



BOGAN SHIRE COUNCIL

Ordinary Business Paper

I hereby give notice that an Ordinary Council Meeting will be held on:

Date: Thursday, 22 June 2023

Time: 5:30pm

**Location: Bogan Shire Council
Council Chambers
81 Cobar Street
Nyngan**

**Derek Francis
General Manager**



Published Recording of Council Meeting

This Council Meeting is being recorded for publishing on Council's website as a public record. By speaking at the Council Meeting, you agree to being recorded and for this recording to be published. Please ensure that if and when you speak at this Council Meeting that you are respectful to others and use appropriate language at all times. Bogan Shire Council accepts no liability for any defamatory or offensive remarks made during the course of this Council Meeting.

Table of Contents

1 Opening Prayer.....7

2 Remembrances.....7

3 Apologies7

4 Disclosure of Interests.....7

5 Confirmation of Confidential Minutes.....8

6 Confidential Matters9

7 Confirmation Of Ordinary Minutes..... 10

8 Citizenship Ceremony.....34

8.1 CITIZENSHIP CEREMONY.....34

9 Committee Meeting Minutes35

Nil

10 General Manager’s Reports36

10.1 CHECKLIST.....36

10.2 SHOWGROUND USERS ADVISORY GROUP.....46

10.3 COUNCILLOR AND MAYORAL FEES.....51

11 People and Community Services Reports53

11.1 RECRUITMENT AND SELECTION POLICY.....53

11.2 OUTBACK ARTS MEMBERSHIP.....61

12 Finance and Corporate Services Reports67

12.1 INVESTMENTS REPORT MAY 2023.....67

12.2 SUMMARY OF RATE & ANNUAL CHARGES COLLECTION68

12.3 ADOPTION OF THE 2023/2024 OPERATIONAL PLAN AND BUDGET69

12.4 MAKING OF RATES AND CHARGES FOR 2023/202470

12.5 SALE OF LAND FOR UNPAID RATES AND CHARGES.....79

13 Engineering Services Reports83

13.1 DEPARTMENTAL ACTIVITY REPORT.....83

13.2 ORANA WATER UTILITIES ALLIANCE DEED OF AGREEMENT.....87

13.3 DRAFT ACTIVE TRANSPORT PLAN89

13.4 ROAD WORKS BUDGET 2023-2024.....158

13.5 PANGEE STREET PAVERS161

14 Development and Environmental Services Reports163

14.1 DEPARTMENTAL ACTIVITY REPORT.....163

14.2 COUNCIL POLICY DDES 004 - GRAFFITI AND VANDALISM
REWARD POLICY.....172

14.3 BOGAN RIVER BUSHCARE PROGRAM178

14.4 BULKY KERBSIDE COLLECTION.....180

15	Precis of Correspondence	188
15.1	CORRESPONDENCE FROM THE HON TANYA PLIBERSEK MP, MINISTER FOR THE ENVIRONMENT AND WATER	188
16	Meeting Closure	191

- 1 OPENING PRAYER**
- 2 REMEMBERANCES**
- 3 APOLOGIES**
- 4 DISCLOSURE OF INTERESTS**

5 CONFIRMATION OF CONFIDENTIAL MINUTES**5.1 MINUTES OF CONFIDENTIAL MEETING - 25 MAY 2023**

The minutes of the Confidential Council Meeting held at the Bogan Shire Council, Council Chambers, 81 Cobar Street, Nyngan on 25 May 2023 have been circulated to Council.

Recommendation

That the minutes of the Confidential Council Meeting held at the Bogan Shire Council, Council Chambers, 81 Cobar Street, Nyngan on 25 May 2023, be received and noted.

6 CONFIDENTIAL MATTERS

Recommended that Council move into a closed session of Council with the public excluded, in accordance with the *Local Government Act 1993* section 10A(2).

7 CONFIRMATION OF ORDINARY MINUTES**7.2 MINUTES OF ORDINARY MEETING - 25 MAY 2023**

The minutes of the Ordinary Council Meeting held at the Bogan Shire Council, Council Chambers, 81 Cobar Street, Nyngan on 25 May 2023 have been circulated to Council.

Recommendation

That the minutes of the Ordinary Council Meeting held at the Bogan Shire Council, Council Chambers, 81 Cobar Street, Nyngan on 25 May 2023, be received and noted.



