



Local Traffic Committee

Business Paper

date of meeting: Thursday 19 November 2015

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

time: 12.00 noon

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.

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	27/05/15	27/08/15			
Mayor Peter Besseling Councillor Justin Levido Councillor Adam Roberts Councillor Trevor Sargeant (alternate)	A ✓	✓			
Paul Dilley Anthony Brown (alternate) (NSW Police)	✓	✓			
Greg Aitken (RMS)	✓	✓			
John Simon Mrs Leslie Williams (Rep. Member for Port Macquarie)	A	✓			
Mr Leslie Wells (alternate) Melinda Pavey MP (Rep. Member for Oxley)	✓	✓			
Non-voting:					
Duncan Clarke (PMHC - Group Manager Transport & Stormwater Network)	✓	✓			
Malcolm Britt (Busways)	✓	✓			
John Hanlon (PMHC - Transport & Traffic Engineer)	A	✓			
Steve Read (Port Macquarie Taxis)	X	✓			
Angela Chapman (PMHC Admin. Officer) Phillip Marshal (Alternate - PMHC Admin. Officer)	✓	✓			

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

Local Traffic Committee Meeting

Thursday 19 November 2015

Items of Business

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**PORT MACQUARIE
HASTINGS**

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

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

Item: 02**Subject: APOLOGIES**

RECOMMENDATION

That the apologies received be accepted.

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

RECOMMENDATION

That the Minutes of the Local Traffic Committee Meeting held on 26 August 2015 be confirmed.

PRESENT

Members:

Mayor Peter Besseling (PMHC)(Chair)
Paul Dilley (NSW Police)
Greg Aitken (RMS)
John Simon (Rep. Member for Port Macquarie)
Mr Leslie Wells (Rep. Member for Oxley) (X)

Other Attendees:

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

The meeting opened at 10.33am.

01 ACKNOWLEDGEMENT OF COUNTRY

The Acknowledgement of Country was delivered.

02 APOLOGIES

Nil.

03 CONFIRMATION OF MINUTES

MAJORITY SUPPORT:

Council - Y

RMS - Y

Police - Y

Local Member for Port Macquarie (Rep) - Y

Local Member for Oxley (Rep) - X

That the Minutes of the Local Traffic Committee Meeting held on 27 May 2015 be confirmed.

04 DISCLOSURES OF INTEREST

There were no disclosures of interest presented.

05 BUSINESS ARISING FROM PREVIOUS MINUTES

NSW Police representative (Paul Dilley) requested item 8 on the minutes dated 27 May 2015 be amended to reflect NSW Police support the recommendation via proxy vote.

Council - Y

RMS - Y

Police - Y

Local Member for Port Macquarie (Rep) - Y

Local Member for Oxley (Rep) - X

That Council amend item 8 in the minutes dated 27 May 2015 to reflect;

Police - Y (PV)

06 BUS ZONE ON MORTON STREET, PORT MACQUARIE

UNANIMOUS SUPPORT

Council - Y

RMS - Y

Police - Y

Local Member for Port Macquarie (Rep) - Y

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 drawing included in the Agenda.

07 IRONMAN 70.3 PORT MACQUARIE

UNANIMOUS SUPPORT

Council - Y

RMS - Y

Police - Y

Local Member for Port Macquarie (Rep) - Y

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.
-

08 PARKING CONTROLS - FINDLAY AVENUE, PORT MACQUARIE

UNANIMOUS SUPPORT

Council - Y

RMS - Y

Police - Y

Local Member for Port Macquarie (Rep) - Y

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 drawing included in the Agenda.

09 GENERAL BUSINESS

09.01 Traffic Management Approvals Process for Special Events:

Council's Group Manager for Transport and Stormwater (Duncan Clarke) advised that Council is revising the process for approving traffic management measures associated with special events.

NOTED:

Council will continue to refine the process for approving traffic management measures associated with special events. Council will discuss with RMS as required and will report back to the Committee at a subsequent meeting.

09.02 Speeding Vehicles on Hastings River Drive:

The Police Representative (Paul Dilley) advised that he had received reports from the community of a problem with speeding vehicles on Hastings River Drive, west of Widderson Street, on Friday and Saturday nights.

NOTED:

Council will provide the Police with any available traffic and speed data, and will arrange for additional data collection if required.

09.03 Pedestrian Crossing on Hastings River Drive near Aston Street:

The Police Representative (Paul Dilley) advised that he had received reports from the community of a problem with pedestrian safety at the pedestrian crossing on Hastings River Drive near Aston Street.

NOTED:

Council's Group Manager for Transport and Stormwater (Duncan Clarke) advised that Council has developed a design for signalisation of the Hastings River Drive / Aston Street intersection which would involve the removal of the pedestrian crossing and replacement with a controlled crossing. Implementation of the design, however, is subject to the availability of funding.

