Local Traffic Committee

Business Paper

date of meeting: Wednesday 26 August 2015

location: Blue 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 undertaking 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.
## Local Traffic Committee

### ATTENDANCE REGISTER

<table>
<thead>
<tr>
<th>Member</th>
<th>27/05/15</th>
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<tr>
<td>Mayor Peter Besseling</td>
<td></td>
<td>A</td>
</tr>
<tr>
<td>Councillor Justin Levido</td>
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<td>Councillor Adam Roberts</td>
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<td>Councillor Trevor Sargeant (alternate)</td>
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<tr>
<td>Paul Dilley</td>
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<td>Anthony Brown (alternate) (NSW Police)</td>
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<tr>
<td>Greg Aitken</td>
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<td>✓</td>
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<tr>
<td>(RMS)</td>
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<tr>
<td>John Simon</td>
<td></td>
<td>A</td>
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<tr>
<td>Mrs Leslie Williams</td>
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<td></td>
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<tr>
<td>(Rep. Member for Port Macquarie)</td>
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<tr>
<td>Mr Leslie Wells (alternate)</td>
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<tr>
<td>Melinda Pavey MP</td>
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<td></td>
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<tr>
<td>(Rep. Member for Oxley)</td>
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<tr>
<td><strong>Non-voting:</strong></td>
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<tr>
<td>Duncan Clarke (PMHC - Group Manager Transport &amp; Stormwater Network)</td>
<td>✓</td>
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<tr>
<td>Malcolm Britt (Busways)</td>
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<tr>
<td>John Hanlon (PMHC - Transport &amp; Traffic Engineer)</td>
<td>A</td>
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<tr>
<td>Steve Read (Port Macquarie Taxis)</td>
<td></td>
<td>X</td>
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<tr>
<td>Angela Chapman (PMHC Admin. Officer)</td>
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<tr>
<td>Phillip Marshal (Alternate - PMHC Admin. Officer)</td>
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**Key:** ✓ = Present  
PV = Proxy Vote  
A = Absent With Apology  
X = Absent Without Apology
## Items of Business

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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 27 May 2015 be confirmed.
PRESENT

Deputy Mayor, Councillor Justin Levido (PMHC) (Chair)
Paul Dilley (NSW Police) (A)
Greg Aitken (RMS)
Mr. Leslie Wells (Rep. Member for Oxley)

Other Attendees:
Duncan Clarke (PMHC - Group Manager Transport and Stormwater Network)
Phillip Marshall (Alternate - PMHC Admin. Officer)
Malcolm Britt (Busways)

The meeting opened at 10.34am.

01 ACKNOWLEDGEMENT OF COUNTRY

The Acknowledgement of Country was delivered.

02 APOLOGIES

Apologies received from:
Mayor Peter Besseling (PMHC)
John Simon (Rep. Member for Port Macquarie)
John Hanlon (PMHC)
Cameron Hawkins (PMHC)

NOTED:
Council - Y
RMS - Y
Police - A
Local Member for Port Macquarie (Rep) - A
Local Member for Oxley (Rep) - Y
03 CONFIRMATION OF MINUTES

MINORITY SUPPORT:
Council - Y
RMS - Y
Police - A
Local Member for Port Macquarie (Rep) - A
Local Member for Oxley (Rep) - A

That the Minutes of the Local Traffic Committee Meeting held on 25 March 2015 be confirmed.

04 DISCLOSURES OF INTEREST

There were no disclosures of interest presented.

05 BUSINESS ARISING FROM PREVIOUS MINUTES

PMHC Group Manager for Transport and Stormwater Network (Duncan Clarke) tabled items from the meeting held on 25 March 2015 that have been finalised and or installed.

06 PARKING TIME RESTRICTIONS - CLARENCE STREET, PORT MACQUARIE
07 NO STOPPING SIGNS - MUMFORD STREET, PORT MACQUARIE
08 CAMERON STREET, WAUCHOPE - BUS ZONE

NOTED:
Council - Y
RMS - Y
Police - A
Local Member for Port Macquarie (Rep) - A

06 HUNGRY JACKS RESTAURANT DEVELOPMENT, 112-114 GORDON STREET

Representative from Hungry Jack’s Australia Pty. Ltd (Stephen McMahon) NSW and ACT Development Manager introduced to the Local Traffic Committee members.

Mr McMahon made himself available to allow the committee to ask questions relating to this development.

RMS representative (Greg Aitken) stated that the RMS agreed with the plan submitted.
RMS also requested that Council look at potential line marking for dual lanes on the roundabout at Gordon and Hollingworth Streets so that vehicles in the right lane in Hollingworth St entering into Gordon Street are restricted to right turn only due to the potential to become a pinch point on the southern leg because of changes for Hungry Jacks.

PMHC Group Manager for Transport and Stormwater Network (Duncan Clarke) indicated Council is looking at the options for this roundabout at the intersection of Gordon and Hollingworth Streets.

MINORITY SUPPORT:
Council - Y
RMS - Y
Police - A
Local Member for Port Macquarie (Rep) - A

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

Endorse the Road Markings and Signage Plan (85195-DC-006 Rev A) for the proposed Hungry Jacks development at 112-114 Gordon Street, Port Macquarie to allow for a future Roads Act application for the development.

07 SOUTH OXLEY CONNECTION TO OXLEY HIGHWAY ROUNDABOUT

PMHC Deputy Mayor, Councillor (Justin Levido) requested confirmation on what effect the condition "subject to receiving written agreement from the owners of the Gateway Service Centre" would have to the road design in relation to this report, if agreement is not reached with the Gateway Service Centre owners.