BOGAN SHIRE COUNCIL

Minutes

Date: Thursday, 25 May 2023

Time: 5:30pm

**Location: Bogan Shire Council
Council Chambers
81 Cobar Street
Nyngan**

**Derek Francis
General Manager**



Published Recording of Council Meeting

This Council Meeting is being recorded for publishing on Council's website as a public record. By speaking at the Council Meeting, you agree to being recorded and for this recording to be published. Please ensure that if and when you speak at this Council Meeting that you are respectful to others and use appropriate language at all times. Bogan Shire Council accepts no liability for any defamatory or offensive remarks made during the course of this Council Meeting.

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

PRESENT: VJ Boag, Councillor KJ Bright , WG Deacon, JL Douglas, AJ Elias, GN Jackson, DJ Menzies

Also present were Mr Derek Francis (General Manager), Mr Graeme Bourke (Director of Engineering Services), Mrs Stephanie Waterhouse (Director of Finance and Corporate Services), and Melissa Salter (Executive Officer)

REMEMBRANCES - Nil

DISCLOSURE OF INTERESTS

Councillor Bright declared an interest in Item *14.3 Temporary Workers Accommodation*. Reason: Due to involvement of a family member.

6 CONFIRMATION OF ORDINARY MINUTES

6.1 MINUTES OF ORDINARY MEETING - 27 APRIL 2023

092/2023 RESOLVED that the minutes of the Ordinary Council Meeting held at the Bogan Shire Council, Council Chambers, 81 Cobar Street, Nyngan on 27 April 2023, copies of which have been circulated to Councillors, be taken as read and confirmed. **(Deacon/Jackson)**

Business Arising: Nil

7 CONFIRMATION OF EXTRAORDINARY MINUTES

7.1 MINUTES OF EXTRAORDINARY MEETING - 11 MAY 2023

The minutes of the Extraordinary Council Meeting held at the Bogan Shire Council, Council Chambers, 81 Cobar Street, Nyngan on 11 May 2023 have been circulated to Council.

093/2023 RESOLVED that the minutes of the Extraordinary Council Meeting held at the Bogan Shire Council, Council Chambers, 81 Cobar Street, Nyngan on 11 May 2023, copies of which have been circulated to Councillors, be taken as read and confirmed. **(Jackson/Douglas)**

Business Arising: Nil

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

The following discussions and resolutions arose from decisions made in the Closed and Confidential Section of the Meeting, 25 May 2023:

APOLOGIES:

086/2023 RESOLVED that the apologies from Councillor Neill and Councillor Milligan be received and noted. **(Douglas/Elias)**

087/2023 RESOLVED EXCLUSION OF PRESS AND PUBLIC: that Council move into a closed session of Council with the public excluded, in accordance with the Local Government Act 1993, section 10A (2). **(Deacon/Jackson)**

5.1 RENT REVIEW - 82 PANGEE STREET, NYNGAN

088/2023 RESOLVED that Council charges \$55 per week rent on 82 Pangee St Nyngan, for a term of 5 years. **(Deacon/Jackson)**

5.2 TENDER FOR SUPPLY AND DELIVERY OF BULK FUEL

089/2023 RESOLVED that:

1. Inland Petroleum be awarded the contract to supply bulk fuel to Bogan Shire Council for the period 1 July 2023 to 30 June 2025, as they represent best value for Council.
2. A provision be allowed for a 12 month extension based on satisfactory supplier performance, which may take this contract through to 30 June 2026. **(Elias/Jackson)**

5.3 TENDER FOR PROVISION OF BITUMEN SPRAY SEAL

090/2023 RESOLVED that:

1. Country Wide Asphalt be awarded the contract to supply Bitumen Spray Seal to Bogan Shire Council for the period 1 July 2023 to 30 June 2025, as they represent best value for Council.
2. A provision be allowed for a 12 month extension based on satisfactory supplier performance, which may take this contract through to 30 June 2026. **(Douglas/Jackson)**

091/2023 INCLUSION OF PRESS AND PUBLIC: RESOLVED that the meeting move into open Council. **(Douglas/Menzies)**

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

8 MAYORAL MINUTE

8.1 EMERGENCY SERVICES LEVY

094/2023 RESOLVED that Council:

