



# **INFRASTRUCTURE POLICY COMMITTEE**

## **AGENDA**

**6 SEPTEMBER 2022**

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that an **INFRASTRUCTURE POLICY COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **COUNCIL CHAMBER, CIVIC CENTRE, BYNG STREET, ORANGE** on **Tuesday, 6 September 2022.**

David Waddell  
**CHIEF EXECUTIVE OFFICER**

For apologies please contact Administration on 6393 8106.

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## AGENDA

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## **1 INTRODUCTION**

### **1.1 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS**

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

### **RECOMMENDATION**

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the Infrastructure Policy Committee at this meeting.



## **2 COMMITTEE MINUTES**

### **2.1 MINUTES OF THE CITY OF ORANGE TRAFFIC COMMITTEE MEETING - 9 AUGUST 2022**

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RECORD NUMBER: 2022/1610

AUTHOR: Ian Greenham, Director Technical Services

#### **EXECUTIVE SUMMARY**

The City of Orange Traffic Committee held a meeting on 9 August 2022 and the recommendation from that meeting is presented to the Infrastructure Policy Committee for adoption.

#### **LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1. Construct and maintain a road network meets the community’s transport and infrastructure needs”.

#### **FINANCIAL IMPLICATIONS**

Nil

#### **POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

- 1** That Council acknowledge the reports presented to the City of Orange Traffic Committee at its meeting held on 9 August 2022.
- 2** That Council determine recommendations 3.1, 3.2, 3.3, 3.4 from the minutes of the City of Orange Traffic Committee meeting of 9 August 2022.
  - 3.1** *1 That Council approve 11 of the 14 bus zones outlined in Table 1 of the report post TfNSW installing a shelter, concrete pad, tactile and a B pole at each of the locations at TfNSW cost.*
  - 2** *That the following bus zones be deferred for further discussion and consultation prior to bringing back to the Committee:*
    - *Leeds Parade at Miriam Drive (Inbound)*
    - *Orange East Public School, Nile Street (Inbound and Outbound)*
    - *Moulder Street before McNamara Street (Outbound).*
  - 3.2** *That the Conditional Approval for the 2023 Orange Running Festival to be held Sunday 5 March 2023 be endorsed subject to compliance with the attached conditions.*
  - 3.3** *That a traffic counter be placed on Racecourse Road and that this matter be deferred pending results of the traffic counter and identification of budget for the project.*
  - 3.4** *That the matter of speeding on Bargwanna Road be referred to the NSW Police.*
- 3** That the remainder of the minutes of the City of Orange Traffic Committee at its meeting held on 9 August 2022 be adopted.

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**ATTACHMENTS**

- 1** COTC - 9 August 2022 Minutes
- 1** COTC - 9 August 2022 Agenda, D22/48142 [↓](#)

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# ORANGE CITY COUNCIL

## MINUTES OF THE

## CITY OF ORANGE TRAFFIC COMMITTEE

HELD IN COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE

ON 9 AUGUST 2022

COMMENCING AT 9.34AM

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### 1 INTRODUCTION

#### ATTENDANCE

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Cr Tony Mileto (Chairperson), Ms Kylie Buckenhofer, Sgt Adam Cornish, Chief Inspector David Harvey, Mr Kel Gardiner (*9.35am*), Road Safety Officer, Works Manager, Manager Engineering Services, Parking Officer, Divisional Administration Officer

#### 1.1 Apologies and Leave of Absence

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##### RECOMMENDATION

**Mr K Gardiner/Chief Insp D Harvey**

That the apologies be accepted from Cr M McDonell, the Senior Parking Officer and for lateness Kel Gardiner for the City of Orange Traffic Committee meeting on 9 August 2022.

#### 1.2 Acknowledgement of Country

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The Chairperson conducted an Acknowledgement of Country.

#### 1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

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Nil

### 2 PREVIOUS MINUTES

##### RECOMMENDATION

**Chief Insp D Harvey/Mr K Gardiner**

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 14 June 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 14 June 2022.

### 3 GENERAL REPORTS

#### 3.1 16 CITIES - BUS ZONE REQUIREMENTS

TRIM REFERENCE: 2022/1404

**RECOMMENDATION****Sgt A Cornish/Mr K Gardiner**

- 1 That Council approve 11 of the 14 bus zones outlined in Table 1 of the report post TfNSW installing a shelter, concrete pad, tactile and a B pole at each of the locations at TfNSW cost.
- 2 That the following bus zones be deferred for further discussion and consultation prior to bringing back to the Committee:
  - Leeds Parade at Miriam Drive (Inbound)
  - Orange East Public School, Nile Street (Inbound and Outbound)
  - Moulder Street before McNamara Street (Outbound).

#### 3.2 STREET EVENT - 2023 ORANGE RUNNING FESTIVAL

TRIM REFERENCE: 2022/1178

**RECOMMENDATION****Mr K Gardiner/Sgt A Cornish**

That the Conditional Approval for the 2023 Orange Running Festival to be held Sunday 5 March 2023 be endorsed subject to compliance with the attached conditions.

#### 3.3 RACECOURSE ROAD SAFETY CONCERNS

TRIM REFERENCE: 2022/817

**RECOMMENDATION****Ms K Buckenhofer/Sgt A Cornish**

That a traffic counter be placed on Racecourse Road and that this matter be deferred pending results of the traffic counter and identification of budget for the project.

#### 3.4 SPEEDING ON BARGWANNA ROAD

TRIM REFERENCE: 2022/1326

**RECOMMENDATION****Mr K Gardiner/Sgt A Cornish**

That the matter of speeding on Bargwanra Road be referred to the NSW Police.

**GENERAL BUSINESS**

- **Byng Street (near Woodward Road)**

The Road Safety Officer advised that Council had received positive feedback from a resident in the area to say that the lines that had been painted on the road were working well as enforcement.

**THE MEETING CLOSED AT 10.18AM.**



## **CITY OF ORANGE TRAFFIC COMMITTEE**

# **AGENDA**

**9 AUGUST 2022**

Notice is hereby given, in accordance with the provisions of the Local Government Act 1993 that a **CITY OF ORANGE TRAFFIC COMMITTEE MEETING of ORANGE CITY COUNCIL** will be held in the **COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE** on **Tuesday, 9 August 2022** commencing at **9.30AM**.

David Waddell

**CHIEF EXECUTIVE OFFICER**

For apologies please contact Jason Theakstone on 6393 8505.



AGENDA

EVACUATION PROCEDURE

In the event of an emergency, the building may be evacuated. You will be required to vacate the building. The Committee Clerk will now identify the emergency muster point.

Under no circumstances is anyone permitted to re-enter the building until the all clear has been given and the area deemed safe by authorised personnel.

In the event of an evacuation, a member of Council staff will assist any member of the public with a disability to vacate the building.

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**CITY OF ORANGE TRAFFIC COMMITTEE****9 AUGUST 2022**

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**1 INTRODUCTION****MEMBERS**

Cr Tony Mileto (Chairperson), Ms Kylie Buckenhofer, Sgt Adam Cornish, Sgt Peter Foran, Chief Inspector David Harvey, Mr Kel Gardiner, Chief Executive Officer, Director Technical Services, Manager Development Assessments, Road Safety Officer, Works Manager, Manager Engineering Services, Communications Officer, Parking Officer, Divisional Administration Officer

**1.1 APOLOGIES AND LEAVE OF ABSENCE****1.2 ACKNOWLEDGEMENT OF COUNTRY**

I would like to acknowledge the Traditional Custodians of the land on which we meet today, the people of the Wiradjuri Nation. I pay my respects to Elders past and present, and extend those respects to Aboriginal Peoples of Orange and surrounds, and Aboriginal people here with us today.

**1.3 DECLARATION OF PECUNIARY INTERESTS, SIGNIFICANT NON-PECUNIARY INTERESTS AND LESS THAN SIGNIFICANT NON-PECUNIARY INTERESTS**

The provisions of Chapter 14 of the Local Government Act, 1993 (the Act) regulate the way in which Councillors and designated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public role.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons given for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussion or voting on that matter, and requires that member to vacate the Chamber.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code of Conduct also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

**RECOMMENDATION**

It is recommended that Committee Members now disclose any conflicts of interest in matters under consideration by the City of Orange Traffic Committee at this meeting.

**2 PREVIOUS MINUTES****RECOMMENDATION**

That the Minutes of the Meeting of the City of Orange Traffic Committee held on 14 June 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate records of the proceedings of the City of Orange Traffic Committee meeting held on 14 June 2022.

**ATTACHMENTS**

- 1 Minutes of the Meeting of the City of Orange Traffic Committee held on 14 June 2022

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## ORANGE CITY COUNCIL

### MINUTES OF THE

### CITY OF ORANGE TRAFFIC COMMITTEE

HELD IN COMMITTEE ROOM 3, CIVIC CENTRE, BYNG STREET, ORANGE

ON 14 JUNE 2022

COMMENCING AT 9.30AM

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## 1 INTRODUCTION

### ATTENDANCE

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Cr Tony Mileto (Chairperson), Ms Kylie Buckenhofer, Chief Inspector David Harvey, Mr Kel Gardiner, Transport Asset Engineer, Acting Strategic Design and Planning Engineer, Divisional Administration Officer

### 1.1 Apologies and Leave of Absence

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RECOMMENDATION	Mr K Gardiner/Chief Insp D Harvey
That the apologies be accepted from Manager Engineering Services, Works Manager, Manager Development Assessments, Parking Officer (Cisco), Senior Parking Officer (Stefanovska) for the City of Orange Traffic Committee meeting on 14 June 2022.	

### 1.2 Acknowledgement of Country

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The Chairperson conducted an Acknowledgement of Country.

### 1.3 Declaration of pecuniary interests, significant non-pecuniary interests and less than significant non-pecuniary interests

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Nil

## 2 PREVIOUS MINUTES

RECOMMENDATION	Chief Insp D Harvey/Mr K Gardiner
That the Minutes of the Meeting of the City of Orange Traffic Committee held on 12 April 2022 (copies of which were circulated to all members) be and are hereby confirmed as a true and accurate record of the proceedings of the City of Orange Traffic Committee meeting held on 12 April 2022.	

**MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE****14 JUNE 2022****3 GENERAL REPORTS****3.1 PHOENIX MINE ROAD LINE MARKING**

TRIM REFERENCE: 2022/839

**RECOMMENDATION****Mr K Gardiner/Ms K Buckenhofer**

That Council adopt the line marking plan TF00232 as attached to this report.

**3.2 HUNTLEY ROAD SIGHT DISTANCE ISSUES**

TRIM REFERENCE: 2022/903

**RECOMMENDATION****Mr K Gardiner/Chief Insp D Harvey**

That Council install approximately 610m of double barrier (BB) line on Huntley Road in the location shown in Figure A of this report.

**3.3 STREET EVENT - 2022 NAIDOC MARCH**

TRIM REFERENCE: 2022/849

**RECOMMENDATION****Chief Insp D Harvey/Mr K Gardiner**

That Council approves the 2022 NAIDOC March to be held on Monday 31 October 2022 subject to the attached Conditions of Consent.

**3.4 ORANGE RUNNERS CLUB - ON ROAD CLUB RUN EVENTS - SEPTEMBER 2022 TO JANUARY 2023**

TRIM REFERENCE: 2022/960

**RECOMMENDATION****Mr K Gardiner/Ms K Buckenhofer**

That approval be given, subject to the attached Conditions of Consent, for the following on road club run events:

- Hiney Road - 18 September 2022 and 8 January 2023
- Bargwanna Road - 25 September 2022
- Emu Swamp Road - 2 October 2022 and 15 January 2023.

**MINUTES OF CITY OF ORANGE TRAFFIC COMMITTEE****14 JUNE 2022****GENERAL BUSINESS**

- Kylie Buckenhofer, Transport for NSW (TfNSW), spoke on roads within the Orange area that are currently being triaged by TfNSW.
  - Old Forbes Road  
TfNSW have received numerous requests from a landowner in the area regarding safety concerns at the intersection with the Escort Way. Traffic counts have been completed and using the Aust Road guidelines, it qualifies for a CHR(s). There is not enough room to upgrade the existing BAR without impacting the landowner on the opposite side of Escort Way. TfNSW to seek further funding to progress.
  - Cargo Road  
TfNSW have received a suggestion to increase the current 80km/h speed zone on Cargo Road to 100km/h. Crash data has not improved since the last review in 2016 (including a fatality). TfNSW will complete the triage.
  - Leeds Parade  
TfNSW have received a request to lower speed limit to 60km/h from the Northern Distributor Road to the University. TfNSW will complete the triage.
  - Mitchell Highway  
Request from a landowner introduce a 80km/h speed limit on the Mitchell Highway, from the Agrestic Grocer to Thompson Road. Difficult for the landowners to see oncoming traffic when leaving driveway on crest of hill. Sign advising of driveway may be an option.

**THE MEETING CLOSED AT 9.57AM.**

## CITY OF ORANGE TRAFFIC COMMITTEE

9 AUGUST 2022

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**3 GENERAL REPORTS****3.1 16 CITIES - BUS ZONE REQUIREMENTS**

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RECORD NUMBER: 2022/1404

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

The Committee/Council may remember extending the bus zone times to allow an additional 153 stops at its meeting 17 February 2022. This matter forms part of the same 16 cities project.

Transport for NSW (TfNSW) is rolling out a 16 Regional Cities Bus Improvement Program which is a commitment to improving public transport services throughout regional NSW. The scheduled launch of over 200 new weekly services, including additional services earlier in the day, later at night and on Sundays, is scheduled to launch in September 2022. As part of this program, TfNSW would like to create a number of new bus zones to improve customer accessibility and to improve safety outcomes for the local community.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy "9.1. Construct and maintain a road network meets the community's transport and infrastructure needs".

**FINANCIAL IMPLICATIONS**

TfNSW to pay full cost of the sign replacement. Future bus shelters to be funded via CPTIG grant funding.

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That Council approve the 14 bus zones outlined in Table 1 of this report post TfNSW installing a shelter, concrete pad, tactile and a B pole at each of the locations at TfNSW cost.**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION**

TfNSW would like to create 14 bus zones that will allow buses to safely stop to pick-up and drop-off passengers. One will remove eight (8) all day car parking spaces in front of Wade Park on Moulder Street.

## CITY OF ORANGE TRAFFIC COMMITTEE

9 AUGUST 2022

## 3.1 16 Cities - Bus Zone Requirements

Supporting this report is an assessment of each of the proposed 14 bus zones outlining the proposed location, description of the bus zone, consultation undertaken and TfNSW's recommendation to Council as Attachments A and B. The Committee should note the recommendation in this report differs to TfNSW's recommendation.

Table 1 below has the location of the proposed bus zones with Council's staff recommendations. It is recommended that Council approve the 14 bus zones.

Location description	Recommendation
Anson St opp Amana Cct (name to be amended)  Inbound	Approve the creation of a full-time 30m length bus zone at the location depicted in the accompanying figure in Attachment 1.
Leeds Pde at Miriam Dr  Inbound	Approve an amendment of "No Stopping" sign to read "No Stopping Buses Excepted" at either of the approximate locations depicted in the accompanying figure in Attachment 1.
Orange East Public School, Nile St  Inbound & outbound	Approve the conversion of the "No Parking 8:00AM-9:30AM School Days Only" sign to create a full-time 30m length bus zone at the approximate location depicted in the accompanying figure in Attachment 1.
Nile St before March St  Inbound & outbound	Approve the creation of a full-time 30m length bus zone at the approximate location depicted in the accompanying figure in Attachment 1.
Orange Infants School, Anson St  Outbound	Approve the conversion of the southern end of the existing time-restricted bus zone into a 30m full-time bus zone in the accompanying figure in Attachment 1.
Anson St opp Orange Infants School  Inbound	Approve the creation of a full-time up to 30m length bus zone at the approximate location depicted in the accompanying figure in Attachment 1. Exact location may vary due to tree plantings.
Moulder St before McNamara St  Outbound	Approve the creation of a full-time 30m length bus zone at location depicted in the accompanying figure in Attachment 1 noting the removal of 8 parking spots.
Bathurst Rd past Endsleigh Ave  Inbound	Approve the conversion of existing "1P" parking spaces with the creation of a full-time ~25m length bus zone by converting the indented bay at location depicted in the accompanying figure in Attachment 1, and providing an exemption for taxis with signage "Bus Zone - Taxis exempt 6:00pm to 8:30am".
Coronation Dr at Orange High School	Approve the conversion of existing "No Parking" sign with the creation of a full-time 30m length bus zone at location

## CITY OF ORANGE TRAFFIC COMMITTEE

9 AUGUST 2022

## 3.1 16 Cities - Bus Zone Requirements

Inbound	depicted in the accompanying figure in Attachment 1.
Hill St at Orange Aquatic Centre Inbound	Approve the conversion of unrestricted parking, and the reduction of the existing "No Stopping" zone with the creation of a full-time 30m length bus zone at approximate location depicted in the accompanying figure in Attachment 1.
Hill St opp Orange Aquatic Centre Outbound	Approve the conversion of the existing "No Stopping" zone with the creation of a full-time 30m length bus zone at approximate location depicted in the accompanying figure in Attachment 1.
Edward St past Churchill Ave Outbound	Approve the creation of a full-time 30m length bus zone at location depicted in the accompanying figure in Attachment 1.
Moulder St opp Trinity Pl	Approve the creation of a full-time ~25m length bus zone at location depicted in the accompanying figure in Attachment 1.  A reduced bus zone length is suitable for this location due to easy entry point from Sampson St.
Forest Rd at Jack Brabham Park Outbound	Approve the creation of a full-time ~25m length bus zone at location depicted in the accompanying figure in Attachment 1.  A reduced bus zone length is suitable for this location due to easy entry and exit points.

