

Local Traffic Committee

Business Paper

date of meeting: Wednesday 24 July 2024

location: Port Macquarie-Hastings Council

17 Burrawan Street, Port Macquarie

Committee Meeting Room

time: 10:00 AM



LOCAL TRAFFIC COMMITTEE CHARTER

Adopted: ORD 07/05/07

Amended: Reaffirmed ORD 27/08/07, Reaffirmed ORD 16/12/09

1. Purpose

The Local Traffic Committee (LTC) is a technical review committee 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 2016". The committee provides advice on matters referred to it by Council. Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions relating to:

- Authorisation of prescribed traffic control devices covered under Division 1 of Part
 4 (Section 50 to 55) of the Road Transport (Safety and Traffic Management) Act,
 1999.
- b) Regulation of traffic under Division 2 of Part 8 (Sections 116 to 119) of the Roads Act,1993.
- Authorisation of special event parking schemes under Division 2 of Part 5 (clause 122and 123) of the Road Transport (Safety and Traffic Management) (Road Rules) Regulation, 1999.

2. Chairperson

The meeting is chaired by the Mayor or Deputy Mayor, if neither representatives are present, the meeting will be chaired by the most senior Council staff representative from the Community Infrastructure Planning and Design team present at the meeting.

3. Membership

The LTC is to be made up of four formal members. Each formal member is entitled to vote on matters being considered by the LTC. The members are as follows:

- a) One representative of Council,
- b) One representative of the NSW Police;
- c) One representative of the Transport for NSW;
- d) The local State Members of Parliament (MP) or their nominee (noting they may only vote on items within their electorates).

If the Mayor or Deputy Mayor are not present for the meeting, Council's voting position will be delegated to the most Senior Council representative from the Community Infrastructure Planning and Design team.

Council may also decide to have additional non-voting informal members of the LTC. These additional advisers can include:

Non-voting Advisory Positions

- a) Council Community Infrastructure Planning and Design Group Manager;
- b) Council Senior Transport and Road Asset Engineer;
- c) Council Community Infrastructure Stakeholder Engagement Manager;
- d) Council Education Team Leader, Community;
- e) Council Education Officer;
- f) One representative of the Ministry Transport;
- g) One representative of the NSW Fire Brigade;
- h) One representative of the NSW Ambulance Service;
- i) One representative of the Transport Workers Union:
- j) One representative of each local Bus operator;
- k) One representative of each local Taxi operator.

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

4. Quorum

The LTC has no quorum requirement for its meetings. As Council, can only exercise its delegation after seeking the advice of the NSW Police and TfNSW, if a voting delegate cannot attend a meeting, they can be consulted via email or telephone, and their advice will be included in the recommendation of the LTC. As such a meeting can go ahead with any number of voting members as long as all absent members are consulted on each matter.

5. Voting

While an organisation, which is a voting member, may choose to have more than one representative, that organisation is still limited to one vote only.

In cases where more than one representative from the NSW Police, TfNSW, Local Member or Council is in attendance at the meeting, all representatives can remain during deliberations and voting, however, the NSW Police, TfNSW, Council and Local Member will only be entitled to one vote each. The most senior representative from each organisation will hold the right to vote, the nominated voting person will need to be declared at the commencement of the meeting.

As Council, can only exercise its delegation after seeking the advice of the NSW Police, TfNSW and the Local Member, if a voting member cannot attend a meeting, they can be consulted via email and their advice will be included in the recommendation of the LTC and the minutes.

In cases of urgency or subject to current public health orders, Council may consult via electronic means with the voting members of the Committee, for the purposes of seeking their advice, without the need for a face-to-face meeting.

The advice of the LTC to Council or its Sub-Delegate on a particular matter must be one of the following:

- a) Unanimous support;
- a) Majority support;
- b) Split vote:
- c) Minority support; or
- d) Unanimous decline.

Where the advice of the LTC is not unanimous, the dissenting vote should be named and noted in the recommendation to Council, or its sub delegate.

The Chairperson of the LTC **does not** have a casting vote on any matter considered by the LTC.

If the Council decides to proceed with a proposal where the advice from the LTC is not unanimous support, then the Council must first advise TfNSW and the NSW Police Representatives in writing of their intention to approve the proposal. The TfNSW or the NSW Police may then lodge an appeal to the Regional Traffic Committee. Council must not exerciseany of the functions, in relation to the subject proposal, for a period of 14 days from the date of notification in writing.

6. 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, informaladvisor, public and media participation is undertaking in accordance with the TfNSW. Guidelines.

7. Meeting Formats

Council's Community Infrastructure Planning and Design team are responsible for the coordination of Committee advice, scheduling of meetings, preparation and circulation of meeting minutes, and provide general support services to the Committee. The Community Infrastructure Planning and Design team is also responsible for providing advice in relation to the conduct of meetings.

The most common format for LTC meetings is regular face to face meeting held in the offices of the Council.

Acceptable alternative meeting formats include:

- Electronic meetings where the advice of the members is sought via email or via virtual meeting.
- A combination of electronic and face to face meetings

a) Agendas, minutes, and reports

All meetings require the preparation of an agenda. An agenda must be pre prepared by Council and circulated to all formal members and informal advisors of the Combea minimum of one week prior to the meeting.

For each agenda item, Council must prepare a report which must contain a brief summaryof the issue, detail of the proposed solution including a plan if the proposal involves signs, lines or structures, details of the policies.

Urgent out of session items can be circulated to all formal members and informal advisors of the Committee for consideration and comment. Votes will be recorded via email and tabled at the next meeting to be formally recorded and adopted as a General Business item.



All meetings require a written record of proceedings in the form of formal Minutes. The minutes must be prepared by Council and circulated to all formal members and informal advisors of the Committee within two weeks of the meeting being held. The LTC minutes will be presented at the next Ordinary Council meeting for endorsement.

b) Site visits

It is recommended that each member of the LTC undertake a site visit prior to considering any proposal. This site visit may be undertaken individually or as an organised joint visit.

8. 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 InfrastructureServices and the Technical Services Manager.



Local Traffic Committee ATTENDANCE REGISTER

Voting Member:	22/11/23	24/01/24	27/03/24	22/05/24
Mayor Peta Pinson - (Chair)	Α	✓	✓	✓
Christine Murray - Traffic for NSW	✓	✓	✓	√
Daniel Finch - NSW Police	✓	✓	✓	✓
Terry Sara - Representative of Member for Port Macquarie	Х	X	Х	Х
Michael Kemp - Representative of Member for Oxley	Х	X	X	X
Non-voting:				
Carl Eade - Port Macquarie Taxis	✓	Х	✓	✓
Marie Visvikis - Port Macquarie Taxis	Х	Х	Х	Х
Ben Cantor - Central Coast and North Coast Busways	✓	✓	✓	Х
Dave Davies - Central Coast and North Coast Busways				✓
Robert Fish - Director Community Infrastructure	А	✓	✓	А
Blayne West - Group Manager Planning and Design	✓	А	✓	✓
Mark Edenborough - Manager Planning and Design Programs, Community Infrastructure Planning and Design	✓	✓	✓	✓
Dette Gamon - Education Officer	✓	✓	✓	Х
Jenna O'Connell - Education Officer				✓
Julia Cutagar - Education Officer				✓
Rosemary Ashman - Support Officer	А	А	✓	✓
Observer:				
Councillor - Lauren Edwards - PMHC	N/A	N/A	N/A	N/A

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

Meeting Dates for 2024

Wednesday 24/01/2024	Committee Room	10:00am - 11:30am
Wednesday 27/03/2024	Committee Room	10:00am - 11:30am
Wednesday 22/05/2024	Committee Room	10:00am - 11:30am
Wednesday 24/07/2024	Committee Room	10:00am - 11:30am
Wednesday 25/09/2024	Committee Room	10:00am - 11:30am
Wednesday 27/11/2024	Committee Room	10:00am - 11:30am



Local Traffic Committee Meeting Wednesday 24 July 2024

Items of Business

Item	Subject	Page
01	Acknowledgement of Country	<u>7</u>
02	Apologies	<u>7</u>
03	Confirmation of Minutes	<u>7</u>
04	Disclosures of Interest	<u>14</u>
05	Business Arising from Previous Minutes	<u>18</u>
06	Beach To Brother - Sunday 22 September 2024	<u>19</u>
07	Koala Vehicle Strike Signage - Traffic and Speed Data	<u>38</u>
08	Hibbard Drive Parking Restrictions, Port Macquarie	<u>100</u>
09	Matthew Flinders Drive & The Fairway - New Parking Restrictions	<u>106</u>
10	Parking restriction changes at Bonny Hills new shared pathway	<u>111</u>
11	General Business	



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 22 May 2024 be confirmed.





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PRESENT

Voting Members:

Mayor Peta Pinson (Chair) Christine Murray Transport for NSW Ellie Granger Transport for NSW Sergeant Daniel Finch NSW Police Force

Non-voting:

Dave Davies, Central Coast and North Coast Busways
Carl Eade, Port Macquarie Taxis
Blayne West, Group Manager Community Infrastructure Planning & Design
Mark Edenborough, Manager Planning and Design Programs
Brendan Goodall, Transport Engineer Programs
Jenna O'Connell, Education Officer
Julia Cutajar, Education Officer
Rosemary Ashman, Support Officer

The meeti	ng opened	ı at	10.00am
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01 ACKNOWLEDGEMENT OF COUNTRY

The Acknowledgement of Country was delivered.

02 APOLOGIES

CONSENSUS:

That the apologies received from the following member be accepted

Director Robert Fish

03 CONFIRMATION OF MINUTES

CONSENSUS:



That the Minutes of the Local Traffic Committee Meeting held on 27 March 2024 be confirmed.

UNANIMOUS SUPPORT

04 DISCLOSURES OF INTEREST

There were no disclosures of interest presented.

05 BUSINESS ARISING FROM PREVIOUS MINUTES

Item	12.02		22 December 2023	
Subject		Poduotia		
Discussion:	Port Macquarie Taxi Houston Mitchell Dri potential for incident Aged Residential De	Port Macquarie Taxis noted that development and traffic around Houston Mitchell Drive in Lake Cathie has increase traffic and potential for incident (Construction of a new Ambulance Station and Aged Residential Development). It was suggested that a speed zone reduction from 70kph to 50kph should be considered in this vicinity.		
Action Required:		Speed Zone Reviews are undertaken by TfNSW. Council is in discussions with TfNSW regarding a speed zone review		
	TfNSW attended site to inspect, unfortunately it was during the School Holidays and will need to revisit during School time.			
	TfNSW are commencing a speed zone review which will investigate moving the current 50 kph zone southwards to cover the intersection with Solomon Drive. Council and Police support the proposed change.			
	Council is presently preparing a quotation for the installation of the signage and line marking as required to support this change.			
Update:	Quotation for implementation of signage still outstanding.			
Action:	Council to advise TfNSW and Local Traffic Committee on timeframe for provision of quotation. TfNSW seeking to resolve this matter quickly.			

General Business on the floor

Item	08 General Business		24 January 2024
Subject:		CREEK I	ROAD SPEED REDUCTION



Discussion:	A request for an update from the Transport for NSW (TfNSW) representative regarding the status of the speed reduction assessment for Fernbank Creek Rd was tabled.
	TfNSW advised that the assessment has been finalised and is presently advancing through the TfNSW internal procedures.
	Busways raised concern about drivers utilising the dirt section of the road reserve at the junction of Fernbank Creek Road and Hastings River Drive. This behaviour may involve insufficient deceleration to navigate the corner or pose a line-of-sight issue.
Action Required:	Action that the Local Traffic Committee requested that Council to look into the concerns regarding drivers using the dirt section of the road reserve at the intersection of Fernbank Creek Road and Hastings River Drive and any corrective actions that could be implemented in response to these concerns.
	Council investigation into the intersection usage is ongoing. Outcome to be reported to May 2024 committee.
	Location has been reviewed. Informal slip lane appears to have been in use since ~2010. Working to identify a source of spoil that can be placed at this location to remove wheel tracks and to undertake some minor reshaping that will discourage further use of the location. Seeking to have these minor works implemented in 2024-2025.
Update:	Subsequent to the above advice, Council has re-reviewed the location in the context of driver behaviour and is proposing to install concrete traffic barriers to prevent the use of the informal slip lane. Installation of barriers to be accompanied by reflectors and variable speed signage to advise users of the change in traffic arrangements. Communications to be posted to residents of Fernbank Creek Road to alert users of this change in intersection layout/usage.

06 ARTWALK - 7 JUNE 2024 PORT MACQUARIE CBD

CONSENSUS:

That it be a recommendation to the Director Community Infrastructure, under subdelegation, for implementation:

That Council approve the temporary road closures and support the associated transport management arrangements associated with the ARTWALK event on 7 June 2024, subject to conditions contained within the attached Draft Section 138 Approval Certificate.

UNANIMOUS SUPPORT



07 TEMPORARY PARKING RESTRICTION CHANGES ASSOCIATED WITH ESSENTIAL ENERGY EV STREETLIGHT CHARGER TRIAL - CLARENCE STREET, PORT MACQUARIE

CONSENSUS:

This report is for the information of the Local Traffic Committee only.

Comments:

Mayor Pinson noted that community notification/consultation should be undertaken upfront for future trials of this kind to inform local residents and businesses of the change and trial specifics.

Future report to Ordinary Council Meeting detailing the trial and its outcomes has been requested for the July 2024 or August 2024 meeting - Community Infrastructure.

UNANIMOUS SUPPORT

08 GENERAL BUSINESS

Item	08 General Business	22 May 2024
Subject:	LORNE ROAD SPEE	ED LIMIT SIGNAGE
Discussion:	Port Macquarie-Hasti with the plans of the u sealing a 2 km section the Upsalls Creek cro sought and obtained a the section of Lorne F Additionally, TfNSW v	ngs Council (PMHC) is currently advancing upgrade of Lorne Road. The plan involves n between the Playfords Road intersection and essing. During the design finalisation, PMHC advice from TfNSW regarding speed limits for
Action Required:	to the variable condition managing these company approach is to install length of Lorne Road. 1. At the start of the REDUCE SPEED. 2. At approximately REDUCE SPEED directions. These	unsealed section, place GRAVEL ROAD and (W2-211-5n) signs for both directions. 100 m from the W2-211-5n sign, install TO CONDITIONS (G9-318-1n) signs for both signs should be repeated approximately every a spaced as possible based on the length of
	The signage has subs	sequently been implemented by Council.



Item	08 General		22 May 2024	
	Business			
Subject:	Kenny Drive - Nobl	oy's Bea	ch Flood Repair Works	
Notification:	Works on the Nobbys Beach stairs, car park boardwalk and the Kenny Walk are set to start on 27 May 2024 with a view to completion by 30 June 2024 - weather permitting.			
	 The following engagement and communication activities are underway: Signage (attached will be installed on site and at key decision points at Flynns Beach and Shelly Beach (north) includes detour route 			
	 Pop up at Nobbys Beach stairs this Saturday 18 May 2024 8am - 10am 			
	A5 flyer prepared	 A5 flyer prepared for the Visitor Information Centre 		
	Webpage updated			
	Social media			
	 Stakeholders infe 	Stakeholders informed		
Update:	The matter has been tabled and provided to the Mayor's office.			

Item	08 General Business		22 May 2024
Subject:	Bold Street Lauriet	on Nigh	tworks
Notification:	Council has engage	d a contr	actor, for the following works:
	Bold Street in Laurie 7 June 2024, weath		undergo resurfacing from 2 June 2024, to ting.
	 During this period: One lane will be closed. The other lane will be under traffic control with detours in place. No parking will be allowed in the immediate work zone. The speed limit will be reduced to 40 km/hr. Access to businesses will be maintained, with minor delays if construction works are in the immediate vicinity. 		
Update:	The matter has been	n tabled.	

Item	08 General Business	22 May 2024		
Subject:	Vehicles parking ill	legally in Bus Zones		
Notification:	address non-complia affects bus service for parking too closely of and enforce parking provide Local Traffic	Busways seeks to collaborate with Council Rangers and Police to address non-compliant parking in Bus Zones. This ongoing issue affects bus service for less mobile passengers due to vehicles parking too closely or within Bus Zones. Busways aims to educate and enforce parking restrictions around bus bays. Busways to provide Local Traffic Committee details on non-compliant behaviour and historical data detailing hotspot locations.		
Action:		n tabled, and the Local Traffic Committee his initiative. Council staff will write to our		



Environmental and Regulatory team, informing them of the request
details and seeking their support for the initiative.

The meeting closed at 10.36am

Subject: DISCLOSURES OF INTEREST

RECOMMENDATION

That Disclosures of Interest be presented

DISCLOSURE OF INTEREST DECLARATION

Name of Meeting:				
Meeting Date:				
Item Number:				
Subject	:			
I, the u	ndersigned, hereby 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:			
Ш	Take no part in the consideration and voting and be out of si meeting.	ight of the		
_	Non-Pecuniary – Less than Significant Interest:			
Ш	May participate in consideration and voting.			
For the reason that:				
Name:		Date:		
Signed:				
Please submit to the Governance Support Officer at the Council Meeting.				



(Refer to next page and the Code of Conduct)

AGENDA

LOCAL TRAFFIC COMMITTEE 24/07/2024

Pecuniary Interest

- A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable 4.1 financial gain or loss to you or a person referred to in clause 4.3.
- You will not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be 4.2 regarded as likely to influence any decision you might make in relation to the matter, or if the interest is of a kind specified in
- For the purposes of this Part, you will have a pecuniary interest in a matter if the pecuniary interest is: 4.3
 - your interest, or
 - the interest of your spouse or de facto partner, your relative, or your partner or employer, or
 - a company or other body of which you, or your nominee, partner or employer, is a shareholder or member.
- For the purposes of clause 4.3: 4.4
- Your "relative" is any of the following:
 i) your parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child
 - your spouse's or de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child
 - the spouse or de facto partner of a person referred to in paragraphs (i) and (i)
 - "de facto partner" has the same meaning as defined in section 21C of the Interpretation Act 1987.
- 4.5 You will not have a pecuniary interest in relation to a person referred to in subclauses 4.3(b) or (c)
 - if you are unaware of the relevant pecuniary interest of your spouse, de facto partner, relative, partner, employer or company or other body, or
 - just because the person is a member of, or is employed by, a council or a statutory body, or is employed by the Crown, or
 - just because the person is a member of, or a delegate of a council to, a company or other body that has a pecuniary interest in the matter, so long as the person has no beneficial interest in any shares of the company or body.