09.04 Sight issues relating to vegetation on the roundabout at Ocean Drive/Matthew Flinders Drive:

NOTED:

Local Member for Port Macquarie (John Simon) raised issues with sight distance relating to vegetation at roundabouts within the PMHC LGA, specifically noting Ocean Drive/Matthew Flinders Drive. Suggested Council review types of vegetation used to reduce maintenance costs and improve sight distances.

Council GMTSN (Duncan Clarke) indicated that Council select vegetation suitable for roundabouts taking into consideration weed reduction and growth height.

The meeting closed at 11.05am.

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

Councillor's 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**

Item:	6	Date:	26/08/15
Subject:	Bus Zone on Morton Street, Port Macquarie		
Action Required:	Update on action items.		
Current Status:	Signage plan has been implemented.		

Item:	8	Date:	26/08/15
Subject	Parking Controls - Findlay Avenue, Port Macquarie		
Action Required	Provide update on action items.		
Current Status:	Signage plan has been implemented.		

Item: 06

Subject: 2015 NSW STATE CUP TOUCH FOOTBALL CHAMPIONSHIPS

Presented by: Infrastructure & Asset Management, Jeffery Sharp

RECOMMENDATION

That it be a recommendation to Council:

That Council approve the temporary road closures and traffic management arrangements associated with the NSW State Touch event between 4-6 December 2015, subject to the following conditions:

- 1. That the event organiser advertise, at no cost to Council, the following details of all temporary road closures and temporary parking restrictions associated with this event in the local print media on separate days, at least twice (2) within 14 days prior to the event:**
 - temporary road closure times
 - duration of the temporary road closures
 - temporary parking restrictions times and duration.
 - alternative routes and access arrangements.
- 2. That the event organiser advertise the event by undertaking a letter box drop to all residents and businesses directly affected by the temporary road closures and temporary parking restrictions at least 14 days prior to the event, advising the following:**
 - event name
 - event times
 - contact details of at least two (2) people involved in the organisation of the Event, in case of an emergency
 - proposed actions to be undertaken to mitigate the impact of the temporary road closures and temporary parking restrictions.
- 3. That the Traffic Management Plan dated 9 Nov 2015 and associated Traffic Guidance Scheme dated 18 September 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.**
- 5. That the event organiser notify the NSW Ambulance, NSW Fire & Rescue and the State Emergency Service of the proposed road closures at least 14 days in advance of the event.**
- 6. That the event organiser notifies local Transport Services (Bus Companies, Taxis) of the proposed road closures at least 14 days in advance of the event.**
- 7. An RMS accredited (Yellow card) person is to be used for the establishment and removal of the traffic control devices.**
- 8. RMS accredited traffic controllers (Blue card) are to be used to control traffic.**
- 9. That the event organiser abides by any other condition that Council and the Police may impose at any time.**

- 10. That the event organiser submit to Council 14 days prior to the commencement of the event evidence of Public Liability Insurance for the amount of \$20 million, which is valid for the duration of the event, including placement and removal of traffic control devices.**
- 11. The event organiser must have this approval and the Traffic Management Plan and Traffic Guidance Scheme described above on site at all times for the duration of the event.**

Discussion

The NSW State Cup Touch Football Championships is an annual event held in the Regional Stadium / Tuffins Lane sporting precinct of Port Macquarie. The 2015 event will be held between Friday 4 and Sunday 6 December 2015.

It is expected that 210 teams will compete resulting in up to 4,000 participants, spectators and officials in attendance each day. The majority of these people will travel to Port Macquarie from all parts of NSW and will stay in accommodation in and around Port Macquarie.

The attached document details the transport management arrangements for transporting people to and from the site, including details of temporary road closures, temporary parking restrictions, car parking arrangements and a shuttle bus service to the car parking areas.

Attachments

- 1 [View](#). Transport Management Plan



Transport Management Plan

NSW State Cup Tuffins Lane, Port Macquarie 4 – 6 December 2015

Prepared For
NSW Touch Association
By
Men At Work Traffic Services

Issued to
NSW Touch Association (Rob Summers)
Port Macquarie Hastings Council (John Hanlon)
Port Macquarie Hastings Council (Amanda Hatton)

Prepared by: Ross Cargill
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1. INTRODUCTION

1.1 General

The NSW State Touch Football Championships will be held in Port Macquarie at the Tuffins Lane Sports Fields. The event will run from Friday 2 to Sunday 4 December 2015.

The NSW Touch Association has appointed Men At Work to prepare the following Traffic Management Plan (TMP) to ensure the safety for participants, spectators, the general public and business' surrounding the event.

The TMP has been developed in accordance with Port Macquarie Hastings Council (PMHC) requirements. It is to be used in conjunction with associated Traffic Guidance Scheme's (TGS), and the Traffic Control At Worksites Manual Volume 4 (2010). All aspects of the TMP and TGS' are to be erected, undertaken and monitored by qualified traffic controllers to allow access to adjoining property owners as required and to maintain traffic flows during both local the and event peak periods.