Table 1

## ATTACHMENTS

- 1 Attachment A - Orange 16 Cities, D22/43146
- 2 Attachment B - 16 Cities - Photos, D22/43147







CITY OF ORANGE TRAFFIC COMMITTEE

Attachment 1Attachment A - Orange 16 Cities

9 AUGUST 2022

TSN	Location Description	Issue Description	Consultation	Recommendation to Council	Route No(s)	First Service	Last Service	Daily Services	Headway (mins)
2800141	Anson Street opp Amana Cct (name to be amended)  Inbound	Council requested that existing TSN 2800141 on Anson St be moved to Brendon Sturgeon Oval. TfNSW agrees with this suggestion as it presents a safer location for a bus to stop and is also outside Council owned land. <b>TfNSW is seeking the approval for the creation of a full-time 30m length bus zone at location depicted in the accompanying figure.</b> A bus zone is recommended at this location due to the number of vehicles that may park on the street during activities at the Oval. It is expected this location will be upgraded with a B-pole and shelter through CPTIGS funding.	This change will not impact any residents or landholders as the location of the TSN is outside Council owned land.	Approve the creation of a full-time 30m length bus zone at the location depicted in the accompanying figure.	533 538	7:27	17:52	19	60-120m
28009902	Leeds Pde at Miriam Dr  Inbound	The current inbound (citybound) virtual bus stop on the eastern side of Leeds Pde is in a No Stopping zone. <b>TfNSW is seeking the approval for an amendment of "No Stopping" sign to read "No Stopping Buses Excepted" or alternatively, installing a full-time 30m length bus zone at either of the locations depicted in the accompanying figure.</b> If the latter, this location may be suitable to be upgraded with a B-pole and shelter through CPTIGS funding, to cater to the residents in the growth area on Miriam Dr.	This change will not impact any residents or landholders as the location of the TSN is outside Council owned land.	Approve an amendment of "No Stopping" sign to read "No Stopping Buses Excepted" or alternatively, installing a full-time 30m length bus zone (or other suitable length) at either of the approximate locations depicted in the accompanying figure.	538	8:49	17:40	9	60-120m
2800553	Orange East Public School, Nile St  Inbound & Outbound	No formal bus zone in a location that is frequently parked in by private vehicles. <b>TfNSW is seeking the approval for the conversion of the "No Parking 8:00AM-9:30AM School Days Only" sign to create a full-time 30m length bus zone at location depicted in the accompanying figure.</b> It is expected this location will be upgraded with a B-pole and shelter through CPTIGS funding.	The NSW Department of Education (Orange East Public School) will be notified of this change. This recommendation should also benefit the School through having a dedicated bus zone on Nile St.	Approve the conversion of the "No Parking 8:00AM-9:30AM School Days Only" sign to create a full-time 30m length bus zone at the approximate location depicted in the accompanying figure.	532	7:25	19:30	14	30-120m
28000219	Nile St before March St  Inbound & Outbound	This new TSN serves the new 582 route. <b>TfNSW is seeking the approval to create a full-time 30m length bus zone at location depicted in the accompanying figure, adjacent to the existing No Stopping zone.</b> It is expected this change will result in the loss of approximately three parking spaces. It is expected this location will be upgraded with a B-pole and shelter through CPTIGS funding.	This change will not impact any residents or landholders as the location of the TSN is on the secondary street frontage of the property and is already deemed a No Stopping zone	Approve the creation of a full-time 30m length bus zone at the approximate location depicted in the accompanying figure.	Not on a current route. Existing services travel on the opposite side of Nile St.				
2800178	Orange Infants School, Anson St  Outbound	Council requested that existing TSN 2800178 be converted to a full-time bus zone. <b>TfNSW is seeking approval for the conversion of the southern end of the existing time-restricted bus zone into a 30m full-time bus zone in the accompanying figure.</b> It is expected this location will be upgraded with a B-pole and shelter through CPTIGS funding.	The NSW Department of Education (Orange Public School - Infants Campus) will be notified of this change.	Approve the conversion of the southern end of the existing time-restricted bus zone into a 30m full-time bus zone in the accompanying figure.	Not on a current route.				
280091199	Anson St opp Orange Infants  Inbound	Council requested a full-time bus zone at this new location. <b>TfNSW is seeking approval for the creation of an up to 30m full-time bus zone in the accompanying figure.</b> It is expected this location of the TSN is on location will be upgraded with a B-pole and shelter through CPTIGS funding.	This change will no impact any residents or landholders as the location of the TSN is on Council land.	Approve the creation of a full-time up to 30m length bus zone at the approximate location depicted in the accompanying figure. Exact location may vary due to tree plantings.	Not on a current route.				
280091079	Moulder St before McNamara St  Outbound	Council requested a full-time bus zone at this new location. TfNSW is seeking the approval for the creation of a full-time 30m length bus zone at location depicted in the accompanying figure. This location is frequently impacted with parking, resulting in no safe place for a bus to stop. The creation of a full-time bus zone at this location will result in the removal of approximately eight parking spaces. This location was chosen due to its proximity to an existing driveway, allowing the bus to safely enter the proposed bus zone, and also being on Council land, resulting in no impact to residents of businesses. An additional benefit is that the driveway will not be blocked as it will form part of the bus zone. It is expected this location will be upgraded with a B-pole and shelter through CPTIGS funding.	This change will not impact any residents or landholders as the location of the TSN is on Council land. Note, however, that approximately eight parking spaces will be removed.	Approve the creation of a full-time 30m length bus zone at the location depicted in the accompanying figure.	Not on a current route.				
28000211	Bathurst Rd past Endsleigh Ave  Inbound	Council recommended that existing TSN 28000211 be made a full time bus zone. TfNSW is seeking the approval for the conversion of existing "1P" parking spaces with the creation of a full-time ~25m length bus zone by converting the indented bay at location depicted in the accompanying figure, and providing a one space taxi bay at the front of the bus zone. This location is frequently impacted with parking, resulting in no safe place for a bus to stop and drop off passengers accessing businesses in this area. The creation of a full-time bus zone at this location will result in the removal of approximately three to four parking spaces. This location was chosen due to the existing indented bay creating the perfect proposed bus zone.	There are currently no impacted residents or businesses.	Approve the conversion of existing "1P" parking spaces with the creation of a full-time ~25m length bus zone by converting the indented bay at location depicted in the accompanying figure, and providing a one space taxi bay at the front of the bus zone.	530 531 532 538	7:34	19:40	47	~30







28009509	Coronation Dr at Orange High School  Inbound	Create new bus stop outside Orange High School for inbound services. TfNSW is seeking the approval for the conversion of existing "No Parking" sign with the creation of a full-time 30m length bus zone at location depicted in the accompanying figure. It is expected this location will be upgraded with a B-pole and shelter through CPTIGS funding.	The NSW Department of Education (Orange High School) will be notified.	Approve the conversion of existing "No Parking" sign with the creation of a full time 30m length bus zone at location depicted in the accompanying figure.	Not on a current route. Existing services travel on the opposite side of Coronation Dr.				
280091169	Hill St at Orange Aquatic Centre  Inbound	Council requested a full-time bus zone at this new location. TfNSW is seeking the approval for the conversion of unrestricted parking, and the reduction of the existing "No Stopping" zone with the creation of a full-time 30m length bus zone at the approximate location depicted in the accompanying figure. This location is frequently impacted with parking, resulting in no safe place for a bus to stop. The creation of a full-time bus zone at this location will result in the removal of approximately three parking spaces. This location was chosen due to its proximity to an existing No Stopping Zone, allowing the bus to safely enter the proposed bus zone, being on OCC land, resulting in no impact to residents of businesses, and being outside the Aquatic Centre, and opposite the Bowling Club, providing public transport to users of this facility. It is expected this location will be upgraded with a B-pole and shelter through CPTIGS funding.	This change will not impact any residents or landholders as the location of the TSN is on Council land.	Approve the conversion of unrestricted parking, and the reduction of the existing "No Stopping" zone with the creation of a full-time 30m length bus zone at approximate location depicted in the accompanying figure.	Not on a current route. Existing services travel on the opposite side of Hill Street.				
280034	Hill St at Orange Aquatic Centre  Outbound	Council recommended that existing TSN 280034 be moved to a safer location and made a full time bus zone. TfNSW is seeking the approval for the conversion of the existing "No Stopping" zone with the creation of a full-time 30m length bus zone and the moving of the existing J-pole to a more suitable location at the approximate location depicted in the accompanying figure. This location was chosen due to it being located in an existing No Stopping Zone, having a small indented bay, being on Council land, resulting in no impact to residents or businesses, and being opposite the Aquatic Centre, and adjacent to the Bowling Club, providing public transport to users of these facilities. It is expected this location will be upgraded with a B-pole through CPTIGS funding.	This change will not impact any residents or landholders as the location of the TSN is on Council land.	Approve the conversion of the existing "No Stopping" zone with the creation of a full-time 30m length bus zone at approximate location depicted in the accompanying figure.	534	7:25	19:18	11	30-180m
2800491	Edward St past Churchill Ave  Outbound	Council requested a full-time bus zone at this new location. TfNSW is seeking the approval for the creation of a full-time 30m length bus zone at location depicted in the accompanying figure. This location is frequently impacted with parking, resulting in no safe place for a bus to stop. The creation of a full-time bus zone at this location will result in the removal of approximately five parking spaces. This location was chosen due to its proximity to a zebra crossing, being opposite to an already existing bus shelter, being outside a large car park, resulting in no impact to residents or businesses, and being in an employment area, providing public transport to users of this facility. It is expected this location will be upgraded with a B-pole and shelter through CPTIGS funding. A foot path extension may also be warranted.	This change will not impact any residents or landholders as the location of the TSN is outside a large surface car park.	Approve the creation of a full-time 30m length bus zone at location depicted in the accompanying figure.	Not on a current route. Existing services travel on the opposite side of Edward St.				
28000100	Moulder St opp Trinity Pl	Council noted that the stop location would have to be moved due to trees in the original indicative location. This new location is the most appropriate place for a full-time bus zone, and also services local elderly residents. TfNSW is seeking the approval to create a full-time ~25m length bus zone at location depicted in the accompanying figure. It is expected this change will result in the loss of approximately four parking spaces. It is expected this location will be upgraded with a B-pole and shelter through CPTIGS funding.	This change will not impact any residents or landholders.	Approve the creation of a full-time ~25m length bus zone at location depicted in the accompanying figure.  A reduced bus zone length is suitable for this location due to easy entry point from Sampson St.	Not on a current route. Existing services travel on the opposite side of Moulder St.				
280001120	Forest Rd at Jack Brabham Park  Outbound	Council recommended locating this bus stop within the angled parking zone. TfNSW consider the parking zone inappropriate for a bus stop due to speed humps, parking cars, and pedestrian movements through parking area. TfNSW is seeking the approval for the conversion of part of the existing "No Stopping" zone with the creation of a full-time ~25m length bus zone at location depicted in the accompanying figure. This area is frequently impacted with parking, resulting in no safe place for a bus to stop. The creation of a full-time bus zone at this location will result in a safe place for passengers to disembark services along this trunk route. This location was chosen as it is the slip-way to the car park. TfNSW will consider alternative locations for this bus stop once the development around this precinct is complete.	This change will not impact any residents or landholders as the location of the TSN is on Council land.	Approve the creation of a full-time ~25m length bus zone at location depicted in the accompanying figure.  A reduced bus zone length is suitable for this location due to easy entry and exit points.	534 (Sat only) 537	6:46	19:01	17	30-90m









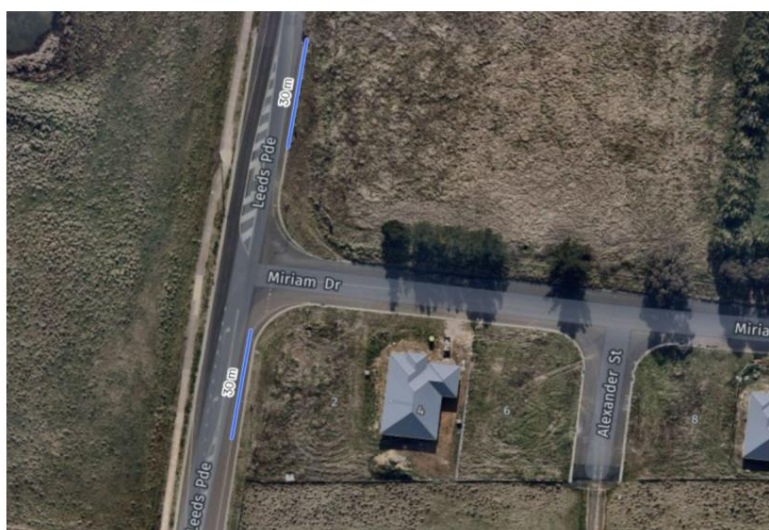




CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 2 Attachment B - 16 Cities - Photos

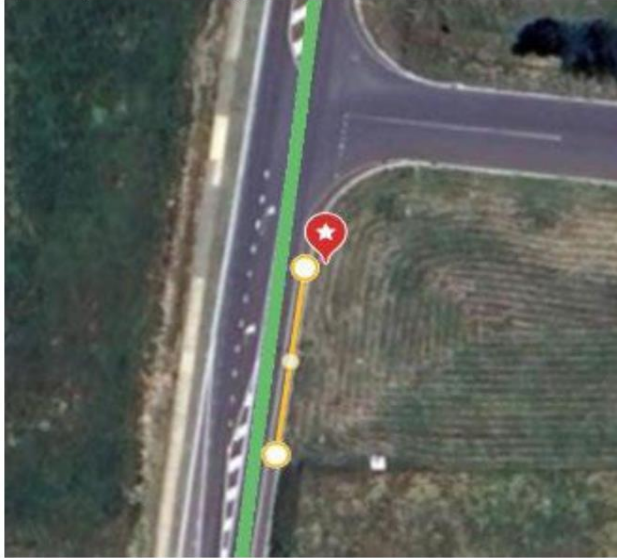
9 AUGUST 2022

Option A (North of Miriam Dr)





Option B (South of Miriam Dr)



CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 2 Attachment B - 16 Cities - Photos

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Attachment 2 Attachment B - 16 Cities - Photos

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CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 2 Attachment B - 16 Cities - Photos

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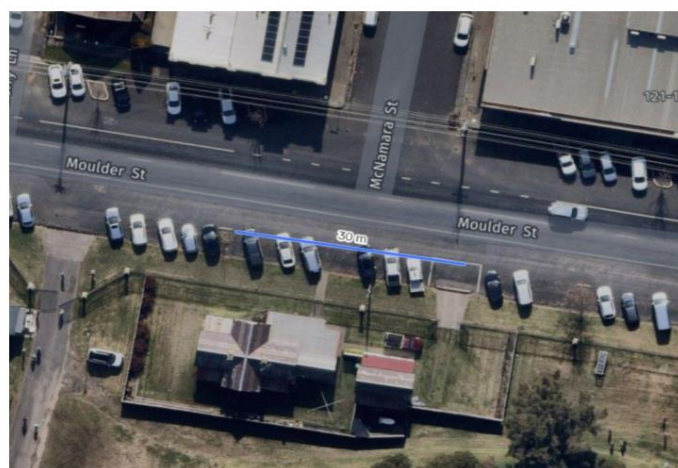
9 AUGUST 2022





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Attachment 2 Attachment B - 16 Cities - Photos

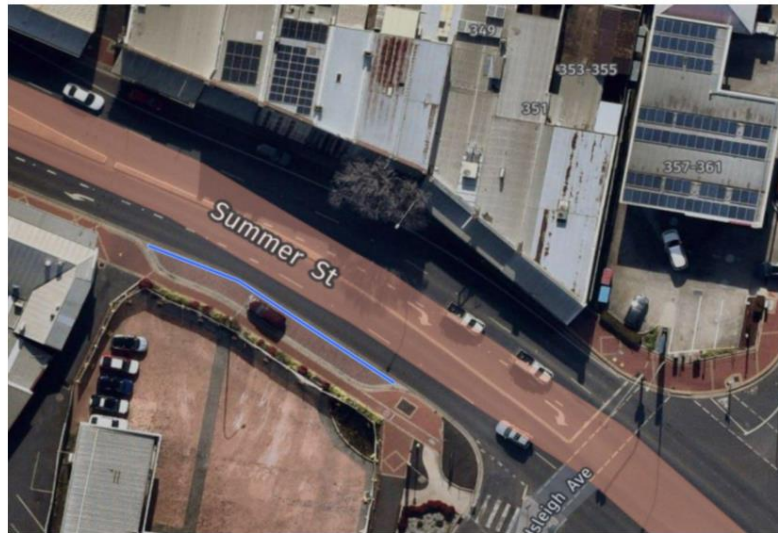
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CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 2 Attachment B - 16 Cities - Photos

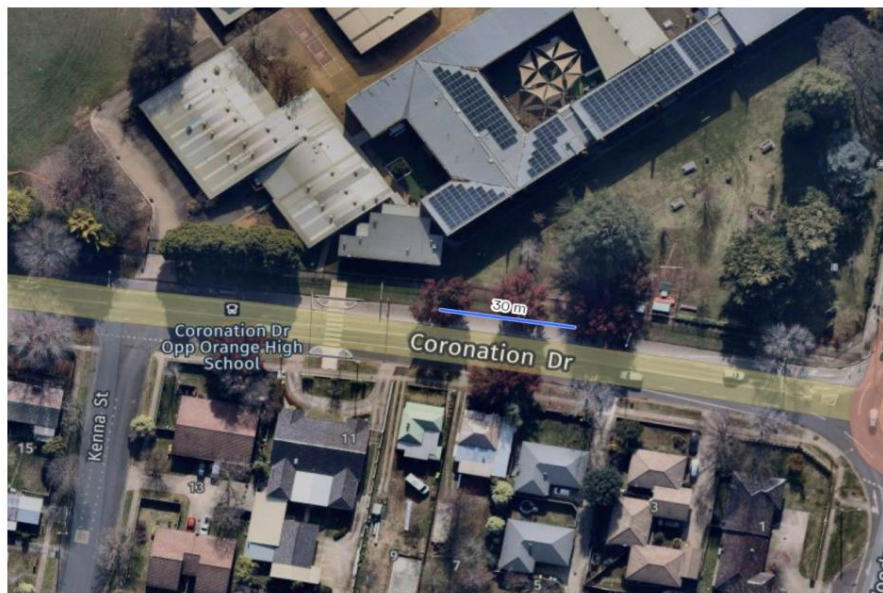
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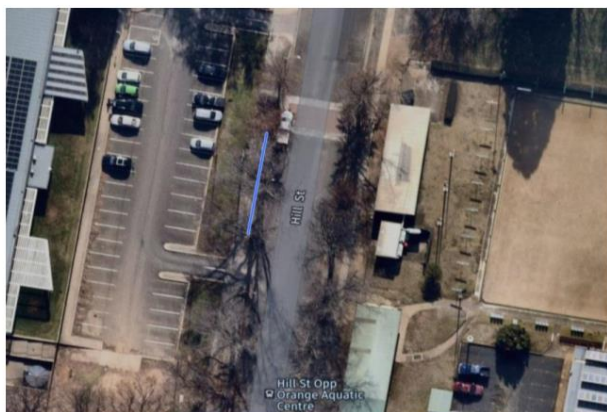
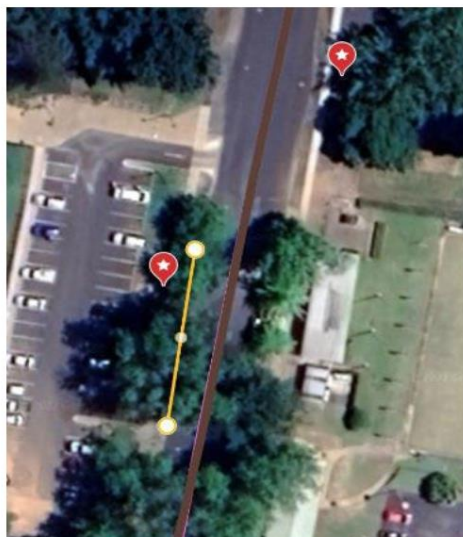
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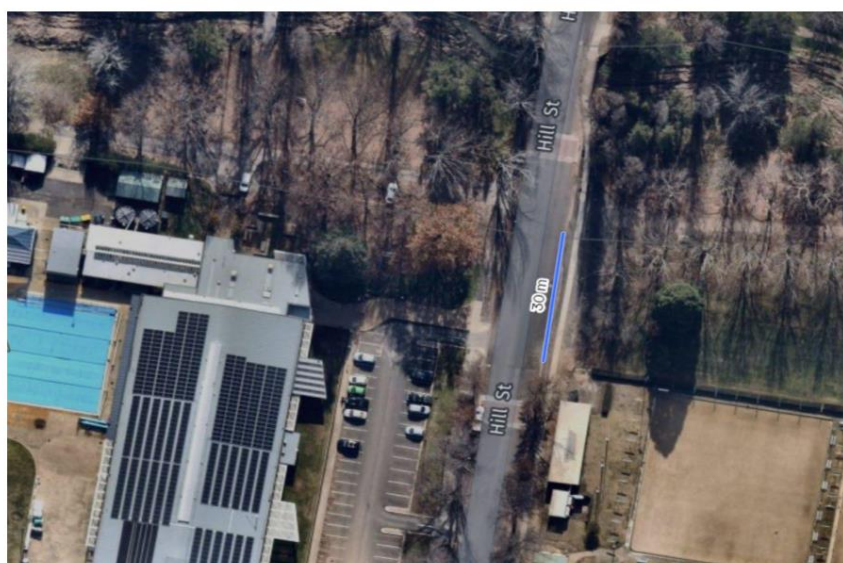
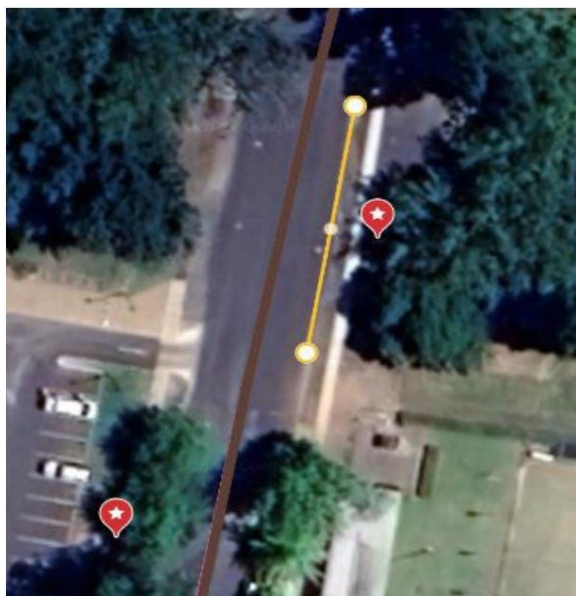


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**CITY OF ORANGE TRAFFIC COMMITTEE**  
Attachment 2 Attachment B - 16 Cities - Photos

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**9 AUGUST 2022**



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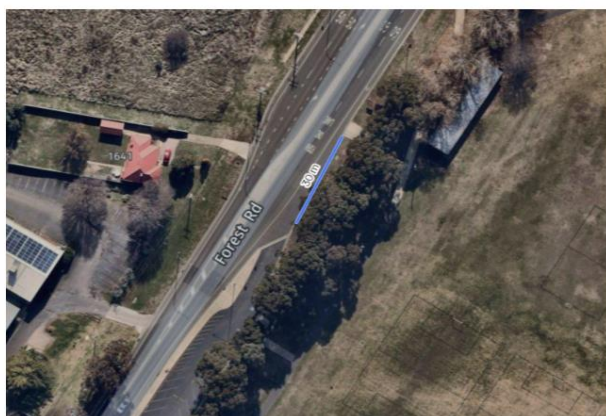


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CITY OF ORANGE TRAFFIC COMMITTEE  
Attachment 2 Attachment B - 16 Cities - Photos

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## CITY OF ORANGE TRAFFIC COMMITTEE

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**3.2 STREET EVENT - 2023 ORANGE RUNNING FESTIVAL**

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RECORD NUMBER: 2022/1178

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

Council has received an application from the Orange Runners Club to hold the annual Orange Running Festival for 2023.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy "11.2 Prosper - Develop and attract a variety of events, festivals, venues and activities for locals and visitors, ensuring accessibility for all".