RMS representative (Greg Aitken) discussed RMS have tried to have this new subdivision intersection onto the Oxley Highway moved further east, away from the current Service Centre exit, however this has not been achievable

PMHC Development Engineer (Bevan Crofts) addressed the meeting and indicated:

1. As part of the Section 138 Roads Act determination the applicant has to have signed approval from the property owner as part of the application for any works on the private property before determination can be granted.

2. Bevan indicated the works could still proceed wholly within the road reserve if adjoining owner’s consent was not given to do works on private property. The process would be to merge the interface between the existing Gateway Centre exit road to the new subdivision road without entering the Gateway property. The road delineation would not be as per the plans submitted to this committee.

3. RMS and Council were involved early in the development process to have the new subdivision intersection located on the Oxley Highway further east, away from the current Service Centre exit. Due to the location and topography an alternative
position was not able to be established.

PMHC Deputy Mayor, Councillor (Justin Levido) requested the conditions of this report be amended to have the developer resubmit revised plans if agreement from the owners of the Gateway Service Centre could not be obtained.

MINORITY SUPPORT:
Council - Y
RMS - Y
Police - A
Local Member for Port Macquarie (Rep) - A

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

Subject to the applicant receiving written agreement from the owners of the Gateway Service Centre, this committee support the Road Markings and Signage Plan component of the SOX Service Centre Exit Road plans (5802-23-0368) for the proposed South Oxley development at Thrumster, for access to the Oxley Highway.

If written agreement as above is not reached, then the applicant is to resubmit revised plans to this committee.

08 STREETSCAPE IMPROVEMENT WORKS, CLARENCE STREET - HAY STREET TO MURRAY STREET, PORT MACQUAIRE

PMHC Group Manager for Transport and Stormwater Network (Duncan Clarke) updated the committee with changes to the design details following Police and Busways concerns that the intersection would be raised above the current road level.

The design now has the road level raised the length of the works and the intersection will be at the same level as the new road and have rumble strips installed.

RMS representative (Greg Aitken) discussed the following:

1. Current intersection at Clarence and Horton Streets are cause for concern and RMS has indicated this intersection has recorded a fatality. PMHC Group Manager for Transport and Stormwater Network (Duncan Clarke) asked that details be confirmed and provided to Council as Council currently has no record of this incident

2. Council should look at the option of utilising 40K shared pedestrian zone for the east west traffic. The State Government is encouraging the use of shared zones in areas of high pedestrian activity. The State Government are also granting 100% funding for this type of zoning project.

MINORITY SUPPORT:

PMHC - Y
RMS - Y
Police - A
Local Member for Port Macquarie (Rep) - A
That it be a recommendation to Council:

That the Clarence Street, between Hay Street and Murray Street, streetscape improvement plans (RU-PM3-178) be adopted.

### 09 GENERAL BUSINESS

#### 9.01 Update Agenda Attendance Table:

PMHC Deputy Mayor, Councillor (Justin Levido) requested the attendance table be updated with the new committee representatives.

**NOTED:**

- PMHC - Y
- RMS - Y
- Police - A
- Local Member for Port Macquarie (Rep) - A
- Local Member for Oxley (Rep) - Y

#### 9.02 Dual Lane Marking On The Pacific / Oxley Highway Roundabout:

Rep. Member for Oxley (Mr. Leslie Wells) requested confirmation on when the roundabout at the Pacific and Oxley Highway intersection will be marked with dual lanes to reduce the traffic banking back on the Oxley Highway to Wauchope due to traffic entering the intersection north bound from the Pacific Highway.

PMHC Group Manager for Transport and Stormwater Network (Duncan Clarke) stated that this line marking was completed last night.

**NOTED:**

- PMHC - Y
- RMS - Y
- Police - A
- Local Member for Port Macquarie (Rep) - A
- Local Member for Oxley (Rep) - Y

#### 09.03 Oxley Highway Speed Zone Review:

Rep. Member for Oxley (Mr. Leslie Wells) requested RMS for an update on the status of the Oxley highway from Wauchope town centre to Gingers Creek Speed Zone Review and if Council have endorsed the changes.

The member for Oxley has concerns on the proposed 50kph zone from the Wauchope Cemetery to Wauchope CBD. The current 50kph speed zone from the intersection of the
Oxley Highway and Beechwood Road works as drivers do not have time to increase speed when they reach the Wauchope Hospital pedestrian area.

PMHC Group Manager for Transport and Stormwater Network (Duncan Clarke) requested the Local Member for Oxley, Melinda Pavey MP to write to Council requesting Duncan Clarke (Group Manager Transport and Stormwater Network) to confirm Council’s consensus when Council receive the official Speed Zone Review from RMS.

NOTED:

PMHC - Y
RMS - Y
Police - A
Local Member for Port Macquarie (Rep) - A
Local Member for Oxley (Rep) - Y

09.04 Wauchope - Oxley Highway Bypass Options:

Rep. Member for Oxley (Mr. Leslie Wells) requested Council for an update on the status of the Wauchope Bypass Options project. The Local Member for Oxley Melinda Pavey MP is looking into establishing priorities for allocating electorally promised funding for the Oxley Highway Corridor.

PMHC Group Manager for Transport and Stormwater Network (Duncan Clarke) PMHC GM TSN noted that the Oxley Highway is an RMS State Road to which Council interfaces and works with RMS on such issues. the Local Member for Oxley, Melinda Pavey MP to write to Council requesting Duncan Clarke (Group Manager Transport and Stormwater Network) to confirm the current status of the Wauchope Bypass Options project.