The TMP allows for all modes to traffic accessing the event. As the event is being held for the third time in Port Macquarie NSW Touch has an experienced understanding of the impact peak traffic flows have. To ensure the events success a designated event parking in the event precinct and off site, road closures, designated bus stops and drop of areas

It is the intention of this Transportation Management Plan to minimise / reduce these expected traffic flows with the implementation of a shuttle bus service during the event. As part of this service, it is recognised it will also reduce the reliance on parking in the event precinct area if the shuttle bus service is provided.



1.2 Event Description

On the basis of the history of the event, it is anticipated that 4000 participants and spectators will be in attendance on Friday and Saturday. 3000 participants and spectators are expected on site for the Sunday events, including finals and presentation. The 2015 event sees the NSW Touch Association responsible for the management of traffic with Port Macquarie Hastings Council responsible for the provision of the playing area for the competition.

Participants will travel to Port Macquarie from all over New South Wales with the main concentration being from the South Coast, Sydney, Central Coast and Newcastle. The NSW Touch Association has advised that a large majority of Port Macquarie's accommodation has been booked out for the weekend.

In preparing for this event the following organisations / authorities have been consulted with:

Port Macquarie Hastings Council

- John Hanlon (Transport and Traffic Engineer)
- Amanda Hatton (Sports and Events Manager)

NSW Police Department

- Shane Cribb – Chief Inspector
- Paul Dilley

Hibbard Sports Club

NSW Ambulance Association

Port Macquarie Base Hospital

Aqua Golf / Water Slide



2. SEQUENCE OF EVENTS

2.1 Friday 4 December 2015 Day 1

- 6:30am – Compulsory Staff briefing at fields
- 6:45am – Fields Set up
- 7:00am – Implement Tuffins lane Closure and Traffic Controllers in place for parking management
- 7:30am – Volunteers Arrive
- 8:30am – First Games Commence
- 5:50pm – Last games finish, pack up
- 6:00pm – Open Tuffins Lane
- 6:15pm – Compulsory Staff briefing – Volunteers depart
- 7:00pm – NSWTA staff return to accommodation

2.2 Saturday, 5 December 2015 – Day 2

- 6:00am – Compulsory Staff briefing at fields
- 6:15am – Fields Set up
- 7:00am – Implement Tuffins lane Closure and Traffic Controllers in place for parking management
- 7:15am – Volunteers Arrive
- 7:40am – Move to starting positions
- 8:00am – First games commence
- 6:25pm – Last games finish, pack up
- 6:30pm – Open Tuffins Lane
- 6:45pm – Compulsory Staff briefing – Volunteers depart
- 7:00pm – NSWTA staff return to accommodation

2.3 Sunday, 6 December 2015 - Day 3

- 6:00am – Compulsory Staff briefing at fields
- 6:15am – Fields Set up
- 7:00am – Implement Tuffins lane Closure and Traffic Controllers in place for parking management
- 7:15am – Volunteers Arrive
- 7:40am – Move to starting positions
- 8:00am – First games commence
- 4.45pm – Last games finish, pack up
- 7:00pm – NSWTA staff and volunteers staff dinner Hogs Breath



It is typical for players and support staff (trainers, physios, etc) to attend the event by either Mini Bus or car. In previous years up to 30 (25 seat) Mini Buses have transported teams from their locality and then to and from the event each day and then returning to their origin of destination on the Sunday afternoon. Historically no large buses attend the event to bring teams.

All teams will compete between 8.00am and 10.00am on the Saturday with approximately 15 to 20% of the people arriving every half hour during this period. It is assumed that once all teams have arrived they will stay for the day with minimal numbers leaving and returning during the day. This assumption is based on the fact parking will be at a premium and accessing the event area.

Based on this data, it is expected the peak traffic demand for arrivals will reach approximately 1747 vehicles an hour for the period between 9.00am and 10.00am. The peak demand for departures will reach approximately 1774 vehicles an hour between 4.00pm and 5.00pm.

3. GENERAL ARRANGEMENT

3.1 Tuffins Lane

Tuffins Lane will be closed for the duration of the event: Access will be provided for 1 Resident, VIP's and permitted buses. Entry is via permit/ ticket only. There will be no roadside parking along Tuffins Lane to prevent pedestrian activity along the travelled path with a single crossing point between the two playing areas as shown on TGS NSW STATE TOUCH 2015 to reduce incidence of crossover between pedestrian and vehicles.

3.2 Boundary Street

Access is to be maintained for all local businesses and residents throughout the event with road side parking to be prevented with the use of parrawebbing, as per TGS NSW STATE TOUCH 2015. This is also to minimise pedestrian activity along the travelled path. There will be a tariff control point adjacent to the exit of the regional stadium carpark to monitor traffic flows and assist with VIP, Mini Bus and Shuttle Bus ingress and Egress.