**FINANCIAL IMPLICATIONS**

Nil

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That the Conditional Approval for the 2023 Orange Running Festival to be held Sunday 5 March 2023 be endorsed subject to compliance with the attached conditions.**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation's impact on Council's service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION**

An application has been received from the Orange Runners Club to hold the 2023 Orange Running Festival on Sunday 5 March 2023.

The roads to be used within Orange Local Government Area will be Forest Road from Cadia Road to Spring Terrace Road (Aerodrome Road will remain open at all times). Full road closure of these roads is required with roads progressively opened when it is safe to do so.

The application, conditional approval, certificate of currency, risk assessment and Traffic Management Plan for the event are attached.

Proof of valid insurance cover will be provided prior to the event.

**ATTACHMENTS**

- 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment, D22/46409
- 2 Running Festival - 5 March 2022 - Course maps, D22/46411
- 3 TMP - Orange Running Festival - March 2022, D22/47086

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment



D22/46281

**CONDITIONAL APPROVAL FOR EVENT**

**2023 Orange Running Festival**

**Orange Runners Club (Event Organiser)**

**Roads to be used:** Forest Road from Cadia Road to Spring Terrace Road (Aerodrome Road to remain open at all times)

**Event continues through Cabonne Roads**

**Date:** Sunday 5 March 2023

**Event Start Time:** 7.00am to 1.00pm (roads progressively opened when safe to do so)

**Type of closure:** **Full closure:**  
Forest Road, Orchard Road, Spring Terrace Road

**Restricted Access:**

Gosling Road, Buttle Road, Bargwanna Road, Brooking Lane, Hiney Road, Failford Lane, Bennett Lane, Selwood Lane, Ginns Lane, Evergreen Lane, Orchard Road, Spring Terrace/Carcoar Street

**Class:** 2

**Container:** F2901-4

**CONDITIONS OF APPROVAL**

- 1 Approval will be obtained from the Traffic Branch of the Orange Police. Council will inform Orange Police of the event and you must comply with any additional conditions so imposed.
- 2 Concurrence to grant a Section 144 Permit (Roads Act 1993) must be obtained from the Transport for NSW (TfNSW). Council will apply to TfNSW for this, and the event must not proceed without this approval. Any additional conditions imposed by TfNSW must be complied with.
- 3 Council must be provided with a copy of public liability insurance documentation relating to the event, evidencing a minimum cover of \$20 million with Council and NSW Police's interests duly noted.
- 4 All participants must sign a form waiving liability for Orange City Council.
- 5 Workers compensation for paid staff, personal accident for volunteers and insurance for theft, breakages will be the responsibility of the user.
- 6 A Traffic Management Plan (TMP) and a Traffic Control Plan (TCP) must be prepared for the event by an authorised person and shall be provided to the City of Orange Traffic Committee for approval prior to the event.

## CITY OF ORANGE TRAFFIC COMMITTEE

9 AUGUST 2022

Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

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- 7 All Traffic Control Plans (TCP) must be implemented by appropriately qualified persons.
- 8 All personnel carrying out traffic control duties must hold an authorised traffic controller's ticket.
- 9 The event organisers must provide access for road users with legitimate business within the closed section of roadway. Details of how this provision will be achieved must be outlined in the Traffic Management Plan (TMP).
- 10 The event organisers are to maintain appropriate and adequate traffic measures for the safe movements of all road users and participants on all roads impacted by the event or management of the event.
- 11 A risk assessment must be completed and Risk Management Plan submitted to Council prior to the event.
- 12 Event Marshals, Traffic Controllers and participants must be consulted and advised of the risk management and contingency arrangements in case of an emergency.
- 13 The applicant will advertise the event and road closure in a local paper at least seven (7) days prior to the event, with this advertisement to include the type of event, route and date and times.
- 14 The event organisers are to conduct a letter drop to affected residents and businesses advising of the event for all affected roads and advising of a contact number to get an escort vehicle.
- 15 The event organisers shall inform the following organisations of the event with copies being forwarded to Council:- Fire and Rescue NSW, NSW Rural Fire Service, Ambulance Service NSW, Orange Health Service, Orange Local State Emergency Service, Cadia Valley Operations, Regional Express Airlines, Corporate Air, Qantas Airways.
- 16 **COVID - 19 Management**  
It is the responsibility of The User to ensure the continuing advice provided by NSW Health via <https://www.nsw.gov.au/covid-19> is adhered to. The User must ensure the required precautions and social distancing measures are implemented when hosting the event at the Venue.  
  
The User must supply to Council a COVID-19 Safety Plan and adjust all relating documentation (site plan & Risk Assessment) to incorporate Covid-19 Safety instructions.
- 17 Council has the right to withdraw the approval, or impose additional conditions on the event organisers at any time.
- 18 In the event of non-compliance to these conditions, Council automatically withdraws its approval of the event.
- 19 The applicant is required to inform all relevant persons involved in the organising of the event of the Conditions of Approval.
- 20 All documents requested must be submitted to Council by Monday 16 January 2023 and marked to the attention of Jason Theakstone in the Technical Services Division.

I hereby declare that I have read and understand the conditions for the 2023 Orange Running Festival to be conducted on 5 March 2023.

**CITY OF ORANGE TRAFFIC COMMITTEE**

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

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**Signed for and on behalf of Orange Runners Club -**

**Name (print):** .....

**Signature:**.....

**Date:** .....



**CITY OF ORANGE TRAFFIC COMMITTEE**

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

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13 June 2022

The CEO  
Orange City Council  
PO Box 35  
Orange NSW 2800

Dear David

**RE: ORANGE RUNNING FESTIVAL  
4 & 5 MARCH 2023  
EVENT/ROAD CLOSURE APPROVAL APPLICATION**

The Orange Running Festival (Festival) will be held on the 4 & 5 March 2023. The Festival has been successfully owned and operated by the Orange Runners Club since 2007. Each year the Festival has grown in popularity to become a premier event on the annual running calendar (there were approximately 1500 entries for the 2022 Festival over mile, 5km, 10km, half marathon and marathon distances – in addition, there are schools and business challenges that attracted entrants from all over the region).

It is anticipated that the setup for the Festival would start to occur on the Saturday morning (4 March), however there may be the need for some larger items to be delivered on the day before (Friday, 3 March), due to delivery arrangements with our Festival partners.

The following roads are proposed to be closed (in Orange, Cabonne & Blayney LGAs) on Sunday 5 March 2023 (between 6am (first race starts at 7:00am) and 1pm – the roads will be progressively reopened as soon as it is safe):

- Forest Road from Cadia Road to Spring Terrace Road (Aerodrome Road to remain open at all times).
- Orchard Road (Cabonne LGA).
- Forest Reefs Road (Cabonne and Blayney LGA – section between Orchard Road and Forest Reefs).
- Spring Terrace Road (Cabonne and Blayney LGA).
- There will be a number of roads off these main roads with restricted access.

The revised marathon route has been designed to minimise the potential impact on local communities, the Orange Airport (Huntley Road to remain open), Cadia Mine and the road system, along with providing a memorable course for competitors. Accordingly, in the interest (safety) of our competitors, it is proposed to close a number of local roads for the duration of the event.

These road closures are clearly depicted in the attached “Traffic Management Plan” and “Road Closures” plan. Alternative routes are provided around the road closures (Escort Vehicles are available for local residents to leave or return to their provides if required on roads that are closed).

**CITY OF ORANGE TRAFFIC COMMITTEE****9 AUGUST 2022**Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

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Council's assistance in making the 2023 Festival the "best ever" will be greatly appreciated. As evidenced by the amazing success of the previous Festivals, there is significant boost to the economy as a result of the Festival (significant number of entrants from outside of Orange – such as Sydney, Canberra, interstate and overseas – obviously this will be subject to COVID restrictions applicable at the time of the festival).

It would be appreciated if the event/road closure request approval application can be determined as soon as possible so that further planning and organisation of the Festival can occur.

Applications have been sent to Cabonne Council, Blayney Shire Council and NSW Police.

Should you have any questions with respect to our Event Application, please don't hesitate to contact Anthony Daintith

Yours faithfully

Anthony Daintith  
**Orange Running Festival**

Attachments:  
Road Closure Map  
Course Maps  
Public Liability Insurance  
Traffic Control Plan (MTM)  
Risk Management Plan

**CITY OF ORANGE TRAFFIC COMMITTEE**

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

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**CITY OF ORANGE TRAFFIC COMMITTEE**

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

Orange City Council is committed to working with organisations and community groups to deliver safe and enjoyable events. Below is some information to assist in the application process.

### EVENT APPLICATION TIMEFRAMES

Please submit this event application, along with all other required documentation to Orange City Council at least 21 days prior to your event.  
If your event is to involve any of the following aspects, please adhere to the associated timeframes:

Application/approval type	Minimum timeframe before event
Approval to Install and Operate Amusement Device (ie: Section 68 approval)	5 working days
Temporary Food Permit	5 working days
Filming Proposal	5 working days
Donations and Grants Application	Quarterly throughout the year
Alcohol Licence	30 working days
Development Application	6 weeks
Temporary Suspension of an Existing Alcohol Free Zone	12 weeks
Road Closure/Traffic Management Plan	16 weeks

### USEFUL CONTACTS

Organisation	Phone number
Orange City Council	(02) 6393 8000
Orange City Council - Development Services	(02) 6393 8530
Orange Police	(02) 6363 6399
NSW Ambulance	(02) 6841 2670
Roads and Maritime Services	132 213
NSW Food Authority	1300 552 406
Department of Justice - Liquor and Gaming NSW	(02) 9995 0300
Midwest Traffic Management	(02) 6362 8049
Dubbo Traffic Control	(02) 6882 5643

### EVENT APPLICATION FORM

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

## APPLICANT DETAILS


Name:	ANTHONY DAINITH		
Organisation:	ORANGE RUNNING FESTIVAL		
Address:			
Suburb:		Postcode:	
Phone:		Mobile:	
Email:			
Website:	www.orange-running-festival.com.au		
Facebook:			
Instagram:			
Twitter:			

## EVENT DETAILS

Event Name:	ORANGE RUNNING FESTIVAL		
Location/Venue *subject to availability:	GOSLING CREEK RESERVE		
Please note that all venues are subject to usage fees as stated in Orange City Council's Fees and Charges.			
Event Date/s:	4-5 MARCH 2022	Event Time/s:	4pm-6pm 4/3/2022 6-3pm - 1pm 5/3/2022
Bump in date and time:	3/3/2022 APPROX LUNCHTIME	Bump out date and time:	2pm 5/3/2022
Describe the main purpose of your event: RUNNING FESTIVAL			
Is the event likely to be an ongoing event?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
Will your event be open to the public?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
Expected event attendance. Participants:	2000	Spectators:	500
Will your event be attended by children or young people under 18 years of age?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
Will you charge an entry fee for this event?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		

Any event held on Council land or premises must be conducted in accordance with Section 68 of the Local Government Act 1993

PLEASE NOTE:

 = Questions marked with this symbol may require additional Council permits under the Local Government Act or other relevant legislation

## EVENT APPLICATION FORM

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CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

## EVENT SERVICES

⚠ Will there be food and/or drinks sold or supplied at your event? ☒ YES ☐ NO

*If yes, you must ensure all Food Vendors have approval from Orange City Council. All Food Vendors must be issued with a Temporary Food Permit and comply with all relevant food and health regulations.*

⚠ Will you be operating a BBQ/s at your event? ☒ YES ☐ NO

⚠ Will alcohol be served and/or for sale? ☐ YES ☒ NO

Is your event to be held in a designated Alcohol Free Zone? ☐ YES ☐ NO

*If yes, you are required to provide the appropriate Liquor Licence to Council and ensure those serving alcohol have current RSA accreditation. You must ensure there is free drinking water available. You must also make an application to Council at least 3 months prior to your event if your event is to be held within an existing Alcohol Free Zone. You will be required to pay the advertising fees associated with the publication of the suspension of the Alcohol Free Zone via the local newspaper.*

Will your event require security personnel? ☐ YES ☒ NO

Will your event require waste management? ☒ YES ☐ NO

*Council's existing public placed litter bins are not to be used for waste generated from the event without Council approval to do so.*

Will you need to organise the use of the venue's public toilets at your event? ☒ YES ☐ NO

Will you require additional toilets and amenities, including accessible (disabled) facilities? ☒ YES ☐ NO

Guidelines for the number of toilets required are listed below:

	No alcohol		Alcohol	
People	Male	Female	Male	Female
<500	3	6	11	13
<1000	6	9	15	16

Will your event require access to a power supply? (If yes, please provide requirements) ☒ YES ☐ NO *TO BE CONFIRMED*

☐ 10 amp | Qty: ☐ 15 amp | Qty: ☐ 20 amp | Qty: ☐ 32 amp | Qty:

Will you need to organise the collection of keys? ☒ YES ☐ NO

Will your event require the use of existing Council lighting? ☐ YES ☒ NO

Will you need to organise additional lighting? ☒ YES ☐ NO

⚠ Will you be installing or erecting a structure? (e.g. stage, marquee, tent, caravan etc.) ☒ YES ☐ NO *MARQUEE*

Type of structure, quantity and dimensions in m?: *UNKNOWN AT THIS STAGE*

*The use of any portable structure may require a Development Application if it does not constitute exempt development or have a previous approval. If approval is required, this may take approximately 28 days.*

## EVENT APPLICATION FORM

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CITY OF ORANGE TRAFFIC COMMITTEE


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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

EVENT SERVICES - continued


Will you require the entry of vehicles on to Council property? ☒ YES ☐ NO

 Will your event impact vehicular/pedestrian traffic? ☒ YES ☐ NO

 Are you requesting any road/footpath closures or road/footpath occupation? ☒ YES ☐ NO


*If yes, you will be required to obtain approval from Council, Police and in some cases the Roads and Maritime Services (RMS). An application should be submitted to the City of Orange Traffic Committee at least 16 weeks prior to your event which must include:*

- Traffic Management Plan (TMP) and Traffic Control Plan (TCP) compiled by an appropriately qualified person
- Proof of public liability insurance to the value of \$20 million with Orange City Council noted as an interested party
- Detailed risk assessment


 Will your event involve large crowds, the use of PA system/s, or amplified music? ☒ YES ☐ NO

*Noise levels must not exceed 5 decibels above background noise when measured at the nearest affected residence.*

Will there be signage erected promoting your event at the venue? ☒ YES ☐ NO

 Will there be signage erected promoting your event at other locations in the Orange region? ☐ YES ☒ NO

Details:

 Will your event involve the distribution of pamphlets and/or other marketing/promotional material? ☐ YES ☒ NO

Will your event require additional First Aid or Emergency personnel? ☒ YES ☐ NO

**Guidelines for the number of First Aid personnel required is listed to the right. Each event must be attended by at least one suitably qualified First Aid Officer. The Ambulance Service of NSW should be advised of major events.**

Patrons	First Aiders	First Aid Posts
500	2	1
1000	4	1
2000	6	1
5000	8	2
10000	12	2

Who is the person nominated to engage emergency services or authorise an evacuation?

Name: ANTHONY DAINITH

Contact phone number:

What is your Emergency Evacuation Plan?

**For any event, your strategies for emergency/risk management must comply with Australian Standards AS/NZS ISO 3100/2009. The location of the Emergency Muster Point and details of the nominated person who can authorise an evacuation must be communicated to all those involved with the event.**

EVENT APPLICATION FORM

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

## EVENT SERVICES - continued

What is your contingency plan for bad weather?

CONTINUE REGARDLESS, UNLESS SEVERE STORMS OR LIGHTNING.

 Will amusement devices (e.g. jumping castle/s, mechanical ride/s) or other entertainment (performers or attractions) be in operation at your event? ☐ YES ☒ NO

Type and number of devices:

*Apart from a 'small' jumping castle (i.e. highest platform is less than 9m high), all amusement device owners must hold a Section 68 Approval issued by Orange City Council. Applications must be received at least five working days before the event.*

Will there be animal involvement at your event? ☐ YES ☒ NO

**If yes, you must comply with all provisions of the Exhibited Animals Protection Act, 1986.**

Will your event involve the movement of any aircraft? ☐ YES ☒ NO

Will there be goods (other than food) for sale at your event? ☐ YES ☒ NO

 Will there be fireworks at your event? ☐ YES ☒ NO

Will you be fundraising as part of your event? ☐ YES ☒ NO

Will the event involve any professional filming, drone operation or photography? ☐ YES ☒ NO

Will the event involve any camping? ☐ YES ☒ NO

Will your organisation require information on Council's Donations, Grants and Sponsorship program? ☒ YES ☐ NO

### Responsibility to Protect Crowded Places

You are required to address your responsibilities in relation to the protection of crowded places from a range of foreseeable threats, including terror attacks, and should consider anti-terror measures in planning your event. Under the Summary Offences Act 1988, you are required to complete a 'Notice of Intention to Hold a Public Assembly' (available via [www.police.nsw.gov.au](http://www.police.nsw.gov.au)) and submit to the Police at least 90 days prior to your event.

## NOTES

### EVENT APPLICATION FORM

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## CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

**REQUIRED DOCUMENTATION**

In order for your request to be processed, please ensure you also provide the following documentation:

- **Site Plan** depicting everything you plan to bring or utilise at the venue, such as: barricading/fencing, stalls and marquees, stages, toilets, rubbish/recycling bins, signs/banners, lights/lighting towers, PA/speakers, entry and exit points, parking, power, first aid and emergency muster points.
- **Certificate of Currency of Public Liability Insurance** to a minimum of \$10 million and noting Orange City Council as an interested party.
- **Risk Assessment** outlining all applicable risks and control measures.