NOTED:

PMHC - Y
RMS - Y
Police - A
Local Member for Port Macquarie (Rep) - A
Local Member for Oxley (Rep) - Y

The meeting closed at 11.48am.
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**
[insert full name of councillor]

**In the matter of**
[insert name of environmental planning instrument]

**Which is to be considered at a meeting of the**
[insert name of meeting]

**Held on**
[insert date of meeting]

### PECUNIARY INTEREST

<table>
<thead>
<tr>
<th>Address of land in which councillor or an associated person, company or body has a proprietary interest (the <strong>identified land</strong>).</th>
<th>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).</th>
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<tbody>
<tr>
<td></td>
<td>□ 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).</td>
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<tr>
<td></td>
<td>□ Associated person of councillor has interest in the land.</td>
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<tr>
<td></td>
<td>□ Associated company or body of councillor has interest in the land.</td>
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### MATTER GIVING RISE TO PECUNIARY INTEREST

| Nature of land that is subject to a change in zone/planning control by proposed LEP **(the subject land)** [Tick or cross one box] | □ The identified land. |
| Current zone/planning control [Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land] | □ Land that adjoins or is adjacent to or is in proximity to the identified 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] | □ Appreciable financial gain. |
| Effect of proposed change of zone/planning control on councillor [Tick or cross one box] | □ 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.

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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 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.
RECOMMENDATION

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

A Bus Zone, 7.00am - 7.00pm, be installed on the western side of Morton Street as shown on the attached drawing.

Discussion

In 2013 the local public transport bus service provider, Busways, made changes to its Port Macquarie bus route network (refer to Figure 2). Bus routes are determined by the bus provider in conjunction with Transport for NSW and not by Council. Council is responsible for providing the physical bus stop, including bus zones, bus bays, signs, shelters and seats.

Buses (Route 325) formerly travelled along Morton Street, between Table Street and Heather Street, in a southbound direction. Since the bus route network changes buses now travel in both directions along this section of Morton Street. A bus zone, 7.00am - 7.00pm, exists on the eastern side of Morton Street but there is no similar zone on the western side of the street.

Consultation

Representatives from Lourdes Village, a retirement village on the western side of Morton Street, have requested a bus stop on the western side of Morton Street (refer to attachment). Residents of this village are frequent users of the bus service in both the northbound and southbound directions.

Busways is supportive of the proposed new bus zone. The proposed bus stop fronts the Lourdes Village who has requested the stop be installed and the loss of the two on street parking spaces is considered a minimal impact as there is substantial on street parking within this residential area.

Recommendation

It is proposed to create a new bus zone on the western side of Morton Street as shown on Figure 1. The bus zone would operate between 7.00am - 7.00pm to be consistent with the bus zone on the eastern side of the road. The new zone would be located between two driveways to Lourdes Village. The zone would be 16m in length but a total length of 30m for bus manoeuvring is available between the ends of the two driveways. Two parking spaces would not be available during the 7.00am - 7.00pm time period.
Figure 1  Proposed Bus Zone

LOURDES VILLAGE

HEATHER STREET

MORTON STREET

Proposed Bus Zone, 7am-7pm

Existing Bus Zone, 7am-7pm

Loutraki
Figure 2  Port Macquarie Bus Routes

Attachments

1 View. Correspondence from Lourdes Village
Catholic Care of the Aged
Lourdes Village Residents Committee

Raymond Taylor
Chairperson
Unit 65 Lourdes Village
Port Macquarie NSW 2444

The General Manager
Hastings Greater Port Macquarie Council
PO Box 84
Port Macquarie NSW 2444

Re: Request for the Creation of an Additional Bus Stop on the Western Side of Morton Street near the Entrance to Davoren Drive.

Dear Sir,

As the chairperson of the Lourdes Village Residents Committee I am writing to you about a matter which is causing many of our elderly residents some concern.

Busways provide an excellent service to the village situated at 37 Morton St and we are very appreciative of their attention to our needs. However, as the city has changed Busways has reacted to the many pressures that population changes bring, and over the years their service to this area has changed. Many of our residents now find it difficult to access the bus routes.

The route #325 has a designated bus stop/shelter opposite our front gate at 37 Morton St (Eastern side) which our residents use to travel to the Port CBD. This trip is rather a long, as it travels almost 12 kms to the Ruins Way and back again past the village front gate. When bus route #325 returns past the gate on the return journey, elderly residents cannot flag down the drivers to allow a pick up.

We acknowledge the need for Busways to adhere to current traffic laws regarding double parking and fully understand (and support) the drivers who cannot stop for pick up.

The reason for this letter is to ask for some consideration as to the establishment of another bus stop on the Western side of Morton Street. There is no designated bus stop to allow travel from this area to the CBD. Elderly residents are restricted from walking long distances, but would appreciate a designated bus stop anywhere within the Heather/Morton streets area.

We hope you will support us in our endeavours.

Thank you in anticipation

Raymond Taylor
Chairperson
Enc. 2 pages

Wolfgang W A Kielmann
Secretary

Item 06
Attachment 1
Page 21
Existing Bus Stop. #325 bus route travels 12 kms via the Ruins Way then back to the CBD

Additional proposed bus stop; travels less than 1 km to CBD
Item: 07

Subject: IRONMAN 70.3 PORT MACQUARIE

Presented by: Infrastructure & Asset Management, Jeffery Sharp

RECOMMENDATION

That it be a recommendation to Council:

That Council approved the temporary road closures and traffic management arrangements associated with the 2015 Ironman 70.3 Triathlon on Sunday 18 October 2015, subject to the following conditions:

1. That the event organiser advertise, at no cost to Council, the following details of all road closures associated with this event in the local print media on separate days, at least twice (2) within 14 days prior to the event:
   - road closure times
   - duration of the road closures
   - alternative routes and access arrangements.

2. That the event organiser advertise the event by undertaking a letter box drop to all affected residents and businesses directly affected by the road closures 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 road closures.

