Drive	Settlement Point Road
Camden Head Road	Matthew Flinders Drive	Short Street
Clarence Street	Munster Street	Stewart Street
Davis Crescent	Murray Street	Sunset Parade
Diamond Head Road	Ocean Drive	The Boulevard
Lake Street	Park Street	William Street
Laurie 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 6.45am in Port Macquarie until 7.45am in the Camden Haven.

Barricades are to be placed from as early as 3.45am 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 run course will be progressively closed, at the discretion of the Race Director, from approximately 11.00am. Roads will be progressively reopened once the last competitor has passed through.

The race starts at approximately 6.45am, with the first competitor likely to start the bike course at approximately 7.30am. The last cyclist and runner will be identified so that roads can be reopened as they pass, once safe to do so. The cycle cut off is 5.30pm, and run cut off is 11.45pm.

Car Parks

All car parks on the cycle and run course be closed for the period of 4am on 3rd May to 12.15am on Monday 4th May 2015 unless otherwise indicated:

- Westport Park (staggered closures/reopenings from midnight Sunday 26th April to 5pm Wednesday 6th 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 (it is proposed 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 Transport Management Plan.

Attachments

1 [View](#). Course Maps

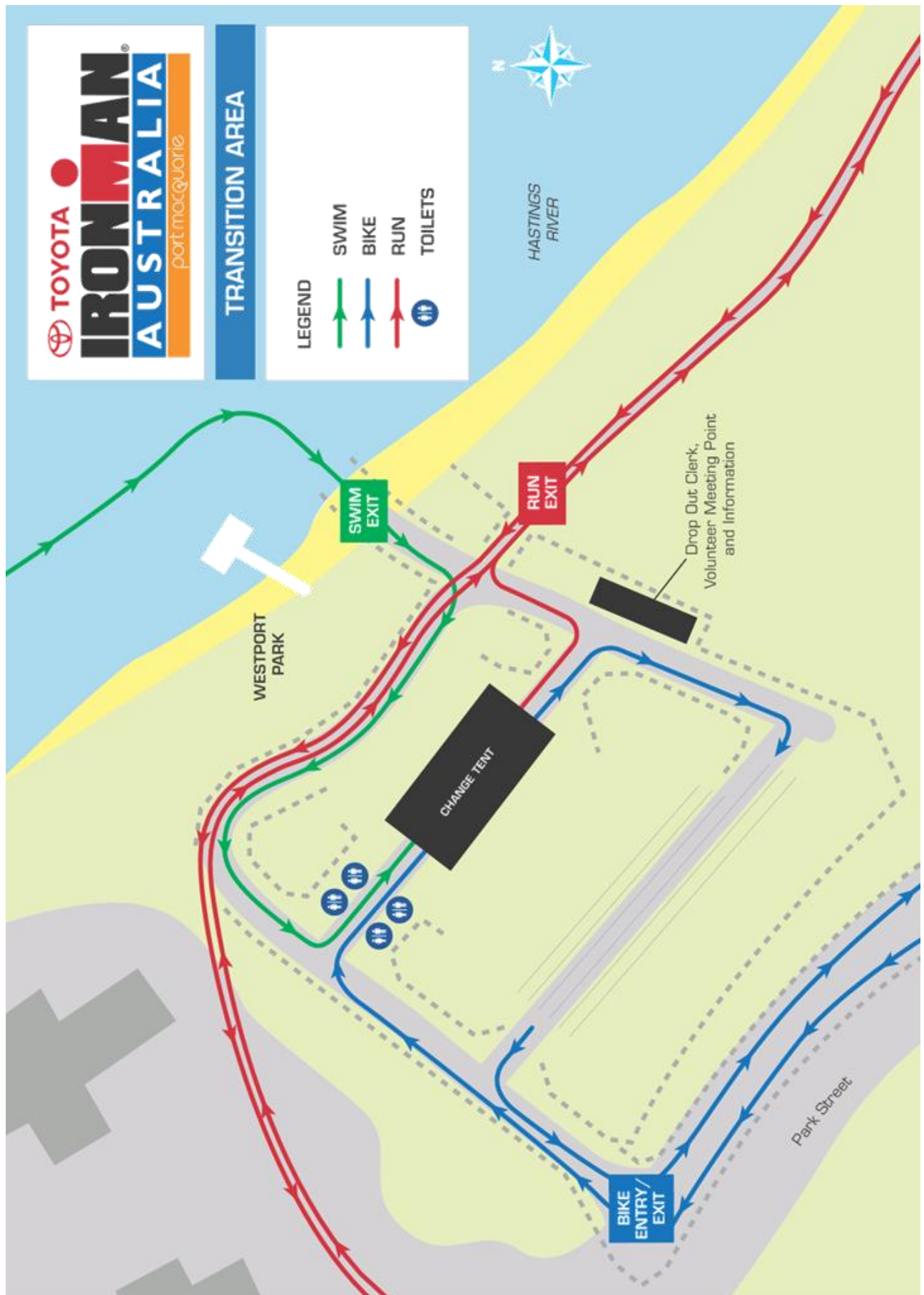
2 [View](#). Transport Management Plan













Toyota IRONMAN Australia 2015 Port Macquarie

Category 1 Special Event Transport Management Plan

1. EVENT DETAILS

1.1 Event Summary:

Event Name: Toyota IRONMAN Australia Triathlon

Event Location: Port Macquarie

Event Date and Start Time: Main Event - 3 May 2015, 6.30 am TBC

Event Setup Start Time: Wednesday 22nd April 2015 TBC. Event Bump out: 4th – 7th May 2015

1.2 Contact Names:

Event Organiser: Peter Lau – Event Operations Manager

Phone: (03) 9249 7820 Fax: (03) 9646 1559 Mobile: 0414 970 584

Email: peter.lau@ironman.com

Event Management Company: IRONMAN Asia Pacific

Phone: (03) 9249 7800 Fax: (03) 9646 1559

Police:

Sgt. Paul Dilley

Phone: (02) 6561 6003 Fax: (02) 6561 6025

Email: dill2pau@police.nsw.gov.au

Council: *Port Macquarie Hastings Council – Amanda Hatton – Sports & Events Manager*

Phone: (02) 6581 8813 Fax: (02) 6581 8123 Mobile: 0408 818 604
Email: amanda.hatton@pmhc.nsw.gov.au

Roads & Traffic Authority

Phone: N/K Fax: Mobile: Email:

1.3 Brief Description of the Events:

An ultra distance Triathlon consisting of approximately 1,800 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)

DRAFT

2. RISK MANAGEMENT – TRAFFIC

2.1 OH & S:

Traffic Control Risk Assessment Plan: Currently being updated

Public Liability Insurance: Being arranged via Triathlon Australia

Police Written Approval: Awaiting confirmation from the Police.

Ambulance: As with the Police arrangements (see following) the Ambulance Service will similarly be issued with section course maps.