**INDEMNITY & DECLARATION**

I, ANTHONY DAINITH hold Orange City Council harmless and releases and indemnifies, and keeps released and indemnified, from and against all action, suits, claims, demands, costs, charges and expenses for which Council, its servants, agents or employees may be held liable in respect of any damage, accident or injury of whatsoever nature or kind and however sustained or occasioned and whether to property or persons in connection with the use of this public area and any work connected therewith pursuant to this permit but excluding such liability arising from any negligent act, default or omission, on the part of council, its servants, agents or employees either solely or in contribution thereto.

I am authorised by the nominated organisation/club/school/association to make this application. I understand that a safety inspection and audit of the Council property is required along with completing a risk assessment prior to each use. I understand that I must only use the Council property if it is safe to do so and must leave the council property in a clean and tidy condition, including all associated facilities. I understand that if Council is required to clean or conduct any repairs due to damage or neglect caused by the applicant, the applicant will be invoiced. I agree to ensure that if the Council property is used at night, the level of lighting is appropriate for the intended purpose and agree to turn off all lighting immediately after the event or use of Council property has ceased.

I understand that only approved line marking agents can be used on Council property and I must obtain Council approval for any signage erected. I agree not to sub-let any Council property or facility. I agree to ensure children using Council property are supervised by an adult and agree not to permit any animals (with the exception of guide/hearing dogs), glass and vehicles on Council property unless prior approval is obtained.

I agree to comply with any requirement set by Council as part of the Conditions of Approval for the event and will comply with any direction of Council in relation to the Council property (e.g. closures due to wet weather and maintenance).

I am authorised to provide this release to Council on behalf of the nominated organisation/club/school/association from all claims made against Council by any person resulting from activities held on Council property.



Signature



ANTHONY DAINITH

Name (BLOCK LETTERS)

13/6/2022

Date

**EVENT APPLICATION FORM**

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Honan Insurance Group

Level 9  
IBM Centre, 60 City Road  
Southbank VIC 3006P.O. Box 4747  
Melbourne VIC 3001t — +61 3 9947 4333  
f — +61 3 9947 4300

honan.com.au

## Certificate of Currency

This letter is to confirm that the appointed insurance broker has arranged the following contract of insurance. The policy referred to is current as at the date of issue of this confirmation and whilst a due date has been indicated it should be noted that the policy may be cancelled in the future. Accordingly, reliance should not be placed on the expiry date. This letter is not a substitute for the Policy of insurance. The policy, not this letter, details the rights and obligations of the Insured and the extent of the insurance cover.

**Named Insured:** ATHLETICS AUSTRALIA including all affiliated State Associations, Clubs, Centres and Event Organisers (or Bodies) and all registered members, officials, employees, accredited coaches, voluntary workers, executives, approved event managers and race directors, and members of the Board of Management and/or subsidiary and/or related Corporations.

**Policy Type:** Combined Liability

**Insurer:** Sportscover

**Policy Number:** PMEL99/0120665

**Policy Period:** From: 31/08/2021 at 4.00pm local standard time  
To: 31/08/2022 at 4.00pm local standard time

**Policy Limit:** **Public Liability:** \$30,000,000 any one occurrence  
**Products Liability:** \$30,000,000 any one occurrence and in the aggregate  
(For The Business of Athletics only)

**Approved Manager:** Orange Runners Club

**Insured Event:** Orange Running Festival

**Event Date:** 5 & 6 March 2022

**Sport/Business:** The principal activities of Athletics Australia are to administer, co-ordinate, promote and develop athletics and recreational running for athletes, delivered by Member Associations, Clubs, Centres and Event Organisers that are affiliated with Athletics Australia, risk management and governance of sanctioned events, games, tournaments and training sessions and training camps, coaching, the rendering of first aid, provision of food and drink, publication of newsletters, sale of merchandise, property owners or property occupiers liability, social activities including awards presentations, fundraising, BBQ's and other social gatherings and any other activity incidental thereto

**Remarks:** The indemnity granted by this Policy extends to:

Orange City Council, Cabonne Council, Blayney Shire Council, NSW Police, Roads and Maritime Services NSW, Orange Runners Club

**Signed:** as principal, in respect of that principal's vicarious liability for the negligent acts or omissions of the Insured pursuant and arising out of the Insured's business, but this Policy does not extend to the liability of the principal howsoever arising out of the negligence, breach of contract or breach of duty of such principal.

Brad Tymmons  
Group Head of Client  
Engagement Specialist

Insurance Advice.  
Support.  
Honan Insurance group  
Dated: 26 October 2021

Melbourne — Sydney — Brisbane — Perth — New Zealand — Singapore

**CITY OF ORANGE TRAFFIC COMMITTEE**

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## CITY OF ORANGE TRAFFIC COMMITTEE

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## 2023 Orange Running Festival Risk Assessment & Safety Management Plan – 4 & 5 March

### Objective:

*To implement effective controls for identified hazards during the 2023 Orange Running Festival in order to minimise the risk of harm to the public and all persons involved in the event.*

*Version 2: Incorporating outcomes of a review of the 2022 event / risk assessment compliance. Items in red are yet to be determined.*

**Risk Assessment Scope:** Activities directly associated with the 2023 Orange Running Festival on the 4 & 5 March 2023.

### The Committee

Position	Name	Email	Phone
Coordinator & Race Manager	Anthony Daintith		
Assistant Coordinator & Event Manager	Merissa Horne		
Secretary & Marketing	Sue Klose		
Treasurer, Race Starter & Sponsorship	Michael O'Mara		
Committee: Installation / Site Set Up	James Thomas		
Committee Assistant Event Manager	Luisa Sims		
Committee Human Resources	Ayako Kusui		

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<p><b>Event start times: tbc</b></p> <table> <tr> <td><b>Saturday</b></td> <td><b>1 mile Juniors:</b></td> <td><b>4.00pm</b></td> <td><b>Sunday</b></td> <td><b>Marathon:</b></td> <td><b>7.00am</b></td> </tr> <tr> <td></td> <td><b>1 mile women:</b></td> <td><b>4.45pm</b></td> <td></td> <td><b>Half Marathon:</b></td> <td><b>7.30 am</b></td> </tr> <tr> <td></td> <td><b>1 mile men:</b></td> <td><b>5.30pm</b></td> <td></td> <td><b>10 km:</b></td> <td><b>9.15 am</b></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td><b>5 km</b></td> <td><b>10.30 am</b></td> </tr> </table> <p><b>NOTE:</b> All members of the Organising Committee and other key personnel to be identified by wearing a yellow reflective vest (and a cap???)</p>						<b>Saturday</b>	<b>1 mile Juniors:</b>	<b>4.00pm</b>	<b>Sunday</b>	<b>Marathon:</b>	<b>7.00am</b>		<b>1 mile women:</b>	<b>4.45pm</b>		<b>Half Marathon:</b>	<b>7.30 am</b>		<b>1 mile men:</b>	<b>5.30pm</b>		<b>10 km:</b>	<b>9.15 am</b>					<b>5 km</b>	<b>10.30 am</b>
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Area / Activity	Identified Hazards	Risk Rank (LxC=R)	Hazard Controls / Action	Residual Risk (LxC=R)	Person Responsible For Action																								
Covid Safety Plan	<b>If required, refer to and revise the Orange Running Festival Covid – 19 Safety Plan: Version 3 dated 18 January 2022</b>																												
General health & fitness of participants and volunteers.	Pre-existing conditions enhanced by conditions and lack of preparation prior to the event.	4x2=8	Warnings included in the 'Registration Waiver'. Advice provided in pre-race briefings. First aid services available (RFS). Basic (self-administered) first aid material available at all drinks stations. Prepare a pack of items for each drinks station. Water and sports drink to be available at water stations throughout the events courses for re-hydration.	5x2=10	Merissa																								
	Tripping Hazards at water stations.		Pre-mark and position water station tables at the edge of level tarmac at Gosling Lane to avoid participants stepping onto uneven ground / tarmac edges.		Ayako and / or Richard																								
			Drinks stations beyond Gosling Lane to be positioned in the centre of the road to improve trip free access from both directions'		TBC (Kim A?)																								
	Sun exposure.		Free sun screen available from the Information Booth.		TBC (Kim A?) Luisa																								

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Event participants' general safety by compliance to relevant hazard controls / actions.	As identified in this Risk Assessment and controls stated in the relevant Briefing Notes.	As stated	Relevant pre-race briefing notes to be emailed to all event participants prior to race day.  Pre-race briefing notes marked in <b>bold font</b> to be included, as a minimum, in all pre-race briefings.	As Stated	Merissa  Andrew Mc																											
During the events and in particular when approaching the finish line area.	Heat exhaustion.    Cardiac arrest initiated by drinking very cold water after crossing the finish line.	4 x 2=8  4 x 1=4  4 x 1=4  4 x 1=4	Water stations to be provided throughout the course. Refer to course maps for locations. Particular emphasis on hydration to be made during pre-race briefings. Ensure sufficient water containers are available. Provide 'room temperature' water to finishers immediately after crossing the finish line.  No chilled water to be provided.	5 x 2=10  5 x 1=5  5 x 1=5  5 x 1=5	Ayako and / or Richard Andrew Mc  Ayako and / or Richard  Ayako and / or Richard																											
Provision of water in plastic water containers at water stations.	Poisoning from contaminated containers.	3 x 3=9	Wash in water and rinse all containers with sterilizing solution before and following use.	3 x 1 =3	Ayako and / or Richard																											
Key personnel fail to be available on the day.	Failure to undertake designated role.	4x3=12	Key personnel to 'check in' on the day with the Coordinator to confirm they are present. If not, there is a need to assign a shadow person to conduct that role. Shadow persons to be fully briefed by the relevant key person before the event weekend. Key personnel identified as:- <table><tr><th>Role</th><th>Key Person</th><th>Shadow Person</th></tr><tr><td>Coordinator</td><td>Anthony</td><td></td></tr><tr><td>Race Manager</td><td>Anthony</td><td></td></tr><tr><td>Event Manager</td><td>Merissa</td><td></td></tr><tr><td>Installation Manager</td><td>James</td><td></td></tr><tr><td>Race Starter</td><td>Michael</td><td></td></tr><tr><td>Marketing &amp; Communications</td><td>Sue</td><td></td></tr><tr><td>Human Resources - Volunteer coordinator</td><td>Ayako and / or Richard</td><td></td></tr><tr><td>Equipment</td><td>James</td><td></td></tr></table>	Role	Key Person	Shadow Person	Coordinator	Anthony		Race Manager	Anthony		Event Manager	Merissa		Installation Manager	James		Race Starter	Michael		Marketing & Communications	Sue		Human Resources - Volunteer coordinator	Ayako and / or Richard		Equipment	James		5x3=15	As listed
Role	Key Person	Shadow Person																														
Coordinator	Anthony																															
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			<table><tr><td>Registrations</td><td>Merissa</td><td></td></tr><tr><td>Timing</td><td>Steve Martin</td><td>.</td></tr><tr><td>Race Announcer Sat</td><td>Andrew</td><td></td></tr><tr><td>Race Announcer Sun</td><td>Andrew</td><td></td></tr><tr><td>MC Saturday (presentations)</td><td>Mark</td><td></td></tr><tr><td>MC Sunday (presentations)</td><td>Mark</td><td></td></tr><tr><td>Safety &amp; Health Coordinator</td><td>John</td><td></td></tr></table>	Registrations	Merissa		Timing	Steve Martin	.	Race Announcer Sat	Andrew		Race Announcer Sun	Andrew		MC Saturday (presentations)	Mark		MC Sunday (presentations)	Mark		Safety & Health Coordinator	John			
Registrations	Merissa																									
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MC Sunday (presentations)	Mark																									
Safety & Health Coordinator	John																									
		Fully briefed 'shadow' person to be appointed for each key position.																								
Vehicle Parking	Risk of vehicle collision and / or pedestrian injury	3 x 3=9	<p>Ref: <i>Orange Running Festival Gosling Creek Precinct and Parking Map</i>.</p> <p>Parking prohibited in non-designated areas within Bloomfield Park.</p> <p>Vehicles parked in Bloomfield and Bargwanna Roads to be reverse-parked to improve driver visibility when leaving.</p> <p>Car parking to be signposted. Refer to Parking Plan.</p> <p>Several fully briefed parking marshals to be on duty but not in Bloomfield or Bargwanna Roads.</p> <p>Parking marshals to wear reflective vests and use torches / light wand during hours of darkness and early morning light.</p> <p>Predetermined parking pattern / positions in Bloomfield Upper and Lower Ovals. Subject to rainfall / inundation.</p> <p>If the lower Oval is used, provide clear signposted directions via the steps and footpaths for pedestrians to move from parking areas to the race headquarters in Gosling Creek Reserve.</p> <p>Position marshals at the Bargwanna Road footpath crossing and within the parking area just above the steps where cars cross the pedestrian route, to control pedestrians. Consider positioning a competent traffic controller with stop – go paddles. <b>TBC</b></p>	5 x 3=15	<p>Anthony ?</p> <p>Ayako and/ Richard (scouts)</p> <p>Ayako and/ Richard</p> <p>James</p> <p>Ayako and or Richard</p> <p>James</p> <p>Ayako and or Richard</p>																					

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			Orange Runners Club 'Runners Ahead' signs to be positioned in Bloomfield Road east of the entrance to the oval and at the western end of Bloomfield Road.		John
Lighting Towers	Inadequate competence in erecting towers and operating the units resulting in contact with overhead power lines, electrocution or failure to operate.	2x1=2	Specify positions of towers at least 10m from power lines. Obtain clear written instructions from the supplier and ensure those working with the towers demonstrate knowledge of correct erection and operating procedures. Preferably, tower erection to be completed by the supplier. (as per 2022)	2x5=10	James  Michael
Access to Gosling Creek Reserve by authorised event set-up teams and third party providers	Risk of interaction / injury to pedestrians	3 x 3=9	All authorised vehicles to enter the Gosling Creek Reserve ONLY via the Emergency Access Gate positioned adjacent to the NE end of the dam wall (access via Bargwanna Rd north of the creek crossing). Access permitted on Saturday only up to 3.00pm and following events after it is deemed safe to do so by the Coordinator or delegate. Access permitted on Sunday morning before 6.00am, between 8.30am to 9.00am and later after it is deemed safe to do so by the Coordinator or delegate. To be communicated in advance to third party providers through the Safety & Health Compliance Checklist..	4 x 3 =12	       John
Parking of Third Party vehicles.	Potential to 'run away' on sloped surfaces	3x2=6	All Third Part Providers to be requested to fully apply vehicle hand brakes AND chock vehicle wheels with an appropriate wedge / block.	5x2=10	John
General areas around the Start / Finish lines – particularly the entrance to Gosling Creek Reserve from Forest Rd	Slips / trips on uneven ground and 'potholes'	3x3=9	Inspect area at least 2 weeks prior to Festival Fill holes and uneven surface where possible.	4x3=12	James John
		3 x 3 =9	Request OCC to bitumen surface the current gravel access road from Forest Road with bitumen. <b>tbc</b>	4x3=12	?
Course in, and surrounding, the start line area.	Potential tripping hazard. Particularly at the start of races when participants may be bunched closer together.	3x3=9	Awareness through pre – race briefings for all races. All pre-race briefings to be held close to the scheduled start time. Emphasise 'self-seeding' in all pre-race announcements. Appoint dedicated marshals at the start to direct participants.	4x3=12	Andrew  Andrew  Ayako and / or Richard

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	Unplanned interaction between participants and spectators / public.	3x4=12	Place a barricade along the steel rope 'fence' on the S side of Bloomfield Road to prevent arriving participants taking a short cut past the Sunday starting area.	4 x 4=16	Dave
	Potential Covid virus transmission.	3x3=9	See Briefing notes in <b>bold</b> at the end of this risk assessment for minimum announcements on the day. Ask participants to 'self-seed' as part of their entry form before race starts. Faster runners towards the front.	4x3=12	Merissa
	Tripping hazards.		In the event that Covid 19 controls are required, maintain 'arm's length' space between each runner at the start. Mark the path with chalk to define spacing (as per 2021)		James
			Identify tripping hazards with yellow paint wherever possible. Repeatedly remind runners in pre-race briefings that run times start at the timing mat. Do not surge forward at the start.		John
					Andrew
Area surrounding start line.	Participants unable to hear pre-race announcements.	4x3=12	Nominate Orange Runners Club members to help "call order" in various parts of the start line up.	5x3=15	Ayako and / or Richard
			Provide a hand held megaphone and the ORC PA system as backup in case of PA system failure (previous years a megaphone was loaned from Anson St School and ORC owns a PA system.)		John
Area surrounding start line and finish lines.	Potential electric shock from, and reliability of, electric power generators and lighting towers used for lighting, timing and by third party providers.	3 x 2=6	All 3 <sup>rd</sup> Party providers to be advised by a one page Safety & Health Compliance Checklist before the event weekend and at the site 'bump-in' of the following requirements and be made aware that electrical standards will be audited on the day(s).	5 x 2=10	John
			Determine the load (kVA) and phase requirements to ensure the generator(s) are capable of meeting those requirements.		
			Ensure that:		
			<ul style="list-style-type: none"> <li>Generators have power outlets that are a</li> </ul>		James

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			<p>maximum of 30milliamps RCD.</p> <ul style="list-style-type: none"> <li>Generators are fitted with RCDs (Residual Current Devices). If no RCD fitted then only one appliance is supplied from that generator.</li> </ul>		
Gosling Creek Reserve areas adjacent to the event course within the Reserve	Potential interaction / interference between persons arriving at the event(s) and active participant during events.	2x3=6	<p>Participants to be directed by frequent signage and barricades to enter the Reserve via a <b>single entry point</b> at the S end of Bargwanna Road parking area.</p> <p>This requirement to be included in email communication to all participants prior to the events. <b>And in the registration terms and conditions???</b></p>	5x3=15	<p>James</p> <p>Merissa</p>
Timing / Announcer Area	Tripping and or electric shock from power and timing cords.	3x2=6	<p>All 3<sup>rd</sup> Party providers to be advised before the event weekend of the following requirements and be made aware that electrical standards will be audited on the day(s).</p> <p>Locate power cords in barricaded off areas or in elevated positions if possible.</p> <p>All power cords to have valid test tags.</p> <p>Should the weather possibly be wet, cable joints to be moisture protected.</p>	5x2=10	<p>John</p> <p>James</p> <p>John</p>
Course and Gosling Creek precinct	Advice from police, fire, security agencies of potential threats.	4x1=4	<p>Directions will be given under advice from appropriate agency. Liaise with the Coordinator. (Anthony Daintith)</p> <p>The NSW Police are the Lead Agency.</p>	5x1=5	
Course - General	Marshals and other officials may not have appropriate information to provide guidance or meet all scenarios / situations.	3x3=9	<p>Marshals and officials identified by reflective vests.</p> <p>ORC race officials will be identified by <b>?????</b></p> <p>All RFS officials to have either phone or radio contact with the RFS Communication Centre.</p> <p>The Race Manager will closely liaise with the RFS Liaison Officers in the Communications Centre truck.</p> <p>Scouts <b>(?)</b>, other Volunteers <b>(?)</b> and Sponsors <b>(?)</b> to be briefed during the week preceding the event.</p> <p>RFS to be briefed at RFS headquarters during the week preceding the event. <b>(Thurs at 6 pm tbc)</b></p>	5x3=15	<p>Anthony</p> <p>Ayako and / or Richard</p> <p>Anthony</p> <p>Ayako and / or Richard</p> <p>John</p> <p>Ayako and / or Richard</p> <p>Anthony</p>

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	Risk of a deliberate act of a motorist driving into a runner(s).	5 x 1=5	Key ORC volunteers to be briefed Tuesday 1 March at Gosling Creek <b>tbc</b>  <b>NOTE: SES to be backup agency should RFS be unavailable. tbc</b>  Likelihood to remain rare / insignificant. Notify Police. Marshals attempt to enforce road closure. Alert runners by radio / phone via marshals to clear the road and remain at a complete standstill.	5 x 1=5	Ayako and / or Richard John  All  Anthony RFS
Course General Lead Cyclists <i>(one for leading male and one for leading female in the marathon)</i>	Course routes not identifiable.   Slower participants from earlier event not aware of approaching lead runner / bike.  Bike mechanical failure / puncture.	3x4=12	<i>Ref: Course maps.</i> Key points on the course to be clearly identified and marked on location plans and marked on site before the weekend of the Festival. Clear signage will define the course. (turning points, km markers, witches hats etc. to be placed as per course / installation maps).  Blow a whistle / ring bell to attract attention. Wear reflective & coloured vest.  Ensure mechanically sound bike. Carry spare tyre tube / tools.	5x4=20	Anthony  <b>TBC</b> (Kim A?) <b>TBC</b>  Ayako and / or Richard  Ayako and / or Richard
Course General	Interaction between participants and in particular between faster and slower participants in different events within Gosling Creek Reserve and pushchairs / prams / strollers in the 1 mile and 5 km events.	3x3=9	Race Brief to include instruction to keep <b>right</b> on vehicular roads. Pushchairs / prams / strollers to start towards the back of the pack. Pushchairs allowed <b>ONLY</b> in 1 mile and 5km events A barricade is to be positioned along the middle of the access road which runs from the western path of Gosling Creek to Forest Road (opposite NSW RFS building). This barricade is to separate participants leaving and entering Gosling Creek. Marshals to re-enforce instructions.	5x3=15	Andrew  Dave  RFS
Course	Interaction between participants and vehicles on the roads (Emergency vehicles and residents' escort vehicles)	3 x 2=6	<i>Ref: Gosling Creek Precinct &amp; Parking Map and Course Maps.</i>	5 x 2=10	TBC (Kim?)