1. Writes to the Treasurer, the Minister for Emergency Services, the Minister for Local Government and local State Member(s):
 - (a) Expressing Council's strong opposition to the NSW Government's last minute decision to impose an enormous Emergency Services Levy (ESL) cost increase on councils for 2023/24 by scrapping the ESL subsidy for councils and at a time when Council is publicly advertising its Operational Plan and annual budget to the community;
 - (b) Noting that as a consequence of the unannounced 73% increase in the State Emergency Service budget and an 18% increase in the Fire and Rescue NSW budget, Council's 3.7% rate increase to provide essential community services and infrastructure has been significantly eroded.
 - (c) Calling on the NSW Government to take immediate action to:
 - (i) restore the ESL subsidy in 2023/24
 - (ii) urgently introduce legislation to decouple the ESL from the rate peg to enable councils to recover the full cost
 - (iii) develop a fairer, more transparent and financially sustainable method of funding critically important emergency services in consultation with local government.
2. Writes to the Chair of the Independent Pricing and Regulatory Tribunal (IPART) advising that Council's forced emergency services contribution is manifestly disproportionate to the 2023/24 rate cap, which has resulted in additional financial stress.
3. Writes to the President of LGNSW seeking the Association's ongoing advocacy to bring about a relief in the burden of Councils' emergency services contribution.

(Jackson/Menzies)

9 Committee Meeting Minutes

Nil

10 GENERAL MANAGER'S REPORTS

10.1 CHECKLIST

Item	Date	Minute No	Matter	Action Required	Officer	Status
1	23/09/2021	249/2021	Increase of train speed through Nyngan	Prior to the next state Election, Council raise the issue of the Hoskins Street Level Crossing & Train Speeds with Barwon candidates.	GM	TfNSW has informed Council that it is considering trialling a Rail Active Crossing System at Hoskins Street crossing. This is a solar powered, wireless, flashing lights system. Roy Butler's office has undertaken to follow up with TfNSW.
2	27/05/2022	122/2022	Nyngan Emergency Bore	Council seeks advice from the Minister for Water, as to a mechanism for periodic extraction of water for maintenance purposes, given that it is understood that Council is unable to extract water from the bore at this stage.	GM	Letter written to Minister for Water. Letter sent to the Minister for Lands and Water, Kevin Anderson, on 02/02/2023, raising this matter again, and advising him that NSW Public Works have provided Council with new project estimates. Due to the delays in project commencement, rising costs of pipe materials and other costs of construction, the estimated project cost has more than doubled to \$8.7M from \$4M. Minister's office has advised that the question of amending the Water Sharing Plan has been referred to

Item	Date	Minute No	Matter	Action Required	Officer	Status
	23/02/2023	010/2023	Nyngan Emergency Bore	Council vote for a 200ml pipe instead of 375ml pipe, on the basis of water consumption. A decision on the request for a meeting be deferred until Council receives a response from the NSW Government on whether the emergency bore hole project is to be funded.	GM	Department of Planning and Environment. DPE have advised that no additional funding is available for the project. Public Works & DPE have been advised of Council's resolution to request a 200mm pipeline.
	27/04/2023	081/2023	Nyngan Emergency Bore	Virginia and Richard Woodlock be requested to provide Council with specific concerns of concerned landholders and rate payers in writing, so that responses can be prepared, and arrangements made for appropriate NSW Government staff to be available.		UPDATE: Letter sent to Richard and Virginia Woodlock advising them of Council's resolution.

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

Item	Date	Minute No	Matter	Action Required	Officer	Status
3	28/11/2019	368/2019	Repairs to Nyngan & Cobar Emergency Water Storage	The General Manager be authorised to procure sufficient quantities Geosynthetic Clay Liner & Geotextile material to complete the remediation works, according to specifications provided by NSW Public Works. The procurement be carried out by way of quotations.	DES	A contract variation has been issued to the Contractor for change of scope for repairs to inside batters. Work recommenced.
4	25/02/2021	012/2021	Nyngan Railway Wool Dump	A colour information sign be erected at the Nyngan Railway Wool Dump on stand adjacent to the dump. A cement path from the existing walkway to the sign be constructed, with available funding.	DES	Pending commencement of grant-funded works.
5	27/05/2021	126/2021 061/2023	Addressing Local Job Vacancies	Council delays the launch of the marketing campaign until progress is made with establishing more housing accommodation in Nyngan. Council make a preliminary start with the Marketing campaign by producing a short promotional video	DPCS	Planning for new residential subdivision has commenced. UPDATE: Work commenced on video.