Non-Pecuniary

- Non-pecuniary interests are private or personal interests a council official has that do not amount to a pecuniary interest as 5.1 defined in clause 4.1 of this code. These commonly arise out of family or personal relationships, or out of involvement in sporting, social, religious or other cultural groups and associations, and may include an interest of a financial nature.
- A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be 5.2 influenced by a private interest when carrying out your official functions in relation to a matter.
- 5.3 5.4
- The personal or political views of a council official do not constitute a private interest for the purposes of clause 5.2. Non-pecuniary conflicts of interest must be identified and appropriately managed to uphold community confidence in the probity of council decision-making. The onus is on you to identify any non-pecuniary conflict of interest you may have in matters that you deal with, to disclose the interest fully and in writing, and to take appropriate action to manage the conflict in accordance with this code.
- 5.5 When considering whether or not you have a non-pecuniary conflict of interest in a matter you are dealing with, it is always important to think about how others would view your situation.

Managing non-pecuniary conflicts of interest

- Where you have a non-pecuniary conflict of interest in a matter for the purposes of clause 5.2, you must disclose the relevant private interest you have in relation to the matter fully and in writing as soon as practicable after becoming aware of the nonpecuniary conflict of interest and on each occasion on which the non-pecuniary conflict of interest arises in relation to the matter. In the case of members of council staff other than the Chief Executive Officer, such a disclosure is to be made to the staff member's manager. In the case of the Chief Executive Officer, such a disclosure is to be made to the mayor.
- 5.7 If a disclosure is made at a council or committee meeting, both the disclosure and the nature of the interest must be recorded in the minutes on each occasion on which the non-pecuniary conflict of interest arises. This disclosure constitutes disclosure in writing for the purposes of clause 5.6.
- 5.8 How you manage a non-pecuniary conflict of interest will depend on whether or not it is significant.
- As a general rule, a non-pecuniary conflict of interest will be significant where it does not involve a pecuniary interest for the purposes of clause 4.1, but it involves:
 - a relationship between a council official and another person who is affected by a decision or a matter under consideration that is particularly close, such as a current or former spouse or de facto partner, a relative for the purposes of clause 4.4 or another person from the council official's extended family that the council official has a close personal relationship with, or another person living in the same household
 - other relationships with persons who are affected by a decision or a matter under consideration 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.
 - an affiliation between the council official and an organisation (such as a sporting body, club, religious, cultural or charitable organisation, corporation or association) that is affected by a decision or a matter under consideration that is particularly strong. The strength of a council official's affiliation with an organisation is to be determined by the extent to which they actively participate in the management, administration or other activities of the organisation.
 - membership, as the council's representative, of the board or management committee of an organisation that is affected by a decision or a matter under consideration, in circumstances where the interests of the council and the organisation are potentially in conflict in relation to the particular matter
 - a financial interest (other than an interest of a type referred to in clause 4.6) that is not a pecuniary interest for the purposes of e) clause 4.1
 - the conferral or loss of a personal benefit other than one conferred or lost as a member of the community or a broader class of people affected by a decision.
- 5.10 Significant non-pecuniary conflicts of interest must be managed in one of two ways:
 - by not participating in consideration of, or decision making in relation to, the matter in which you have the significant nonpecuniary conflict of interest and the matter being allocated to another person for consideration or determination, or
 - if the significant non-pecuniary conflict of interest arises in relation to a matter under consideration at a council or committee b) meeting, by managing the conflict of interest as if you had a pecuniary interest in the matter by complying with clauses 4.28 and
- 5.11 If you determine that you have a non-pecuniary conflict of interest in a matter that is not significant and does not require further action, when disclosing the interest you must also explain in writing why you consider that the non-pecuniary conflict of interest is not significant and does not require further action in the circumstances.
- If you are a member of staff of council other than the Chief Executive Officer, the decision on which option should be taken to manage a non-pecuniary conflict of interest must be made in consultation with and at the direction of your manager. In the 5.12 case of the Chief Executive Officer, the decision on which option should be taken to manage a non-pecuniary conflict of interest must be made in consultation with and at the direction of the mayor.
- Despite clause 5.10(b), a councillor who has a significant non-pecuniary conflict of interest in a matter, may participate in a 5.13 decision to delegate consideration of the matter in question to another body or person.
- 5.14 Council committee members are not required to declare and manage a non-pecuniary conflict of interest in accordance with the requirements of this Part where it arises from an interest they have as a person chosen to represent the community, or as a member of a non-profit organisation or other community or special interest group, if they have been appointed to represent the organisation or group on the council committee.

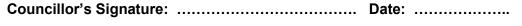


SPECIAL DISCLOSURE OF PECUNIARY INTEREST DECLARATION

This form must be completed using block letters or typed. If there is insufficient space for all the information you are required to disclose, you must attach an appendix which is to be properly identified and signed by you.

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				
Address of the affected principal place				
of residence of the councillor or an				
associated person, company or body				
(the identified land)				
	ncillor has interest in the land			
councillor (e.g. is own	er or has other interest			
	of a mortgage, lease, trust,			
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has an inte	rest in the land.			
	ciated company or body of the			
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[If more than one pecuniary interest is to be declared, reprint the above box and fill in for each additional interest]



This form is to be retained by the council's Chief Executive Officer and included in full in the minutes of the meeting

Last Updated: 3 June 2019



Important Information

This information is being collected for the purpose of making a special disclosure of pecuniary interests under clause 4.36(c) of the Model Code of Conduct for Local Councils in NSW (the Model Code of Conduct).

The special disclosure must relate only to a pecuniary interest that a councillor has in the councillor's principal place of residence, or an interest another person (whose interests are relevant under clause 4.3 of the Model Code of Conduct) has in that person's principal place of residence.

Clause 4.3 of the Model Code of Conduct states that you will 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 will 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.

"Relative" is defined by clause 4.4 of the Model Code of Conduct 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.

You must not make a special disclosure that you know or ought reasonably to know is false or misleading in a material particular. Complaints about breaches of these requirements are to be referred to the Office of Local Government and may result in disciplinary action by the Chief Executive of the Office of Local Government or the NSW Civil and Administrative Tribunal.

This form must be completed by you before the commencement of the council or council committee meeting at 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.

specified in clause 4.6 of the Model Code of Conduct.

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 clause 4.3 of the Model Code of Conduct has a proprietary interest



¹ Clause 4.1 of the Model Code of Conduct 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 clause 4.6 of the Model Code of Conduct

Item: 05

Subject: BUSINESS ARISING FROM PREVIOUS MINUTES

Item	12.02 22 Dec 2023		
Subject	Lake Cathie Speed Reduction		
Discussion:	Port Macquarie Taxis noted that development and traffic around Houston Mitchell Drive in Lake Cathie has increase traffic and potential for incident (Construction of a new Ambulance Station and Aged Residential Development). It was suggested that a speed zone reduction from 70kph to 50kph should be considered in this vicinity.		
Action Required:	Speed Zone Reviews are undertaken by TfNSW. Council is in discussions with TfNSW regarding a speed zone review at this location.		
	TfNSW attended site to inspect, unfortunately it was during the School Holidays and will need to revisit during School time.		
	TfNSW are commencing a speed zone review which will investigate moving the current 50 km/hr zone southwards to cover the intersection with Solomon Drive. Council and Police support the proposed change.		
	Council are presently preparing a quotation for the installation of the signage and linemarking as required to support this change.		
	Quotation for implementation of signage still outstanding.		
Action:	Council to advise TfNSW and Local Traffic Committee on timeframe for provision of quotation. TfNSW seeking to resolve this matter quickly.		
Update:	Quotation provided to TfNSW.		
	Works planned for August 2020 Implementation by internal maintenance crews.		



Item: 06

Subject: BEACH TO BROTHER - SUNDAY 22 SEPTEMBER 2024

Presented by: Community Infrastructure, Robert Fish

RECOMMENDATION

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

That Council approve the temporary road closures and support the associated transport management arrangements associated with the 2024 Beach to Brother event on 22 September 2024, subject to conditions contained within the attached Draft Section 138 Approval Certificate.

Executive Summary

The Beach to Brother Trail Running Festival, a prominent annual event in the Port Macquarie and Camden Haven regions, is scheduled for 22 September 2024.

This year's festival features a full marathon, team-relay marathon, half-marathon, 10km, and 5km runs, covering a scenic route from Town Beach to North Brother Lookout.

The 43km course will cover coastal tracks, beaches, and urban areas, with minimal disruptions to local traffic, thanks to comprehensive Traffic Management Plans and Traffic Guidance Schemes.

Key road closures will be effectively managed, with marshals and traffic control in place, particularly on Captain Cook Bicentennial Drive.

The event's infrastructure will be handled by licensed professionals, ensuring safety and efficiency from setup to completion.

Discussion

The Beach to Brother Trail Running Festival is an annual event held in and around the Port Macquarie and Camden Haven areas. The 2024 event will be held on Sunday, 22 September.

The event includes a marathon, a team-relay marathon, a half-marathon, a 10km, and a 5km distance run and spans from Town Beach, Port Macquarie to North Brother Lookout, Laurieton via a range of coastal paths, beaches, shared pathways, and crosses public roads and bridges in the towns of Port Macquarie, Lake Cathie, Bonny Hills, North Haven, and Laurieton.

All road crossings will be managed with marshals and traffic control as outlined in the submitted Traffic management plan and Guidance Schemes, with the only road closure associated with the event being Captain Cook Bicentennial Drive in Laurieton. The shoulder of Tuppeny Road, Port Macquarie and Kenny Drive will also be utilised for the event.



AGENDA

LOCAL TRAFFIC COMMITTEE 24/07/2024

From start to finish, the venue travels a point-to-point distance of approximately 43km.

Traffic Management

The attached Traffic Management Plans (TMP) and Traffic Guidance Schemes (TGS) have been prepared to address both runner safety and reduce the impact on traffic during the event.

The course has been identified as having minimal impact on road traffic and pedestrians.

It is proposed to have course Marshals located at the following locations:

- Flynn's Beach entry
- Bold St/Mill St Junction, Laurieton

A TfNSW approved Traffic Controller will be in place on Captain Cook Bicentennial Drive, Laurieton.

All associated infrastructure required to implement the plan will be installed by appropriately licenced staff from local company, "Men and Women at Work".

Set up and pack down will occur between:

- 0530hrs and 0830hrs on the morning of the event.
- 1200hrs and 1400hrs on the afternoon of the event.

Consistent with previous events there is expected to be minor impacts on the nonevent community.

The event will be conducted early on a Sunday where pedestrian traffic on the pathways will be restricted, however is consistent with similar events and will progressively re-open following the participant's progress.

Signage will be placed in strategic locations in the weeks leading up to the event to provide notice an event will take place.

Consultation

Community Consultation will be undertaken consistent with the draft conditions of approval as attached.

Attachments

- 11. Draft Section 138 Approval Beach to Brother 2024
- 2. Beach to Brother 2024 Event Site Plans
- 31. Beach to Brother 2024 Traffic Management Plan
- 4. Beach to Brother 2024 Transport and Parking Plan



Port Macquarie-Hastings Council PO Box 84 Port Macquarie NSW Australia 2444 e council@pmhc.nsw.gov.au ABN 11 236 901 601



Applicant Name: Michael Maher

Our Reference: 710.2024.6116.1

Contact: Donna Edenborough

Phone: (02) 6581 8111

NOTICE OF DETERMINATION OF ROADS ACT APPLICATION

Issued under the Roads Act 1993, Section 144; and under the Local Government Act 1993, Section 68, Part E.

Under the Roads Act 1993, Council has <<APPROVED/REJECTED>> the use of public road in accordance with the documents submitted for the works requiring temporary road closure/s for the following:

Name of Activity: Beach to Brother

Time/Date of Activity: 22/09/2024 6.00am- 2.00pm

Type of Activity: Running Event

Road Reserve Fronting: Captain Cook -Bicentennial Drive

Determination:

Date of Determination:

Port Macquarie–Hastings Council (being the Road Authority) consents to Michael Maher undertaking the proposed work subject to the conditions detailed below. Conditional consent is provided.

By the commencement of works you are agreeing to all the conditions described below.

pmhc.nsw.gov.au

Page 1



Details of Conditions:

GENERAL CONDITIONS

- That the event organiser notifies Port Macquarie Hastings Council of the dates and times of the event and associated road impacts at least 14 days in advance of the event. The proposed work must be confined to the Public Road boundaries as nominated on the plans and specifications submitted with the application.
- 2. This consent is valid for twelve (12) months from the date of determination. The applicant is to contact Council for any extension or further approvals.
- 3. That the event organiser advertises, 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:
 - a. location, times, and duration of event,
 - b. temporary traffic management controls, times, and duration
 - c. alternative routes and access arrangements.
- 4. That the event organiser advertises 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:
 - a. event name
 - b. event times
 - c. contact details of at least two (2) people involved in the organisation of the event, in case of an emergency.
- 5. That the event organiser abides by the written approval from the NSW Police.
- 6. That the event organiser notifies the NSW Ambulance, NSW Fire & Rescue, NSW Rural Fire Service, and the State Emergency Service of the proposed traffic management arrangements at least 14 days in advance of the event.
- 7. That the event organiser notifies local Transport Services (Bus Companies, Taxis) of the proposed traffic management arrangements at least 14 days in advance of the event and assists in developing alternatives for affected users.
- 8. TfNSW/SafeWork NSW accredited persons (Implement Traffic Control Plans) are to be used for the establishment and removal of the traffic control devices.
- TfNSW/SafeWork NSW accredited traffic controllers (Traffic Controller) are to be used to control traffic.
- 10. That the event organiser abides by any other condition that Council or the Police may impose at any time.
- 11. The event organiser must have this approval on site for the duration of the event.
- 12. That a review of the implementation of the Traffic Management Plan (TMP) be undertaken by the proponent within three months of the conclusion of the event. The review is to be in consultation with Council and other services so that the TMP can be further refined, and any issues identified can be addressed prior to any future events.
- 13. The activity shall be carried out in accordance with the application submitted to Council except where varied by any condition of this approval.
- 14. The applicant agrees to indemnify Port Macquarie-Hastings Council from and against all actions, costs, claims, and damages which may be brought or claimed against the Council arising out of or in relation to the approval of this application. The applicant shall maintain a current public liability insurance policy for the value of \$20 million for the duration of works.

Page 2



- 15. The applicant agrees that Council has no responsibility or liability for any loss or damage to the applicant's fixtures or fittings or personal property.
- 16. Any damage to paths, roadways or other public facilities used in conjunction with the activity is to be repaired by the applicant at no cost to Council.
- The applicant must comply with any Act, Regulation, Council policy, code or protocol relating to the works.
- 18. Operations to be undertaken in such a manner so as not to cause undue hindrance to pedestrian and vehicle access for the duration of the work.
- 19. This approval does not confer on the applicant any exclusive right, entitlement or interest in the Public Road and access is not to be denied to the general public.
- 20. Noise is to be controlled as required by the "Protection Of The Environment Operations (Noise Control) Regulation 2008".
- 21. All public enquiries regarding aspects of the road works or related traffic diversions are to be addressed by the applicant in a timely manner.
- 22. Council reserves the right to cancel this approval at any time.

SITE SPECIFIC CONDITIONS

- 23. The applicant is responsible for safety induction of all persons onto the site. The applicant or contractor is responsible at all times for ensuring safe systems of work and that the work site poses no work health or safety risks to workers or the public.
- 24. All persons engaged in any work relative to this approval must be qualified, trained or appropriately experienced in the work involved and the safe operation of associated tools or machinery. Relevant advice should be obtained from Safe Work NSW.
- 25. Trainees are to be under the direct supervision of a trained instructor at all times.
- 26. The site is to be maintained and left in a clean and tidy condition at the completion of each day. Materials and vehicles shall be stored safely and in an appropriate manner.
- 27. The activity shall provide for adequate pedestrian and motorist access throughout the road reserve. In this regard,
 - a. The applicant will not alter traffic flow unless they have provided a certified copy of a Traffic Management Plan and or Traffic Guidance Scheme prepared by a person accredited as of 1 July 2020 a NSW Safe Work, WorkCover licenced person, detailing the devices required to control traffic movements during the course of this activity.
- 28. The following traffic management requirements be implemented. Any modifications to the items listed below must be agreed with Council prior to the commencement of work or the running of this event.
 - a. Traffic Management Plan titled, Traffic Management Plan prepared by Vo2 Performance, un-dated
 - Traffic Guidance Scheme titled V02 Performance Beach to Brother, prepared by Men and Women at Work and dated 7/6/2023

29. The applicant shall not:

- a. Cultivate the land.
- Erect structures on the land or undertake any construction or other work on the land other than those specifically approved as part of this application (with the exception of a post and wire fence along the boundary)
- c. Dump any garden waste or other materials.

Page 3



- d. Store any materials or vehicles on the land unless in a safe and appropriate manner.
- e. Soil disturbance must be kept to a minimum. Areas of soil disturbance must be monitored for weed invasion. Weeds that occur as a result of these works must be controlled and removed. All topsoil must remain on the soil surface. Maintenance to be undertaken as required minimising the potential for erosion.
- 30. The event Co-Ordinator must be onsite and have the documentation always listed below in their possession on site for the duration of the works.
 - a. This determination document.
 - b. Insurance, Certificate of Currency.
 - c. Notice to affected residents and/or businesses.
 - d. Risk Assessment documentation.
 - e. Traffic Management Plan and Guidance Scheme(s).