N.S.W. Fire Service: As for Police and Ambulance.

Rural Fire Service: As for Police and Ambulance. Volunteer members access from homes to HQ will be dealt with as for emergency services and showing of ID to marshalls will allow access. Marshalls will be instructed accordingly.

DRAFT

3 TRAFFIC AND TRANSPORT MANAGEMENT

3.1 The Route:

A course map will be provided under separate cover.

3.2 Carparks/Parking:

It is proposed that all carparks on the cycle 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.

- 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 & Westport Park)

The following car parks will be closed for the period 4am on Sunday 3rd May 2015 to 12.15am on Monday 4th May 2015 unless otherwise indicated.

- Westport Park (staggered closures/re-openings from midnight Sunday 28th April to 5pm Wednesday May 6th, 2015)
- 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 (it is proposed fishermen will be granted access where possible)

Westport Park Carpark

Westport Park and the car park will be used as the swim to bike and bike to run venue the same as last year's event.

The build will be staggered to maximise public usage leading into the event, with the first set of closures to be implemented closed from midnight Sunday 28th April May, 2015. It is proposed to use the carpark for the bike compound and bike start/ finish. Access to the boat ramp will be maintained up until 6am on Tuesday 30th April.

Boat Ramps: It is envisaged the 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.

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 Participant	Last Participant
Start – ex swim (Westport Park Boat Ramp)	7.15.am	8.50am
Location 1 – Ex bike (Westport Park Boat Ramp)	11.45 am	5.00pm
Location 2 – Ex run – finish (Town Green)	2.45 pm	11.45pm

Road closure – Protocol: This may alter depending on the start time of the race for 2015. Last year the race start time was 6:30am.

- 3.45am - 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. Park Street eastern side and Short Sts in both directions will be closed from 4.00 am until 5.00 pm and can then be re-opened after the last cyclist finishes to start the run. William Street from Short to Buller Sts will remain closed for the duration of the event and traffic can flow along Buller St from Park Street and be directed right into Hollingworth St. Hollingworth Street beside the Waters Edge Motel will be closed for the duration of the event for the run leg.
- 6.00am - Bike director travels course to check all marshals in position
- 6.30am - Race Director starts race
- 6.45am - Marshalls on Pacific Drive to Lake Cathie, Bonny Hills, North Haven, Laurieton and Dunbogan use discretion to allow movement of traffic until 7.15am
- 7.15am - Marshalls from Buller Street through to Lake Cathie, Bonny Hills, North Haven, Laurieton and Dunbogan close roads but use discretion to allow movement of traffic on southern leg of bike course until 7.45am