A number of properties have access to Boundary Street within 100m of its junction with Hastings River Drive. Access to and from these properties should not be adversely affected by the event with the banning of roadside parking along Boundary Street.



3.3 Shuttle Buses

To ease congestion around the event and lessen the impact of this congestion on local residents, business and Port Macquarie Airport a shuttle bus service will operate during the event between Car Parks:

- P1, P2 & P3
- P7 & P8 (Basket Ball Stadium Carpark)

This is shown in the TGS NSW STATE TOUCH 2015.

Running a single or double loop service between 8am and 10 am and then again between 4pm and 6pm can be considered however it could be considered that this could be a booked service to ensure take up of the service.

3.4 Drop Off Zone

A Drop Off Zone for all shuttles buses will in the Regional Stadium car park will be implemented to aid in the management of traffic in and around the event precinct. Access to the drop off zone will be via the existing entry to the Panthers Sports club car park. Barriers are to be place to block access to the Sports Club carpark. This carpark will only be available to VIPs and Sports Club parking.

The drop off zone will utilise the existing parking bays of the carpark. On entry to the drop off zone patrons will be directed to either one of two zones where participants can be dropped off. Vehicles will leave the drop off to the south where they will be directed to the carparking at the southern end of Boundary Street and the eastern section of Tuffins Lane.

Access for pedestrians through the drop off area will be via centrally placed pedestrian access paths and onto the playing fields. Figure 3 provides the proposed layout of the drop off zone.

The drop off zone is to be used throughout the day. There will be no designated pick up zone to be used. All patrons will leave the event precinct from the carparks for which they have parked in.



3.5 Parking Arrangements

As shown on TGS NSW STATE TOUCH 2015 Parking is in the following locations:

VIP & Permit Holder Car Parks

- Tuffins Lane (North) - 90 Spaces Approx
- Panthers Sport Club – 66 Spaces Approx

Mini Bus Parking

- Regional Stadium/ 128 + 4 Disabled

Event Non-Ticketed Parking

- P1 Boundary Street -
- P2 Boundary Street - 1900 Spaces Approx
- P3 Boundary Street -
- P4 Tuffins Lane (South) -
- P5 Tuffins Lane (South)- 1300 Spaces Approx
- P6 Basketball Stadium Carpark
- P7 Basketball Stadium Carpark 250 Spaces Approx

3.6. Pedestrians

Pedestrian access to and from the event precinct will be via the existing footways, grass verges and also via shuttle bus from P1, P2 & P3. Access for P4 & P5 will be via a pathway direct to the playing precinct as shown on TGS NSW STATE TOUCH 2015. Pedestrian access an interface with vehicles is to minimised at all times through use of parrawebbing around the precinct as shown on the TGS. Pedestrian need to be included in the daily risk assessment, and Tuffins Lane needs to be considered a live road although it is closed to the general public.

3.7 Cyclists

Provision for cyclists will via the existing road network to the event precinct by way of existing road shoulders, traffic lanes and cycle lanes where provided. Around the event precinct, there is no formal provision of off road shared pedestrian / cycle ways or on road cycle lanes except for a section of cycle lane at the southern end of Boundary Street from Newman College, which stops at the road shoulder north of the site. Cyclist will be asked to dismount their bikes if moving around the event site and should be provided with appropriate racks as required.



4. HASTINGS RIVER DRIVE CONSTRUCTION WORKS

PMHC have engaged Ditchfield Contracting Pty Ltd to complete major upgrade works on Hastings River Drive and Park Street. Hastings River Drive closed from Gordon Street through to the Hilltop Lane and Park Street closed at Buller Street. It is expected that stage 1 of these works will coincide with the event. **TGS Ditchfield HRD 1** displays the routes available to all traffic from each approach to the road closure.

It is recommended that participants be advised of the closures in advance of the event.

Travelling to the event:

Those traveling from Gordon Street and Ocean Drive should follow detours via Findlay Avenue or Widderson Street.

Those traveling from the CBD should be advised to access Gordon Street via Horton or Hollingsworth Street and then follow detours via Findlay Avenue or Widderson Street. Alternate access from the CBD is also available via Buller, Bay, Park and Bellbowrie Streets. It is preferred that participants be advised to use the Gordon Street detour to follow "left on, left off" traffic management principles.

Travelling from the event:

Those traveling to the CBD, Ocean Drive and Gordon Street should be advised to access the Oxley Highway/Gordon Street via Findlay Avenue or Widderson Street and follow detours. Alternate access to the CBD is also available via Bellbowrie, Bay, Park and Buller Streets.

5. EXTERNAL CONSULTATION

As discussed previously various organisations have been consulted with regard to the management, impacts and possible emergency needs the event will require during the days it will be running.