3. That the Traffic Management Plan dated 9 June 2015 and associated Traffic Control Plans dated 22 July 2015 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 dated 27 July 2015.

5. That the event organiser notify the NSW Ambulance, NSW Fire 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 Control Plans described above on site at all times for the duration of the event.

Discussion

The Port Macquarie Ironman 70.3 Triathlon event will be held on Sunday 18 October 2015, starting at 6:45am and finishing by 3pm.

The course and associated arrangements for the 2015 event are largely unchanged from the 2014 event. The 2015 course is shown on the attached maps.

The majority of the event is held within Port Macquarie and the bike leg extends south to Lake Cathie.

Road closures associated with the event include:

- Settlement Point Ferry
- Settlement Point Road (between ferry and Park Street)
- Park Street (between Hastings River Drive and Settlement Point Road)
- Buller Street (between Park and Horton Streets)
- Short Street (between William and Clarence Streets)
- Clarence Street (between Short and Grant Streets)
- Stewart Street (between Grant and William Streets)
- William Street (between Stewart Street and Pacific Drive)
- Pacific Drive (between Stewart Street and Kennedy Drive)
- Lighthouse Road (between Pacific Drive and lighthouse)
- Davis Crescent (between Lighthouse Road and Matthew Flinders Drive)
- Matthew Flinders Drive (between Lighthouse Road and Ocean Drive)
- Ocean Drive (between Jonas Absalom Drive and Miala Street)

Road closure and opening protocols are identified in the attached Traffic Management Plan. Some additional roads and sections of roads will also be effectively closed due to the course cutting off their access. Further detail on road closures is provided in the Traffic Control Plans that have been submitted to Council.

The event is a Class 1 special event because it impacts major traffic and transport systems and there is significant disruption to the non-event community. Approval of the temporary road closures and traffic management arrangements associated with the 2015 Ironman 70.3 Triathlon on Sunday 18 October 2015 is recommended subject to the listed conditions.
AGENDA

LOCAL TRAFFIC COMMITTEE
26/08/2015

Attachments

1 View. Traffic Management Plan
2 View. Swim course
3 View. Bike course
4 View. Run course
5 View. NSW Police Approval
Ironman 70.3 Port Macquarie 2015 - Category 1: Special Event Traffic Management Plan Sunday 18th October 2015

1 Event Summary

Event Name: Ironman 70.3 Port Macquarie
Event Location: Port Macquarie
Event Date and Start Time: Sunday 18th October 2015, 6:45 a.m.
Event Bump In: Monday 12th October – Wednesday 21st October
Event Bump out: Monday 19th October to Wednesday 21st October

1.1 Contact Names

Event Organiser: IRONMAN ASIA PACIFIC
Event Contact: Peter Lau
Capacity: Event Operations Manager

Work: (03) 9249 7920 Fax: (03) 9646 1559 Mobile: 0414 970 584
Email: peter.lau@ironman.com

Police Contacts: Sgt. Paul Dilley
Phone: 02 6583 0167 Mobile TBA Email: dil2pau@police.nsw.gov.au

Council: Port Macquarie Hastings Council
Contact: Amanda Hatton
Phone: (02) 6581 8813 Fax: (02) 6581 8123 Mobile: 0408 018 694

Roads & Traffic Authority
Phone: NA Fax NA Mobile NA Email NA
Brief Description of the Event

This is the Ironman Australian Age Group triathlon consisting of approximately 1,200 competitors male and female progressively racing a 1.9km swim leg (Hastings River), 90km bike leg (from Westport Park to Lake Cathie Medical Centre return to Westport Park over 2 laps) and a 21.1 km run leg (from Westport Park to Settlement Point to Town Green along the Breakwall returning to Westport Park over 2 laps).

2 RISK MANAGEMENT – TRAFFIC

2.1 OH&S – Risk Assessment plan prepared

2.1.1 Public Liability Insurance – To be provided from Triathlon Australia as part of the sanctioning approval process.

2.2 Police Written Approval – Currently in the progress of being obtained.

2.3 Ambulance: As with the Police arrangements (see below), the Ambulance Service will similarly be issued with section course maps for community emergencies on the bike course. The event will use a private ambulance service for exclusive use during the race.

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

2.5 Rural Fire Service: As for Police and Ambulance. Volunteer member access from homes to their HQ will be dealt with as for emergency services and showing of ID to marshals will allow access. Marshals will be instructed accordingly.

TRAFFIC AND TRANSPORT MANAGEMENT

3.1 The Route: A course map has been provided under separate cover.

3.2 Car Parks/Parking: It is proposed that all car parks on the cycle and run courses be closed.
  • There are sufficient parking areas west of the bike and run courses to enable spectators to walk to various vantage points around the courses.
  • Marshalls will be positioned at all 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 CBD.

3.3 The following car parks will only require closure on race day between 6.30am and 2.30pm:

  Flynn's Beach and area opposite Flynn Street
  Shelley Beach North and South (up to 11:45am)
  Nobbys Hill/Nobby's Beach
  Reedy Beach
  John Dowie
  Town Beach North and South
  Gool Point
  Alfred's Hill
  Poole for Less

The following car parks will be affected on race day between 4:00am to 3:00pm:

  Westport Park car park
  Marine Sea Rescue
  Individual car parking spaces on Short Street, Clarence Street, Horton Street, Munster Street and Murray Street may be affected by the event.
3.3 Boat Ramps:
It is envisaged the ramps bordering the swim course will be inaccessible during the swim leg with the exception of River Park Road ramp. In addition to our advertising campaign, it is proposed that:

- Signage is erected two weeks from the event at boat ramps bordering the swim course advising of closure.
- Ramps can be accessed up to 6:00am - except the Road for Less and Clarence Street/Sea Plane /Westport Park ramps - but then will be unable to be used until the run leg/race finish at 3:00pm.