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	may travel on closed roads).		Participants to keep to the <b>right</b> side of vehicular roads. Clear 'keep right' signs to be positioned throughout course		
Course - General	Slip / trip hazards from debris and uneven ground on the course.	3x3=9	<p>Course to be checked in late December to give Orange City, Cabonne Council and Blayney Shire Councils time to affect any repairs.</p> <p>Council to be asked to mow the grass in Gosling Creek Reserve during the week before the festival.</p> <p>Council to be asked to sweep all footpaths in Gosling Creek using mechanical sweeper should it be deemed necessary to do so.</p> <p>Course to be checked and swept and tripping hazards marked with yellow paint on Saturday 4 March.</p> <p>MTM, marshals and to inspect course and report back to the Race Manager before races commence and to clear debris if possible.</p> <p>All identified trip hazards to be painted yellow for consistency.</p> <p>NOTE: <i>Dave Craig (assisted by Duncan Blair) is responsible for course setup (Gosling Creek Reserve area) and TBC (Kim Anlezark?) the external course.</i></p>	4x3=12	<p>John Anthony?</p> <p>James</p> <p>James</p> <p>Kim Jarvis John</p> <p>Ayako and / or Richard RFS</p> <p>John</p>
Course – General	Access by vehicular traffic and potential injury to participants.	3x2=6	<p>MTM to provide road barricades as designated on the <i>Traffic Control Plan</i>.</p> <p>Entire road and Gosling Creek course to be checked Sunday morning before 6am. Condition report to be communicated to the Race Manager before 6am.</p> <p>Course to be checked early Sunday to ensure compliance with Traffic Control Plan by MTM and by TBC (Kim?) while they erect signs.</p> <p>?? to report inspection outcomes to the Race Manager (?) before 6.00 am on Sunday.</p>	5x3=15	<p>MTM</p> <p>?</p> <p>?</p>

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			<p>Residents along the course to be contacted by letter drop in February and advised of road closures, provision of escort vehicles and the ORC contact telephone (number tbc ) that is positioned in the race managers tent</p> <p>Signs that announce road closures to be posted in affected areas as per the Traffic Control Plan one week prior to the event. ( Note the 2 in Blayney Shire)</p> <p>Provide escort vehicles to escort any resident's cars should they need to travel on officially closed roads on the course.</p> <p>Escort vehicles driven by RFS and equipped with flashing lights and phone / radio contact with the RFS Communications Centre.</p> <p>The following points to be included in the advisory letter to residents affected.</p> <ul style="list-style-type: none"> <li>• Speed to be limited to less than 20 km / hr.</li> <li>• Residents must not proceed onto any closed road section without an escort vehicle.</li> <li>• Residents must closely follow the escort vehicle.</li> <li>• Residents will be escorted to the nearest section of road open for normal traffic.</li> </ul> <p>All course marshals to be briefed on road closures. Escort vehicles may also be used to transport retired competitors or minor injury cases.</p> <p>Escort car drivers and marshals to advise the Race Manager of any retired competitors.</p>		<p>Sue</p> <p>James Anthony</p> <p>Michael Ayako and / or Richard</p> <p>Michael</p> <p>Sue</p> <p>Ayako and / or Richard RFS</p>
Course – Gosling Creek start line (Saturday 5 March)	Very enthusiastic sprinting children. Bunching / crowding of runners at the start line forcing competitors off the asphalt track onto uneven ground. Tripping hazard.	3x3=6	<p>Attempt to identify abilities of participants in the 1 mile Juniors race and position them in seeded age (ability??) order in clearly marked chalk holding groups at the start. There will be a massed start.</p>	4x3=12	Michael

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			Designate first 50 m of the route with bollards / tape and marshals to keep competitors on the sealed path and spectators off the sealed path. Position timing mat - width crowd control barriers for 30m <b>leading to the start</b> to minimise the risks associated with participants moving onto grassed areas before and after the start 'gun' is sounded or bunching across the timing mat.		Dave  Dave
Course – Gosling Creek	Medical emergency	4x2=8	<b>Mitigating Actions:</b> Activate Emergency Management Plan:- <ul style="list-style-type: none"> <li>RFS to provide first aid services.</li> <li>Ensure the Bargwanna Road Emergency Access Gate is open (this gate to be used ONLY by third part providers and in an emergency).</li> <li>All ORC marshals to have a mobile phone and knowledge of the emergency contact phone (<b>Number TBC</b>)</li> <li>RFS marshals to communicate directly to the RFS Communications Centre then to the Coordinator via the RFS Liaison Officer. (and vice-versa).</li> <li>The Race Manager to have direct contact with all other race volunteers (ORC &amp; external).</li> <li>Should an emergency occur, the Race Manager to be notified immediately and check entrants' entry information and phone emergency contact person and advise the location and details of the incident as known at the time. The Race Manager will determine whether to contact an emergency service.</li> </ul> NOTE: all communications with Emergency Services will be via the Coordinator.	4x2=8	All committee members
Course – General	Medical Emergency: Heart attack or other medical condition, bites / stings from insects and wildlife.	4x3=12	<b>Phone 000</b> Awareness by participants and Course Marshals. Medical facilities available (NSW RFS or SES if RFS <b>unavailable on the day</b> )	4x3=12	All

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Course - General	Bush Fire – smoke inhalation, burns.	4x3=12	Study the weather forecast and the 'Fires Near Me' App in the week leading up to the Festival to assess the probability of bush fire(s) occurring. The Coordinator to consider the 'Air Quality Index' as reported by the NSW Department of Planning, Industry and Environment The Coordinator and the Assistant Coordinator to liaise with NSW Rural Fire Service and re-route or cancel run in consultation with them and Richard (HR Manager).	5x5=25	Anthony  Anthony Merissa
General – Third party providers and visiting organisations	Third parties and visiting organisations (e.g. other running clubs & schools) not aware of hazards and controls identified in this document or the '3 <sup>rd</sup> Party S & H Checklist.'  Introduction of third party hazards not considered in this risk assessment.	Unknown	Provide all third party providers with a precinct plan that designates where they are to set up. The plan to be developed with consideration to minimising risk for 3 <sup>rd</sup> party providers and interactions between them. Provide all third parties and visiting organisations (listed below) with a copy of the 3 <sup>rd</sup> Party S&H checklist and gain assurance that all relevant risk controls are understood and will be complied with. This checklist will be audited on setup. Any third party using electrical power to be directed to provide current tested and tags electrical leads and to comply with listed controls for generator use if relevant.  The Event Coordinator's decision is final.  Review and comment on any available formal risk assessments from third parties.  Should a formal risk assessment not be available, conduct a verbal risk assessment and note outcomes.  Conduct compliance audits against identified risk assessment controls at 2 pm on Saturday and before 6am Sunday morning.  Compliance audits to be conducted throughout the weekend with reference to the Safety & Health Compliance Checklist.	unknown	James John  John  John  John  John  John

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## Pre – Race Briefing Notes

Notes listed below for each event to be emailed to relevant participants prior to race day.

*Action - Merissa*

Notes listed below in **BOLD** font to be the minimum points to be included on the day in pre-race briefings.

### GENERAL

- **Relevant briefing to be emailed to participants in the week before the event.**
- **A briefing to be given before all events. As included below.**
- **General briefings / announcements to be made throughout the morning.** To include:
  - Follow all directions or instructions given by Police, NSW Rural Fire Service or Emergency Services personnel.
  - Be sun smart – apply sunscreen – available free from the Information Booth.
  - Ensure you are hydrated. Drink water before and during your event. Water stations and toilets are positioned along all courses.
  - Please ensure that any pre-existing medical conditions are advised on your online entry or, if not, notified to the Registrations Officer.
  - Please report any dangerous wildlife to the nearest marshal.
  - It is preferred that you do not wear earphones. However, if choose to do so, wear only one earpiece and adjust the volume to a level where you can hear and respond to approaching vehicles, runners, directions from marshals and any other hazards.
  - Prams & pushchairs are permitted only in the 1 mile junior race on Saturday and the 5 km event on Sunday and must start at the back of the pack
  - Walkers must give way to runners.
  - Cycling, roller blading, rope skipping, scooters, invalid scooters and Nordic pole walking are not permitted in any of the events.
  - When assembling at the start line, 'self-seed'. Faster runners towards the front, slower towards the rear. Signs and marshals will provide guidance.
  - Do not surge forward at the start – don't forget that your net run time starts when you cross the timing mat – NOT when the starting gun fires. However, the overall winner will be determined by the first across the finish line. (gun time)
  - A lead cyclist will lead and direct the front runners for each race.
  - If you need help or have questions ask at the Information Booth or talk to anyone wearing an **orange** coloured fluoro vest.
  - The Race Starter to gain everyone's attention prior to announcements starting.
  - Participants to be reminded that the briefing is provided with their health and safety in mind.



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**Half Marathon and Marathon Brief (Marathon start 7.00 a.m., Half Marathon start 7.30 a.m.)**

- All participants to 'self-seed' before race starts. Faster runners towards the front.
- Look for, and be aware of tripping hazards.
- Keep to the RIGHT hand side of all roads.
- Be aware of cars being on the roads. All roads on the course are closed to general traffic but local residents still have access to their properties. Should residents need to access their properties they are required to utilise the escort vehicles that are provided for that purpose.
- There are distance markers to state the approximate distances to the finish.
- There are drink stations at regular intervals.
- Basic first aid items are available at drink stations for personal use.
- There are toilets at the Gosling Creek finish area and at Failford Rd.
- Take notice of marshals' directions – they are there to ensure your safety and help you follow the course.
- First Aid facilities are available at the finish line.
- Look out for and assist fellow participants. Tell a marshal of any concerns you may have or hazards you become aware of.
- In the event of an emergency, call 000
- Marshals will have phone and radio communication back to the Race Manager. Marshals will be wearing a reflective vest. (RFS Uniform)

*Have fun and enjoy the scenery!***10km Brief (race start time 9.15 am)**

- All participants to 'self-seed' before race starts. Faster runners towards the front.
- Look for, and be aware of tripping hazards.
- Keep to the RIGHT hand side of all roads.
- Be aware of cars being on the roads. All roads on the course are closed to general traffic but local residents still have access to their properties. Should residents need to access their properties they are required to utilise the escort vehicles that are provided for that purpose.
- There are distance markers showing approximate distances to the finish line.
- There are drink stations at regular intervals. Basic first aid items are available at drink stations for personal use.
- There are toilets at the Gosling Creek finish area.
- First Aid facilities are available at the finish line.
- In the event of an emergency, call 000.
- Take notice of marshals' directions – they are there to ensure your safety and help you follow the course.
- Look out for and assist fellow participants. Tell a marshal of any concerns you may have or hazards you become aware of.

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- Marshals will have radio and phone communication to the Race Manager. Marshals will be wearing a reflective vest.

*Have fun and enjoy the scenery!*

## 5km Brief (race start time 10.30 am)

- Run or walk on the RIGHT hand side of all roads.
- Please, if walking or running in groups, don't take up the full width of the path to allow others to pass.
- All participants to 'self-seed' before race starts. Faster runners towards the front.
- Self-seed as per signage WILL WE DO THIS ???
  - less than 25 mins estimated finish time.
  - between 25 and 35 mins estimated finish time.
  - greater than 35 mins estimated finish time.
- Encourage each runner to maintain an 'arm's length' space between the runners in front of them at the start.
- Prams & pushchairs must start at the back of the pack
- Be aware of cars being on the roads. All roads on the course are closed to general traffic but local residents still have access to their properties. Should residents need to access their properties they are required to use the escort vehicles that are provided for that purpose.
- There are distance markers showing the approximate distance to the finish line.
- There is a drink station at Gosling Lane intersection and at the finish line.
- There are toilets at Gosling Creek.
- First Aid facilities are available at the finish line.
- In the event of an emergency, call 000
- Take notice of marshals' directions – they are there to ensure your safety and help you follow the course.
- Look out for and assist fellow participants. Tell a marshal of any concerns you may have or hazards you become aware of.

*Have fun!*

## CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

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**1 Mile Events Brief (Saturday. Start times 4pm, 4.45pm and 5.30pm)**

- Follow instructions at the start to avoid crowding and potential tripping of the first 50 metres or so of the course.
- Junior competitors will be seeded by age (**and ability??**) within holding areas. Older juniors at the front, younger juniors towards the rear.
- Pushchairs / prams to start at the back of the pack for the junior 1 mile event. Pushchairs and prams are not allowed in the men's or women's one mile events.
- Children may be supported by an adult but must start towards the back of the pack.
- Be aware of, and avoid, other members of the public walking/riding bicycles or on skateboards/scooters around the course.
- **There is a drink station at the finish line.**
- Toilets are available in Gosling Creek Reserve.
- First Aid facilities will be available at the finish line.
- Take notice of marshals' directions – they are there to ensure your safety and help you follow the course.
- Be aware of tripping hazards. Look out for and assist fellow participants. Tell a Marshal of any concerns you may have.
- **The course is entirely on an asphalt path.**
- **Marshals will have phone access back to the Race Manager. Marshals will be wearing a reflective vest.**
- Medals will be presented only to competitors.

***Have fun!***

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Attachment 1 Running Festival - 5 March 2022 - Event Application, Conditional Approval, Insurance, Risk Assessment

## Risk Assessment Methodology

Likelihood, L: →		1=almost certain	2=likely	3=possible	4=unlikely	5=rare	Names of Club members consulted during this Risk Assessment <ul style="list-style-type: none"><li>Version one is based on feedback at a 2022 event review committee meeting, March 2022</li></ul>			
Consequence, C: →		1=catastrophic	2=major	3=moderate	4=minor	5=insignificant				
Rank, R (=LxC): ↓ →		If Risk Ranking is 1 – 6 = high ↓				If Risk Ranking is 7 – 15 = medium ↓		If Risk Ranking is 16 – 25 = low ↓		
<b>Minimum action for dealing with the risk</b> (Hierarchy of Controls) <ul style="list-style-type: none"><li>eliminate the hazard</li><li>try a less risky option</li><li>prevent contact with the hazard</li><li>reorganise the activity to reduce the exposure</li><li>issue PPE</li><li>check emergency procedures</li></ul>		<ul style="list-style-type: none"><li>stop the activity &amp; review thoroughly as a team</li><li>isolate / barricade area or take immediate action to improve conditions or procedures</li><li>select highest possible control within capabilities of people at the scene</li><li>Immediately notify member of the Organising Committee or the Race Manager at the start / finish line.</li></ul>				<ul style="list-style-type: none"><li>take short term action to improve conditions</li><li>select highest possible control within capabilities of people at the scene fix within ..... (eg before the next event at this location)</li><li>discuss at next committee meeting for controls to be implemented next year</li></ul>		<ul style="list-style-type: none"><li>select highest possible control within the capabilities</li><li>notify committee member at end of the event / activity</li><li>fix within .....(eg before the next event at this location )</li><li>discuss at next committee meeting for controls to be implemented next year</li></ul>		
Coordinator	Sig.	Date:		Assistant Coordinator		Sig.	Date:		Recorded by Festival Secretary	Date:



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Attachment 2 Running Festival - 5 March 2022 - Course maps