Page 10

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

Item	Date	Minute No	Matter	Action Required	Officer	Status
				which can be distributed and uploaded by social media.		
6	28/10/2021 15/12/2023	162/2021 281/2022	Section 355 Committee – Nyngan Museum	General Manager to proceed with discussions to formalise a constitution and associated delegations for Nyngan Museum Committee as a Section 355 Management Committee of Council with a further report to Council. Council progress investigations and discussion to progress to Section 355 or an incorporated body for the functions of managing and operating the Nyngan Museum.	GM	Initial meeting held with Museum Committee. Referred to Audit & Risk Committee. Investigations commenced regarding benefits of incorporation. UPDATE: Further discussions with Museum Committee planned for early June
7	25/11/2021	331/2021	Recycling Bins in Town Main Street	Recycling bins be made available in town main street.	DDES	Eight recycling bins received – considered in Council's best interest to delay installation until main street paving completed.
8	23/06/2022	126/2022	New Water Treatment Plant Site	A further report to Council be considered for location of the New Water Treatment Plant, including the location as	DES	Public Works to discuss with Crown Lands use of site adjacent to electricity sub-station at the end of Dandaloo Street.

Page 11

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

Item	Date	Minute No	Matter	Action Required	Officer	Status
	23/03/2023	011/2023		presented to Council, as well as other options outside/adjacent to the levy bank. Council request NSW Public Works to provide a report to Council on the relative cost of the proposed substation and existing pump station sites, including relative pros and cons.		Public Works has been requested to prepare a report on comparing the Dandaloo Street site with the raw water pumpstation site when funding deed has been signed.
9	27/10/2022	246/2022	Pangee Street Paving	Council seek expressions of interest from interested parties to have old pavers delivered to an appropriate site of theirs for public to collect, for a set time, then review matter.	DES	To be advertised when a construction schedule has been finalised.
	15/12/2022	314/2022		The Pangee Street CBD footpath be completed with a covered trowel finish including rows of pavers installed across the path at regular intervals to break up the large areas of concrete.		Successful tenderer has advised that the commencement of work will be delayed to July due to acceptance of other contracts before ours.

Page 12

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

Item	Date	Minute No	Matter	Action Required	Officer	Status
10	28/07/2022	171/2022	Hoskins Street Subdivision	Council approves the draft subdivision layout, with following amendments Inclusion of a laneway between lots 18-23 and lots 28-33. Accordingly reduce the number of affected blocks to retain an average size of around 1000m ² . Strong representation is made to the Minister for Western New South Wales in relation to Biodiversity Fund contributions.	DES	Amended plan sent back to consultants. Meetings between Alliance of Western Council and NSW Government held of 17/08/22 and 19/08/22 to discuss. Alliance of Western Councils working with Urban Taskforce and making representation to Premier and Minister for Environment.
11	25/08/2022	207/2022	Removal of Athel Pines	Council removes all Athel Pines located adjacent to the airport. Council plants native species to replace the Athel Pines that will be removed, with funding to be allocated at the next budget review.	DDES	All Athel Pines have been removed. UPDATE: Replacement trees have been delivered and expected to be planted in late May 2023.

Page 13

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

Item	Date	Minute No	Matter	Action Required	Officer	Status
12	27/10/2022	260/2022	Kerbside Waste	Council trial the bulky kerbside collection, as a once of collection and the take-up be gauged, and a further report to Council.	DDES	Currently seeking quotations from contractors to complete the kerbside collection. Estimating the anticipated uptake to engage contractors has been difficult. To assist with this, a community survey has been prepared which will better inform Council's decision-making. UPDATE: Survey was run for a four-week period ending 19 May 2023 and a report will be prepared for Council's consideration.
13	27/10/2022	261/2022	Proposed Amendment to Bogan Local Environmental Plan	The General Manager investigates a process to identify suitable land, for large lot residential and undertakes community consultation, with a further report to Council.	DDES	In progress.
14	24/11/2022	274/2022	Voluntary Planning Agreement – Aurelia Resources	The General Manager negotiates a VPA with Aurelia Resources in the best interest of Council in consultation with the Mayor and Deputy Mayor.	GM	UPDATE: Draft VPA being reviewed by Aurelia Resources after which it will be tabled for Council's consideration.