The Shelly Beach ramp will need to be closed for the period 6:30am to 11:45pm on Sunday 19th October.

3.5 Bus Service - Busways is to be approached for cooperation to vary their bus routes for Lake Cathie, Matthew Flinders Drive and CIBD. There are several services affected, however, it is not expected to cause any extreme disruption for the community from experience with previous events. A temporary bus stop will need to be established in William Street as with past events to replace the usual Clarence Street bus stop.

3.6 Taxis - The taxi service will be required to be restricted in accordance with the usual road closure protocols. We will be sending the Taxi service details of the road closures so that they can make alternative arrangements for access during the event.

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

<table>
<thead>
<tr>
<th>Route Check Points</th>
<th>1st Participant</th>
<th>Last Participant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start (Marine Rescue boat ramp) - Swim Finish</td>
<td>6:45am</td>
<td>8:30am</td>
</tr>
<tr>
<td>(Westport Park boat ramp)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location 1 – Bike Finish (Westport Park)</td>
<td>9:27am</td>
<td>12:00pm</td>
</tr>
<tr>
<td>Location 2 – Run Finish (Westport Park)</td>
<td>10:43am</td>
<td>3:00pm</td>
</tr>
</tbody>
</table>

3.8 Road Closure - Protocol

- 5:00am - Clarence Street traffic northbound will be diverted into Murray Street to enable erection of crowd control barricades along Clarence Street as will traffic on William Street be diverted at Short Street and also Horton Street for erection of barricades in Short Street but in all cases to allow for business traffic to operate.
- 6:30am - Bike LOC Director travels course to check all marshals in position
- 6:30am - Marshals from CBD to Pacific Drive close roads, but use discretion to allow movement of traffic off bike course until 6:15am
- 6:45am – Race Director starts race
- 6:30am - Marshals close roads/intersection on Pacific Drive to Lake Cathie but use discretion to allow movement of traffic until 7:00 a.m.

N.B. Park Street from south of Bay Street will be closed and all southbound traffic will be diverted down Bay Street. Settlement Point Road north of the Anchorage will remain open to local traffic only from 8:30am as there will be runners occupying one lane. The Settlement Point ferry will not operate on race day and signage erected two weeks prior to the event will notify passengers to use the alternative Hibbard Ferry on race day. Traffic on Ocean Drive heading north during the bike leg from south of Lake Cathie will be redirected to Houston Mitchell Drive from 7:15am Traffic requiring access to Lake Cathie village etc will be directed into Abel Tasman Drive as per the traffic control plans.

3.9 Road Opening - Protocol

- Last cyclist identified on commencement of last lap and sweep motor vehicle escort assigned.
- Appointed Traffic Management Contractor vehicle progressively advises marshals of last cyclist once cyclist has turned at the turn around point at Lake Cathie - Miala Cres/Ocean Drive.
- Marshals under direction from Police motorcyclists/s allow traffic to flow north from the Lake Cathie Oval on Ocean Drive from approximately 11:45am to Matthew Flinders Drive.
- Traffic Management vehicle contacts Race Director who advises Bike LOC Director and Bike Section Leaders during progress of last cyclist.
• Work team dismantles detour signage at Lake Cathie at 11:40am and marshals dismantle road barriers at time of opening and stack for collection.
• On Pacific Drive North from Shelly Beach Road at bike leg closure all traffic is free to access Pacific Drive as no runners will be on Pacific Drive for this event.
• Traffic southbound from Clarence Street, Stewart Street, Pacific Drive to Shelly Beach Road will be restricted until the last cyclist is off the course at 12:15am

3.10 Traffic Management Requirements

• Street signage will be in accordance with the TCP
• The run course will use bicycle/pedestrian footpaths where possible/available
• 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 however strategies put into place from previous events will eliminate most if not all problems for the community and solutions found to allow for access and egress.
• 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 run courses.
• Crowd control barricading will be erected along Clarence Street from Murray Street to and along Short Street, and also on Buller Street up to the bike turnaround point at the Park Street / Warriers Street intersection. Pedestrian access ways will be located at at Murray / Clarence Streets, Horton/Clarence Streets, Clarence/Short Street s 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 and also Munster Street for access to the Caravan Park.
• It is proposed that a Police presence be available on the entire cycle course for enforcement of the road closures and any other issues/emergencies. The Police vehicles utilised will be motorcycles on the course.
• The cycle course will be divided into five sections each with a Race Official Section Leader with two-way radio and cell phone communication. The Police will be provided with the bike course map with sections shown. The Police will also be provided with a two-way portable radio on the race organization frequency. Additionally mobile telephone numbers of key officials will be provided.
• The Race Director will be the prime contact for any emergency.
• All Course Directors, Section Leaders and bike course marshals will be briefed on the emergency procedures. In the event of an emergency situation this could involve the coordination by the Police Officers patrolling the bike course.

The Risk Management/Contingency Plans provide for a strategy for the race to be stopped in the event of an emergency situation.

3.11 Run Course: It is expected that some cycle/foot paths will be affected. The general advertising campaign is aimed to alert members of the public who may use these paths. Otherwise compatible use by competitors is not perceived as a major issue. Some sections of pathways will have crowd control barricading erected to assist with the management of the pathway.

The breakwall path will be closed to the public from approximately 9:00am to 3:00pm due to runners on this section of the course. Alternative access is signed for general use

3.12 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 Marshalls specifically to allow Police, residents and businesses access and egress across Clarence Street. No major traffic build up is envisaged. 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.
**Ambulance:** Two ambulance officers engaged by a private ambulance service will be used exclusively for the event.