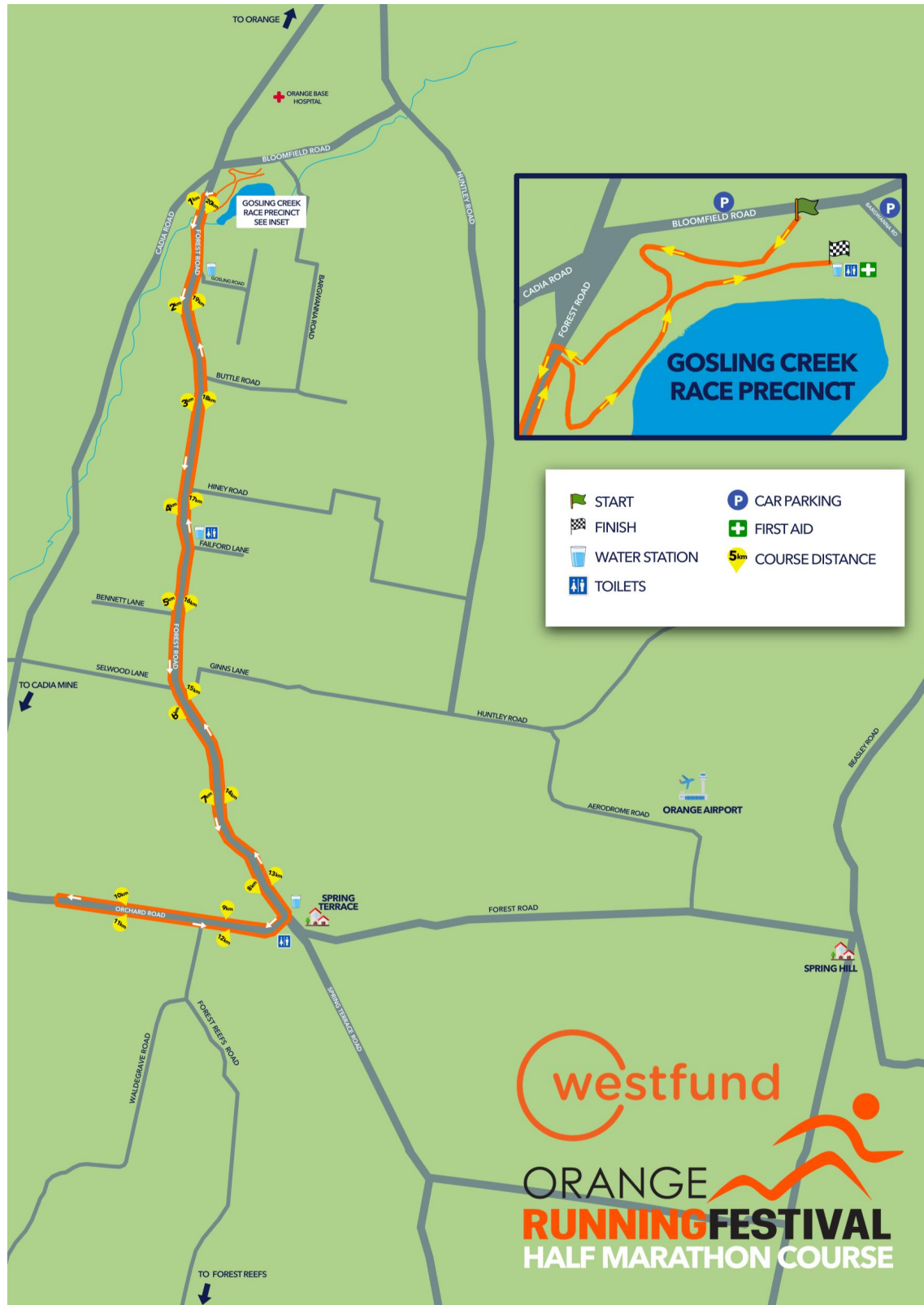






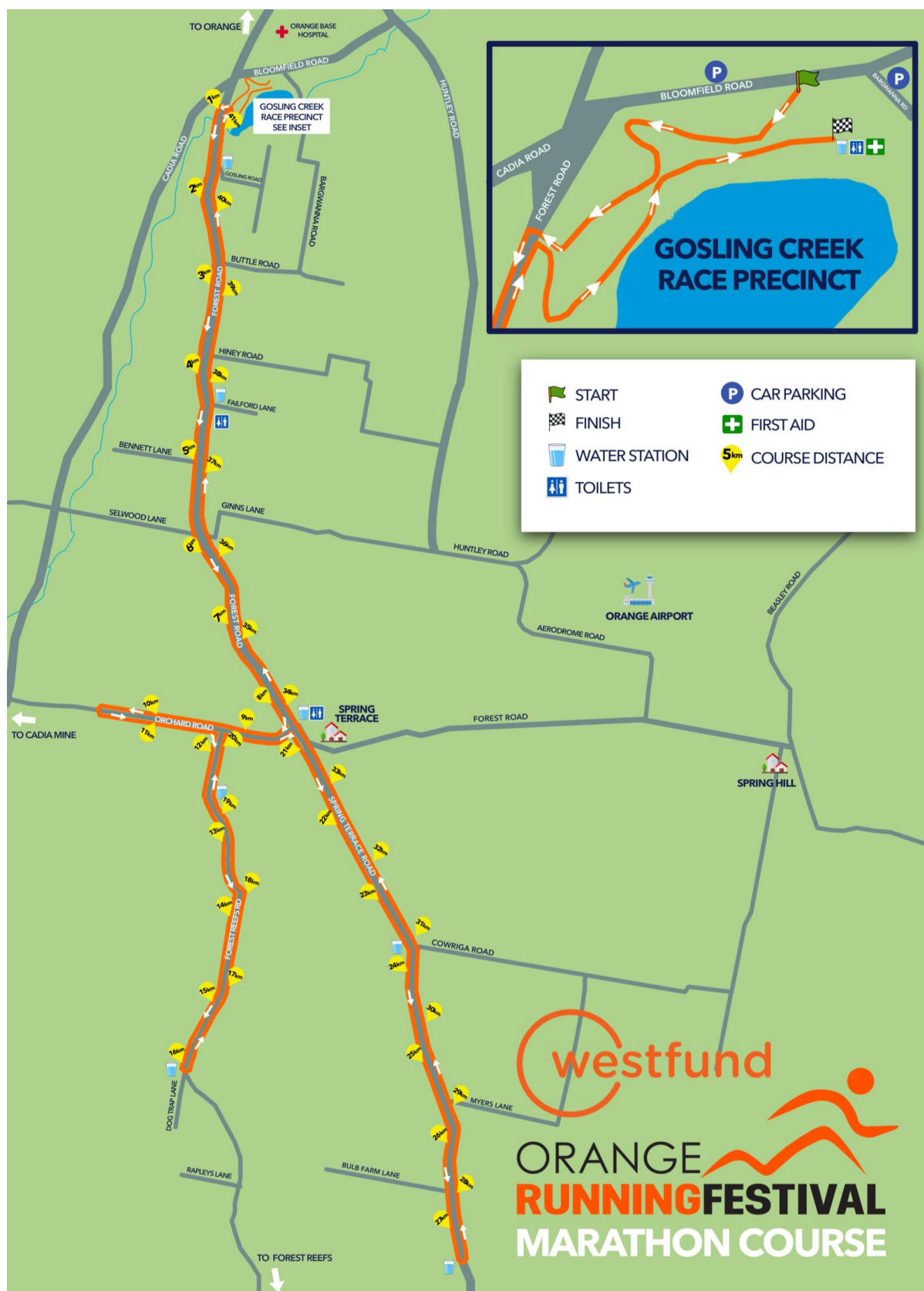
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Attachment 2 Running Festival - 5 March 2022 - Course maps



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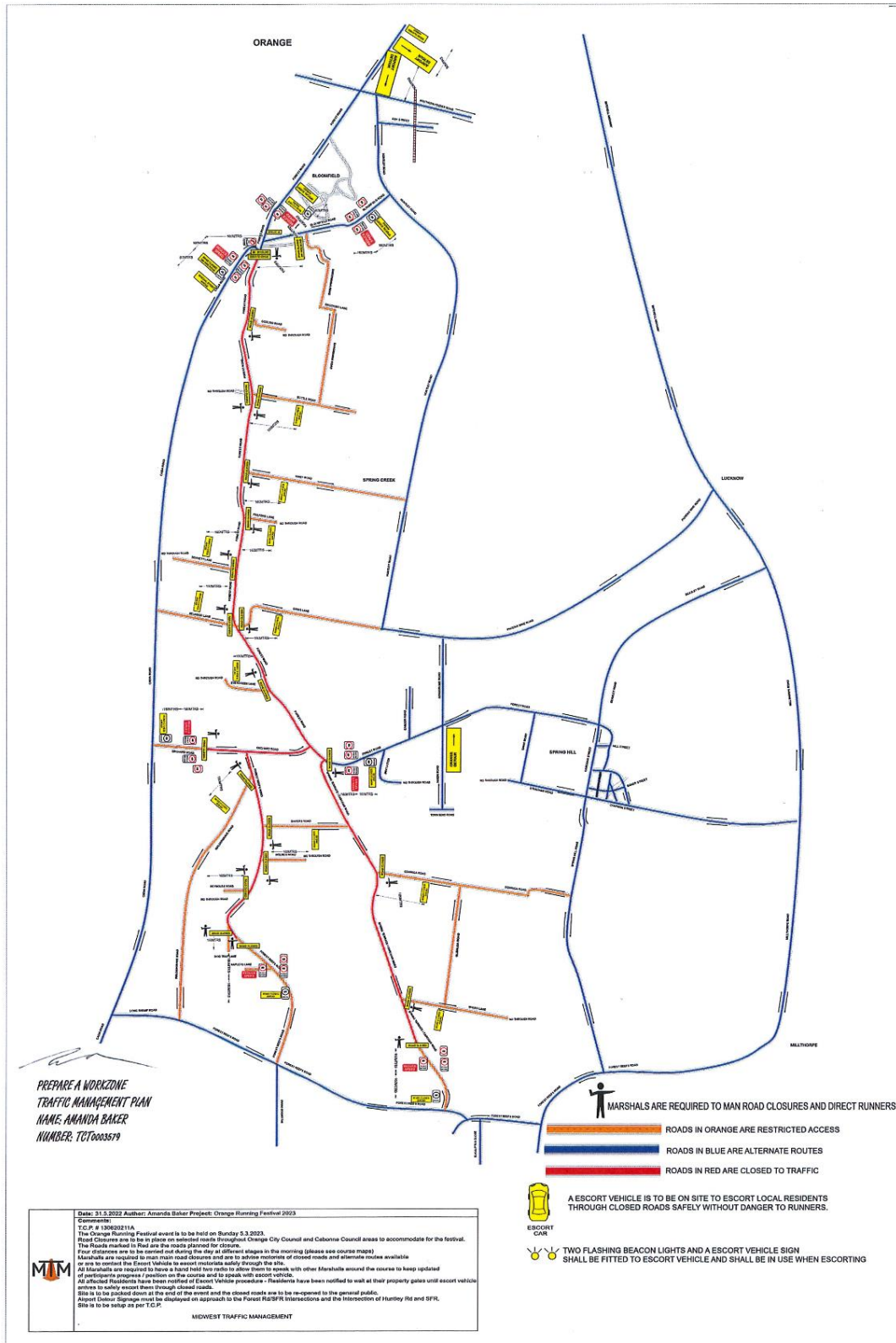
Attachment 2 Running Festival - 5 March 2022 - Course maps



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Attachment 3 TMP - Orange Running Festival - March 2022





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**3.3 RACECOURSE ROAD SAFETY CONCERNS**

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RECORD NUMBER: 2022/817

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

Council has received a complaint from a resident regarding the safety of pedestrians and residents on Racecourse Road.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

**FINANCIAL IMPLICATIONS**

\$30,000 to be funded from the Traffic Committee resolution budget.

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That Council design and install a pedestrian refuge on Racecourse Road at the location shown with the green pin in Figure A below (in vicinity of 49 Racecourse Road).**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION**

Council has received a complaint from a concerned resident regarding the safety of pedestrians on Racecourse Road.

Council has submitted nominations under the Safer Roads Programme (Blackspot) for a high friction seal along Racecourse Road. The nomination is for \$305,000 and is currently under consideration by the funding bodies.

Figure A below shows the location and type of crashes along Racecourse Road in the current 5 year crash period. There was a fatal pedestrian crash at the location denoted by a Red in n Figure A in 2010. It is recommended to construct a pedestrian refuge at this location.



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This aerial map of a residential area in Sydney, Australia, features several key locations and events marked with colored dots and text labels. The map shows a dense residential area with numerous houses, trees, and a large pond. The following table summarizes the marked locations and events:

Location / Event	Marker Color
Lane side swipe	Yellow
Head on	Yellow
Ped far side	Yellow
2010 ped fatality	Red
Off road to the left	Yellow
Off road to the left	Yellow
Off end road	Yellow
Right through	Yellow
Off road to the left	Yellow

The map also includes several street names and landmarks:

- Streets:** Parrett St, Racecourse Rd, Kamarei Pl, Cedar St, Kara Pl, Willowflavels, Orange Wis, Wingham Park, Ken Rowle Park, Kings & Queens Driving School, and Off road to the left.
- Landmarks:** A large pond, a park area, and a residential area with many houses.
- Other Labels:** "Lane side swipe", "Head on", "Ped far side", "2010 ped fatality", "Off road to the left", "Off end road", "Right through", "Off road to the left", "Google", and "Image © 2022 CNES / Airbus".

Council budgets \$30,000 each year for works generated from Traffic Committee recommendations to Council and the construction of a pedestrian refuge with associated pram ramps at the location of the green pin on Figure A could be funded from the \$30,000 vote.

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**3.4 SPEEDING ON BARGWANNA ROAD**

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RECORD NUMBER: 2022/1326

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

Council has received complaints about motorists speeding on Bargwanna Road.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1. Construct and maintain a road network meets the community’s transport and infrastructure needs”.

**FINANCIAL IMPLICATIONS**

Nil

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That the matter of speeding on Bargwanna Road be referred to the NSW Police.**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION**

Council has received complaints about motorists speeding on Bargwanna Road. It is recommended that this matter be referred to the NSW police to patrol the road.

**ATTACHMENTS**

- 1 Email letter and photos from [REDACTED] Reckless driving Buttle Bargwanna Roads, D22/41064

CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 1 Email letter and photos from [REDACTED] - Reckless driving Buttle Bargwanna Roads

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From: [REDACTED]  
Sent: Sunday, 10 July 2022 1:41 PM  
To: Orange City Council  
Cc: Jeff Whitton  
Subject: Buttle/Bargwanna Roads

Good Afternoon,

I spoke to a lady at Reception on Friday afternoon who asked me to send the attached letter through.

I have had it drafted for some time, but after Councillor Whitton's statement in the Central Western Daily on Thursday 7th July decided to send it through.

He has since also had a larger article printed on 8th July.

I thank Councillor Whitton for highlighting a need for action on Buttle and Bargwanna Roads.

I have been a resident of Buttle Road on and off for 30 years, and have never seen such a large amount of dangerous driving occurring nearly daily.

I understand that police patrols could be increased, but unfortunately feel that this would only curb the behaviour of a few they were able to catch.

If cameras were installed, I believe cars are driving at such great speeds, licence plates would not be able to be read.

I feel that something needs to be done with the surface of the road and potentially for the road to be open to only residents and visitors to those residents.

The final photos in the attached letter were taken on Friday 8th July 2021.

After hearing cars on the road last night, I went to take a look this morning to find fresh hoops and damage caused to the surface at the Buttle Road dead end, and fresh skid marks at the start of Buttle Road, extending onto Forest Road.

I have attached photos for you.

I am confident that I can continue to provide these photos as damage re-occurs.

If I could please ask for a contact at council, I would like to keep sending these photos through and to remain in the loop with the progress of this investigation through Orange City Council and Council's traffic and crime prevention sub committees.

I thank you for your time and concern over this matter, and look forward to hearing your ideas and hopefully together we can achieve a great improvement to the current conditions.

Kind regards,

[REDACTED]

CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 1 Email letter and photos from [REDACTED] Reckless driving Buttle Bargwanna Roads

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Thursday 7<sup>th</sup> July 2022

Orange City Council  
135 Byng Street  
Orange NSW 2800

To whomever it may concern,

I am writing to you to express my concern for the erratic driving behavior I am seeing on my road of residence.

I grew up on Buttle Road, Spring Creek with my parents but have now taken permanent tenancy in their house.

In the thirty years I have visited or lived the property, I have witnessed constant acts of dangerous driving, including speeding, swerving, burn outs and fishtailing resulting damage to the road, trees, fences, sign posts and guide posts.

Recently, I have noticed a large increase in non residential drivers using both Buttle Road, and Bargwanna Road dangerously.

Furthermore, I have noticed an increase of vehicles parking at the top of Buttle Road next to our property. Occupants of the cars constantly drop rubbish including fast food wrappers and alcohol bottles which my husband and I constantly pick up when checking our fence line.

When I was younger, the loop from Forest Road, down Buttle Road, and the length of Bargwanna Road was known by drivers as a racing circuit where burnouts and drifting could be done on the dirt road. I remember seeing the lights and hearing engines at night time on a weekend.

However, recently this is now happening at all times of day on any given day.

I can see and hear from my front verandah cars drifting sideways and fish tailing around the Buttle Road and Bargwanna Road corner.

As a result of this, there are constantly skid marks on the road and the guide posts are constantly folded over. Council have constantly the damage inflicted to the road.

I also note that the street sign for Bargwanna Road outside our property has over the years has been consistently replaced by council, trying to install on both sides of the road but not surprisingly, they have stopped replacing it as they are constantly being run over and damaged beyond repair.

We have recently also seen evidence of a car running off the road and coming very close to going through our fence.

This makes us very nervous, as we have very valuable stock on our property, and if they escape through damaged fence, this leaves us open to millions of dollars of liability.

## CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 1 Email letter and photos from [REDACTED] Reckless driving Buttle Bargwanna Roads

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If you refer to the photos below, I have included evidence of where a car has nearly driven through our fence on Buttle Road, and also of damage inflicted to a fence on Bargwanna Road, which the elderly owner has since repaired himself. This paddock commonly has stock in it, which could have gotten out onto the road and caused a deadly accident and a huge bill for the owner of the property.

Both myself and my husband have been confronted by drivers swerving dangerously on the dirt road.

My husband has witnessed this as early as 6am on his way to work. He has noted that this has sometimes been the same vehicle several mornings in a row. Unfortunately, because he has had to avoid the vehicle, he was unable to get a number plate to provide to police.

I have also recently had to take evasive action as an L plater (with what I'm guessing was their fully licenced instructor in the passenger's seat) drifted around the Buttle Road and Bargwanna Road corner, and on a different occasion where I had to swerve off the road half way down Buttle Road where there is a crest lined by several large gum trees. I think it very lucky I was able to avoid a collision, or run into a tree.

I hold grave fears for my neighbours who have school aged children who walk home from the bus stop at the top of Buttle Road.

If a car were to be drifting along the road as the children walked home, there could be deadly consequences.

This loop is also commonly also used by the Orange Runners Club, and local cyclist clubs.

As residents of the road, we have come to know that competitors commonly use these roads in between events, so are cautious that they could be needing to share the road on any day. It alarms me that there is great potential for a collision to occur when an occupant of a vehicle is recklessly driving.

To highlight the seriousness of the dangerous driving on these roads, I bring to your attention the collision that occurred on October 23<sup>rd</sup>, 2021 on a crest on Bargwanna Road as reported by the Central Western Daily on October 24<sup>th</sup> (<https://www.centralwesterndaily.com.au/story/7481709/motorbike-riding-teen-rushed-to-hospital-following-head-on-with-car/>)

It was only a matter of time before a serious incident happened on one of these roads, and is only pure luck that one of the drivers was not killed.

As reported, the motorbike rider was a teenager, and I witnessed the car as displaying P plates in the days following the crash while it was awaiting being towed. I presume that these two vehicles had no need to be on these roads at this time of night, and most likely were there because of their knowledge of the rally circuit. It is alarming that many of the drivers displaying this dangerous driving are P platers who have limited driving experience on these roads.

Unfortunately, I suspect there is only a limited amount of time before another crash of this caliber occurs, but with more dire consequences with the combination of dirt roads, loose gravel, culverts, large gum trees lining the roads, crests and blind corners of the location.

## CITY OF ORANGE TRAFFIC COMMITTEE

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Attachment 1 Email letter and photos from [REDACTED] Reckless driving Buttle Bargwanna Roads

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I further hope that an accident does not occur between one of these reckless drivers and myself (who commonly has my two year old in the car with me), or my family members. It's such a worry that we no longer feel safe driving on our own road.

I also refer to the statement made by Councillor Jeff Whitton in the Central Western Daily on Thursday 7<sup>th</sup> July 2022.

He has asked council to 'look into ways to curb speeding on Bargwanna Road, saying it has recently been the scene of a serious accident'.

I praise and echo the statement from Councillor Whitton.

I ask council to take into consideration the welfare of all the residents and livestock on both Buttle Road and Bargwanna Road.

As a possible solution to curb the drifting, fish tailing and dangerous driving on the roads, which results in constant damage to roadways, signs/posts and fences I ask that council consider tarring the entirety of both roads, and potentially adding speed bumps and resident road only signs to curb this behaviour.

I believe that this will result in a decrease of the speed of the vehicles on the roads, meaning less chance of those vehicles running off the road into fences, trees or pedestrians.

Furthermore, it will hinder the ability of these drivers to undertake drifting and fishtailing and other dangerous driving behaviors.

Please find below only a few examples of the evidence of dangerous driving on these roads.

If I could ask for a council contact, I would be happy to continue to supply photos as damage and incidents occur.

Thanking you in advance and I look forward to your reply,

[REDACTED]



**CITY OF ORANGE TRAFFIC COMMITTEE****9 AUGUST 2022**Attachment 1 Email letter and photos from [REDACTED] - Reckless driving Buttle Bargwanna Roads

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29<sup>th</sup> April 2021

Photo 1: Evidence of a car running off the road and nearly through our fence

Photo 2: Evidence of skid marks around Buttle/Bargwanna Roads, guide posts damaged, damaged sign post stopped getting replaced some time ago.