The above conditions are imposed in conformity with Chapter 7 of the Local Government Act, 1993, and the Local Government (General) Regulation 2005 and with Council's current Codes and Policies.

Advice: This approval is effective from << Date to Date >>.

You may make a request to Council within a period of twenty-eight (28) days to review the determination of your application. If you are dissatisfied with the determination of Council in respect to your application you may appeal under Section 176(1) of the Local Government Act, 1993, to the Land and Environment Court within a period of twelve (12) months from the date of this determination.

Yours sincerely

Mark Edenborough

Manager Planning and Design Programs

Community Infrastructure

COURSE PLAN

For a detailed account of the Beach to Brother 2024 course outline, please <u>click</u> <u>here</u>. This will take you to a Google map. Idenitifed on the map are:

- Start locations
- Aid Stations
- Relay Swap over points
- Emergency Access points
- Photgrapher points
- Volunteer points
- Course Signage points
- Buses
- Timing System points

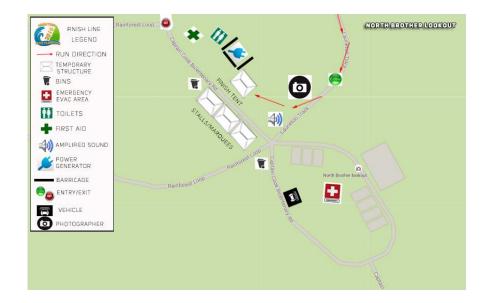


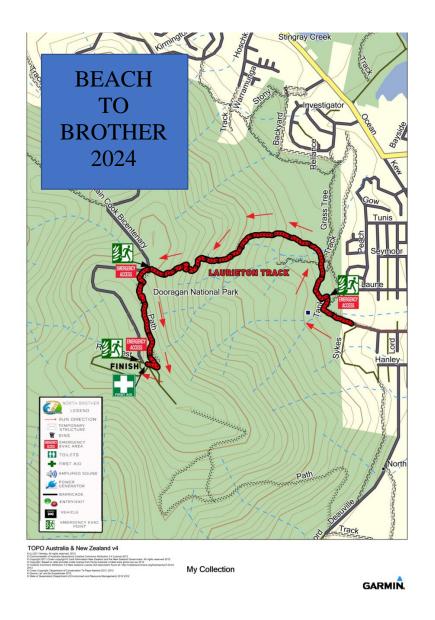












TRAFFIC MANAGEMENT PLAN

VO2PERFORMANCE

Event Name: BEACH TO BROTHER TRAIL RUNNING FESTIVAL

Event Date: SUNDAY 22 SEPTEMBER 2024

Event Location: VARIOUS, FROM PORT MACQUARIE TO LAURIETON

Event Type: RUNNING

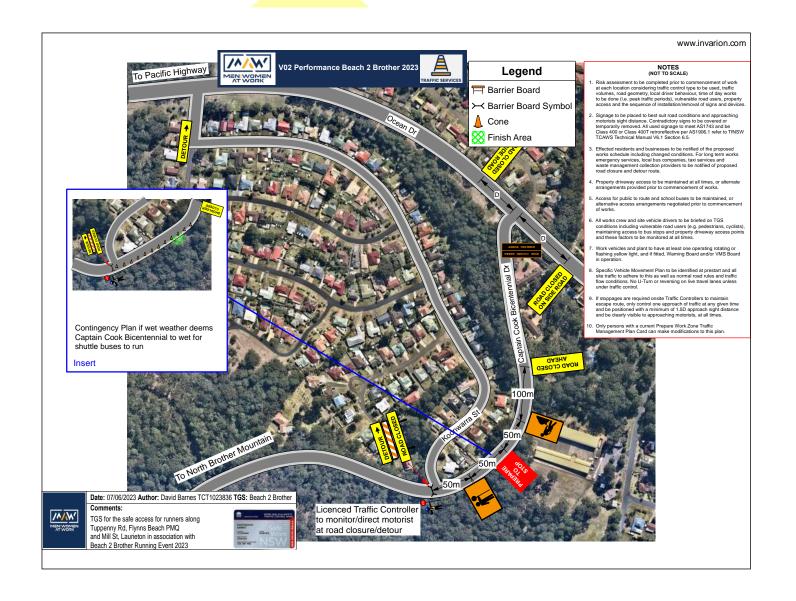
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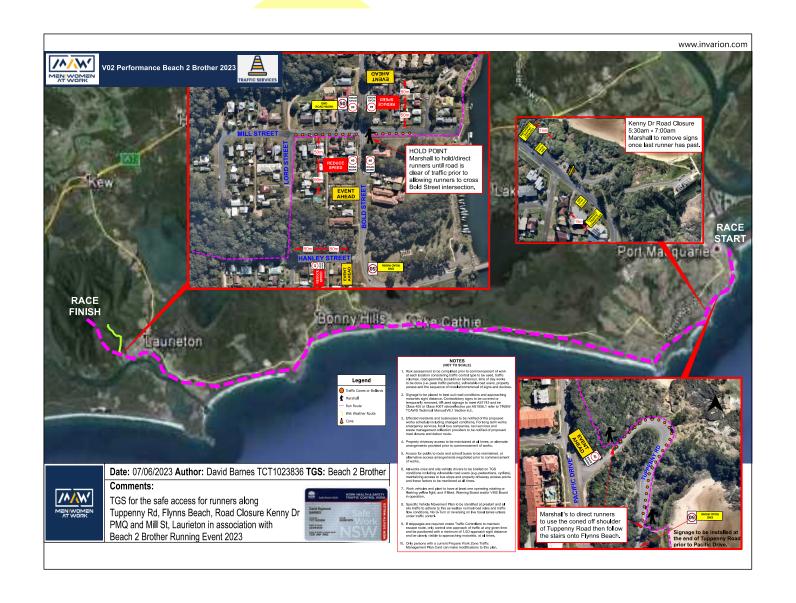
A running event taking place on the Mid-north coast of NSW. Event includes a marathon, a team-relay marathon, a half-marathon, a 10km, and a 5km distance run. The event spans from Town Beach, Port Macquarie to North Brother Lookout, Laurieton. The event travels along coastal paths, beaches, shared pathways, and crosses public roads and bridges in the towns of Port Macquarie, Lake Cathie, Bonny Hills, North Haven, and Laurieton. From start to finish, the venue travels a point-to-point distance of approximately 43km.

Men at Work Port Macquarie have performed an analysis of the event course and associated roads. The attached Traffic Control Management Plans have been generated to both improve runner safety and reduce the impact on traffic during the event. The course has been identified as having minimal impact on road traffic and pedestrians.

As per attached TCMP:

- 1. Course Marshals will be located at the following locations:
 - Flynn's Beach entry
 - Bold St/Mill St Junction, Laurieton
- 2. RTA Approved Traffic Controller will be located at the following locations:
 - Captain Cook Bicentennial Drive
- 3. All associated infrastructure required to comply with the plan will be installed by Men at Work licenced staff. Set up and pack down will occur between:
 - 0530hrs and 0830hrs on the morning of the event.
 - 1200hrs and 1400hrs on the afternoon of the event.
- 4. A full risk assessment will be conducted, including roles and responsibilities; relative information following the risk assessment will be conveyed to all event volunteers and participants prior to the event either online, vie email, or in person if required.
- 5. As per previous years, there will be minimal to no impact on the non-event community. As the event takes place early on a Sunday, traffic on the pathways utilised for the event is minimal. Signage will be placed in strategic locations in the weeks leading up to the event to provide notice an event will take place. Notification will be placed in local media newspapers to provide advice about the event. Information will be mailed to key locations to provide specific advice in relation to street crossing





EVENT PARKING / EVENT BUSES

PARKING

Due to the number of people involved with the event, and the various starting locations, parking will be very limited at all points on the course. We encourage participants and spectators to use common sense when locating somewhere to park their vehicle. If possible, please consider carsharing as an option to reduce traffic during the event. Please do whatever you can, as participants and spectators, to limit the number of cars associated with the event. Please think about parking safely and consider residents in the area.

START: MARATHON and TEAM-RELAY MARATHON

The Marathon and Team Relay Marathon both start from the northern end of Town Beach, close to the Breakwall. Parking is available in several locations, and within very minimal walking distance to the start line. Locations include Town Beach Car Park, Owen Street, Stewart Street, and William Street.



Available preferred parking locations marked in red.

Marathon Start

START: HALF MARATHON

The Half Marathon starts on the southern side of Lake Cathie. To enter the start line you will enter the beach at the Bundella Avenue reserve, adjacent to Saltwater Apartments. This is a residential area so please do not park in this area. The best parking option is on the northern side of the Lake, approx. 400m from the start line, in the carpark off Ocean Drive. There is also a children's play park located at this point.



Available preferred parking locations marked in red.

Half Marathon Start

START: 10KM DASH

The 10km Dash starts on the beach in close to the Camden Haven SLSC. Parking is available directly to the side of the SLSC on The Parade. There are also other parking opportunities available in several of the roads that turn off The Parade, close to the SLSC.



Available preferred parking locations marked in red.

10km Start

FINISH LINE

Access to the finish line is via Captain Cook Bicentennial Drive; parking will be restricted to Authorised and Emergency Services vehicles only at the top of North Brother Mountain, Dooragan National Park, at the following times:

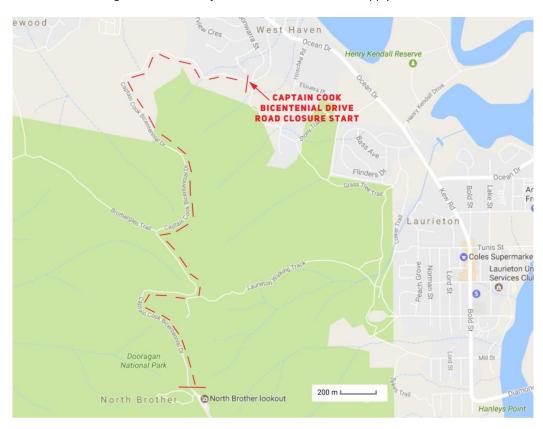
• 0600hrs to 1500hrs Sunday 22 September 2024

In order to reduce the risk associated with traffic close to the proximity of the finish line restricted access will be in place at Captain Cook Bicentennial Drive. We do not wish to impede recreational users from accessing the park; therefore, a courtesy shuttle bus will be provided to assist spectators and recreational users of the park on and off the mountain. Competitors are to use the courtesy shuttle bus to get off North Brother Mountain at the end of the event, or use the return buses booked during the registration process. The goal is for as many people as possible to take the free event shuttle bus service up Captain Cook Bicentennial Drive. (Refer to 'Free Event Shuttle Bus' information below).

Finish Line

ROAD CLOSURES

Captain Cook Bicentennial Drive, Dooragan National Park will be restricted to event vehicles and Emergency Services only. There will be no other road closures on the course. Participants are to use caution when having to cross roads or junctions. Normal road rules apply.



<u>Captain Cook Bicentennial Drive</u> road closure marked in red. Road Closure starts past the entrance to Koonwarra Street to allow resident access.

PARKING AT CHECKPOINTS (TEAM RELAY EVENT)

Participants in the TEAM RELAY MARATHON are required to change over athletes at each aid station on the course. Parking options for these locations are very limited. Please use common sense and caution when parking at all times.

Aid Station 1: Parking is available on the north-eastern side of <u>Mathew Flinders Drive</u>, close to Tacking Point Surf Club.

Aid Station 2: A safe parking location will be created on Ocean Drive (western side of the road -

approx. 200m from the aid station)

Aid Station 3: Parking is available at Evans Street, and at Lake Cathie Reserve, both on the north-

eastern side of the Lake (approx. 400m).

Aid Station 4: Parking is available at the Bonny Hills Surf Club, off Beach Street, Bonny Hills.

Aid Station 5: Parking is available at the <u>Camden Haven Surf Club</u> on The Parade

Aid Station 6: Parking is available at Laurie Street and Wharf Street

FINISH LINE COURTESY SHUTTLE BUS

On Sunday 22 September there will be a free event shuttle bus service to take runners, support crews, spectators, and recreational users of the Dooragan National Park between the base and the top of North Brother Mountain. Please use these buses possible to limit event traffic on the day. The shuttle bus will operate between 8:30AM and 2:30PM on Sunday 22 September only. The free event shuttle bus will be on a continuous loop starting from the BUSWAYS DEPOT on Captain Cook Bicentennial Drive.

EVENT BUSES - PREPAID

There will be FOUR return buses from the top of North Brother Mountain, departing at the following times:

Bus 1: 11:30AM
Bus 2: 12:00PM
Bus 3: 1:00PM
Bus 4: 2:00PM

Buses will take those with pre-paid tickets to the following locations:

- Bus Stop 1: The Parade Carpark at Camden Haven SLSC Bus Stop 4: Town Green
- Bus Stop 2: Lake Cathie Beach Carpark (adjacent Oxley Street) off Ocean Drive.
- Bus Stop 3: Town Beach Carpark
- Bus Stop 4: Town Green Inn

It is necessary that you pre-order a bus ticket in the registration process to secure a seat on the bus. If more buses are required they will be arranged.

Item: 07

Subject: KOALA VEHICLE STRIKE SIGNAGE - TRAFFIC AND SPEED DATA

Presented by: Community Infrastructure, Robert Fish

RECOMMENDATION

This report is for the information of the Local Traffic Committee only.

Executive Summary

Background

The Port Macquarie-Hastings Local Government Area (LGA) is taking significant steps to protect its koala populations. In this regard, Port Macquarie is identified as an important koala stronghold within the *NSW Koala Recovery Strategy* and this population is identified as subject to significant risk by motor vehicle strike. This is demonstrated via the fact that 2022 saw 17 reported incidents of koalas being hit by vehicles, all in the latter half of the year.

As a result, Council is working collaboratively with the State Government to address the threat of vehicle strikes, which pose a significant risk to koalas.

To combat this ongoing risk, Council in collaboration with the state's Department of Climate Change, Energy, the Environment and Water, secured a \$215,000 funding agreement to implement preventive measures, consisting of the installation of solar powered vehicle activated Koala Signs, in addition to the placement of pavement markings at six high-risk locations throughout the LGA.

The installation of the new signs and pavement marking primarily function to raise awareness of koalas through the *drive with care be koala aware education* campaign, however the radar speed detection technology incorporated into these signs collates a range of traffic and speed related information that are presented in this report.

Traffic Data Collated via Vehicle Activated Koala Signs

As noted above, solar powered vehicle activated Koala Signs have been installed at six high-risk locations throughout the LGA. These signs have been installed in pairs, for a total of 12 signs across the 6 locations, with signs facing opposite traffic directions at each location (note that given the need to warn approaching vehicles of koala impact risk areas, signs are often a few hundred meters apart).

Locations of the vehicle activated signs are shown on the images below.



LOCAL TRAFFIC COMMITTEE 24/07/2024

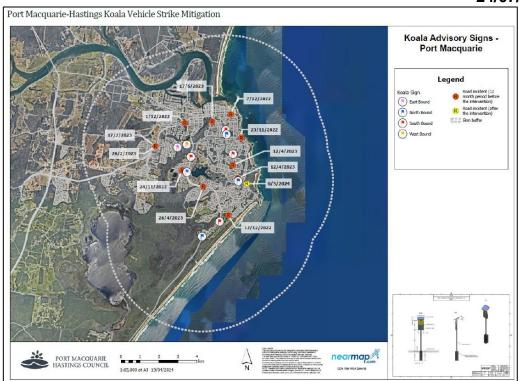


Image 1 - Koala Advisory sign locations - Port Macquarie

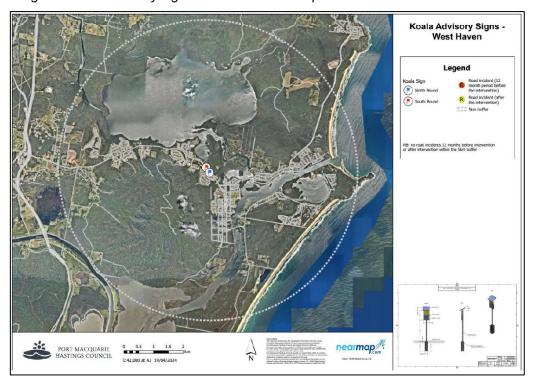


Image 2 - Koala Advisory sign locations - Camden Haven

The Vehicle Activated Signs include a data logging capability with portal access using a 4G sim card and each sign has remote access and logging capabilities.

Signs log average and maximum speed data every 15 minutes and count traffic continuously.



LOCAL TRAFFIC COMMITTEE 24/07/2024

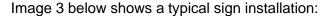




Image 3 - Typical vehicle Activated Sign - Lord Street, Laurieton

In order to test the effectiveness of the signs at reducing vehicle speeds, a study was undertaken to assess vehicle speeds pre and post installation. The study aimed to measure speed data for the first two weeks after installation with the displays blocked and then undertake a further two weeks monitoring after display was removed so a comparison of speed data could help to determine if the provision of signage had resulted in an average speed reduction.

Radar was operating with all traffic speeds and counts logged during this time. Table 3 within the attached document" PMHC Vehicle Strike Report 2024" details the breakup of speed data captured during the project.

The study data indicated that display signs did not significantly alter driving behaviour, with the 85th percentile speed showing that the majority of vehicles travelled at or near the posted speed limit, regardless of whether speed displays were visible or not, indicating no significant impact on driving speeds from these displays.

NOTE - The 85th percentile is often used to determine speed limits for roads. The theory assumes that most drivers are reasonable and do not want to get in an accident but do want to get to their destination as quickly as possible. Therefore, a speed at which 85 percent of people drive is figured to be the highest safe speed for that road. The 85th percentile speed, which is the



AGENDA

LOCAL TRAFFIC COMMITTEE 24/07/2024

speed at or below which 85% of vehicles are observed to travel under conditions past a nominated point at a certain time of day (NSW Government 2024).