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

### 3.13 Competitors/Community Emergencies – Bike Course

Each competitor is provided with access to Race Information and Rules and advised of the likelihood of a community emergency on the bike course. This likelihood will be reinforced at the competitor briefing conducted on race eve.

### 3.14 Community Emergency Protocol – Bike Course

**Police/Ambulance/Fire Service**

- The specific authority contacts Race Director or the Police Coordinator 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 Marshals.
- Race Director to monitor process and any special needs of the specific authority.
- Marshal directs authority onto bike course in a clockwise direction with cyclist flow.

**Affected Residents - Emergencies but not requiring emergency services**

### 3.15 Own transport – Emergency Egress – Protocol

- Resident contacts Ironman Hotline (IMH) on number provided in pre event publicity and letter drops.
- IMH determines nearest point of egress off bike course and directs resident to proceed 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.
- IMH contacts bike section leader to proceed to residence and assesses ability to safely exit to the bike course.

### 3.16 Own transport – Emergency Access – Protocol

- Resident contacts IMH on number provided in pre event publicity and letter drops.
- IMH advises resident to proceed to nearest intersection with the cycle course and residence so as to ensure the resident enters the bike course with the flow of cyclists visible, enabling left turn into residence.
- Alternatively seeks resident co-operation to park vehicle near to the residence in nearest street until 12:15pm.
- IMH contacts bike section leader to proceed to intersection to assist resident if immediate access to residence is required.

### 3.17 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 cell phone or two way radio and determines most suitable route and access point.
- Resident asked to meet TSO at nearest access/egress point of entrance.
3.18 Settlement Point/North Shore Residents

It is proposed that Settlement Point Road be closed except for local Settlement Point residents. This closure and ferry suspension occurred for the Toyota Ironman Australia event in May. Closure and ferry suspension would be required from 8.30am to allow for Traffic Management to implement traffic treatments. The first runner will be on course at approx. 9:30am and the road will reopen to all traffic at approx. 3:00pm. Residents can access and egress on Settlement Point Road under traffic control conditions in accordance with the Traffic Control Plans.

The Hibbard Ferry – will be the dedicated vehicle crossing from the North Shore until Settlement Point Road reopens at approx. 3:00pm.

3.19 Does not impact on heavy vehicles

Minimising Impact on Non-Event Community & Emergency Services
Access for local residents, business, hospitals and emergency vehicles.

This event will impact upon the community at large, particularly those residents domiciled on the bike course from approx. 7:00am to 12:15am on Sunday 18th October with the greatest number of cyclists peaking between approximately 7:45am to 10:30am.

4.1 Local Residents – Letter drops to residents affected will be carried out similar to past Ironman and Ironman 70.3 events

Lake Cathie residents east side of Ocean Drive – These residents for normal travel will have access to egress south via Lingara Street and then on to Abel Tasman Drive and beyond under traffic control conditions. Northern travel will be via Abel Tasman Drive and then Houston Mitchell Drive.

Residents seeking access to the Shopping Centre need to travel via Lingara Street and Abel Tasman Drive.

Lake Cathie residents west side of Ocean Drive for normal travel will need to exit south via Abel Tasman Drive. For northern and southern travel residents will need to use Houston Mitchell Drive.

Lake Cathie residents on the western side of Ocean Drive north of bridge for emergency exit will be requested to proceed to the intersection of Evans Street south where a police motorbike 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.

Airport Traffic – will not be affected except from within the CBD where the race course impacts.

4.2 Newspaper, TV and Radio advertising – Extensive media coverage of the proposed course and road closures is planned through September/October using local radio and print media.

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 have been advised of the event details and seeking co-operation for alternate club/group activities on race day.

4.3 Volunteer Sea Rescue – vehicle access to their establishment will be regulated via Traffic Management. 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.

4.4.1 Business – It is expected that businesses will acknowledge the benefits and economic impact from this major national and international sporting event. If necessary all businesses on the cycle course believed to be potentially affected by the proposed road closures can discuss any concerns.

Ironman 70.3 Port Macquarie 2015 TMP 9 June 2015 v1
Port Macquarie Golf Club – The arrangements for staff and members to access the Club using a special allocated vehicle pass under traffic control, works very successfully for the Ironman events and the same arrangements will be put into effect.

Hastings Fish Co-operative – The Coop has closed for part events however we will continue to liaise with the Council to ensure they are not unduly disrupted in the lead up.

4.5 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 7.00am. 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 access or 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.

4.4.1.1 General Pedestrian Access to Shops, Beaches: There are specific crossings marked on the TCP for the general public to cross the bike course.
- Crowd control barricading, marquees and finish line construction will commence on Monday 13th October and will entail some heavy vehicle movement.
- A Sound/PA system is proposed to be installed. All speakers will be facing away from housing where possible.
- Noise impact may occur on Saturday 17th October from 10:30am to 5:00pm during registration, bike check in and athlete briefing.
- Race morning sound will commence from approximately 5.00 a.m. with low impact.
- High impact is expected from 7.00am through to 3.00pm.
- Floodlighting will be used in the Transition Area of Westport Park on the evening of Saturday 18th October.
- There is an expanse where selling will occur.
- Some food vendors may operate on Sunday 19th October in the Westport Park Event precinct.
- Access to power will be required for the vendors.
- Bulk garbage receptacles will be required and will be hired from Hastings Blue Bins, Port Macquarie Blue.
- 30/40 - 240 litre waste bins will be located within the start/finish areas and will be sourced from Port Macquarie Hastings Council.
- A request will be made to Port Macquarie Hastings Council to open the existing toilet block.
- A finish, swim finish and bike start/finish arch will be erected within Westport Park.
- The bike start/finish arch will be erected near the entrance/exit to the bike compound on the Bueller Street side of transition. A finish line arch and announcers tower will be located within the finish precinct in Westport Park.
- No amusement devices or animal rides are proposed.