**CITY OF ORANGE TRAFFIC COMMITTEE**

**9 AUGUST 2022**

Attachment 1 Email letter and photos from [REDACTED] Reckless driving Buttle Bargwanna Roads

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Attachment 1 Email letter and photos from [REDACTED] Reckless driving Buttle Bargwanna Roads

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### 3 GENERAL REPORTS

#### 3.1 TRAFFIC AND PARKING AT THE INTERSECTION OF BYNG STREET AND HAMER STREET

---

RECORD NUMBER: 2022/1641

AUTHOR: Jason Theakstone, Manager Engineering Services

##### EXECUTIVE SUMMARY

At the City of Orange Traffic Committee meeting held on 8 March 2022, after receiving a complaint from a resident in the vicinity of Hamer Street, the Committee considered a report regarding traffic and parking at the intersection of Byng Street and Hamer Street.

At the Infrastructure Policy Committee Meeting held on 5 April 2022, this item was deferred to allow for further discussions with the complainant and for the complainant to address the Council.

Discussions have now been held and the deferred report is presented to Council for consideration.

##### LINK TO DELIVERY/OPERATIONAL PLAN

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1. Construct and maintain a road network meets the community’s transport and infrastructure needs”.

##### FINANCIAL IMPLICATIONS

\$5,000 to be funded from the sign budget.

##### POLICY AND GOVERNANCE IMPLICATIONS

Nil

##### RECOMMENDATION

**That Council install “No Stopping” signs on the eastern side of Hamer Street (Byng to Summer) as per the red line on Figure 1 and install repeater “No Stopping” signs along the western side of Hamer Street as per the yellow line in Figure 1.**

##### FURTHER CONSIDERATIONS

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

##### SUPPORTING INFORMATION

At the City of Orange Traffic Committee meeting held on 8 March 2022, after receiving a complaint from a resident in the vicinity of Hamer Street, the Committee considered a report regarding traffic and parking at the intersection of Byng Street and Hamer Street.

At the Infrastructure Policy Committee Meeting held on 5 April 2022, this item was deferred to allow for further discussions with the complainant and for the complainant to address the Council.

### 3.1 Traffic and Parking at the Intersection of Byng Street and Hamer Street

---

Discussions have now been held and the deferred report, with all correspondence between Council and the Complainant is presented to Council for consideration.

A petition was also received with 28 signatures. The petition called for,

1. One way traffic in Hamer Street;
2. No Stopping signs covering 10m on the eastern side of Hamer Street to Byng Street;
3. The extension of the school Zone along Hamer street;
4. No Stopping signs covering the entire length of the western side of Hamer Street (Summer Street to Byng Street)
5. The introduction of a Resident Parking scheme limiting non-resident parking to a maximum of two hours on Byng Street (Sampson Street to Woodward Street) and Hamer Street (Byng Street to Summer Street)

The petition is not attached to this report as privacy provisions would necessitate the removal of all names, addresses and signatures leaving an empty table.

#### ATTACHMENTS

- 1 Intersection of Hamer Street and Byng Street (redacted), D22/49631 [↓](#)

## CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

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**3.10 TRAFFIC AND PARKING AT THE INTERSECTION OF BYNG STREET AND HAMER STREET**

---

RECORD NUMBER: 2022/188

AUTHOR: Jason Theakstone, Manager Engineering Services

**EXECUTIVE SUMMARY**

Council has received a complaint from a resident in the vicinity of Hamer Street regarding:

- 1 OHS students parking in front of their house;
- 2 OHS students and parents parking in front of their driveway on Hamer Street;
- 3 OHS students and parents parking along Hamer Street; and
- 4 The footpath/northbound sight distance at the intersection.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1 Preserve - Construct and maintain a road network meets the community’s transport and infrastructure needs”.

**FINANCIAL IMPLICATIONS**

\$5,000 to be funded from the sign budget.

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That Council install “No Stopping” signs on the eastern side of Hamer Street (Byng to Summer) as per the red line on Figure 1 and install repeater “No Stopping” signs along the western side of Hamer Street as per the yellow line in Figure 1.**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION**

Council has received a complaint from a resident in the vicinity of Hamer Street regarding:

- 1 OHS students parking in front of their house;
- 2 OHS students and parents parking in front of their driveway on Hamer Street;
- 3 OHS students and parents parking along Hamer Street; and
- 4 The footpath/northbound sight distance at the intersection.



## CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

## 3.10 Traffic and Parking at the intersection of Byng Street and Hamer Street

The complainant's suggestion to fix the issues are:

- Make Hamer Street – North of Summer Street “One-Way” traffic from Byng Street.
- Introduce “No Stopping” signs covering 10 metres on the eastern side of Hamer Street from Byng Street.
- Install “No Stopping” signs the entire length of the western side of Hamer Street from Byng Street to Summer Street.
- Extend the School Zone right along Hamer Street from Byng Street to Summer Street.
- Introduce a Resident Parking Scheme limiting non-resident parking to a maximum of two hours.

There have been no crashes at this location within the current crash data period.



Figure 1

## ATTACHMENTS

- 1 Correspondence regarding Orange High School traffic Byng Street and Hamer Street, D22/13838

## CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

Attachment 1 Correspondence regarding Orange High School traffic Byng Street and Hamer Street

**PHILIP DONATO MP**  
Member for Orange



Our Ref: 220215-T

Mr David Waddell  
Chief Executive Officer  
Orange City Council

Via email: [dwaddell@orange.nsw.gov.au](mailto:dwaddell@orange.nsw.gov.au)

Dear Mr Waddell *David,*

I write to you on behalf of my constituent, [REDACTED] of Orange.

[REDACTED] contacted my office to raise her concerns regarding the problem with car parking for residents of the Duntryleague end of Byng Street.

[REDACTED] raises concerns that residential parking in her neighbourhood is taken up by students from Orange High School.

[REDACTED] argues that something needs to be done to ensure students are not blocking driveways and that residents and rate payers are able to access parking for themselves, visitors, tradesmen and health care workers.

I have included a copy of [REDACTED] original correspondence for your consideration.

Could you please investigate [REDACTED] concerns and provide a response at your earliest convenience?

Yours faithfully, \_\_\_\_\_

Philip Donato MP  
Member for Orange  
Encl.

*18<sup>th</sup>* February 2022



P 02 6362 5199 • E [orange@parliament.nsw.gov.au](mailto:orange@parliament.nsw.gov.au) • 123 Byng Street, Orange NSW 2800



## CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

Attachment 1 Correspondence regarding Orange High School traffic Byng Street and Hamer Street

---

**From:** [REDACTED]  
**Sent:** Tuesday, 1 February 2022 8:54 PM  
**To:** ElectorateOffice Orange  
**Subject:** NO parking for residents in Byng Street!

Mr Donato,

I am writing to you on behalf of all the residents of the Duntryleague end of Byng Street .

We have a problem with the car parking of students who attend Orange High School and who park all down our street ( on both sides) and NONE of us have any parking outside our homes for visitors/tradesmen / health care workers?

We all pay the Orange rates & yet we have students who park in our drive ways & ALL day while they are in school we have NO parking outside our homes?

I believe the schools have to address this problem as the students just park here because of the shady plane trees & not too far to walk to school! Let's not worry about the elderly ( who have paid their taxes & rates )who live in Byng Street who cannot lead a normal life because we are TOO frightened to speak to young people today.

Orange is one of the most obese cities in Australia & it might be time to give these students some exercise by walking or riding a bike to school?

Every student in year 12 ( approx 140 ) have to find a car park every morning so that car can BLOCK our services ALL day ? Simply ridiculous!

We need to enforce 2 hour minimum signs to clear our streets?

The rubbish left behind is unbelievable & we ALL pick up every day after them.

I am happy to provide you with photos of the problem & on behalf of all the affected residents we need something to be done?

We have been to Council..... nothing done!

I spoke with [REDACTED] Pedestrian Council) & he suggested I notify you?

A meeting of residents in Byng Street could be organised ?

Please would you respond to me ASAP?

Kind regards, [REDACTED]

Regards,  
[REDACTED]

## CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

Attachment 1 Correspondence regarding Orange High School traffic Byng Street and Hamer Street

---

**From:** [REDACTED]  
**Sent:** Wednesday, 16 February 2022 4:50 PM  
**To:** Jason Theakstone  
**Cc:** David Waddell  
**Subject:** Byng St / Hamer St Traffic Safety Problems

*Dear Jason,*

*Further to the meeting with residents of Byng & Hamer Sts on 10<sup>th</sup> February to discuss traffic safety problems, please find attached a formal submission & petition to be put before the Council Traffic Committee together with photographs.*

*The residents look forward to an early resolution of these matters not only to alleviate parking & traffic problems but importantly the safety of pedestrian children!*

*Regards,*

[REDACTED]

Petition received had 28 signatures.

## CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

Attachment 1 Correspondence regarding Orange High School traffic Byng Street and Hamer Street

---

16 February 2022

Mr Jason Theakstone  
Manager Engineering Services  
Orange City Council  
PO Box 35  
Orange NSW 2800

Cc:  
David Waddell :  
Phil Donato M.P. :

Dear Mr Theakstone,

**Re Byng Street / Hamer Street Traffic & Safety Problems & Solutions:**

Following on from the meeting with residents of Byng & Hamer Streets on 10<sup>th</sup> February, set out below is a description of the situation which is causing severe congestion with parking and traffic flow and associated safety risks to residents and pedestrians using the Byng Street footpath & children playing in Esso Park in Hamer St.

A proposed Resident Parking Permit Policy is also outlined together with a petition from residents calling for immediate changes to be made by the Traffic Committee.

Refer attached photographs of parking in Byng St & the Byng St & Hamer St intersection !

**1. Hamer St Situation - North of Summer St:**

- Hamer St is a general access route limited to vehicles 19 metres in length & 50 tonnes in weight.
- The roadway width between 11 Summer St & 13 Summer St is 5.5 metres. This reduces to 5.1 metres between 16 Hamer St & Esso Park.
- Vehicles can theoretically park on both sides ( except along Esso Park ) but practically on only one side. The width of a medium sized vehicle is 2.2 metres ( including side mirrors ) which only leaves clearance of 2.9-3.3 metres. This is effectively only one lane of traffic, yet traffic on the street runs both ways.
- All council services currently run North to South in Hamer St from Byng St. Trucks sometimes have to reverse because of cars parked in the narrow lane.
- The only vehicles which can legally enter Hamer St North of Summer St from Summer St are vehicles travelling East along Summer St.
- Vehicles travelling West in Summer St or North in Hamer St ( South of Summer St ) are prohibited through signage or road markings from entering into the Northern section of Hamer St.
- The intersection of Hamer St & Byng St is a T-intersection in a School Zone with very limited vision due to fence constructions & mature trees situated on the shoulder of Byng St. There is no footpath extending from the boundary of 12 Byng Street to provide vision and safety for pedestrians crossing Hamer St. from the West.
- Conducted observations reveal that the overwhelming majority of vehicles that travel North in Hamer St towards Byng St turn left into Byng St ( towards Woodward St.).

## CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

## Attachment 1 Correspondence regarding Orange High School traffic Byng Street and Hamer Street

**2. Hamer St ( North of Summer St ) Traffic Safety Problem :**

**2.1** There is a major risk to pedestrians crossing Hamer St at the Byng St. intersection. Even though this is a designated School Zone, it is a blind intersection with no footpaths to form a safety or viewing platform before stepping onto the roadway. These pedestrians are mainly school children going to or returning from Orange High School.

**2.2** Hamer St North of Summer St is too narrow to carry two-way traffic. There is risk to children entering or exiting Esso Park; traffic collisions & vehicular access to and from residential allotments.

**2.3** There are major traffic congestion & parking problems stemming from Orange High School students parking between 8:30am to 3:30pm on school days & parents dropping-off students in the morning & parking to pick-up students in the afternoon.

**3. Hamer St Solutions:**

**3.1** Make Hamer St – North of Summer St **One-Way traffic from Byng St !**

**3.2** Introduce **“No Stopping” signs** covering 10 metres on the eastern side of Hamer St from Byng St!

**3.3** Install **“No Stopping” signs** the entire length of the western side of Hamer Street from Byng Street to Summer Street.

**3.4** Extend the **School Zone** right along Hamer St from Byng St to Summer St !

**3.5** Introduce a **Resident Parking Scheme** ( refer below ) limiting non-resident parking to a maximum of two hours.

**4. Byng St Parking ( between Sampson & Woodward Streets ):**

- On school days between 8:30am & 3:30pm, there is little or no available parking for residents, visitors, trades & other service vehicles in Byng St between Sampson & Woodward Streets. Off-street parking is limited and the zone is almost entirely occupied by students from Orange High School which also sometimes extends to illegal blocking of driveways-causing tremendous inconvenience.
- The Orange City Council should provide equitable access to on-street parking in congested areas, as do numerous other Councils, by also operating a Resident Parking Scheme in this area in particular.
- There are alternative parking facilities available for Orange High School students along non-residential sides of Woodward St & Coronation Drive or more relevantly in the school campus area itself as do James Sheahan High School; Canobolas High School and Kinross Wolaroi School. The Orange High School needs to take community responsibility for the problem which they have created rather than foist it on residents. There is ample space for parking within the School grounds. Council should also encourage the School to introduce “Walk Safety to School” practices to promote Road Safety; Health; Public Transport and the Environment ( refer [www.walk.com.au](http://www.walk.com.au) ).

## CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

Attachment 1 Correspondence regarding Orange High School traffic Byng Street and Hamer Street

5. **Proposed Resident Parking Scheme :**

5.1 Aim to provide equitable access to on-street parking in congested areas!

5.2 Operated by Orange City Council in defined neighbourhood areas such as:

- Hamer St – North of Summer St
- Byng St - between Sampson & Woodward Streets.

5.3 Parking Permit Entitlement:

- Equal to the number of vehicles registered to the residential property minus the number of accessible off-street parking spaces attached to the property.
- Applicants present a copy of vehicle registration papers to confirm the entitlement.
- Wind screen stickers to be issued which are renewable each year with the payment of a fee.
- Permit holders vehicles are exempt from parking time limits!

5.4 Non-resident vehicles limited to a two hour limit without substantial movement!

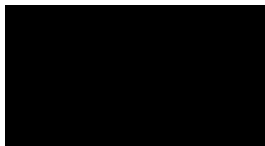
6. **Petition:**

The residents of Hamer & Byng Streets affected by the traffic safety issues described above and whose signatures appear below hereby call for the Council Traffic Committee and those holding statutory positions to promptly introduce the measures proposed, viz:

6.1 Implement **One-Way Traffic flow on Hamer Street from Byng St to Summer St !**6.2 Introduce **"No Stopping" signs** covering 10 metres on the Eastern side of Hamer St from Byng St !6.3 Extend the **School Zone** right along Hamer St from Byng St to Summer St !6.4 Install **"No Stopping"** signs the entire length of the western side of Hamer Street from Byng Street to Summer Street.6.5 Introduce a **Resident Parking Scheme** ( described above ) limiting non-resident parking to a maximum of two hours on Byng St between Sampson & Woodward Streets & Hamer St between Byng & Summer Streets !

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For & on behalf of the Residents of Byng St & Hamer St set out in the attached Petition



**CITY OF ORANGE TRAFFIC COMMITTEE**

**8 MARCH 2022**

Attachment 1 Correspondence regarding Orange High School traffic Byng Street and Hamer Street









## CITY OF ORANGE TRAFFIC COMMITTEE

8 MARCH 2022

Attachment 1 Correspondence regarding Orange High School traffic Byng Street and Hamer Street

---

**From:** [REDACTED]  
**Sent:** Thursday, 17 February 2022 10:21 AM  
**To:** Jason Theakstone <>  
**Cc:** David Waddell <>  
**Subject:** FW: Byng / Hamer St crossing

Dear Jason,

Further to yesterday's email, see attached photo of the blind Byng St / Hamer St pedestrian crossing posing a risk to school students of Orange High from traffic travelling North on Hamer St. [ This was meant to be attached to the submission to Council Traffic Committee !].

As mentioned this risk to pedestrians would be eliminated by making Hamer St One Way from Byng St South to Summer St.

Regards,

[REDACTED]



**3.2 CURRENT WORKS**

---

RECORD NUMBER: 2022/1649

AUTHOR: Ian Greenham, Director Technical Services

**EXECUTIVE SUMMARY**

The purpose of this report is to update Council on construction and maintenance works which have been carried out since the last current works report to Council.

**LINK TO DELIVERY/OPERATIONAL PLAN**

The recommendation in this report relates to the Delivery/Operational Plan strategy “9.1. Construct and maintain a road network meets the community’s transport and infrastructure needs”.

**FINANCIAL IMPLICATIONS**

Nil

**POLICY AND GOVERNANCE IMPLICATIONS**

Nil

**RECOMMENDATION**

**That the information provided in the report on Current Works be acknowledged.**

**FURTHER CONSIDERATIONS**

Consideration has been given to the recommendation’s impact on Council’s service delivery; image and reputation; political; environmental; health and safety; employees; stakeholders and project management; and no further implications or risks have been identified.

**SUPPORTING INFORMATION****Road Maintenance**

Ongoing cold and wet weather continues to cause damage to Council’s road network and hamper efforts to make effective repairs.

The chart below demonstrates the direct correlation between the annual rainfall for a given financial year and the number of requests from the public for pothole repairs.

## 3.2 Current Works



Typically, Council crews will focus on minor maintenance activities during winter as construction activities are wound back due to the risk of poor weather. For example, resources from Council's Footpath and Road construction teams have been:

- undertaking the grinding down of trip hazards on concrete footpaths
- clearing tree roots and debris from parts of Council's piped drainage network
- clearing out drainage through rural properties to relieve water across roadways
- supplementing Council's regular road patching team
- rural road grading (as weather permits)

### 3.2 Current Works

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Photo - Clearing of drain through paddock on Beasley Road

#### **Concrete and Drainage**

##### Footpaths

Work has commenced or continued on new footpaths and footpath reconstructions at:

- McLachlan Street - Summer Street East to Bathurst Road starting
- Byng Street - Spring St to Park Street
- Molong Road – Mastronardi Way to NDR
- Forest Road - SFR to Grevillia Street
- Tobruk Crescent, Maxwell Avenue to Churchill Avenue



Photo – preparations for the replacement of damaged paths in McLachlan Street

## 3.2 Current Works

**WATER SUPPLY SERVICES**

The type and number of water supply service responses by maintenance staff are shown in the table below.

Category	July 2021 – June 2022	Jul-22
Water - Leak (Meter)	288	23
Water Request - Meters Faulty (incorrect readings)	29	3
Water - No Water Supply	39	1
Water – Pressure	23	1
Water Request - Replace Meter box/lid	53	7
Water quality – Dirty	23	0
Water - Burst Main	80	9
Water - leak (Main, Valve, Hydrant)	361	26
<b>Total Water Requests</b>	<b>896</b>	<b>70</b>

**Construction Works**Clergate Road Water Main Renewal

Planning works are underway for the renewal of the Clergate Road Water Main between Industry Drive and Ralston Drive. Works are expected to commence soon with the installation of a 450mm Ductile Iron Cement Lined Trunk Water Main.

**Water Services**

Installation of new water services at the following locations:

- 6 Brown Street - potable and non-potable water connections
- 41 Leewood Drive - potable water connection and hydrant installation
- Honeyman Drive Subdivision - various water connections.

Renewal of water service at the following location:

- 146 Sale Street - 20mm water service renewal
- 19 Dora Street - renewal of water shutoff

**SEWER SERVICES**

The type and number of sewer service responses by maintenance staff are shown in the table below.

Category	July 2021 – June 2022	July 2022
Sewer Choke - Blockages	277	30
Sewer Complaint - Odour	9	0

## 3.2 Current Works

Sewer Complaint - Overflow	190	12
<b>Total Sewer Requests</b>	<b>476</b>	<b>42</b>

**Sewer Construction Works**Sieben Drive Sewerage Pump Station

Works are nearing completion for the Sieben Drive Sewer Pump Station site with concreting works around the site complete and landscaping to follow. Council is currently assessing quotations for an Electrical Substation for the site.