The maximum speed data however indicates that excessive speeding (in some instances up to double the legal limit) was consistently observed at all monitored locations on a weekly basis. Furthermore, the presence or absence of a display did not influence the frequency of speeding incidents.

On the basis that speed data did not significantly change pre and post sign installation, a summary of the total speed related data collected from the 12 signs is copied below:

Sign	Location	85th	Mean	Min Speed	Max	Std. Dev.
		Percentile	Speed		Speed	
VAS1	Ocean Drive Golf	70.7	66.3	50.3	107.2	5.3
	Club (north bound					
	10-3.4.76)					
	70km/hr limit					
VAS2	Ocean Drive Golf	68.1	64.8	51.1	149.4	5.4
	Club (south bound					
	10-3.4.73)					
	70km/hr limit					
VAS3	Kennedy Drive	54.6	52.8	35.1	103.9	3.3
	(North Bound)					
	50km/hr limit					
VAS4	Kennedy Drive	53.2	51.4	37.8	93.3	3.2
	(South Bound)					
	50km/hr limit					
VASS	Lake Road (West	53.0	50.7	41.0	139.3	2.8
	Bound)					
	50km/hr limit					
VAS6	Lake Road (East	54.2	50.2	32.7	105.6	5.1
	Bound)					
	50km/hr limit					
VAS7	Lord Street (North	52.1	50.2	43.7	116.9	2.5
	Bound) DC					
	Powered					
	50km/hr limit					
	(Operational since					
	March 2024)					



AGENDA

LOCAL TRAFFIC COMMITTEE 24/07/2024

VASS	Lord Street (South	51.7	49.9	33.6	111.4	3.2
	Bound)					
	50km/hr limit					
VAS9	Ocean Drive PMQ	67.1	64.6	50.5	135.0	3.7
	(North Bound)					
	70km/hr limit					
VAS10	Ocean Drive PMQ	64.9	63.1	48.4	121.1	2.8
	(South Bound)					
	70km/hr limit					
VAS11	Ocean Drive West	58.9	55.1	43.8	135.1	5.6
	Haven (North					
	Bound)					
	50km/hr limit					
VAS12	Ocean Drive West	58.6	54.9	45.2	136.7	5.6
	Haven (South					
	Bound)					
	50km/hr limit					

Table 1 - Speed statistics obtained from Vehicle Activated Koala Signs

The above data is presented for the information of the Local traffic Committee only. Should any other agency/department wish to gain access to the data collated from these signs, please contact Port Macquarie - Hastings Council.

Attachments

11. PMHC Vehicle Strike Report 2024



NSW Koala Strategy – vehicle strike project reporting



Port Macquarie-Hastings Koala Vehicle Strike Mitigation

Background

Port Macquarie-Hastings Local Government Area is home to two koala populations prioritised for immediate investment (Port Macquarie and Comboyne). Taking strategic action to address major threats such as vehicle strike in the Port Macquarie Hastings Local Government Area (LGA) will help secure these populations into the future.

Port Macquarie is identified as an important koala stronghold in the NSW Koala Recovery Strategy and this population is subject to risk by motor vehicle strike. The PMHC LGA is eligible for intensive action under the strategy (State of New South Wales and Department of Planning and Environment 2022). Ongoing koala road strike is evident in the LGA for example in 2022, there were 17 koala vehicle strikes in the Port Macquarie-Hastings LGA all occurring in the second half of the year.

To mitigate the risk of koala road strike, the former Department of Planning and Environment (now Department of Climate Change, Energy, the Environment and Water) and Port Macquarie Hastings Council (PMHC) entered into a funding agreement of \$215,000. This agreement was to provide additional measures at six koala vehicle strike hotspots. Port Macquarie-Hastings Council had already initiated actions at these locations. The funding agreement facilitated additional low impact measures aiming to reduce the risk of koala road strike.

Port Macquarie-Hastings Council (PMHC) spatially analysed all available data sources in 2022 and updated the analyses in 2023. PMHC aims to re-prioritise koala road strike hotspot locations for treatments by reevaluating the data annually and adjusting priorities as required with the next update scheduled for 29.5.2024. The methods include ranking hotspots into five categories in order of risk. The risk category assigned is based on records of incidents by reviewing over 50 years of data with the highest risk assigned to hotspots with more recent and consistent data. For example, a location that has several records of incidents but has had no records for several years is assigned a lower risk category than a location that has consistent and recent records of strikes. Six priority locations were selected for investment in 2022 including priority one and two hotspots. The full GIS Methodology for Koala Road Strike Priority Mapping is shown in Appendix A.

In 2022 Port Macquarie-Hastings Council engaged an engineering consulting firm (KBR) who worked with a Koala Expert and Environmental Planners to review the six priority locations and propose engineering solutions to retrofit each location. Due to significant environmental and ecological constraints identified, the proposed engineering solutions put forward would have resulted in impacts that were considered unacceptable for a retrofit project. The impacts of building fauna fences and other proposed treatments would have resulted in clearing of threatened ecological communities listed under the State *Biodiversity Conservation Act 2016* and the Federal *Environment Protection and Biodiversity Conservation Act 1999*, National Parks Estate, Coastal Wetlands and Littoral Rainforest mapped under the *State Environmental Planning Policy (Resilience and Hazards) 2021* and potential impacts to other threatened species. Much of the vegetation that would have been impacted by the treatments is mapped under the Biodiversity Values Map. These impacts would have triggered the requirement for development consent through the preparation of

an Environmental Impact Statement (EIS) and entry into the Biodiversity Offset Scheme through preparation of a Biodiversity Development Assessment Report (BDAR). In addition to the costs to prepare the EIS, BDAR and retirement of Biodiversity Credits, the mitigation measures would have had impacts to other threatened entities such that it was considered unacceptable for inclusion in a retrofit project.

Due to unacceptable impacts to other threatened entities that would have resulted if engineering solutions were to proceed for a retrofit project, PMHC prepared a guidance report for future road upgrades to assist in planning for inclusion of koala road strike mitigation measures (PMHC 2022). Major road upgrades often result in impacts to threatened entities through clearing, therefore it is considered that as impacts will occur at this time it is appropriate to include additional mitigation measures such as fauna fences, underpasses and other measures as required.

Port Macquarie-Hastings Council initiated a low impact project funded through the Operation Plans in 2022 - 2023 and 2023-2024 these actions included roadside vegetation management and modification to improve visibility, replacement of static koala signs and installation of new signs, application of pavement marking at the six priority hotspots, placement of variable message boards on rotation through the hotspot locations and raising awareness through the drive with care be koala aware education campaign.

The additional low impact actions that were delivered through the funding agreement are discussed in this report.

Project deliverables services contract

Project deliverables for the Port Macquarie-Hastings Koala Vehicle Strike Mitigation Actions Funding Agreement are:

- Purchasing and installing 12 vehicle activated warning signs (VAS).
- Assessing lighting at Ocean Drive and preparing a detailed design for lighting with cost estimates to determine if it's feasible to install lighting to improve koala visibility.
- Manage roadside vegetation at two sites on Ocean Drive to help mitigate risk to koalas with better visibility.

Additional project deliverables

Additional Actions were undertaken as agreed due to cost savings through running a competitive tender process for purchase of 12 vehicle activated warning signs.

Additional actions undertaken were:

- Hire of two variable message signs (VMS) for placement during koala breeding season from August to February
- Education and awareness campaign to promote awareness.
- Procurement and installation of an additional 10 VAS

Location and timing

Location information for each intervention including on-ground, designed and planned interventions are detailed in Table 1 and shown in Figure 1. On ground interventions include 12-Vehicle Activated Signs (VAS), vegetation management, placement of Variable Message Signs (VMS). Measures that are not on-ground at the time of preparing this report are shown Table 1 including purchase of 10 additional VAS, planned installation of 8 VAS, education and awareness and the lighting design for the Ocean Drive (Golf Club) hot spot.

Figure 1 shows the locations of all on ground treatments undertaken. Appendix B details the installation locations for the VAS including planned installation of an additional 8 VAS.

Table 1 Koala vehicle strike intervention locations

Item	Location coordinates	Description	Traffic direction	Timing/Installation
Vehicle Activated Koala Advisory Sign (VAS 1) GOLF CLUB - Ocean Dr (north bound) - 10.3.4.76 - Koala 70km	-31.491833, 152.904587	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	North Bound	06.09.2023 to present
Vehicle Activated Koala Advisory Sign (VAS 2) GOLF CLUB - Ocean Dr (south bound) - 10.3.4.73 - Koala 70km	-31.484221, 152.914721	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	South Bound	15.09.2023 to present
Vehicle Activated Koala Advisory Sign (VAS 3) PMQ - Kennedy Dr (north bound) - 10.3.4.75 - Koala 50km	-31.465122, 152.92482	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	North Bound	06.09.2023 to present
Vehicle Activated Koala Advisory Sign (VAS 4) PMQ - Kennedy Dr (south bound) - 10.3.4.80 - Koala 50km	-31.452522, 152.922054	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	South Bound	06.09.2023 to present

Item	Location coordinates	Description	Traffic direction	Timing/Installation
Vehicle Activated Koala Advisory Sign (VAS 5) PMQ - Lake Rd (east bound) - 10.3.4.71 - Koala 50km	-31.448959, 152.891705	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	East Bound	06.09.2023 to present
Vehicle Activated Koala Advisory Sign (VAS 6) PMQ - Lake Rd (west bound) - 10.3.4.81 - Koala 50km	-31.447806, 152.895892	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	West Bound	06.09.2023 to present
Vehicle Activated Koala Advisory Sign (VAS 7) PMQ - Lord St (North Bound) - DC Powered - 10.3.4.77 - Koala 50km	-31.443166, 152.918737	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled. This sign is DC powered as solar was inadequate. Delayed operation due to DC connection constraints	North Bound	Installed 06.09.2023 Operational since 01.03.2024 to present
Vehicle Activated Koala Advisory Sign (VAS 8) PMQ - Lord St (South bound) - 10.3.4.72 - Koala 50km	-31.440841, 152.91805	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	South Bound	06.09.2023 to present
Vehicle Activated Koala Advisory Sign (VAS 9) PMQ - Ocean Dr (north bound) - 10.3.4.79 - Koala 70km	-31.459488, 152.896675	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	North Bound	08.09.2023 to present
Vehicle Activated Koala Advisory Sign (VAS 10) PMQ - Ocean Dr (south bound) - 10.3.4.78 - Koala 70km	-31.453896, 152.898456	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	South Bound	08.09.2023 to present

Item	Location coordinates	Description	Traffic direction	Timing/Installation
Vehicle Activated Koala Advisory Sign (VAS 11) WHV - Ocean Dr (north bound) - 10.3.4.74 - Koala 50km	-31.640168, 152.79116	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	Northwest Bound	12.09.2023 to present
Vehicle Activated Koala Advisory Sign (VAS 12) WHV - Ocean Dr (south bound) - 10.3.4.82 - Koala 50km	-31.638355, 152.789458	Vehicle Activated Sign with Radar and Traffic Log Web connection 4G enabled	Southeast Bound	06.09.2023 to present
Roadside Slashing and Vegetation Trimming/Management Ocean Drive West Haven	-31.63826, 152.78926 To 31.64076, 152.79187	Vegetation Management to improve visibility and mitigate risk of koala road strike North side of road Works were carried out just prior to agreement being executed with knowledge the item would form part of the agreement these works were seen as a priority as two koalas had recently been struck in this location. The timing of the executed agreement was slightly out.	Southeast Bound	17.12.2022

Item	Location coordinates	Description	Traffic direction	Timing/Installation
Roadside Slashing and Vegetation Trimming/Management Ocean Drive Golf Club	31.48127, 152.91509 To 31.49208, 152.90444	Vegetation Management to improve visibility and mitigate risk of koala road strike Both side of road Works were carried out just prior to agreement being executed. This work was seen as a priority due to being the worst location for koala road strike in Port Macquarie and vegetation was in need to management. The timing of the executed agreement was slightly out.	North and South	17.12.2022
Lighting design Ocean Drive Golf Club	31.48127, 152.91509 To 31.49208, 152.90444	Lighting design with cost estimate for installation including Essential Energy Agreement to mitigate risk of koala road strike by improving visibility. Design is for installation on East side to avoid impact to mapped Littoral Rainforest and Coastal Wetlands.	North and South	Design issued 12.04.2023
Variable Message Sign (VMS) x 2 Hire Lake Road PMQ	31.44922, 152.89090 31.44760, 152.89690	VMS used during breeding season Message 1st screen "Drive with Care Be Koala Aware 2nd screen 20 Koalas hit here"	East and West	03.08.2023 To 20.09.2023

Item	Location coordinates	Description	Traffic direction	Timing/Installation
Variable Message Sign (VMS) x 2 Hire Ocean Drive (Golf Club)	31.48127, 152.91509 31.49208, 152.90444	VMS used during breeding season Message 1st screen "Drive with Care Be Koala Aware 2nd screen 29 Koalas hit here"	North and South	20.09.2023 to March 2024
Education and Awareness	N/A	8 x social media posts Facebook, Instagram (plus paid Facebook) paid Radio spend, and unpaid media Development of materials for annual use during breeding seasons.	N/A	March 2023 to March 2024

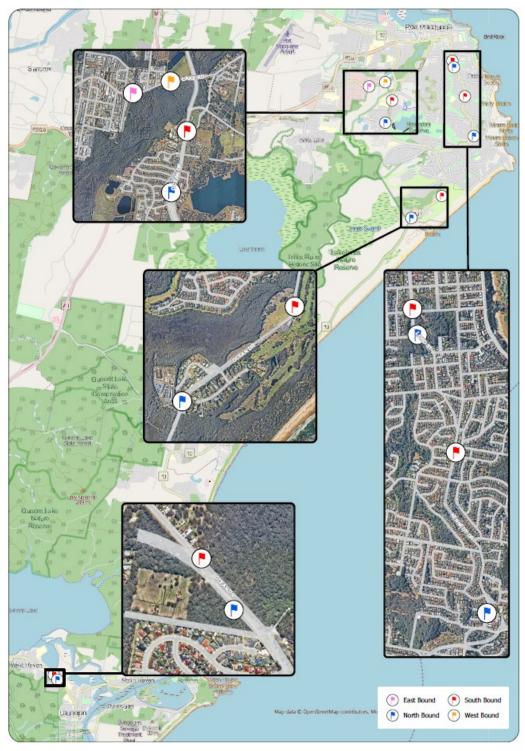


Figure 1 Location of On Ground Mitigation Vehicle Activated Signs

Community engagement and media

The Communications Team developed materials for inclusion in media that can be used annually during breeding season. A summary for 12 month period from March 2023 to March 2024 are includes the following highlights:

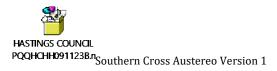
- 8x Social posts.
- Facebook, Instagram (plus paid Facebook) paid Radio spend, and unpaid media pick up.
- · High engagement rates.
- Sentiment skewed towards positive, which was driven by the playful take on koala breeding season and our 'Tinder' video, which received the highest impressions and reach of the 8 posts.

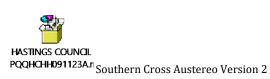
The full details including hyperlinks to social posts, materials developed, and images are provided in the attached Koala Road Safety Communication Report (also shown in Appendix C).

Project collateral developed for use each year during breeding season including social media videos and radio advertisements (Links to recordings in Attachment MS PowerPoint version of Appendix C).

Figures 2 and 3 show a screenshot from the collateral developed for social media posts with hyperlinks on image. These are also shown in Appendix C (Links to recordings in Attachment MS PowerPoint version of Appendix C).

Click on the icons below to open media player for the recordings.





Southern Cross Austereo

- Total reach as of Jan 2024 90.4K people aged 10+ on the Mid North Coast
- People heard the ad 6x on average, which is considered high frequency.



Radio 531

Hastings, Macleay and Nambucca Valleys reaching approx. 90 000 listeners and predominantly in the 40+ demographic.





Figure 2 Koala Breeding Season Social Media Collateral Developed



Figure 3 Koala Road Strike Awareness Collateral Developed

Results

The results of the project include on-ground mitigation measures such as Signs and roadside vegetation management (Figures 4 and 5) and the installation of 12 Vehicle Activated Signs (VAS) (Figures 6 – 17). The relocatable Vehicle Message Signs (VMS) were displayed at Lake Road (PMQ) and Ocean Drive (Golf Club) during the campaign with the alternating message Drive with Care be Koala Aware and the number of strikes at the location recorded (Figures 18-21 show the rotation at Lake Road).

An additional 10 VAS have been purchased and are being manufactured with delivery expected prior to end of June 2024. Installation of 8 VAS is proposed at 4 more hotspot locations as detailed in Appendix B. Two VAS will be stored for later installation on John Oxley Drive once development has been completed. These two VAS may also be used as backup for when installed VAS are sent for repairs.

Education and Awareness funded by the project is additional to the original agreement that were delivered due to cost savings are discussed above and detailed in Appendix C.

The lighting design prepared for Ocean Drive Golf Club location are shown in Appendix D including cost estimates for construction. The construction costs exceed current funding availability. It is also noted that the lighting would require the preparation of a Review of Environmental Factors and include a threatened species test of significance to ensure the light spill would not result in impacts to threatened species. Some design details may need to be added including the provision of guards to reduce light spill.