4.7.1 Road Closures and restrictions – to be advertised in local print media and local TV/Radio campaign as per the Communications Plan.

4.8 This event does use permanent variable message signs as well as temporary static signage is planned for the Lake Cathie areas from 2 weeks out from race day.

4.9 Variable Message Signs
Variable Message signs will be used on Ocean and Pacific Drives in accordance with the TCP.

EMERGENCY EVACUATION (Part of the Risk Management Plan)

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

BIKE

- Informant (marshal, 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 to monitor) that runner requires assistance. If serious ambulance despatched to site.
- Push bikes will be used for emergencies.
- Push bikes will have two way communications.
- N.B. All Race Management Staff, Emergency Services – Police and Ambulance will have mobile telephones and a contact list containing their mobile numbers.
Mr Peter Lau  
IRONMAN Asia - Pacific  
PO Box 863,  
PORT MELBOURNE VIC 3207.

Dear Sir,

I refer to your application on behalf of Ironman Asia - Pacific to conduct the Port Macquarie IRONMAN 70.3 triathlon event on Sunday the 18th October 2015 as set out in the attached Traffic Control and Traffic Management Plans.

In principle the New South Wales Police Force does not sanction the conduct of this type of event on the road network. There are inherent risk factors which directly impact on the safety of those involved and other road users.

Northern Region Police have no official objection to the present application, provided the event is conducted in accordance with the Traffic Control and Traffic Management Plans and the attached list of conditions.

Departure from these conditions may result in police terminating the event and thereby requiring participants thereafter to comply with the normal provisions of the Road Transport Legislation.

I approve this event to be conducted in accordance with Section 115 (2) of the Road Transport Act, 2013.

I wish you success with the event and hope it will be safe and satisfactory for all concerned.

Yours sincerely,

Jeff Loy, APM  
Assistant Commissioner  
Region Commander  
NORTHERN.
NEW SOUTH WALES POLICE CONDITIONS
FOR THE CONDUCT OF THE PORT MACQUARIE
IRONMAN 70.3
Sunday 18th October 2015
MID NORTH COAST LOCAL AREA COMMAND

GENERAL

1. Permission of the relevant Local Government Authorities to be obtained and conditions adhered to.

2. Provisions of the Local Government legislation to be observed.

3. Provisions of the Road Transport legislation and relevant legislation to be observed.

4. Any direction given by a member of the Police Force in accordance with the Road Transport legislation and Local Government legislation to be promptly obeyed.

5. Permission of the Roads and Traffic Authority be obtained for travel on any state road or highway and any direction given or conditions imposed by the officers of the Roads and Traffic Authority are to be promptly obeyed.

6. Organisers, officials and participants to take all reasonable measures to reduce obstruction to pedestrians or vehicles during the course of the event.

7. Officials must obtain the minimum amount of public liability as stipulated by the NSW Department of Sport and Recreation.

8. The race is to be conducted in accordance with the race timing and route approved by police.

9. The event is to be conducted during daylight hours only.

10. A copy of these conditions is to be given to each competitor and official prior to the commencement of the event or included in the printed race rules.

ORGANISERS AND OFFICIALS.

11. Organisers, officials and participants to take all reasonable measures to reduce obstruction to pedestrians or vehicles during the course of the event.

12. Organisers to provide sufficient marshals to properly control participants in the event.

13. Marshals involved in traffic control are to be suitably instructed as to their duties by organisers and be duly accredited traffic controllers with the NSW Roads & Traffic Authority.

14. Marshals are to be suitably identified by reflective clothing or arm bands.

15. Competitors are to be briefed prior to the commencement of the event.
regarding;
- Compliance with the Road Transport legislation.
- Compliance with these conditions.

**SWIMMING SECTION**

16. Prior approval to be obtained from the Waterways Authority and conditions applied to be complied with.

17. Aquatic events licence to be obtained from the Ports Authority prior to the commencement of the event.

18. Adequate rescue craft to be strategically placed along the water course.

**CYCLING SECTION**

**COMPETITORS:**

19. Competitors shall keep to the extreme left hand side of the carriageway at all times.

20. Competitors to obey traffic control light signals and comply with "Stop" and "Give Way" signs during the ride.

21. Competitors to ride no more than 2 abreast on the carriageway.

22. Competitors to wear an approved safety helmet in compliance with the Road Transport Legislation.

**ESCORT VEHICLES:**

23. As the majority of the course has been closed to general traffic and will remain a sterile environment for the duration of the course, only limited escorts are required as detailed in the TMP & TCP.

24. Except when held up in traffic escort or support vehicles shall not stop on the trafficable portion of the roadway for any reason.

25. Unless otherwise directed by police, escort vehicles shall be positioned as per the TMP & TCP.

**RUNNING SECTIONS**

**COMPETITORS AND OFFICIALS:**

26. Competitors are not permitted to run on the carriageway during periods of poor visibility due to inclement weather or fog, where there is insufficient daylight to render a person dressed in dark clothing discernible at a distance of 100 metres.
27. Competitors shall run on the footpath where such is provided.

28. In the areas where no footpaths exist, or in areas approved by police, competitors may run on the carriageway, provided they are accompanied by required escort vehicles and keep to the extreme left of the carriageway at all times.

29. Organisers, officials and competitors to take all reasonable measures to reduce obstruction to pedestrians and other vehicles during the course of the event.