NSW Police Department – Consultation from previous events regarding the overall arrangement and running of the event specifically surrounding traffic flows on Hastings River Drive. Arrangement of emergency procedures.

Port Panthers Sports Club – Arrange parking for members and staff during the event

NSW Ambulance Association – Arrangement of emergency procedures in the event of an injury, medical requirement, etc.

Port Macquarie Base Hospital - Arrangement of emergency procedures in the event of an injury, medical requirement, etc.



Aqua Golf – Consultation with management on ways to minimise the effect of the event on their business and ways to improve parking concerns, in the past NSW Touch have assisted the company in moving any cars that may hamper their parking during the event.

Water Slide – Held talks with the company on ways to ensure that they have parking for staff and visitors. Company management are happy to have the event as they have a resultant increase in the number of patrons visiting the facility and are investigating having special event vouchers to utilise the water slide.

6. CONTINGENCY PLANNING

6.1 Weather

Weather may affect the operation of the event, but will not affect the operation of the traffic management plan. The main issue will be the ability to use the temporary grass parking areas in boundary Street and Tuffins Lane. Should these areas become inoperable due to wet weather, there will be more of reliance placed on the shuttle bus service and the ability to use parking external to the precinct. NSW Touch Association will have the final say with respect to the completion of the championship in the event of a weather event.

6.3 Pedestrian access during and after weather event

As for monitoring of the temporary parking sites monitoring of the temporary pedestrian access locations is to be completed during and after an extreme weather event. Should it be found the preferred pedestrian access points from the temporary carparks become unsafe or impassable then an alternate pedestrian access path via the western side of Boundary Street (behind the temporary barriers) is to be used for access between the temporary carpark and the grounds.

6.4 Accidents in and around the site

Access for emergency vehicles to the main site is via Boundary Street and the Regional Stadium Car Park. Ambulance access for emergencies is also available via Tuffins Lane.

6.5 Port Macquarie Airport

Where possible peak traffic flows to and from Port Macquarie Airport need to be given priority. Traffic Controllers need to work in conjunction with the Traffic Light sequence at the corner of Boundary Street and Hastings River Drive.

6.6 Public Transport

The event is not serviced by public or private bus services. A shuttle bus service will be implemented to minimise parking and traffic flow issues in and around the event precinct. There is extensive use of taxis to access the site, particularly the maxi cab that can cater for up to a full team.



It is essential that School Buses be given priority on Friday during the Morning and evening peak.

6.7 Delayed Event

While some delay to the finalisation of the event is possible, it is not possible to extend the event beyond Sunday afternoon. As a result, any delay to the event will not have an impact on the operation of the traffic management plan.

6.8 Event Risk Assessment

The NSW Touch Association has prepared a Risk Management Plan for the event. A copy of the plan is provided in Appendix D of this report.

7. PUBLIC SAFETY

The NSW Touch Association has accepted responsibility for the provision for public safety on the site. This traffic management plan makes satisfactory arrangements for all matters associated with access to and from the site only.

8. ADVERTISING

The NSW Touch Association has indicated they will be providing participants all the relevant information with regard the parking, access and the like for the event. Further to this the following should also be included in any advertising. In the information packs to be provided to all participants inform them of the following:

- i) Shuttle bus service, where it runs, times it runs
- ii) Drop Off Zone location
- iii) Locations of Event Precinct parking, and
- iv) External Carpark options (Stuarts Park)

Provide a public announcement (i.e. Radio, newspapers, etc) advising the availability and location of the various types of car parking. This should first be commenced two (2) weeks prior to the event with lead in announcements leading up to the event.

Where issues arise or the operation of the event changes and this impacts this traffic management plan, public announcements will be made via the options outlined above.

Consultation / liaising with all emergency services needs to be undertaken prior to the event to make them aware of possible traffic impacts relative to the event that may impact their day to day operation during the event. As a minimum, they all should be provided with a copy of this traffic management plan for the event.



The NSW Touch Association will also update participants via their website, emails, text messages and Smart Phone App's.

9 STATEMENT OF DUTY.

Men At Work Traffic Services will be responsible for the application of the Traffic Management Plan and associated Traffic Control Plans.

All signage must be of a type which satisfies the requirements of AS1742.3. Such signs are to be clean and in good condition. Locations shown on the drawings are approximate and should be adjusted on site in consultation with council for maximum visibility to both traffic and pedestrians allowing sufficient time to take appropriate action.