Figure 4 Ocean Drive West Haven roadside vegetation prior to treatment view to Southeast (image taken October 2022)



Figure 5 Ocean Drive West Haven roadside vegetation post to treatment view to Northwest (image taken January 2023)



Figure 6 VAS 1 Ocean Drive (Golf Club) North Bound



Figure 7 VAS 2 Ocean Drive (Golf Club) South Bound



Figure 8 VAS 3 Kennedy Drive North Bound



Figure 9 VAS 4 Kennedy Drive South Bound



Figure 10 VAS 5 Lake Road -East Bound (displaying as speed threshold triggered)



Figure 11 VAS 6 Lake Road -West Bound (not displaying as speed threshold not triggered)







Figure 13 VAS 8 Lord Street South Bound



Figure 14 VAS 9 Ocean Drive North Bound PMQ



Figure 15 VAS 10 Ocean Drive South Bound PMQ

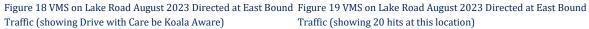






Figure 17 VAS 12 Ocean Drive West Haven South Bound







Traffic (showing 20 hits at this location)





Figure 20 VMS on Lake Road August 2023 Directed at West Bound Figure 21 VMS on Lake Road August 2023 Directed at West Bound Traffic (showing Drive with Care be Koala Aware)

Traffic (showing 20 hits at this location)

Data Koala Road strike Incidents 12 Months Prior and After Interventions

A licenced 5km radius BioNet Atlas search and review of the Koala Hospital records for the 12 months prior to intervention and all records post intervention was undertaken. The data shows a total of 11 koala road strike incidents occurred during the 12-month period prior to intervention within the search area. There has been one record of a koala road strike incident post intervention within the 5km radius, and this record is on Pacific Drive that did not receive a treatment. However Pacific Drive is now planned to install two Vehicle Activated Koala Advisory Signs using the additional signs ordered. Installation is proposed prior the end of June 2024 depending on arrival date and availability of the works crew.

A summary of all Koala Road strike incidents within 5km of each intervention for the 12-month period prior to installation of the 12 Vehicle Activated Koala Advisory Signs is presented in Table 2 and shown on Figures 22 and 23.

NSW Koala Strategy – vehicle strike project reporting



Table 2 Summary of koala vehicle strike data for 12 months before the intervention and during the intervention period (Sourced from BioNet)

Key: U = Unknown, R = Roadkill, WR = Wildlife rehabilitation record

Rescue date	Data Source*	Rescue location	Latitude	Longitud e	Wher e found	Animal conditio n	Encount er type	Life stage	Sex	Age	Pouch condition	Fate
12/04/2023	BioNet	193 Kennedy Dr PORT MACQUARIE	-31.4636	152.9246	U	U	R	Young	U	U	U	U
23/11/2022	BioNet	Geocode location: PACIFIC DR, PMQ; Orig location provided: Northbound ramp access to Pacific Hwy (Donut), PMQ	-31.4444	152.9266	U	U	WR	U	U	U	U	U
24/11/2022	BioNet	Geocode location: GREENMEADOWS DR, PMQ; Orig location provided: Ocean Dv / Greenmeadows Dv, PMQ	-31.46	152.8936	U	U	WR	U	U	U	U	U
1/12/2022	BioNet	Geocode location: 206 OXLEY HWY, PMQ; Orig location provided: 206 Oxley Highway, PMQ	-31.4374	152.8953	U	U	WR	U	U	U	U	U
7/12/2022	BioNet	Geocode location: 16 OWEN ST, PMQ; Orig location provided: High School grounds, 16 Owen St, PMQ	-31.4334	152.9207	U	U	WR	U	U	U	U	U
12/12/2022	BioNet	Orig/geocoded location provided: 180 Matthew Flinders Dv, PMQ	-31.4813	152.9194	U	U	WR	U	U	U	U	U
17/02/2023	BioNet	Geocode location: OXLEY HWY, PMQ; Orig location provided: Oxley Highway, near racecourse entrance, PMQ	-31.4485	152.8789	U	U	WR	U	U	U	U	U

Rescue date	Data Source*	Rescue location	Latitude	Longitud e	e	Animal conditio n	Encount er type	Life stage	Sex	Age	Pouch condition	Fate
26/02/2023	BioNet	Geocode location: OXLEY HWY, PMQ; Orig location provided: Cnr Findley Ave/Oxley Hwy, PMQ	-31.4485	152.8789	U	U	WR	U	U	U	U	U
12/04/2023	BioNet	Geocode location: KENNEDY DR, PMQ; Orig location provided: Cnr Oleander & Kennedy Drive, PMQ	-31.4574	152.9219	U	U	WR	U	U	U	U	U
26/04/2023	BioNet	Geocode location: OCEAN DR, PMQ; Orig location provided: Ocean Drive, PMQ	-31.4677	152.9055	U	U	WR	U	U	U	U	U
17/06/2023	BioNet	Geocode location: 23 LAKE RD, PMQ; Orig location provided: 23Lake Road, PMQ	-31.4367	152.9104	U	U	WR	U	U	U	U	U
6/03/2024 11:00 PM	Koala Hospital	35 Lighthouse Rd, PMQ	-31.4662	152.9297	U	Alive	Road incident	U	Male	U	N/A	U

Koala Advisory Signs -Port Macquarie Legend Road incident (12 month period before the intervention) Koala Sign 7/12/2022 East Bound Road incident (after the intervention) North Bound 5km buffer South Bound 23/11/2022 (West Bound 12/4/2023 6/3/2024 26/4/2023 12/12/2022 nearmap PORT MACQUARIE HASTINGS COUNCIL 1:65,000 at A3 19/04/2024

Port Macquarie-Hastings Koala Vehicle Strike Mitigation

Figure 22 Map Showing Koala Road strike incidents for the 12 months period before the VAS installation and after installation

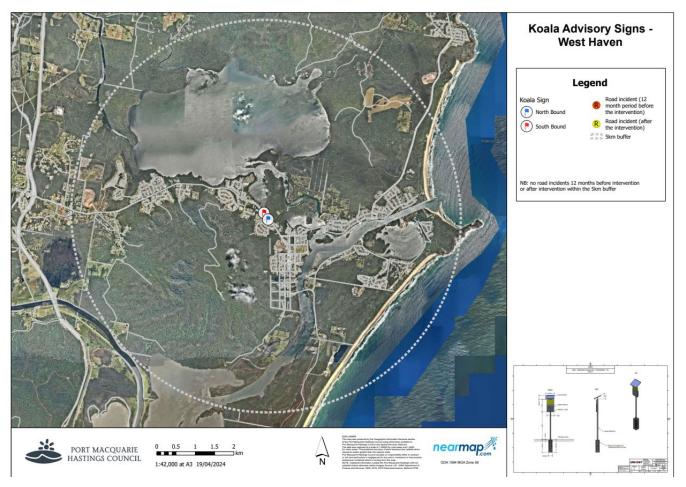


Figure 23 Map Showing Koala Road strike incidents for the 12 months period before the VAS installation and after installation

NSW Koala Strategy - vehicle strike project reporting



Vehicle Activated Sign - Koala Advisory Interventions

The Axent Vehicle Activated Signs (Appendix E) include a data logging capability with portal access using a 4G sim card each sign has remote access and logging capabilities. Signs log the average and maximum speed data every 15 minutes and count traffic continuously.

The project aimed to measure speed data for the first two weeks after installation with the displays blocked and then two weeks after display was removed so a comparison of speed data could help to determine if they had resulted average speed reduction. Radar was operating with all traffic speeds and counts logged during this time. All signs were unblocked on 26.09.2023. A summary of the results is included in Table 3 and include for each week, the 85th percentile, the mean, minimum and maximum speeds. Standard deviation as also calculated for each week presented in Table 3. The data downloads for the full term of use for each sign are provided as a separate file for further analyses by the Koala Recovery Strategy Team.

One sign at Ocean Drive West Haven was faulty and had to be sent back to the supplier for repair under warranty so the data was not able to be recorded. Data for that sign is presented for a two-week period in March/April 2024. One sign at Lord Street was also unable to record data for the first several months after installation as it required connection to DC power, and this delayed the operation under March 2024. Data for that sign is presented for a period during March 2024.

The 85th percentile is often used to determine speed limits for roads. The theory assumes that most drivers are reasonable and do not want to get in an accident but do want to get to their destination as quickly as possible. Therefore, a speed at which 85 percent of people drive is figured to be the highest safe speed for that road. The 85th percentile speed, which is the speed at or below which 85% of vehicles are observed to travel under conditions past a nominated point at a certain time of day (NSW Government 2024). The results show that approximately 85% of vehicles are travelling at or near the posted speed for all locations with displays blocked and unblocked. There does not appear to be any significant difference between the speeds with displays blocked or unblocked (Table 3).

The maximum speeds recorded at all locations was very excessive for example speeds of up to twice the posted speeds were recorded at all locations at least weekly. There does not appear to be any difference between the occurrence of speeding vehicles with the display blocked or unblocked (Table 3).

The mean speeds recorded show the average speeds are within the posted speed limits with no difference with the display blocked or unblocked and the minimum speeds also show well under the posted speeds (Figure 3).

Standard deviation is a statistical measure of diversity or variability in a data set. A low standard deviation indicates that data points are generally close to the mean or the average value. A high standard deviation indicates greater variability in data points, or higher dispersion from the mean. However, there is no single number that can be used to tell whether or not a standard deviation is low or not as it depends on the situation and data being analysed. A method to determine if a standard deviation is low is to compare it to the mean of the dataset. A coefficient of variation (CV) is used to measure how spread-out values are in a dataset relative the mean. Calculated as CV = SD/Mean and a low CV value indicates a low SD relative to the mean. While it appears that SD results are low (Table3), analysis of the SD is not provided in this report. The data downloads for the full term of use for each sign are provided as a separate file for further analyses by the Koala Recovery Strategy Team.

Table 3 Summary of vehicle activated signage (VAS) data over the reporting period

		()			
Week beginning	Week 1	Week 2	Week 3	Week 4	Week 5
VAS 1 radar log Summary of Ocean Drive Golf Club (north bound 10-3.4.76) 70km/hr limit	Display Blocked 06.09.23- 13.09.23	Display Blocked 14.09.23- 20.09.23	Display Blocked 21.09.23 - 26.09.23 Unblocked 27.09.23- 28.09.23	Display Unblocked 29.09.23- 06.10.20	Display Unblocked 07.10.23- 14.10.23
85th percentile (km/hr)	71.4	72.8	71.0	69.1	69.3
Mean speed (km/hr)	66.8	67.3	66.6	65.5	65.3
Minimum speed (km/hr)	49.9	43.6	52.7	52.8	52.5
Maximum speed (km/hr)	108	104.3	111.0	103.8	109.0
Std. deviation	5.1	6.0	5.6	5.1	4.5
VAS 2 radar log Summary of Ocean Drive Golf Club (south bound 10-3.4.73) 70km/hr limit	Display Blocked 15.09.23- 22.09.23	Display Blocked 23.09.23- 26.09.23	Display Unblocked 27.09.23- 03.10.23	Display Unblocked 04.10.23 – 11.10.23	Display Unblocked 12.10.23- 19.10.23
85 th percentile (km/hr)	69.5	69.3	66.8	67.3	67.7
Mean speed (km/hr)	65.1	65.6	64.1	64.3	65.1
Minimum speed (km/hr)	44.3	53.9	50	56	51.4
Maximum speed (km/hr)	132.7	158.8	153.8	153.5	148
Std. deviation	6.0	5.5	5.0	5.2	5.5
VAS 3 radar log Summary of Kennedy Drive (North Bound) 50km/hr limit	Display Blocked 06.09.23 - 13.09.23	Display Blocked 14.09.23 – 21.09.23	Display Blocked 22.09.23 – 26.09.23 Unblocked 27.09.23- 29.09.23	Display Unblocked 30.09.23 - 07.10.23	Display Unblocked 08.10.23 – 15.10.23
85 th percentile (km/hr)	55.7	54.9	54.7	54	53.6
Mean speed (km/hr)	53.1	52.9	53.1	52.6	52.4
Minimum speed (km/hr)	22.3	30.0	40.6	40.9	41.9
Maximum speed (km/hr)	93.3	134.0	100.9	98.7	92.7
Std. deviation	4.3	3.4	3.1	3.0	2.8

Week beginning	Week 1	Week 2	Week 3	Week 4	Week 5
VAS 4 radar log Summary of Kennedy Drive (South Bound) 50km/hr limit	Display Blocked 06.09.2023 – 13.09.2023	Display Blocked 14.09.23 – 21.09.23	Display Blocked 22.09.23 – 26.09.23 Unblocked 27.09.23- 28.09.23	Unblocked 29.09.23 – 06.10.23	Unblocked 07.10.23 – 14.10.23
85th percentile (km/hr)	53.4	53.6	53.2	53.0	52.7
Mean speed (km/hr)	51.8	51.4	51.4	51.3	51.2
Minimum speed (km/hr)	41.1	30.4	36.5	41.2	40
Maximum speed (km/hr)	90.4	99	88.5	100	88.6
Std. deviation	3.1	3.7	3.5	3.0	2.7
VAS 5 radar log Summary of Lake Road (West Bound) 50km/hr limit	Display Blocked 07.09.23 – 14.09.23	Display Blocked 14.09.23 – 21.09.23	Display Blocked 22.09.23 – 26.09.23 Unblocked 27.09.23- 29.09.23	Display Unblocked 30.09.23- 07.10.23	Display Unblocked
85th percentile (km/hr)	53.2	52.8	53.5	52.6	52.7
Mean speed (km/hr)	50.4	50.4	51.2	50.7	50.9
Minimum speed (km/hr)	32.3	44.8	40.5	40.7	46.6
Maximum speed (km/hr)	144	139.0	145.5	132.0	136.0
Std. deviation	3.2	2.7	2.7	2.5	3.0
VAS 6 radar log Summary of Lake Road (East Bound) 50km/hr limit	Display Blocked 06.09.23 - 13.09.23	Display Blocked 14.09.23- 21.09.23	Display Blocked 22.09.23- 26.09.23 Unblocked 27.09.23- 29.09.23	Display Unblocked 30.09.23 - 07.10.23	Display Unblocked 08.10.23 - 15.10.23
85th percentile (km/hr)	54.7	54.7	55	53.1	53.7
Mean speed (km/hr)	49.4	49.7	51.1	50.3	50.7
Minimum speed (km/hr)	19.7	30.6	30.8	42.2	40
Maximum speed (km/hr)	100.9	96.0	108	109.2	114
Std. deviation	7.6	6.4	4.3	3.3	3.8

Week beginning	Week 1	Week 2	Week 3	Week 4	Week 5
VAS 7 radar log Summary of Lord Street (North Bound) DC Powered 50km/hr limit (Operational since March 2024)	Display Blocked Not working	Display Blocked Not working	Display Not working	Display Unblocked 01.03.24 - 08.03.24	Display Unblocked 09.03.24 – 11.03.24
85th percentile (km/hr)				51.6	52.6
Mean speed (km/hr)				49.7	50.6
Minimum speed (km/hr)				41.4	45.9
Maximum speed (km/hr)				138	95.7
Std. deviation				2.7	2.3
VAS 8 radar log Summary of Lord Street (South Bound) 50km/hr limit	Display Blocked 06.09.23 - 13.09.23	Display Blocked 14.09.23 - 21.09.23	Display Blocked 22.09.23 – 26.09.23 Unblocked 27.09.23- 29.09.23	Display Unblocked 30.09.23 – 07.10.23	Display Unblocked 08.10.23 – 15.10.23
85th percentile (km/hr)	52.1	52.7	51.6	51.0	51.2
Mean speed (km/hr)	49.5	50.5	50.2	49.5	49.7
Minimum speed (km/hr)	11	36.1	40.0	40.0	41.1
Maximum speed (km/hr)	123.4	98.2	107.0	122.9	105.4
Std. deviation	3.8	3.4	3.0	2.9	2.9
VAS 9 radar log Summary of Ocean Drive PMQ (North Bound) 70km/hr limit	Display Blocked 08.09.23 – 15.09.23	Display Blocked 16.09.23 – 23.09.23	Display Blocked 24.09.23 – 26.09.23 Unblocked 27.09.23- 01.10.23	Display Unblocked 02.10.23 – 09.10.23	Display Unblocked 08.10.23 – 15.10.23
85th percentile (km/hr)	68.5	68.1	66.8	66.1	66.0
Mean speed (km/hr)	65.9	65.4	64.6	63.7	63.2
Minimum speed (km/hr)	48.3	48.8	50.7	53.6	51
Maximum speed (km/hr)	122.1	130.4	135.0	159	128.7
Std. deviation	3.6	3.8	3.4	3.7	3.9

Week beginning	Week 1	Week 2	Week 3	Week 4	Week 5
VAS 10 radar log Summary of Ocean Drive PMQ (South Bound) 70km/hr limit	Display Blocked 08.09.23 - 15.09.23	Display Blocked 16.09.23 – 23.09.23	Display Blocked 24.09.23 – 26.09.23 Display Unblocked 27.09.23 - 01.10.23	Display Unblocked 02.10.23 - 09.10.23	Display Unblocked 10.09.23 - 17.10.23
85th percentile (km/hr)	65.5	65.1	65.0	64.8	64.2
Mean speed (km/hr)	63.3	63.0	63.4	63.1	62.6
Minimum speed (km/hr)	41.9	44.4	52.6	52.7	50.6
Maximum speed (km/hr)	138.1	118.0	120.0	119.2	121.1
Std. deviation	3.4	3.1	2.4	2.4	2.9
VAS 11 radar log Summary of Ocean Drive West Haven (North Bound) 50km/hr limit	Display Blocked 12.09.23 – 19.09.23	Display Blocked 20.09.23 – 26.09.23	Display Unblocked 27.09.23 – 04.10.23	Display Unblocked 05.10.23 - 12.10.23	Display Unblocked 13.10.23 – 20.10.23
85 th percentile (km/hr)	59.4	60.5	58.2	58.4	57.8
Mean speed (km/hr)	55.9	56.5	55.1	54.2	53.8
Minimum speed (km/hr)	43.1	44.0	44.4	43.4	44.0
Maximum speed (km/hr)	121.4	142.0	121.5	136.8	153.8
Std. deviation	6.0	6.2	3.9	5.8	6.0
VAS 12 radar log Summary of Ocean Drive West Haven (South Bound) 50km/hr limit	Display Blocked Not operational sent back for repairs	Display Blocked Not operational sent back for repairs	Not operational sent back for repairs	Display Unblocked 06.03.24- 13.03.24	Display Unblocked 25.03.24 – 01.04.24
85th percentile (km/hr)				58.8	58.4
Mean speed (km/hr)				55.1	54.6
Minimum speed (km/hr)				44.5	45.8
Maximum speed (km/hr)				121.8	151.6
Std. deviation				5.8	5.3

Percentile Calculator | Good Calculators

Budget expenditure

The funding agreement was for \$215,000 for the following items:

- Purchasing and installing 12 vehicle activated warning signs.
- Assessing lighting at Ocean Drive and preparing a detailed design for lighting with cost estimates to determine if it's feasible to install lighting to improve koala visibility.
- Manage roadside vegetation at two sites on Ocean Drive to help mitigate risk to koalas with better visibility.