**ESCORT VEHICLES.**

30. As the majority of the course has been closed to general traffic and will remain a sterile environment for the duration of the course, only limited escorts are required as detailed in the TMP & TCP.

31. Except when held up in other traffic, escort or support vehicles shall not stop on the trafficable portion of the roadway for any reason.

32. Unless otherwise directed by police, escort vehicles shall be positioned as per the TMP & TCP.

**COMMUNICATIONS.**

33. Radio equipment is to be provided to escort vehicles to enable communication between those vehicles and the organisers. Communication is to be maintained at all times during the conduct of the event.

**ROAD CLOSURES.**

34. All conditions outlined by the Roads and Traffic Authority of New South Wales relating to major road closures are to be complied with by the promoters.

35. Each road closure is to be controlled by suitable identified marshals supplied by the promoters.

36. Barriers shall be erected in the early hours of the morning to ensure that vehicles do not park along the race course.

37. Kerbside barriers will be erected to separate spectators from competitors. The complete length of the course and both sides of the roadway shall be barricaded.

38. Straw bales to be placed at identified danger points.

39. No vehicles (official or otherwise) will be allowed on the course while the event is taking place.

40. All necessary signposting, barricades and road closures are to be erected, dismantled and removed by promoters.

41. Emergency access is to be provided at all times on the event course.
CIRCUIT COURSE.

42. Flag officials equipped with large red flags shall be located at those locations where:-
   (a) At any point where vision of competitors is restricted or
   (b) At any point required by local police.

PARKING.

43. No parked vehicles to be allowed on the circuit.

44. In the event of vehicles being parked on the course overnight, graduated witches hats or barriers will be placed around the vehicle to keep competitors clear of that section.

CROWD CONTROL.

45. The promoters shall supply sufficient personnel for crowd control on the course. Such marshals are to be placed:-
   (a) At intervals not more than 50 metres apart;
   (b) On both sides of the circuit;
   (c) Where required to prevent entry on the course by vehicles from private driveways, lanes, etc.

SPECTATORS.

46. All spectators are to be located off the roadway behind barriers supplied by the promoters.

47. Spectator areas are to be located so there is no inducement for spectator to cross circuit being used by competitors.
Item: 08

Subject: PARKING CONTROLS - FINDLAY AVENUE, 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, Bus Zone and P10 Minute signs be installed on the western side of Findlay Avenue as shown on the attached drawing.

Discussion

Findlay Ave is an important collector road serving key land uses including Hastings Secondary College, Garden Village and Findlay Park.

Westport High School was converted to Hastings Secondary College in 2014, resulting in changes to travel patterns to the site. College hours are now 8.15am - 2.15pm and a considerable proportion of students travel to the site by bus.

Findlay Ave, adjacent to Findlay Park, operates as a major school bus transfer zone. Students from a range of different schools use this facility to transfer from one bus service to another. All school bus services along Findlay Ave travel in a northbound direction from the Oxley Highway to Hastings River Drive.

In 2014, Council undertook improvement works to the footpath and a section of the Findlay Ave road pavement adjacent to Hastings Secondary College. The works were funded by Transport for NSW as improvements to the various school bus operations on Findlay Ave.

In response to a request from Hastings Secondary College, a review of parking restrictions on the western side of Findlay Ave from the Oxley Highway to the northern school boundary has been undertaken. The current arrangement is illustrated on the Attachment.

Consultation

Council staff have consulted with representatives from Hastings Secondary College, Busways and Port Taxis as summarised below.

Representatives from Hastings Secondary College advised the following:

- Parking should not be permitted on the western side of Findlay Ave, between the Oxley Highway and the school driveway, to increase sight distance and improve safety at the driveway.
The current bus zone length is inadequate. 6 buses may be present at any one time occasionally resulting in queuing to the south of the school driveway. Parents also regularly park in the bus zone which disrupts bus operations.

The “No Stopping Wheelchair Taxis Exempt” zone is redundant because all special needs student drop off/pick up activity now occurs within the school car park.

A drop off/pick up zone for general vehicles on the western side of Findlay Ave is desirable, although the bus zone should take precedence.

Representatives from Busways advised the following:

- The current bus zone length is inadequate with up to 6 buses present at any one time. The bus zone length should be increased to approximately 90m.
- The current bus zone times, 7.30am-9am and 1.30pm-3pm school days, are adequate.

Representatives from Port Taxis advised the following:

- Any changes to the parking restrictions should include a section of kerb where taxis can legally stop.

**Recommendation**

It is proposed to modify the parking restrictions on the western side of Findlay Ave from the Oxley Highway to the northern school boundary as illustrated on the Attachment. Key features of the proposal are:

- “No Stopping” zone from the Oxley Highway traffic signals to the school driveway.
- “Bus Zone, 7.30am-9am and 1.30pm-3pm, School Days” zone from the school driveway northwards for a distance of 90m.
- “P10 minute, 7.30am-9am and 1.30pm-3pm, School Days” zone from the northern end of the bus zone for 40m to the start of the school transfer bus zone.

No changes are proposed to the school bus transfer zone adjacent to Findlay Park or to the unrestricted parking on the eastern side of Findlay Ave.

The changes would greatly improve safety and efficiency for pedestrian, cyclist, vehicular, taxi and bus movements. The new P10 minute drop off/pick up zone for general vehicles on the school side of Findlay Ave would reduce the need for students to cross the road. This zone would also be more easily understood than the current “No Parking” zone that serves as a school drop off/pick up zone. Taxis accessing the school would be able to use the P10 minute zone which is located near the northern school pedestrian gate.

The proposed changes have the support of Hastings Secondary College, Busways and Port Taxis.

**Attachments**

1View. Existing and Proposed Layout