Ross Cargill

Ph 02 6581 4600

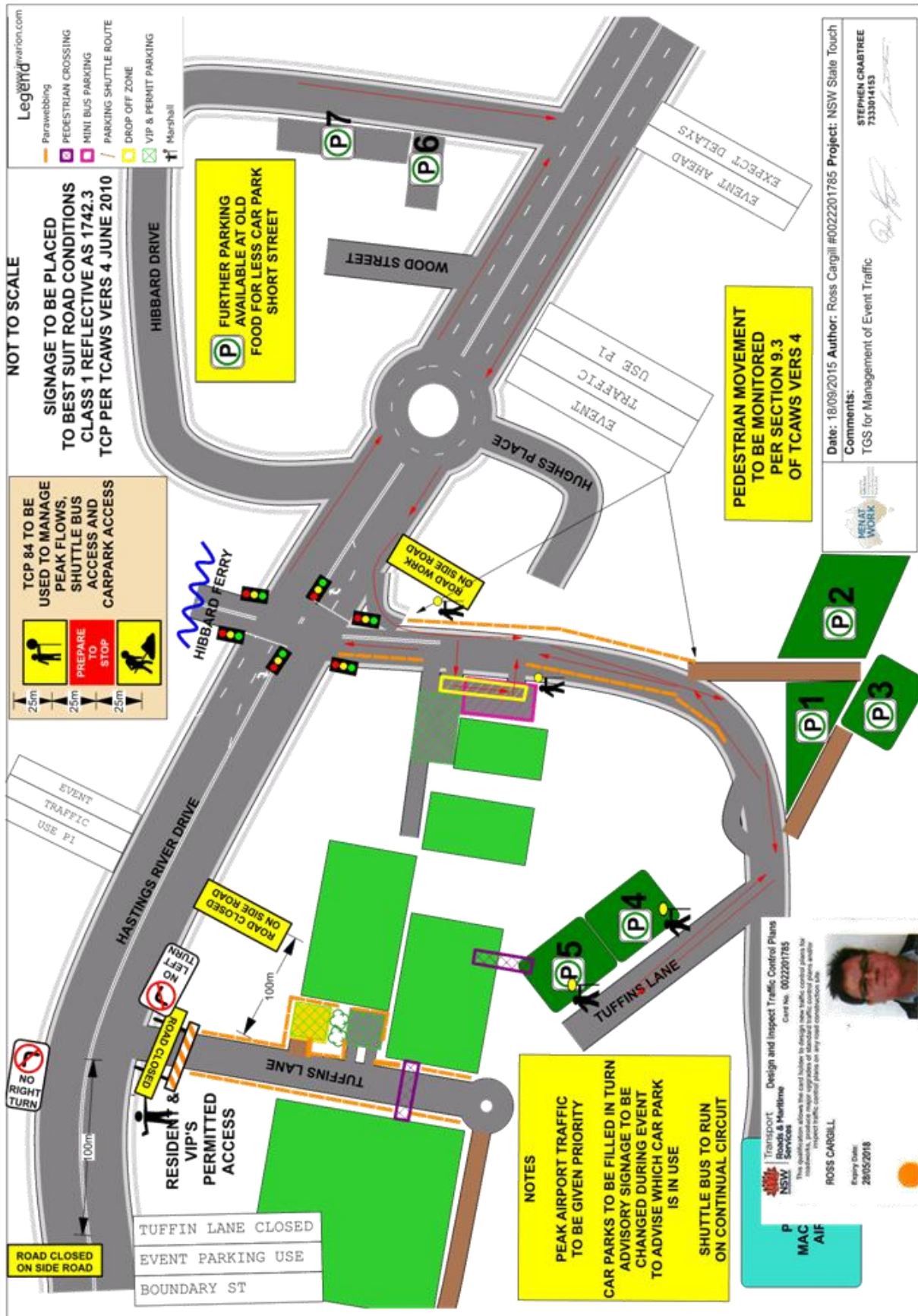
Email ross@menatwork.net.au

RMS Design & Audit Certification - 7333014152

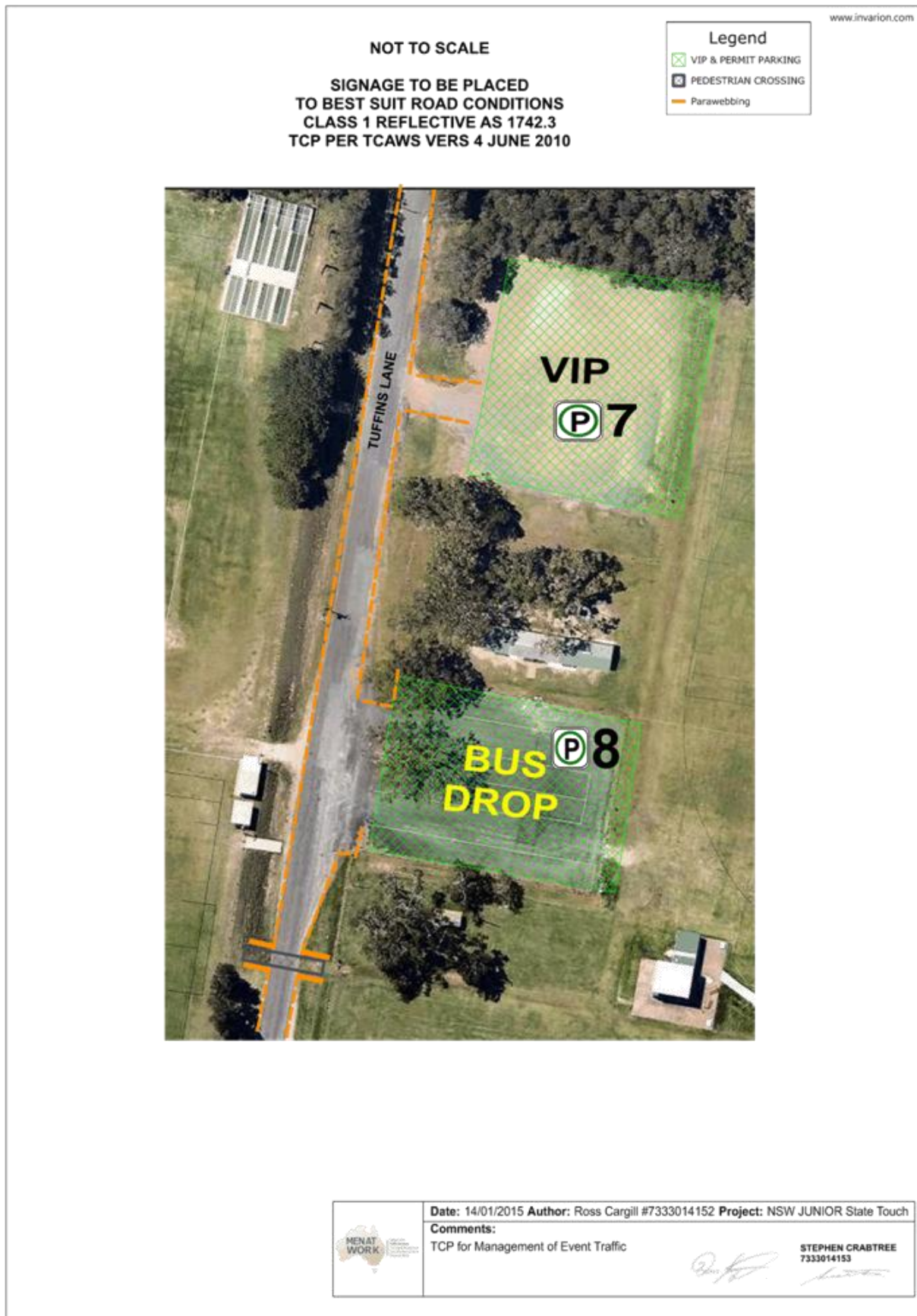
Attachments

TGS NSW STATE TOUCH 2015
TGS NSW State Touch Tuffins Lane Arial View
TGS NSW State Touch Boundary Drop Off Zone
TGS Ditchfield HRD 1
NSW State Cup 2015 Event Staff Handbook
NSW Touch Football Risk Management Plan









Item: 07

Subject: OCEAN DRIVE / ABEL TASMAN DRIVE INTERSECTION UPGRADE -
SIGNAGE AND LINEMARKING PLAN

Presented by: Infrastructure & Asset Management, Jeffery Sharp

RECOMMENDATION

That it be a recommendation to Council:

That the Ocean Drive / Abel Tasman Drive interim intersection upgrade, signage and linemarking plan (6766-0015, sheet 1, Rev A) be approved.

Discussion

The ultimate masterplan for the development of Area 14 between Lake Cathie and Bonny Hills includes signalisation of the Ocean Drive and Abel Tasman Drive intersection and an additional fourth leg to the south. However, traffic signals are not warranted at this stage and an interim intersection has been agreed to provide access to the land to the south.