Page 14

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

Item	Date	Minute No	Matter	Action Required	Officer	Status
15	24/11/2022	296/2022	Memorial Wall at Nyngan Cemetery	Council investigate cost, options and suitable location for new memorial wall at Nyngan Cemetery.	DES	UPDATE: Included in 2023/24 Capital Budget. COMPLETED
	23/03/2023	051/2023		Council allocate \$2,500 to provide a memorial wall at the Nyngan cemetery at the 2023-24 estimates meeting, and that council investigate the cost to render the three walls in full, on both sides.		
16	23/02/2023	027/2023	Bureau of Meteorology	Council approach interested parties to undertake the manual weather observations, with a report back to Council.	GM	Notice placed in Nyngan Weekly newspaper. Names of interested parties forwarded to Bureau of Meteorology.
17	23/03/2023	053/2023	Reclassification of Land – 8 Tabratong Street	Council submits a planning proposal under Section 28 of the Local Government Act to reclassify Lot 1 DP102113, Lot 2 DP355559 and Lot 3 DP 945184 from Community Land to Operational Land.	DDES	Council has requested Department of Planning to consider undertaking the reclassification as part of its Minor Amendments Project.

Page 15

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

Item	Date	Minute No	Matter	Action Required	Officer	Status
18	27/04/2023	080/2023	Precis – John and Penny Hoy	Council request John and Penny Hoy to meet with the Mayor and General Manager to discuss their concerns.	GM	UPDATE: Letter sent to John and Penny Hoy advising them of Council's resolution.

095/2023 RESOLVED that the report relating to the Monthly Checklist be received and those items marked as "Completed" be removed from the Checklist.

(Bright/Deacon)

Minutes of the Ordinary Council Meeting
Bogan Shire Council

25 May 2023

GENERAL MANAGERS REPORTS

10.2 SOCIAL MEDIA POLICY

The purpose of this report is for Council to consider the adoption of a Social Media Policy.

096/2023 RESOLVED that Council adopts the Social Media Policy. **(Deacon/Menzies)**

10.3 VILLAGE TOUR 2023

The purpose of this report is to record matters raised during the 2023 Village Tour as well as progress made with items raised in previous meetings with community representatives.

097/2023 RESOLVED that the Village Tour 2023 Report be received and noted.
(Douglas/Bright)

Attachment 1: Village Tour Checklist

Coolabah

Bogan Shire Council

Key discussion points and actions:

Items for Action	Responsible Officer	Status
Items for action from Meeting 27 November 2019		
Committee to obtain quotes for cladding sides of Hall and moving ramp.	DES	Grant obtained \$50,000 cladding and ramp; repairs to windows. Update: Included in Council's Resources for Regions grant funding. Scheduled for completion in June.
Items for action from Meeting 12 August 2020		
Update list of priorities for spending from Village Capital Improvement Fund	GM	1. Contribution to toilet at BBQ Area 2. Pool fence at BBQ Area 3. Window replacement in Hall kitchen 4. Cladding on Hall 5. New swing set at BBQ Area 6. Relocation of ramp on southern side of Hall.
Items for action from Meeting 15 April 2021		
Shire to proceed with pool fencing at the bbq area – request for plan to show location and extent before proceeding.	DES/MWS	90 metres x 1.2m high black loop top pool fence \$10,900 price installed. Updated cost \$15,500 This item was included in Council's Resources for Regions grant funding. COMPLETED