PMHC conducted a competitive tender process for the VAS resulting a significant cost saving with the full costs for the agree items being \$120,112.00 show in Table 5.

Due to the significant cost savings, the Koala Recovery Strategy Team advised that additional items could be procured to help mitigate the risk of koala road strike. PMHC has delivered additional mitigation measures including the development and use of education and awareness materials, hire of 2 variable message signs during breeding season and the purchase of an additional 10 VAS. The additional measures are shown in Table 6 and include cost estimates for installation of 8 VAS based on available funding.

The full costs including agreed and additional items equal \$207,343 leaving approximately \$8,000 dependant of total costs for installation of the planned 8 VAS this may be enough to install the 2 remaining VAS once the selected locations for installation are determined.

Table 4 Vehicle strike intervention(s) project expenditure report for agreed items

Intervention type	Cost/item	Number	Total Cost	Comments
VAS purchase	\$5833	12	\$69,996.00	Axent Holdings Pty Ltd
VAS installation	\$1651.27	12	\$19,815.25	(PMHC Staff, vehicles, hydro digging, boral, men at work, paint, weed killer, water, shackle, padlock.
VAS DC electrical design	\$2100	1	\$2,100.00	Morleigh Electrical Consulting Pty Ltd
VAS DC electrical connection	\$3670	1	\$3,670.00	MID Electrical
Vegetation management Ocean Drive	\$15,734.75	1	\$15,734.75	Vegetation management Ocean Drive at Golf Club and Ocean Drive at West Haven

Intervention type	Cost/item	Number	Total Cost	Comments
Lighting design and cost estimate	\$8,795.88	1	\$8,795.88	Morleigh Electrical Consulting Pty Ltd
Total Costs Agreed Items			\$120,112.00	

Table 6. Vehicle strike intervention(s) project expenditure report for additional items

Intervention type	Cost/item	Number	Total Cost	Comments
Hire VMS solar powered colour datasign trailer	\$2,804.40	2	\$5,608.80	High two Variable message signs (VMS) displaying drive with care be koala aware with numbers of strikes at location. VMS were rotated from Lake Road to Ocean Drive at golf club and were placed out from August 2023 to March 2024.
Education and awareness including social media	\$5,522.49	NA	\$5522.49	Port Macquarie Super Radio AM 53, Southern Cross Austereo – Radio
VAS purchase	\$6,289	10	\$62,890.00	Procurement in process with Purchase Order Issued. Axent Holdings Pty Ltd
VAS installation x 8 Cost estimate	\$1651.27	8	\$13,210.00	Cost estimate for installation of 8 signs with 2 signs being stored for later installation at a location on John Oxley Drive where development is in progress.
Total Costs Additional Items			\$87,231.29	

Conclusion and recommendations

The project aimed to mitigate road strike risk to koala at six priority locations by installing 12 vehicle activated warning signs (VAS) managing roadside vegetation at two priority sites on Ocean Drive to help mitigate risk to koalas with better visibility. In addition, the project aimed to assess lighting at one priority location on Ocean Drive (Golf Club) and prepare a detailed design for lighting with cost estimates to determine if it's feasible to install lighting to improve koala visibility.

The project did not deliver any outcomes for NSW State government Controlled and managed roads such as the Pacific Highway and Oxley Highway.

Due to significant cost savings from the estimated costs that were achieved by running an open competitive tendering process in principle agreement via email was provided by the koala recovery strategy team that additional project deliverables could be undertaken using the remaining funding provided the measures were associated with mitigating risk to koala road strike.

Additional actions undertaken included the hire of two variable message signs (VMS) for placement during koala breeding season from August to February with drive with care be koala aware messaging, education and awareness campaign to promote awareness and procurement and installation of an additional 10 VAS.

A review of the data downloaded from the 12 installed VAS indicates that 85% of vehicles area travelling at or near the posted speed limits and that no noticeable difference could be shown between the weeks that display was blocked and unblocked. The data also shows that very high speeds are being recorded every week from all signs including some speeds that are near twice the posted speed.

A review of the koala road strike data obtained from a licenced BioNet Atlas search and review of koala hospital records indicated that only 1 record of a koala road strike has occurred since installation of the VAS and additional measures undertaken. This record is located on Pacific Drive which was not subject to any treatments. However Pacific Drive is planned for two VAS installations with the additional orders.

It is considered too early to define the effectiveness of the VAS in reducing the incidents of koala road strike. The data also appears to show no noticeable change in driver behaviours with 85% of drivers adhering to the posted speed before and after treatment (displays blocked and unblocked). However, it is likely the VAS are making a real difference to driver awareness that koalas are active at the locations. Combined with the education and awareness campaigns that have been delivered by Council it is feasible to suggest that some improvements may be realised due to improved driver awareness. Longer term data review will be required to determine effectiveness. Although less strikes may also indicate a decline in population and as the local population is unknown it would be impossible to say precisely if a reduction is road strike can due to the VAS.

The following key recommendations are provided to assist with future planning to further mitigate risk:

- 1. The NSW Government investigate options to mitigate risk of koala road strike at identified priority hotspots on the Pacific Highway and Oxley Highway within the PMHC LGA.
- 2. Education and Awareness campaigns should be ongoing and must be in association with on ground actions.
- 3. Annual analyses of sign log data, road strike incident records and a better understanding of the local population should be undertaken to determine effectiveness of signs over the long term (5-10 years).

- 4. The ongoing incidents of excessive speeding through each priority hotspot be presented to the Local Traffic Committee with the request for regulatory presence with the aim to curb speeding.
- 5. Road strike data and speeding logs be reviewed to determine if excessive speeding is a contributing risk factor (do incidents correlate with speeding logs?)
- 6. The NSW Government develop a standard of approved engineering diagrams for installing VAS and other wildlife mitigation measures such as pavement marking that can be installed by Local Authorities without issue.

Reference List

Port Macquarie Hastings Council (2022) Koala Road Strike Guidance Report for Future Road Projects - Port Macquarie-Hastings LGA. Report prepared for PMHC by Kellogg Brown & Root Pty Ltd pmhc.nsw.gov.au/files/assets/public/v/1/document-files/residents/pets/koala-road-strike-guidance-report-for-future-road-projects---port-macquarie-hastings-council-endorsed-17-nov-22.pdf.

State of New South Wales and Department of Planning and Environment (2022) NSW Koala Recovery strategy retrieved https://www.environment.nsw.gov.au/-/media/0EH/Corporate-Site/Documents/Animals-and-plants/Threatened-species/koala-strategy-2022-220075.pdf

NSW Government (2024) Safe Speed for Environment. Accessed 30.04.2024 Safe speed for environment (nsw.gov.au)

Appendix A - Meta Data – Road strike Hotspot Prioritisation Methods

Two sources of data were used to identify road strike locations:

1. Records held in the NSW BioNet Atlas - this was the primary source of data (downloaded 29.5.2023)

Any additional recent records collected by the Koala Hospital that have not yet been uploaded to BioNet (NB: PMHC uploads Koala Hospital records to BioNet approximately once every 3 months). Records not uploaded to BioNet were identified by doing a "select by location" to identify Koala Hospital records within a 1m radius of BioNet records (i.e. these are the points uploaded to BioNet), then switching the selection so that points that are greater than 1m from records in BioNet are the ones that haven't been uploaded to BioNet. BioNet data and Koala Hospital data was filtered to display road-strike incidents. These records were displayed in ArcGIS Pro and a heat map at a scale of 1:25,000 was created to enable the identification of data clusters. A heat map is a data visualisation tool that uses colour to convey data points in a simpler format: the shade of colour indicates the magnitude of data (i.e., number of records) at a particular location. As the extent of heat map clusters is scale-dependant - the extent of the cluster reduces as you zoom in and expands as you zoom out - a set scale was used to map cluster locations. Circles were created around those data clusters able to be clearly defined by eye. These circles are the road-strike hot spot locations.

The total number of road-strike records that intersected each road-strike hot spot location was recorded. This number was then further broken down by koala generation - i.e., a six-year interval. The resultant data table contained four numerical fields for each hotspot location:

2. Methods to select priority locations for investigation.

Road strike incidents from 1971 to 2023 were used to calculate total numbers of road strike at each site and further analysed with recent data given higher ranking.

Sites with 7 - 10 road strike incident from 2016 -2023 were ranked high priority 1 as data shows consistent road strike incidents for the past 50 years.

Sites with 3-6 road strike incident from 2016 -2023 were ranked medium to high priority 2 as data shows consistent road strike incidents for the past 50 years but fewer than priority 1.

Sites with 2 road strike incidents from 2016 -2023 were ranked medium priority 3 as data shows consistent road strike incidents for the past 50 years but fewer than priority 1 and 2

Sites with 1 road strike incident from 2016 -2024 were ranked low priority 4 as data shows consistent road strike incidents for the past 50 years but fewer than priority 1, 2 and 3.

Sites with no road strike incidents from 2016 -2023 were ranked low priority 5 as data shows no incidents in last 6 years.

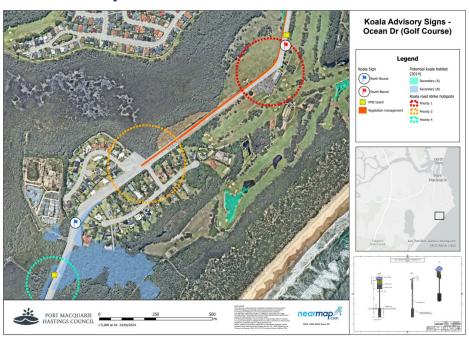
3. Secondary Accident Zones

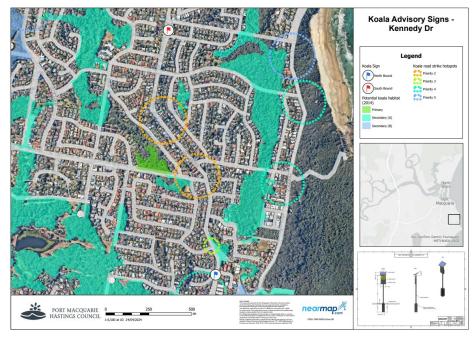
Examination of the heat map revealed several roads along which multiple incidents were recorded. These road sections were identified as secondary accident zones. Six were identified along Pacific

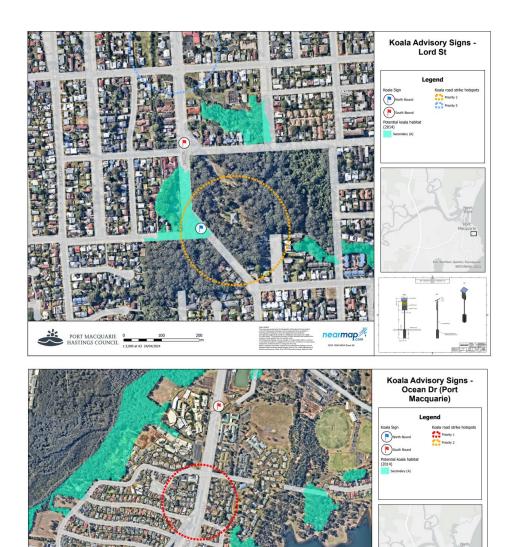
Dr, Lord St, Lake Rd, Ocean Dr, Oxley Highway and Hastings River Drive. One or more hotspots occurred within these secondary accident zones.

Appendix B – VAS, VMS and Vegetation Management Location Details

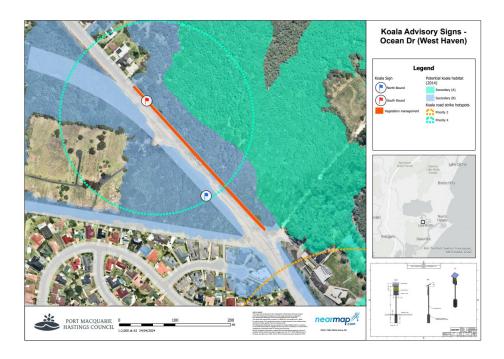
Actions Completed

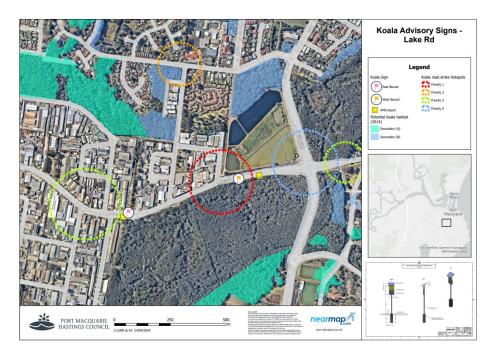




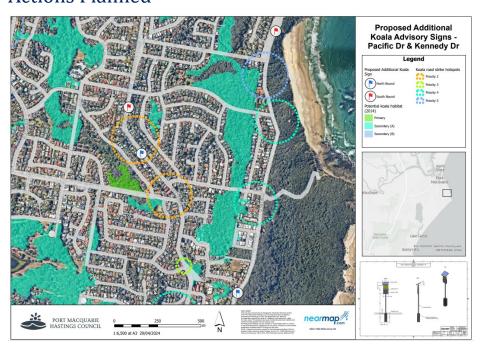


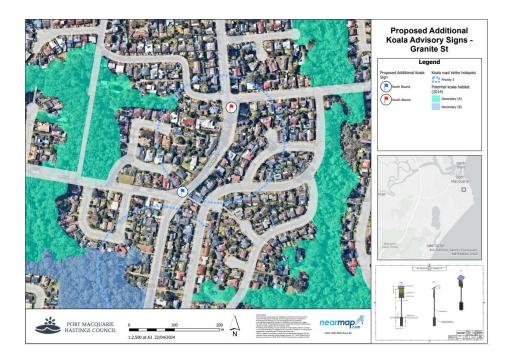
nearmap

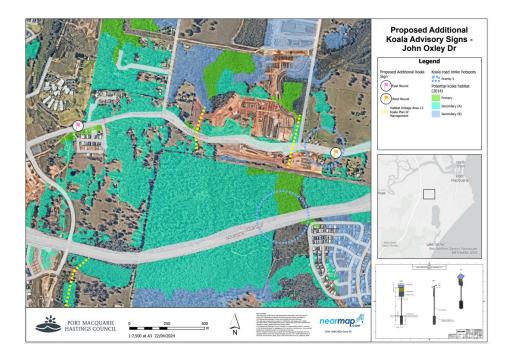




Actions Planned







NSW Koala Strategy – vehicle strike project reporting



Appendix C - Koala Road Safety Communication Report



Koala Road Safety

Communications Report

Mar 2023 - Mar 2024

Campaign Highlights

- 8x Social posts since Mar 2023
- · Facebook, Instagram (plus paid Facebook) paid Radio spend, and unpaid media pick up
- · High engagement rates
- Sentiment skewed towards positive, which was driven by the playful take on koala breeding season and our 'Tinder' video, which received the highest impressions and reach of the 8 posts

39

2 PMHC Koala Road Safety - Communications Report



Social Media

$DATE\ \psi$	POSTS 8		IMPRESSIONS 83,01K	REACH AVG.	ENGAGEMENTS 678	ENGAGEMENT RAT	
30 Jan 15:09		It's koala breeding season and you know Port Macquarie Hastings Council Koala road safety +4	1,83K	1,68K	22	1,31%	 6
18 Jan 12:42	31	OUR FURRY FRIENDS ARE OUT AND ABO ② Port Macquarie Hastings Council ③ Story \$\infty\$ Environment and Regulatory Ser +4	195	192	-		11 0
18 Jan 11:31	9	It's koala breeding season and you know © Port Macquarie Hastings Council Reel Community Planning and Environ +4		1,06K	95	8,95%	0 0
18 Jan 11:01	A	It's koala breeding season and you know Port Macquarie Hastings Council Promoted koala 2024 +1	75,8K	28,23K	477	1,69%	1 0
7 Sep 2023 8:45		Did you know that one of the biggest thre Port Macquarie Hastings Council Koala road safety +3	1,38K	1,19K	32	2,7%	11 0
5 Sep 2023 18:00		Take special care on our roads in koala zo Port Macquarie Hastings Council Koala zones +2	1,62K	1,52K	32	2,11%	<u> </u>
5 Jul 2023 17:02		Drive with care. Be koala aware! Transport Port Macquarie Hastings Council Koala road safety +1	1,19K	1,05K	15	1,43%	 6
19 May 202: 9:10	3 Manufactory Manu	■ Have you seen our local activation for Port Macquarie Hastings Council national road safety week +1	1K	879	5	0,57%	11 0

- 8 posts across multiple channels (IG, Facebook and the Mayor's FB page
- Good avg. engagement rate (2% is considered good)
- Highest performing for engagement: IG Reel
 - Boosted (Paid) post received over 75k Impressions and 28k Reach

Impressions - The number of times the post/story was shown in a person's feed.