Upgrade of March Road Sewerage Pump Station

Quotations have been received for REF and Emergency Generator. These are currently under assessment.

**Sewer connection work and relocations**

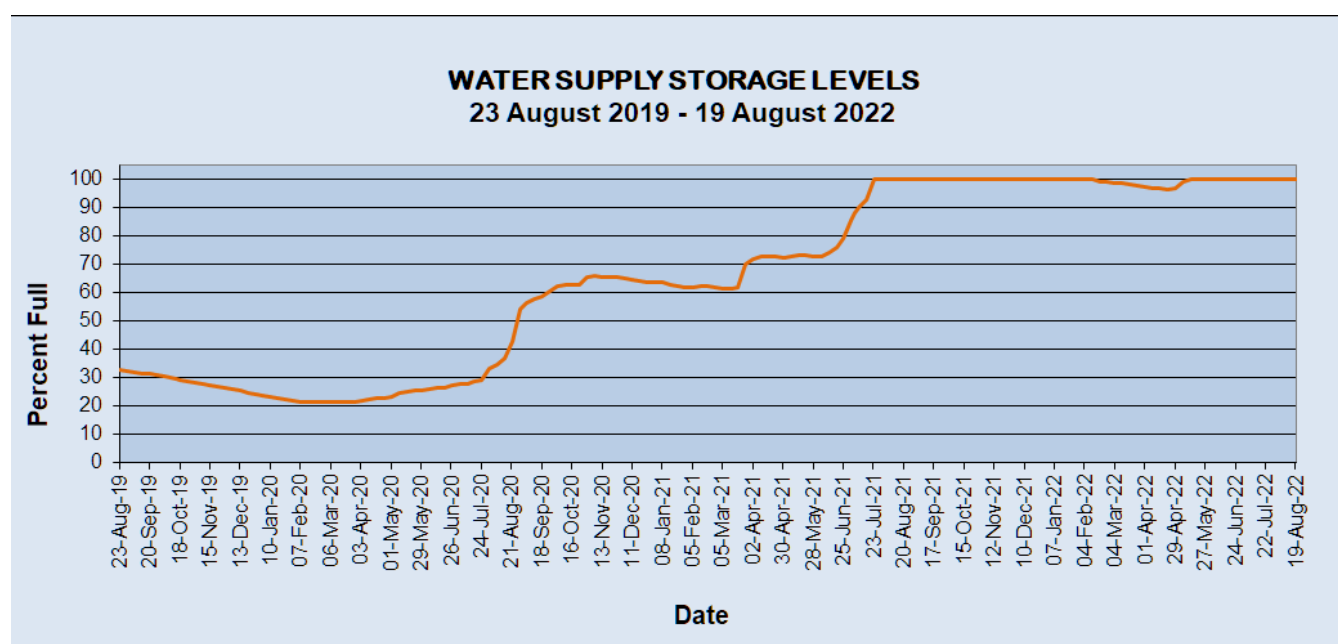
- 159 Molong Road - new sewer connection

**Sewer Reconstruction**

- Orange City Caravan Park - various sewer reconstructions.
- 142 Sieben Sewer - mains reconstruction
- 130 Coronation Drive - Sewer connection reconstruction

**WATER SUPPLY SECURITY****Water Storage Levels**

The water storage trend for the combined storages from 23 August 2019 to 19 August 2022 is shown in the graph below.



## 3.2 Current Works

Location	Level Below Spillway (mm)	% of Capacity
Suma Park Dam	0	100%
Spring Creek Dam	0	100%
Lake Canobolas	0	100%
Gosling Creek Dam	0	100%

**Supplementary Raw Water Sources**

Extractions from the supplementary raw water supplies in recent months are provided in the table below. The 'Total' column is the water year being 1 July to 30 June.

Raw Water Source	May 2022 (ML)	June 2022 (ML)	July 2022 (ML)	Total (ML) 2022/2023
Bores*	4.98	5.05	6.95	6.95
Stormwater	0.00	0.00	0.00	0.00
Macquarie River	0.00	0.00	0.00	0.00
<b>Total</b>	<b>4.98</b>	<b>5.05</b>	<b>6.95</b>	<b>6.95</b>

\* Bores include two at Clifton Grove and two at the Showground/Margaret Street

A more detailed monthly summary of raw water transfers can be found on Council's website at <https://www.orange.nsw.gov.au/water/oranges-water-supply/>

The 2022/2023 water year analysis Decision Support Tool (DST) was conducted during July 2022 with neutral conditions predicted from the POAMA forecast. Additionally, as storages remain above 90% capacity, there are no changes to operating conditions.

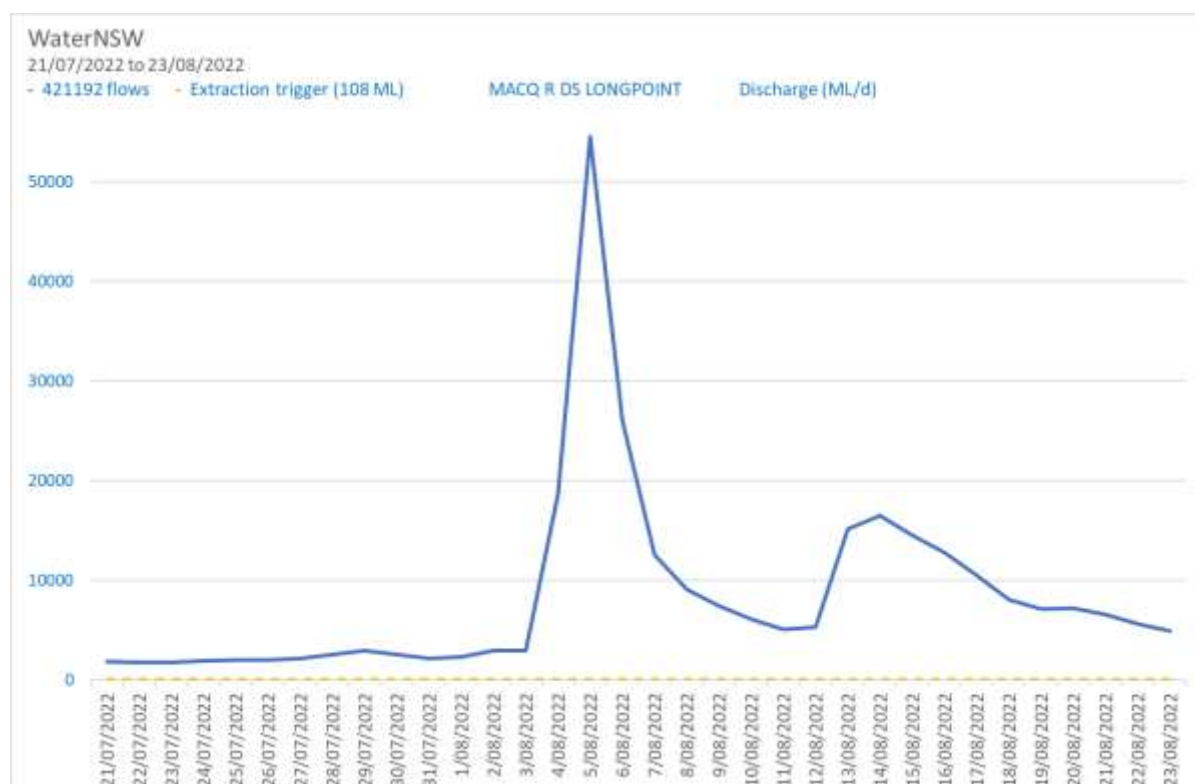
**Macquarie River Flows**

The flows in the Macquarie River monitored downstream of Long Point (Station 421192) for the period 21 July to 23 August 2022 are presented below. High flows continued through the period being above the extraction trigger value of 108 ML/d with a minimum flow rate of approximately 1,175 ML/d on 23 July 2022. A maximum flow rate of approximately 54,511 ML/day occurred on 6 August 2022.

The data for the chart below was sourced from the WaterNSW website with flows presented in megalitres per day (ML/d).



## 3.2 Current Works

**Demand Management***Residential water use*

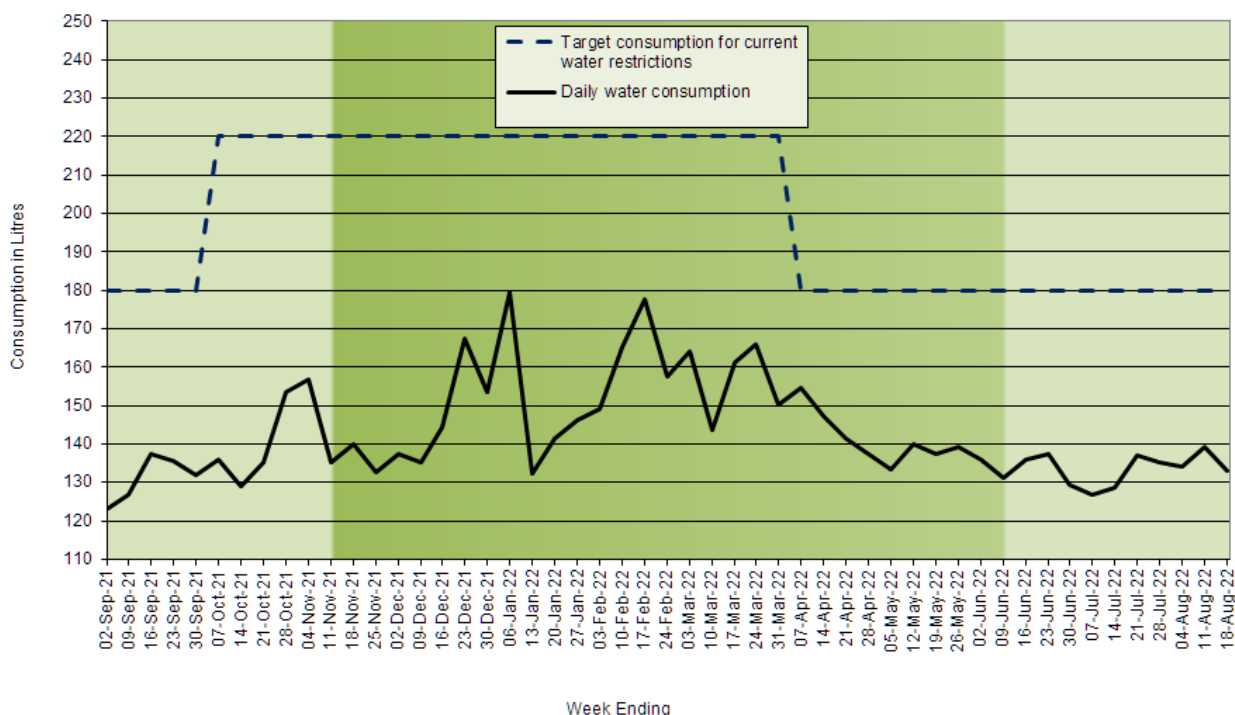
*Permanent Water Saving Standards* came into effect on Friday 25 June 2021.

Average daily residential water consumption during the week ending 18 August 2022 was 136 litres per person per day.

The graph below shows the average daily residential water consumption trend since September 2021.

## 3.2 Current Works

### Daily Water Consumption 2 September 2021 - 18 August 2022



#### Total water use

The average daily city-wide water consumption for the period 15 July 2022 to 18 August 2022 was 8.75 ML/day.

#### DRINKING WATER QUALITY

Water samples are collected as a component of Orange City Council's Drinking Water Quality Monitoring Program in accordance with NSW Health requirements. Samples are collected regularly and sent to NSW Government National Association of Testing Authorities (NATA) accredited laboratory for analysis.

Water quality for July 2022 complied with the Australian Drinking Water Guidelines health targets. The July monitoring round included an anomalous lead result at one of the sites that was re-sampled in accordance with Council procedures and in consultation with NSW Health. The re-sample was well within limits and no further action is required.

**OTHER MAJOR PROJECTS****Lake Canobolas Water and Sewer**

This project proposes to construct a new water main from Orange to Lake Canobolas to improve water quality and also construct a sewer main from Lake Canobolas back to Orange to cater for future higher use and improve environmental outcomes by removing septic systems from the Molong Dam water catchment.

A request for tender has been advertised and pre-tender meeting held on 16 August 2022. At this meeting tenderers requested an additional two weeks to prepare their tenders as Council had provided additional information and they were experiencing difficulties obtaining subcontract and supply quotations. This extension of time was granted with the current closing date for tenders now 14 September 2022.

**East Orange Harvesting Wetlands  
(Blackman's Swamp Creek Stormwater Harvesting Stage 2)**

This project, which is designed to provide an offline storage on Blackman's Swamp Creek to increase the city's water supply secure yield, is experiencing a delay due to a refusal of Council's Water Supply Works Approval (under the Water Management Act 2000) application by the Natural Resources Access Regulator (NRAR).

This refusal predominantly revolves around the interpretation of a weir and its legality under the Water Sharing Plan for the Macquarie-Bogan Unregulated Water Sources 2012.

As mentioned last Council meeting staff are working with the Department of Planning and Environment (DPE) and other government agencies to provide clarity as to the interpretation by NRAR and other options that may exist to facilitate the construction of the weir required to fill the offline storage.

**Sewage Treatment Plant Inlet Works**

Tenders have closed for the upgrading of the inlet processes associated with the Sewage Treatment Plant. Three tenders were received and are currently being evaluated by Council staff before a recommendation is brought to Council for consideration.

3.2 Current Works

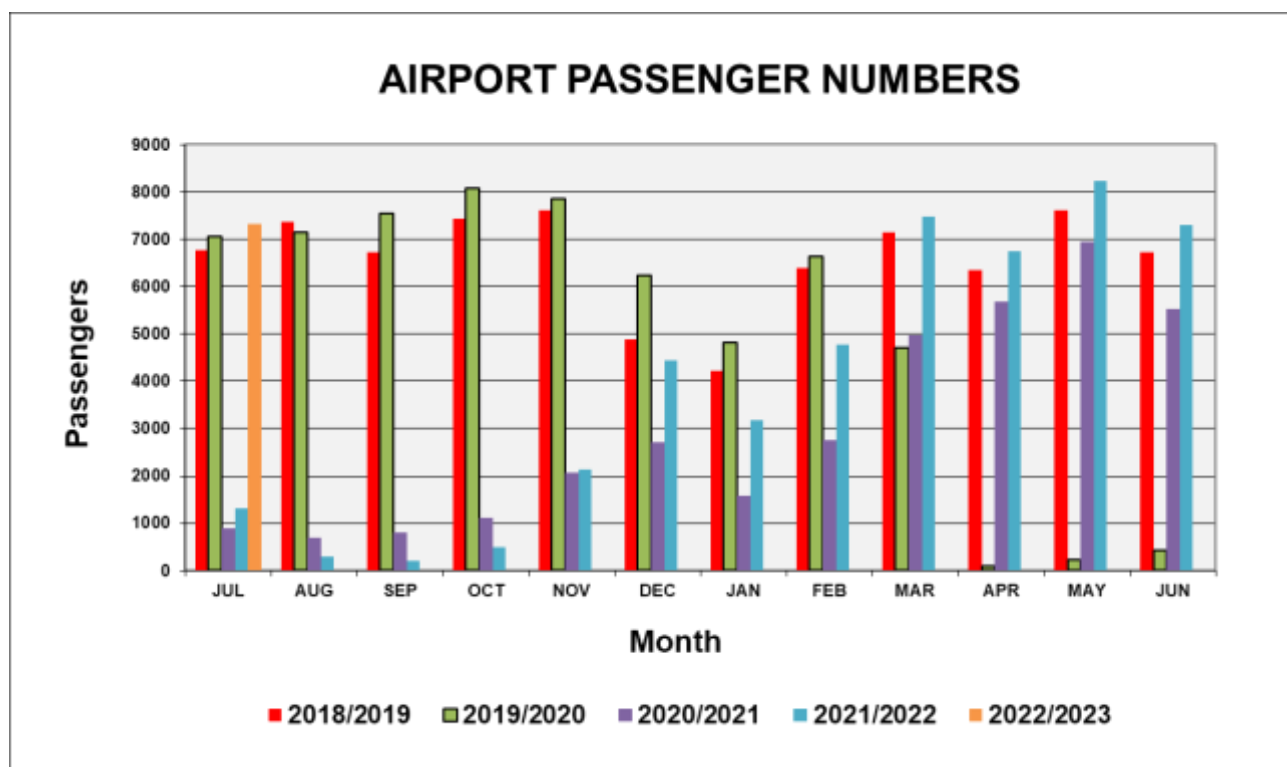
**AIRPORT ENERGY USAGE**

Energy used at the airport during July 2022 was 36,523.76 kWh at a cost to Council of \$2934.14.

**AIRPORT PASSENGER NUMBERS**

Passenger numbers during July 2022 were 7,314 compared with 1,320 in the same month in 2021.

These figures include passenger numbers from Regional Express, Link Airways (formerly Fly Corporate) and QantasLink.



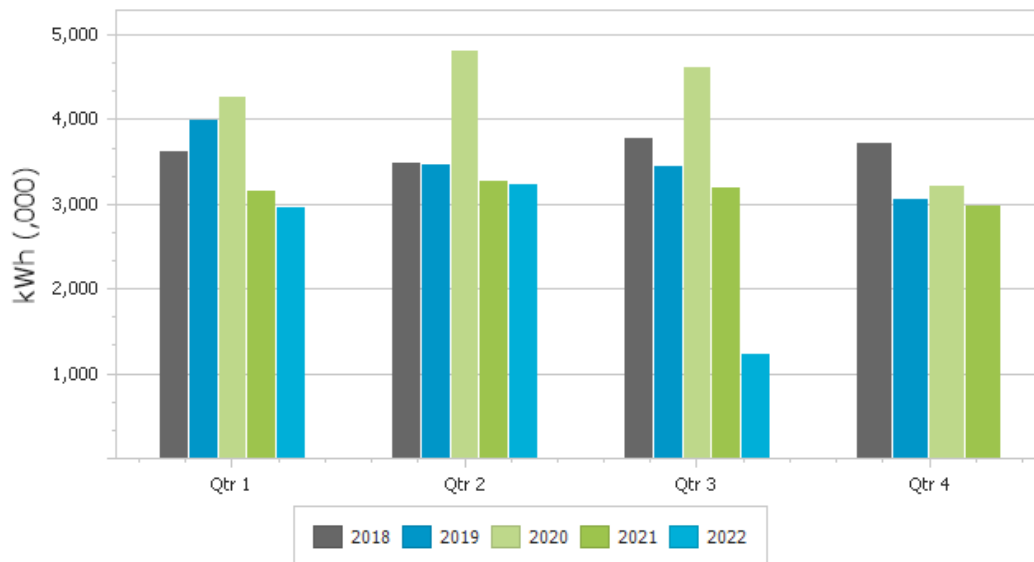
3.2 Current Works

ENERGY USE

The following information is sourced from E21, Council's energy software.

Consumption History - up to 4 Years

Thursday, 25 August 2022 10:16 AM



History - Last 12 Months

GROUP	CONSUMPTION (kWh)	CO2 EMISSIONS(t)	BILL (ex GST)
Parks & Gardens	217,050	184	\$63,822
Water	4,636,929	3,941	\$964,356
Public Buildings & Facilities	3,000,409	2,550	\$679,364
Lighting	1,821,626	1,548	\$532,535
Other	60,463	51	\$19,140
Sewer	4,240,055	3,604	\$817,130
Macquarie Pipeline	18,150	15	\$24,500
Ungrouped	200,620	171	\$66,085
<b>Total</b>	<b>14,195,302</b>	<b>12,066</b>	<b>\$3,166,932</b>