N.B. Traffic on Ocean Drive from west of Laurieton will be redirected to Kew from 7.45am

Road Opening – Protocol:

- Last cyclist identified on commencement of last lap and sweep vehicle escort assigned.
- 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
- Marshalls use discretion to allow traffic flow onto Ocean Drive from approx. 3.15pm
- MAW contacts Police Motorcyclists, Bike Director and Bike Section Leaders during progress of last cyclist
- Police and Race Director assess number of cyclists still on course at 2.30pm and instruct Traffic Management Company accordingly to open roads southbound and northbound on Ocean Drive, The Parade, Lake Street, Laurie Street, The Boulevard, Camden Head Road and Diamond Head Road from approx. 3.00pm but only after the last cyclist has turned at the Diamond Head Road turnaround
- Work team dismantles detour signage at 5.00pm and collects all barricading. Marshalls dismantle road barriers at time of opening and stack for collection
- When last cyclist 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 TCP'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 TCP
- 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 to introduce this year better traffic control on Sunset Ave between Hay and Murray Streets by erecting crowd control barriers down the centre of Sunset Ave and have one way traffic control. Access from Hay Street to Clarence Street can be re-introduced at 5 pm when the last cyclist is off the course and sections of Clarence Street can be re-opened once infrastructure has been dismantled.
- 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. The Police will be provided with the bike course map with sections shown.
- The Police will be provided with a two-way portable radio on the race organisation frequency. However it is expected that 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 marshalls 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 11.50am 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.

EMERGENCY EVACUATION (Part of the Risk Management Plan)**SWIM**

- Swimmer to be evacuated - West side of course
- Paddler takes to IRB
- Two way communications to Race Headquarters (Race Director, Medical Director to monitor) proceeds to Sea Rescue Boat Ramp 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

- Informant (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 – Cycle 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 Cycle Director and/or Cycle 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 Transport Co-ordinator (TC) on number provided in pre-event publicity and letter drops
- TC contacts bike section leader to proceed to residence and assesses ability to safely exit to the bike course
- TC 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.

3.7 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 cycle course from approximately 7.15am to 5.00pm on Sunday 3rd May 2015 with major impacts from 7.30am to 2.15pm 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 3rd May from 9:30am to 11:45pm 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 (see separate Emergency Egress/Access Protocol)

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 (see separate Emergency Egress/Access Protocol)

Laurieton residents east of Bold Street and south of Laurie Streets: For emergency travel can exit north via Bold Street as per the TCP (see separate Emergency Egress/Access Protocol)

Dunbogan/Camden Head/Diamond Head residents: For emergency travel can exit north via Bold Street as per the TCP (see separate Emergency Egress/Access Protocol)

Airport Traffic: will not be affected.

Face to Face Consultation: Meetings will be held as necessary to discuss event arrangements with businesses 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 9.30 am. 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.

Hastings Fish Co-Operative: Meetings with Management are required. The Cooperative however has traditionally closed on race day and we expect that this will be the case again this year.

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 6.45am 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 20th April to 7th May 2015. A separate application has been made for the Westport Park (for functions and run leg) and Town Green use.

- Crowd control barricading, marquees and finish line construction will commence on 22nd April 2015 and will entail some heavy vehicle movement
- A Sound/P.A. system is proposed to be installed on Town Green, Short and Clarence Streets. All speakers will be facing to the Water and to the Town Green
- Race morning sound will function from approximately 5.00am with low impact
- High impact is expected from 6.30am at Short Street/Plaza Carpark and through to 11.30 pm for Town Green
- Floodlighting will be used in the Town Green at dark from approximately Monday 27th April 2015 to Wednesday 6th May 2015 and in the Westport Park Carpark from Wednesday 29th April to Monday 4th May 2015.
- Access to power will be required for all venue areas
- Bulk garbage receptacles will be required and will be hired from Hastings Blue Bins
- Portable toilets will be needed to be located within the start/finish areas and a request will be made to utilise the existing toilet blocks in key venues.
- A swim finish arch will be erected at the Westport Park Carpark /boat ramp. A bike start/finish arch will be erected at the entrance to the same carpark. A small run start arch will be erected at the carpark also. An IRONMAN finish arch and finish chute will be located on the Town Green in front of the Rydges Hotel building. Portable grandstands will be erected along the IRONMAN finish chute. A media/VIP portable grandstand will be erected behind the IRONMAN finish arch and portable buildings may also be located on Town Green at locations to be determined.
- Various marquee structures will be erected on Town Green opposite the police station for medical, massage and recovery for use by the competitors post finish. These structures are detailed in the separate site plans to be submitted.
- No amusement devices or animal rides are proposed

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.