Items for Action	Responsible Officer	Status
Shire to investigate options for mowing around the village. People don't mind volunteering but feel they should not have to use their own privately owned mowers. In the meantime, the Shire will reimburse fuel and blades.	GM	See below, 22/3/22 Meeting
Items for action from Meeting 22 March 2022		
Signage directing people to new toilets at village entrances	DES	Awaiting design from RMS Update: Signs ordered
Playground equipment specifications – Committee to work with Director Engineering Services, including shade sails and softfall	DES	Playground equipment in grant application Update: Director Engineering Services to provide Committee with design examples and costings
Mowing – meeting to be held with Lynette Dunn, Bruce Jordan, Mayor, General Manager, Director Finance and Corporate Services and Director Engineering Services	GM	Meeting arranged for May 2022. Further discussions to be held. Update: <ul style="list-style-type: none"> Further Section 355 Committee discussions to be held in second quarter 2023 Director Engineering Services to arrange induction on mower for volunteers
Items for action from Meeting 12 November 2022		
Shire to assist with promoting tourism opportunities (and available grant funding) such as the Well	DPCS	To be included in 2023 planning for new VIC brochure
Items for action from Meeting 9 May 2023		
Hall maintenance – replace glass in kitchen and southern window	DES	

Items for Action	Responsible Officer	Status
Low level crossing on Monkey Bridge Road impassable	DES	
Hall – culverts on entrance road be replaced / moved to allow buses to turn in more easily	DES	
Hall – handrail to be installed on steps	DES	



Bogan Shire Council

Key discussion points and actions:

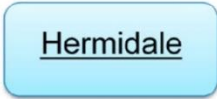
Items for Action	Responsible Officer	Status
Items for action from Meeting 12 August 2020		
Update list of priorities for spending from Village Capital Improvement Fund.	GM	Development of free camping area.
Request to drop speed limit on highway, concerns for safety of children – also request to Highway Patrol to enforce. To Traffic Committee.	DES	RMS have advised that the criteria would not be met to reduce speed limit to 50 Km.Speed cannot be reduced COMPLETED
Items for action from Meeting 15 April 2021		
Shire to ask RMS to consider children crossing / bus stop sign on highway near shop.	DES	Discuss at Traffic Committee TfNSW investigating bus stop and people crossing signs. RMS asked to investigate
Shire to investigate and install signage for Murrawombie Road – large signage rather than finger board that can incorporate direction to other roads / locations as well as camping area symbol.	DES/MR	Discuss at Traffic Committee TfNSW. Murrawombie Rd sign here RMS to provide design for highway sign. Update: Sign Ordered
Shire to notify community before clean-up of new Council owned free camping site blocks.	GM	Noted

Items for Action	Responsible Officer	Status
Many overgrown properties – Shire to serve notices.	DES/HBS	Inspections being undertaken 9 notices of intents to clean up overgrown properties were issued in December 2021. 7 of the 9 properties were cleaned up in January/February 2022. Remaining 2 properties notified Council that they have been cleaned up. Inspections completed. Notices of intent issued for 13 properties to be cleaned up.
Pothole / road damage at corner of Arcturus and Myall Streets needs repair. Streets for grading and sealing Myall Street	DES/MR	Scour repaired. Myall Street sealing included in Council's Resources for Regions grant funding
Items for action from Meeting 22 March 2022		
Plan for free camping area to be discussed with community – including input into the siting of the amenity block	GM	Community consultation planned for second quarter 2023.
Dump Point – can a dump point be included in the free camping area?	GM	Community consultation planned for second quarter 2023.
Powerpoints – can power points for caravans be included in free camping area?	GM	Community consultation planned for second quarter 2023.
Council owned blocks – please can they be cleaned up	DES	On works schedule

Items for Action	Responsible Officer	Status
Items for action from Meeting 12 November 2022		
Free camping – specifications on duration of stay and location of camping area	DPCS	Community consultation planned for second quarter 2023.
Consider laying road base car park and footpath to allow "clean access" to the new public toilet block next to current toilet block	DES	To be completed with toilet construction
Items for action from Meeting 9 May 2023		
Slab and shed for mower to be constructed using village funds, where required, at the same time as new toilet is constructed.	DES	
Further discussion to be had with Association about Sec 355 / Association activities	GM	
Further information / letter requested regarding playground softfall	DES	

Bogan Shire Council

Key discussion points and actions:



Items for Action – Previous Meetings	Responsible Officer	Status
Items for action from Meeting 27 November 2019		
Intersection of Highway and Nymagee Road dangerous when vehicles access the highway- requires stop sign and improved line marking.	DES	<p>Update: Give way holding line programmed for re-painting. Discussed at November Traffic Committee meeting. Give way sign to remain as there are no line-of-sight problems and it does not meet the requirements specified in the standards.</p> <p>Further update: Request for RMS to consider a turning lane for vehicles exiting the highway. To be discussed again at the Traffic Committee Meeting 19 August 2020. RMS advised turning lane not warranted and a request for a speed reduction was not supported by RMS.</p> <p>COMPLETED</p>
Items for action from Meeting 22 March 2022		
Could land be released for teacher housing – DDES to investigate land use	DDES	Under investigation with other land use matters in the Bogan Shire LGA
Undergrowth encroaching on road Hermidale side of Wonga	DES	Site inspected, included in works program.