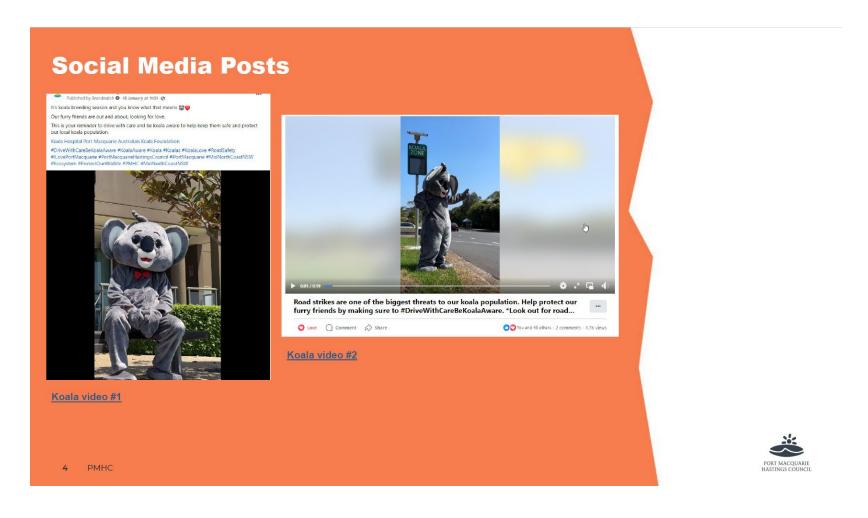
Engagements - The reactions, comments, and shares on a post. Clicks are not included. Reactions on shares are not incl.

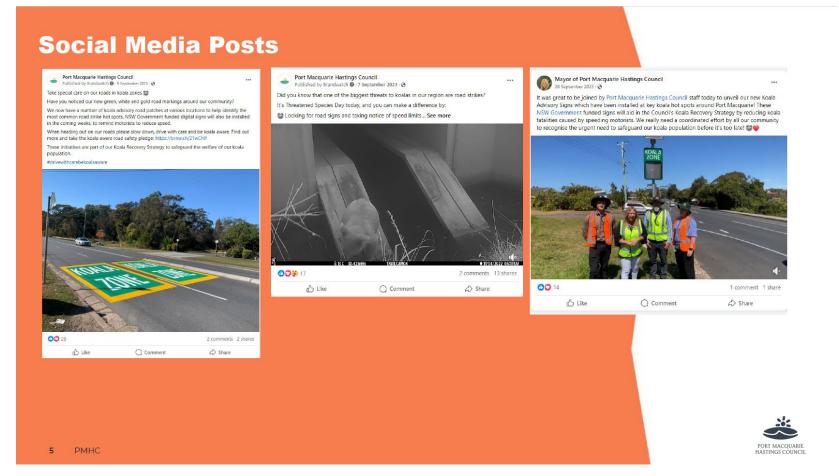
Reach - The number of people that saw the post/story in their feed

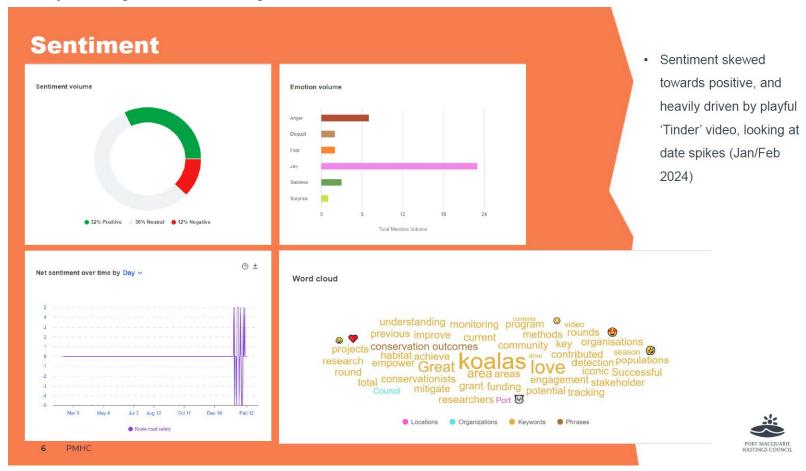
Engagement rate - Total engagements as a percentage of the impressions.

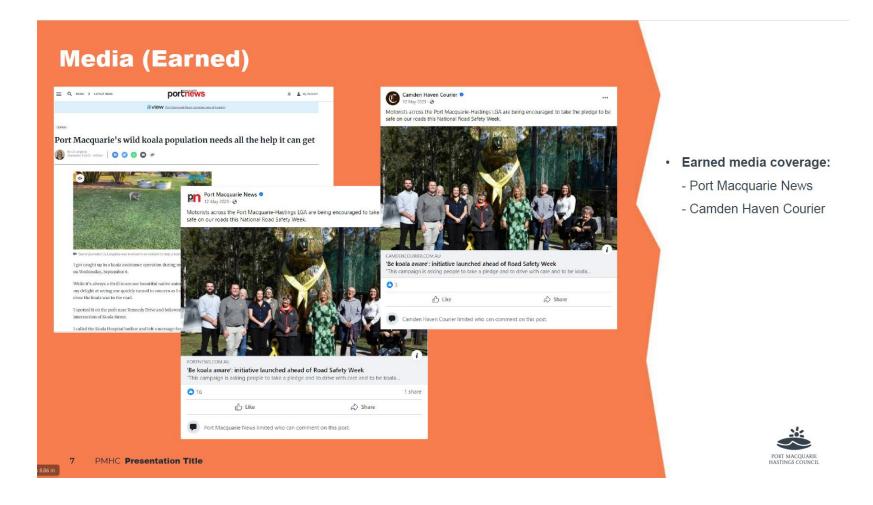


3 PMHC Presentation Title













SCA Version 1



SCA Version 2

SCA Campaign Summary (Jan 2024)

	10+ ALL PEOPLE
Total Reach Pct	70.3%
Total Reach Persons	90,427
Total Gross Impacts	542,251
Total GRP Pct	421.4%
Avg Frequency	6.0
Demographic Universe Est	128,700

- Total reach as of Jan 2024 - 90.4K people aged 10+ on the Mid North Coast
- People heard the ad 6x on average, which is considered high frequency.

Radio

coverage

Southern Cross Austereo

(SCA)

531

- Radio



Radio 531

Demographic universe estimate:

Hastings, Macleay and Nambucca Valleys reaching approx. 90 000 listeners and predominantly in the 40+ demographic

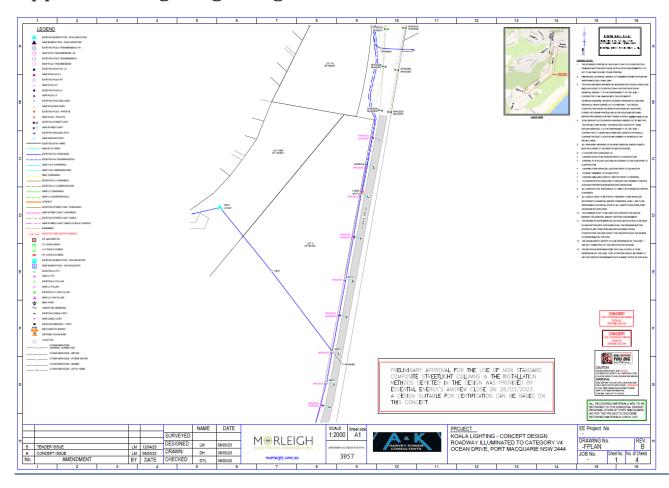


PMHC Presentation Title

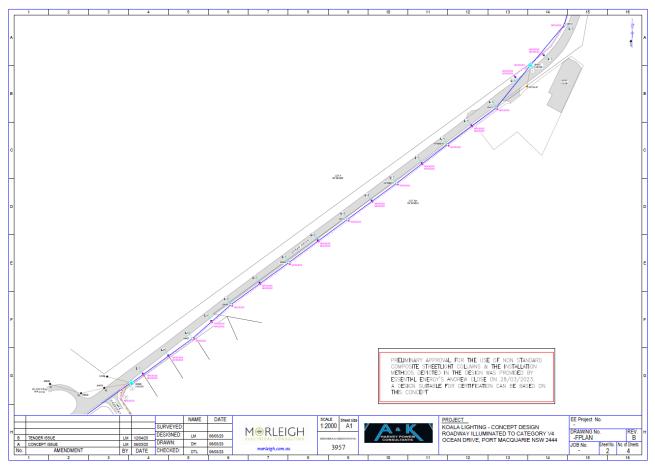
NSW Koala Strategy – vehicle strike project reporting

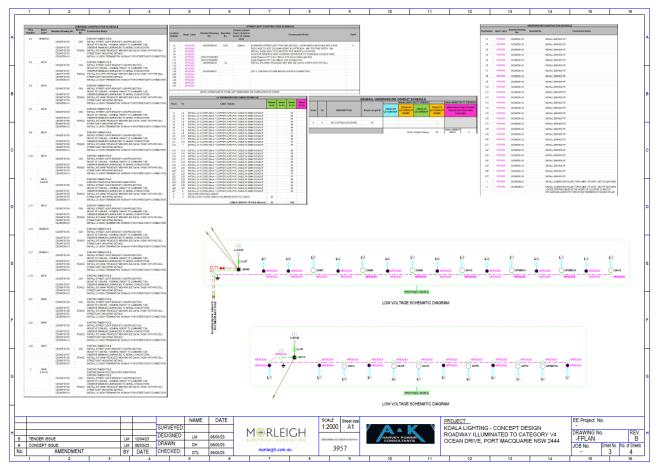


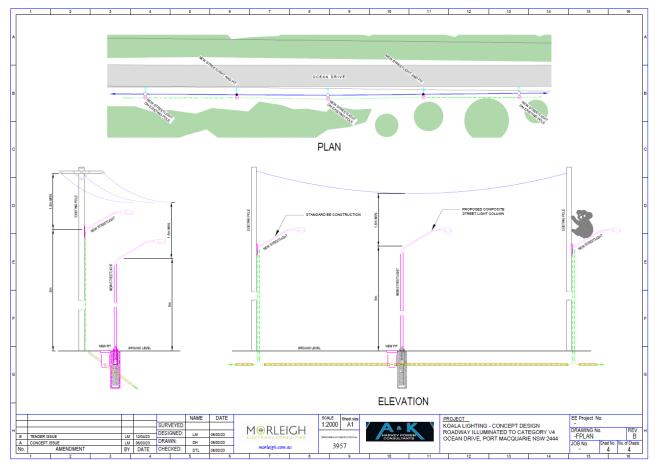
Appendix D Lighting Design Ocean Drive Golf Club











NSW Koala Strategy – vehicle strike project reporting



Koala Lighting Ocean Drive	Description	Qty
	Wagner CFT 5.0mt columns	
Light Columns & fittings 80w	with outreach	15
Light Outreach & Fittings 80w	Gal 4.5mt Projection	15
Pillar Boxes Type 3		0
Pillar Boxes Type 6		0
Pillar Boxes Type 4 Link		0
Pillar Boxes Type 9 Lighting Control		2
Pits		30
		Total Cable Meters
High Voltage Cable includes % for terminations	Not Required	0
Low Voltage Cable includes % for terminations	240mm 4 core XLPE	40
Low Voltage Cable includes % for terminations	50mm 4 core copper	0
Low Voltage Cable includes % for terminations	25mm 4 core copper	1200
Streetlight Cable includes % for terminations	16mm 2 core	0
		Total Meters Cable Cover
Cable Cover		2480
		Total Conduit Meters
Conduit General Trench	125mm Light duty	20
Conduit General Trench	150mm Light duty	0
Road Crossing conduit	150mm Heavy duty	0
Road Crossing Conduit	125mm Heavy duty	0
Conduit General Trench	50mm Heavy duty	1155
Substation Install materials	Number of Substations	0
Padmount Substation	Developer supplied	0
Cable Terminations	Substation & UGOH	2
Labour for Installation of All Materials & substation		Included
Under Bore In cohesive ground conditions		Not Required
Excavation for cable & conduit install	300mm wide trench	Included
Overhead Works		Included
Supervision & Travel costs		Included
Plant & Equipment		Included
Traffic control		Included
Essential Energy Network ancillary Charges	Estimate only not included	
	\$13,500.00	
Estimate Price ex GST	. ,	365,174.00

NSW Koala Strategy – vehicle strike project reporting

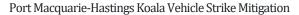
Appendix E Vehicle Activated Signs – Koala Advisory Information

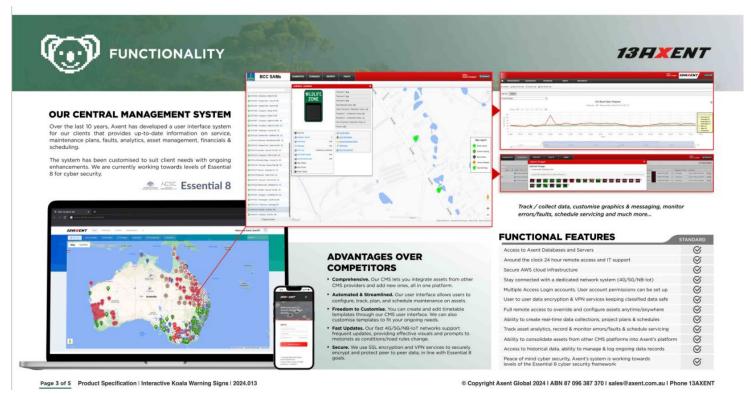












ATTACHMENT

Port Macquarie-Hastings Koala Vehicle Strike Mitigation







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Item: 08

Subject: HIBBARD DRIVE PARKING RESTRICTIONS, PORT MACQUARIE

Presented by: Community Infrastructure, Robert Fish

RECOMMENDATION

That it be a recommendation to the Chief Executive Officer, under sub delegation, for implementation:

That Council

- 1. Install No Parking Signage at various locations on Hibbard Drive, Port Macquarie as detailed in this report
- 2. Notify adjoining residents and businesses of new signs
- 3. Undertake specific education with adjoining businesses regarding the use of off-street parking.

Executive Summary

Council has received a series of complaints concerning perceived illegal and disruptive parking along Hibbard Drive, which have led to safety risks and general inconvenience to the public.

The issue reportedly stems from the employees of Patrick Auto Group (PAG) using the street for personal parking, limiting availability for residents and visitors and creating a traffic hazard as a result of insufficient existing lane width.

In response, Council engaged a transport engineering consultant, Point8 to conduct a thorough assessment and provide recommendations in compliance with legislative guidelines.

Observations have confirmed a compliance issue, related to vehicles parked along a 60-metre stretch on the eastern side of Hibbard Drive.

To address this, it has been recommended to install 'No Parking' signs extending from Hastings River Drive past the car yard driveway up to Numbers 81 and 128 Hibbard Drive.

This measure aims to alleviate the parking congestion, ensure adherence to parking regulations and provide a safe traffic environment for vehicles entering and leaving Hibbard Drive to Hastings River Drive.

During the investigations of these issues, the car dealer has been consulted to discuss the changes and to attempt to mitigate potential impacts on their business operations.

Issue

Council has received several complaints in relation to perceived illegal and nuisance parking along Hibbard Drive. The parking situation at this location has resulted in safety concerns and inconvenience to the community.



LOCAL TRAFFIC COMMITTEE 24/07/2024

Community concerns revolve around Patrick Auto Group (PAG) staff allegedly using the roadway to park their personal vehicles, which has reduced available parking for residents and other users and has created a traffic hazard as a result of insufficient existing lane width, leading to potential clashes between oncoming vehicles.

The community requests received have been to install no parking on one side of the road adjacent to PAG.

Investigations

Council engaged a specialist transport consultant, Point8 to undertake an independent assessment of the request and to provide a recommendation based on legislative requirements and guidelines (investigation report is attached).

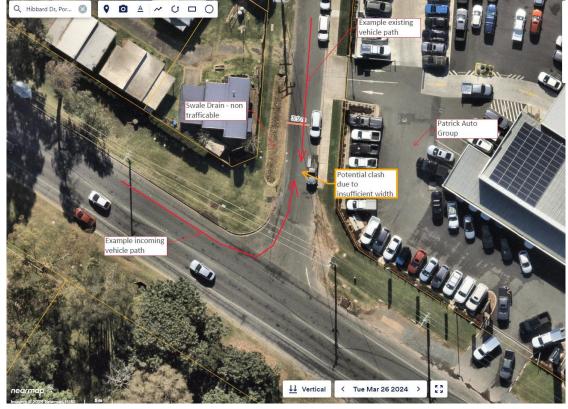
In accordance with TfNSW Technical Direction TDT 2002/12c Stopping and parking restrictions at intersections and crossings, for an unsignalized intersection, a 10m nostopping distance is advised in all directions to the intersection. In this instance, signposting should only be required where there is a compliance problem, or there is adjoining signposting.

Site investigations by Council and Point8 observed the location to have a compliance problem as there were vehicles parked along the eastern kerb of Hibbard Drive in front of Patrick Auto Group, spanning roughly 60m from the intersection.

In addition, this section of Hibbard Drive was observed to have a narrow carriageway width (approx. 6m wide), and parked cars restrict traffic flow and turning ability from Hastings River Drive into Hibbard Drive.

This is illustrated on the image below, which shows that the available lane width is reduced to approximately 4m adjacent to parked cars. This is insufficient to enable

outgoing/incoming vehicles to pass:





LOCAL TRAFFIC COMMITTEE 24/07/2024

Figure 1 - Site Constraints

To address the above issues, it has been recommended that No Parking (R5-40) signage be installed along a 60m length of Hibbard Drive from Hastings River Drive as shown on Figure 2 below:

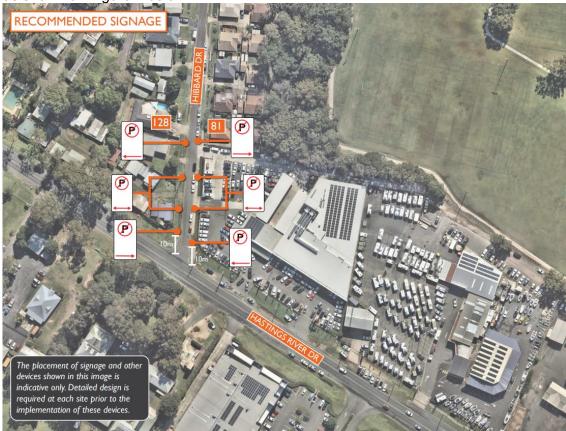


Figure 2 - Diagram of proposed no-parking areas

The provision of these restrictions are acknowledged to inconvenience PAG employees and patrons, however are considered necessary on road safety grounds.