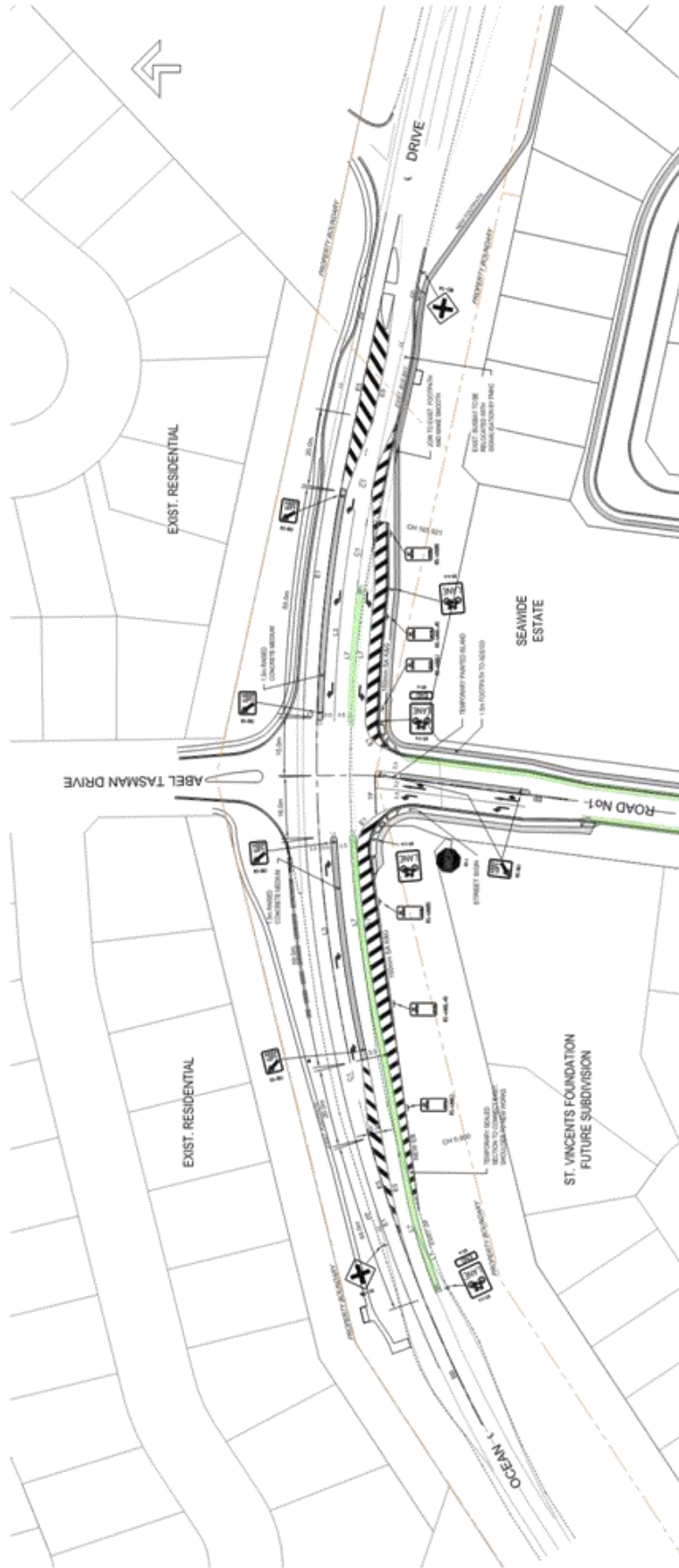
The Ocean Drive, Lake Cathie Planning Agreement, between Port Macquarie Hastings Council, Catarina Village Pty Limited, Catarina Developments Pty Limited, Seaside Pty Limited and St Vincent's Foundation Pty Limited, was executed on 17 February 2015. Intersection works need to be to a design and specification approved by Council and the RMS. Seaside Pty Limited are now proceeding with the first stage upgrade of the Ocean Drive and Abel Tasman Drive intersection to provide access to the Seaside Estate development. This involves constructing a layout that will be "Stop" controlled on the southern approach and can be upgraded to traffic signals in the future with minimal geometric changes.

Seaside's consultants, Hopkins, have now submitted design plans to Council and RMS for approval. The signage and linemarking plan has been referred to Local Traffic Committee for approval because it involves new traffic control devices on a classified road (Ocean Drive MR600).

Committee members are requested to review the attached plan and provide feedback where appropriate.

Attachments

1 [View](#). Signage and Linemarking Plan



OCEAN DRIVE INTERSECTION PLAN - INTERIM

- NOTES:
- ALL LINE MARKINGS IN ACCORDANCE AHD 11942.1.
 - ALL FOOTPATHS IN ACCORDANCE WITH ASD/03.
 - REFER CONSTRUCTION LAYOUT & SERVICES PLAN FOR FURTHER MARKING DETAIL.
 - 1.5m CYCLEWAY
 - 1.5m FOOTPATH
 - PRISM RAMP TO ASD/03

PROBATIONARY DESIGNER
NOT FOR CONSTRUCTION



REV	DATE	BY	CHKD	APPD	NO
A	19/11/2015	WJ	WJ	WJ	1
A1	19/11/2015	WJ	WJ	WJ	5
1	19/11/2015	WJ	WJ	WJ	1
2	19/11/2015	WJ	WJ	WJ	5

OCEAN DRIVE & ABEL TASMAN DRIVE
SIGNAL READY INTERSECTION LAYOUT
& LINE MARKING PLAN

HOPKINS CONSULTANTS
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SEAWIDE ESTATE
OCEAN DRIVE, LAKE CATHE
DA 2012/361

REV	DATE	BY	CHKD	APPD	NO
1	19/11/2015	WJ	WJ	WJ	1
2	19/11/2015	WJ	WJ	WJ	5