Items for Action – Previous Meetings	Responsible Officer	Status
Items for action from Meeting 12 November 2022		
Park Maintenance and mowing/spraying agreement with volunteers	DES	<p>Council has done maintenance. For further consideration</p> <p>Update: Section 355 Committee discussions to be held in March/April 2023</p>
Items for action from Meeting 9 May 2023		
Shire to complete slashing around tennis court area at the same time as other slashing in the area	DES	
Request for signage promoting village from a tourism perspective on either side of town – uniform for each village	GM	
Change of T-intersection at Park, including parking at the Park to be discussed at Traffic Committee.	DES	
Reconciliation of funds available / committed – bearing in mind grant projects	DFCS	

Ordinary Council Meeting
Bogan Shire Council

25 May 2023

11 DIRECTOR OF PEOPLE AND COMMUNITY SERVICES REPORTS

11.1 NYNGAN VISITOR INFORMATION CENTRE

The Purpose of this report is for to Council to determine public holiday closures for the Nyngan Visitor Information Centre.

098/2023 RESOLVED

That the Nyngan Visitor Information Centre be closed on the following public holidays:

- Christmas Day
- Boxing Day
- Australia Day
- Good Friday (Easter Holiday)
- Anzac Day

(Jackson/Menzies)

11.2 LIBRARY REPORT

The purpose of this report is to provide Council with information both statistical and informative in regards to the Library's function.

099/2023 RESOLVED that the Library report be received and noted. **(Douglas/Jackson)**

12 DIRECTOR FINANCE AND CORPORATE SERVICES REPORTS

12.1 INVESTMENTS APRIL 2023

The purpose of this report is to outline the performance of Council's investment portfolio for the month of April 2023.

100/2023 RESOLVED that Council receives and notes the Investments Report. **(Elias/Bright)**

12.2 SUMMARY OF RATE AND ANNUAL CHARGES COLLECTION

The purpose of this report is to provide a comparison of rate collections as at 30 April 2023, with the same period last year.

Rate Collections	2022-2023	2021-2022
Arrears Prior to 01/07/2022	459,409	516,088
First Instalment in arrears as at 30/4/2023	36,443	6,037
Second Instalment in arrears as at 30/4/2023	49,627	60,447
Third Instalment in arrears as at 30/4/2023	68,672	86,668
Fourth Instalment Outstanding as at 30/4/2023	679,625	942,657
Total Arrears	541,265	669,240
Total Outstanding	1,220,890	1,611,897
Monthly Transactions		
Amount Levied & B/Fwd	6,045,433	5,867,648
Add: Adjustments	42,185	36,869
Less: Payments to end of April	-4,785,759	-4,212,930
Less: Rebates	-81,390	-79,690
Add: Postponed	0	0
Gross Total Balance	1,545,551	1,611,897
Arrears of total amount levied %	8.9%	11%

The Director of Finance and Corporate Services reported at the meeting that at the date of the meeting, current arrears had decreased to 541,265.

101/2023 RESOLVED that Council receive and note the Rates and Annual Charges collection report. **(Jackson/Deacon)**

12.3 DONATION REQUEST - MARRA HALL TRUSTEES

This report is for Council to consider a donation to the Marra Hall Trustees.

102/2023 RESOLVED that Council makes a donation of \$1000 to the Marra Hall Trustees to assist them in their community work and fundraising. **(Menzies/Elias)**

Ordinary Council Meeting
Bogan Shire Council

25 May 2023

12.4 LONG TERM FINANCIAL PLAN - 2023-2033

The purpose of this report is for Council to note the content of the Long-Term Financial Plan in the context of the development of the Operational Plan and Budget

103/2023 RESOLVED that Council adopts the Long-Term Financial Plan 2023-2033.
(Jackson/Menzies)

Ordinary Council Meeting
Bogan Shire Council

25 May 2023

13 ENGINEERING SERVICES REPORTS

13.1 DEPARTMENTAL ACTIVITY REPORT

The purpose of this report is to provide Council with information that is both statistical and informative in regard to the activities of the Engineering Services Department.