Community impacts of this signage change are expected to be:

- PAG staff and patrons will be forced to utilise available on-site parking (46 car parking spaces are available on site as per DA2014-989) or the nearby on street parking within Hastings River Drive and Hibbard Drive (to the north),
- Residents of properties within Hibbard Drive fronting the proposed parking
 restrictions are understood to be minimally impacted by the proposed
 changes in restriction on the basis that the western side of Hibbard drive
 contains a grassed swale drain, which by nature is not suitable for on street
 parking in the existing state.

Recommendation

Council staff are supportive of the recommendations provided by consultant Point8 and hence recommend that the following be undertaken:

- Install No Parking Signage at various locations on Hibbard Drive, Port Macquarie as detailed in this report.
- Notify adjoining residents and businesses of new signs.
- Undertake specific education with adjoining businesses regarding the use of off-street parking.



LOCAL TRAFFIC COMMITTEE 24/07/2024

Consultation

In consideration of the above recommendation, Council staff have consulted with the following residents and community members:

- Patrick Auto Group have been advised by letter of the recently completed investigation and were requested to advise their staff to park within the available on-site parking within their property. A copy of the letter sent to PAG is attached.
 No response has been obtained from PAG.
- Council Staff and Consultants from Point8 met a number of residents on site when conducting investigations and discussed first hand experiences regarding parking and traffic safety, however no formal engagement has been undertaken.

Attachments

- 11. Point8 Hibbard Drive Parking Investigation Report
- 21. Letter to Car Yard Hibbard Drive Parking Concerns





Project Title: CRM Network Requests

Project Number: P24054

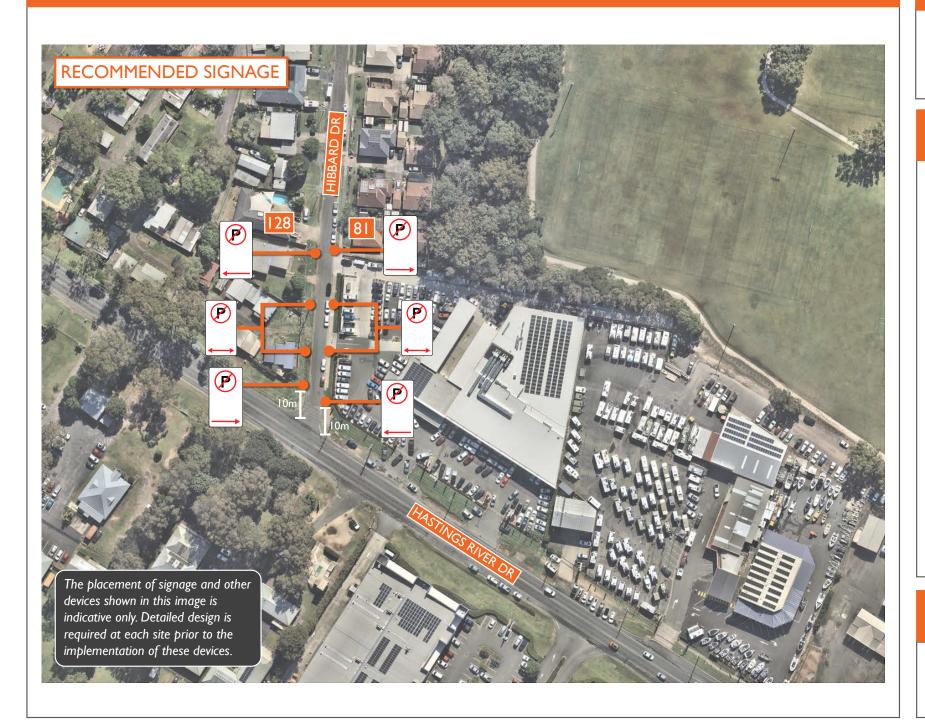
Project Location: Hastings River Drive, Port Macquarie

PMHC CRM Item Number: 2183/2024

Document Revision: A

Date of Issue: 31/05/2024
Prepared by: Jerin James
Reviewed by: Liam Dwyer
Approved by: Mark Plattz

SITE LOCATION: HASTINGS RIVER DRIVE, PORT MACQUARIE



RECOMMENDATIONS

Install No Parking signage on both sides of Hibbard Drive from Hastings River Drive to the end of the car yard frontage.

CRM REQUEST & ASSESSMENT

In accordance with Stopping and parking restrictions at intersections and crossings TDT 2002/12c, for an unsignalised intersection, a 10m no-stopping distance is advised in all directions to the intersection. Note 1 states that signposting should only be required where there is a compliance problem, or there is adjoining signposting. The location was observed to have a compliance problem as there were vehicles parked along the eastern kerb of Hibbard Drive in front of Patrick Auto Group, spanning roughly 60m. Note 2 states that consideration should be given to providing additional 'No Parking', particularly if adverse site geometry exists.

Installation of a No Parking (R5-40) of 10m distance into Hibbard Drive from Hastings River Road on both verges is recommended, along with installation of No Parking (R5-40) signage on both verges past the driveway into the car yard, until 81 Hibbard Drive and 128 Hibbard Drive.

RELEVANT STANDARDS & GUIDANCE

 Stopping and parking restrictions at intersections and crossings TDT 2002/12c Port Macquarie-Hastings Council PO Box 84 Port Macquarie NSW Australia 2444 • council@pmhc.nsw.gov.au ABN 11 236 901 601



13 June 2024

To the Manager John Patrick Motors 197-207 Hastings River Drive Port Macquarie NSW 2444

Dear Manager,

We have received a number of concerns from our community regarding safety, traffic and parking along Hibbard Drive, at the intersection of Hasting River Drive, since the development and establishment of John Patrick Motors on the site.

Concerns relate to vehicles parked within the locations shown approximately by the green lines on the aerial photograph below obstructing traffic lanes and the safe function of the intersection.

We are currently investigating options to validate and address these issues, which may include implementation of a no parking zone. In the meantime, we kindly request that you remind your staff to utilise car parking available within your premises, to assist with road safety at this location.



For further information, please contact us on 02 6581 8111.

Yours sincerely

Donna Edenborough Customer Relations Coordinator Community Infrastructure Planning and Design

pmhc.nsw.gov.au

Page 1 of 2

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17 Burrawan Street, Port Macquarie NSW 2444
t 02 6581 8111

WAUCHOPE OFFICE
49 High Street, Wauchope NSW 2446
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LAURIETON OFFICE
9 Laurie Street, Laurieton NSW 2443
t 02 6581 8111

Item: 09

Subject: MATTHEW FLINDERS DRIVE & THE FAIRWAY - NEW PARKING

RESTRICTIONS

Presented by: Community Infrastructure, Robert Fish

RECOMMENDATION

This report is for the information of the Committee Only

Executive Summary

Port Macquarie-Hastings Council recently addressed a complaint about obstructed sightlines at the intersection of The Fairway and Matthew Flinders Drive due to legally parked vehicles.

To resolve this, Council engaged Point8 Traffic Engineering & Transport Planning, who undertook and investigation and recommended that no stopping and no parking signs be installed to improve visibility for exiting vehicles. This recommendation aligned with the TfNSW Technical Guideline TDT 2002/12c Stopping and parking restrictions at intersections and crossings, which prescribes a 10-meter no-stopping zone at unsignalised intersections and advises that consideration should be given to providing additional 'No Parking' if adverse site geometry exists.

Following this investigation, Council has implemented new no stopping/No Parking on Matthew Flinders Drive.

Background

Port Macquarie - Hastings Council recently received a resident complaint regarding compromised sight distance for vehicles exiting The Fairway onto Matthew Flinders Dive, Port Macquarie.

In this regard, it was alleged that sight distance when exiting was compromised due to vehicles legally parked within Matthew Flinders Drive.

In responding to this enquiry, Council engaged specialist transport engineering consultancy Point8 Traffic Engineering & Transport Planning to undertake an assessment of the request and to provide a recommendation based on legislative requirements and guidelines.

Investigation findings

In accordance with TfNSW Technical Guideline TDT 2002/12c Stopping and parking restrictions at intersections and crossings, a 10m no-stopping distance is advised in all directions at an unsignalised intersection.

Furthermore, the guide advises that consideration should be given to providing additional 'No Parking' if adverse site geometry exists.

Following site investigations by Port Macquarie-Hastings Council and consultant Point8, it was confirmed that sight distance to the west for vehicles exiting The



LOCAL TRAFFIC COMMITTEE 24/07/2024

Fairway onto Matthew Flinders Drive was compromised and it was recommended that no stopping and no parking signage be installed.

This sight distance issue can be observed via the Google StreetView image below, whereby a large vehicle parked in the location shown by the red square would obstruct vision of oncoming vehicles for the west.



Image 1 - Sight Distance looking west from The Fairway on exit

The investigation report from Point8 went further and recommended the installation of No Stopping/No Parking restrictions on all legs of this intersection as shown in Figure 1 below, however Council staff have recommended and endorsed the installation of only those restrictions applicable to the observed blocked sight lines.

Doing so is considered to manage the identified road safety risk whilst maximising the availability of on street parking and residential amenity.



LOCAL TRAFFIC COMMITTEE 24/07/2024

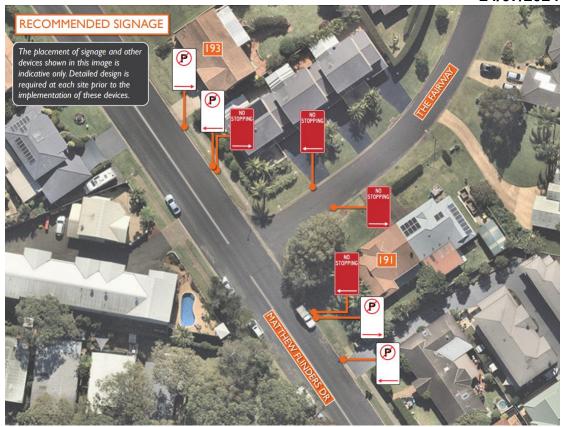


Figure 1 - consultant recommended parking restrictions

Figure 2 below highlights the signage that has been installed to address the abovementioned matter:



LOCAL TRAFFIC COMMITTEE 24/07/2024



Figure 2 - Installed No Parking/No Stopping signs shown in yellow circle.

Consultation

Prior to the installation of the new No Parking/No Sopping signage as shown within the yellow circle in the image below, Council wrote to adjoining residents to advise of the impending change.

One landowner from 2 The Fairway (within whose frontage the signage has subsequently been installed), contacted Council, thanking Community Infrastructure staff for the proposed new signage.

No other comments of objections were obtained.

Attachments

1₫. The Fairway Investigation Report





Project Title: CRM Network Requests

Project Number: P24054

Project Location: Matthew Flinders Drive/The Fairway, Port Macquarie

PMHC CRM Item Number: 12872/2023

Document Revision: A

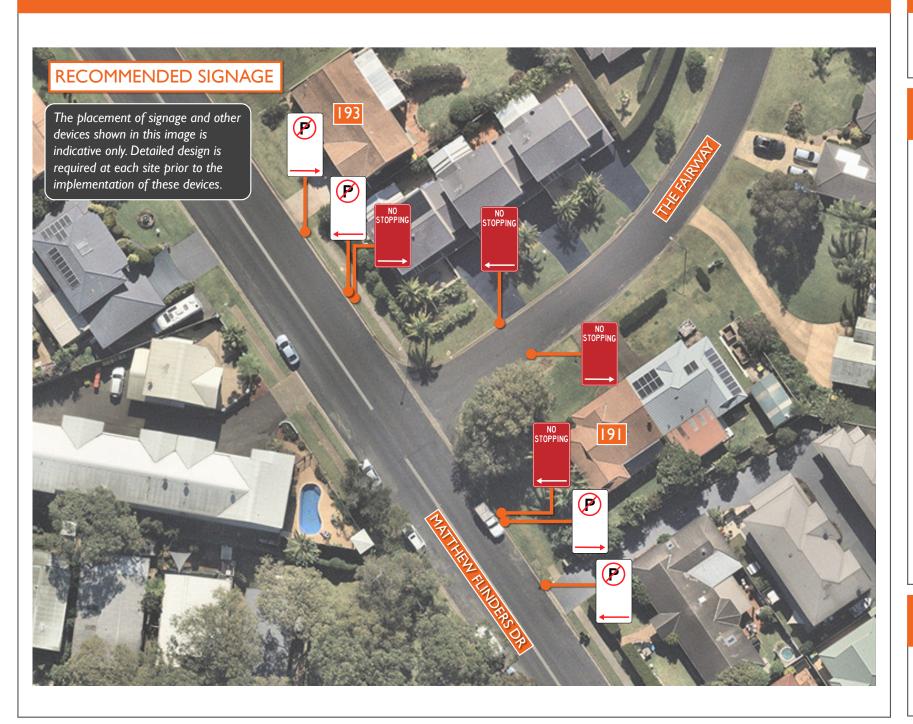
Date of Issue: 31/05/2024

Prepared by: Jerin James

Reviewed by: Liam Dwyer

Approved by: Mark Plattz

SITE LOCATION: MATTHEW FLINDERS DRIVE/THE FAIRWAY, PORT MACQUARIE



RECOMMENDATIONS

Implement No Stopping and No Parking restrictions at the intersections as illustrated.

CRM REQUEST & ASSESSMENT

In accordance with Stopping and parking restrictions at intersections and crossings TDT 2002/12c, for an unsignalised intersection (Figure 5), a 10m no-stopping distance is advised in all directions to the intersection. Note I states that signposting should only be required where there is a compliance problem, or there is adjoining signposting. Note 2 states that consideration should be given to providing additional 'No Parking', particularly if adverse site geometry exists. Also, a minimum of 10m of 'No Parking' should be considered as it will increase the Crossing Sight Distance and additional pick-up and set-down opportunities.

Based on anecdotal evidence provided and site observations, there appears to be a parking compliance issue at this location. Additionally, the grade and alignment of Matthew Flinders Drive is such that parked vehicles sight distance for exiting vehicles from The Fairway. It is recommended that no stopping and no parking signage be installed.

RELEVANT STANDARDS & GUIDANCE

 TS 05413 - Stopping and parking restrictions at intersections and crossings TDT 2002/12c Item: 10

Subject: PARKING RESTRICTION CHANGES AT BONNY HILLS NEW

SHARED PATHWAY

Presented by: Community Infrastructure, Robert Fish

RECOMMENDATION

That it be a recommendation to the Chief Executive Officer, under sub delegation, for implementation:

That Council

- 1. Install 2 x P5 Parking Signs on Ocean Drive, Bonny Hills within the soon to be constructed pull off bay opposite 937 Ocean Drive as detailed within the plans attached to the report.
- 2. Notify adjoining residents and businesses of new signs.

Background

The Bonny Hills Shared Path is a community-based project that aims to deliver better connectivity for users along Ocean Dr from Graham Street through to Rodley St, Bonny Hills.

The approximate alignment of the pathway is shown on figure 1 below:



Figure 1 - Bonny Hills Pathway Alignment

The Path will connect into existing footpaths that are utilised by the community and visitors to access the Bonny Hills Wauchope SLSC, Rainbow Beach, Bonny Hills Skate Park, Bonny Hills Community Hall, Reflections Holiday Park and the Bonny View Store.



LOCAL TRAFFIC COMMITTEE 24/07/2024

This project is 100% funded via the federal governments Local Roads and Community Infrastructure Program at a total cost of \$1.95M.

Due to topography, the westernmost section of this pathway is being constructed as a raised boardwalk and incorporates a viewing platform, to enable residents and tourists alike to pause and take in the natural beauty of the locality.

During the design phase for the boardwalk section of the pathway, community feedback indicated that in addition to the proposed pedestrian viewing area, the location was presently being used by passers by in vehicles as an unofficial viewing location, to 'check the surf'. As a result, the design was modified to include provision of a pull off bay, to formalise this existing scenario and meet wider community needs.

The location of the boardwalk and pull off bay is shown by the yellow dot on the image below:



Figure 2 - Boardwalk and pull off bay location.

Design and Signage Changes

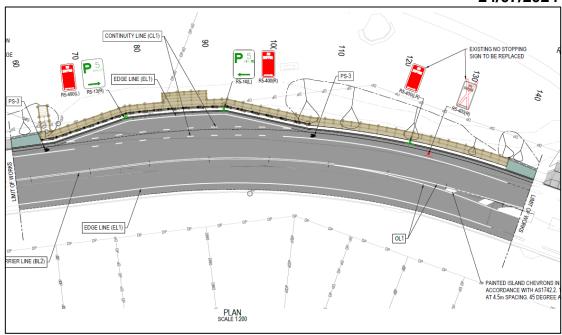
The design and construction of the proposed boardwalk and pull off bay of the Bonny Hills Pathway project includes 1.5m lane widening, formalisation of a 2.5m pull off bay, SA type kerb and fibre reinforced polymer (FRP) boardwalk.

This design is presently under final review by Council and is expected to commence construction shortly.

An excerpt of the design plans showing the layout of the pull off bay and boardwalk is shown below. A copy is also included as an attachment to the report:



LOCAL TRAFFIC COMMITTEE 24/07/2024



The detailed design proposes some changes to the parking signage on Ocean Drive at Bonny Hills.

As shown on the image above, the designers have suggested for the pull off bay area that these be adjusted to P5 restrictions, so should there be the desire for the community or visitors to pull over, leave their vehicle and take in the vista point, it would be permissible.

Currently 'No stopping' signs are in place along Ocean Drive at Bonny hills between Top shop and Panorama Drive.

Proposed Signage Changes

The plan proposes the removal of one of the no stopping signs, and addition of 2x P5 Parking signs. See attachment 1 for details of signage that will be removed, and the location of the P5 signs.

Attachments

11. Detailed Design Signage, linemarking and roadside furniture plan