104/2023 RESOLVED that the Engineering Departmental Activity Report be received and noted. (Douglas/Deacon)

14 DEVELOPMENT AND ENVIRONMENTAL SERVICES REPORTS**14.1 DEPARTMENTAL ACTIVITY REPORT**

The purpose of this report is to provide Council with information that is both statistical and informative in regard to the activities of the Development and Environmental Services Department.

105/2023 RESOLVED that the Development and Environmental Services Departmental Activity Report be received and noted. **(Jackson/Bright)**

14.2 COUNCIL RELATED DEVELOPMENT APPLICATIONS CONFLICT OF INTEREST POLICY

The purpose of this report is for Council to approve the Draft Council Related Development Applications Conflict of Interest Policy (Draft Conflict of Interest Policy) for public exhibition.

106/2023 RESOLVED that:

1. The draft Council Related Development Applications Conflict of Interest Policy be approved for public exhibition for a period of 28 days.
2. Council receive a further report following the public exhibition period if submissions are received and/or the Draft Conflict of Interest Policy is proposed to be amended.
3. Council adopts the draft Conflict of Interest Policy, following the public exhibition period, if no submissions are received and no changes are to be made to the draft policy.
(Douglas/Menzies)

Ordinary Council Meeting
Bogan Shire Council

25 May 2023

Councillor Bright declared an interest in Item *14.3 Temporary Workers Accommodation* and left the room.

14.3 TEMPORARY WORKERS ACCOMMODATION

The purpose of this report is for Council to consider whether, in principle, it would be supportive of changing the land zoning use contents in RU1 – Primary Production under the Bogan Local Environmental Plan (LEP) 2011 from a 'closed zone' to an 'open zone'.

107/2023 RESOLVED that:

1. That the Temporary Workers Accommodation Report be received and noted.
2. A report be prepared for Councils consideration regarding the costs and implications to change the land zoning use contents in RU1 – Primary Production under the Bogan Local Environmental Plan (LEP) 2011 from a 'closed zone' to an 'open zone'. **(Douglas/Deacon)**

Councillor Bright returned to the room.

Ordinary Council Meeting
Bogan Shire Council

25 May 2023

15 PRECIS OF CORRESPONDENCE

15.1 BIG BOAR BONANZA 2023

108/2023 RESOLVED that:

1. The correspondence from the organisers of the Big Boar Bonanza 2023 be received.
2. Council supports the use of Nyngan Racecourse for the Big Boar Bonanza as requested. **(Douglas/Bright)**

15.2 NYNGAN RUGBY LEAGUE FOOTBALL CLUB

109/2023 RESOLVED that:

1. The correspondence from the Nyngan Rugby League Football Club be received.
2. Council supports the request by Nyngan Rugby League Football Club to name the new canteen complex at Larkin Oval after Bill Barrow, the bar area after Alan (Trapper) Jeffery, and the request to have a Nyngan Tigers sign on the roof of the canteen. **(Jackson/Deacon)**

15.3 THE HON. JENNY AITCHISON MP

110/2023 RESOLVED that the correspondence received from The Hon. Jenny Aitchison MP be noted. **(Elias/Bright)**

15.4 THE HON. CATHERINE KING MP

110/2023 RESOLVED that the correspondence received from The Hon. Catherine King MP be noted. **(Deacon/Menzies)**

Ordinary Council Meeting
Bogan Shire Council

25 May 2023

16 MEETING CLOSURE

There being no further business, the meeting closed at 7.11pm.

These minutes were confirmed by resolution at a meeting on and were signed as a true record.

.....

GENERAL MANAGER

.....

DEPUTY MAYOR

8 CITIZENSHIP CEREMONY

8.1 CITIZENSHIP CEREMONY

A Citizenship Ceremony will be held at the Bogan Shire Council Chambers on 22 June 2023, at 6.00pm.

9 COMMITTEE MEETING MINUTES

Nil

10 GENERAL MANAGER’S REPORTS

10.1 CHECKLIST

Item	Date	Minute No	Matter	Action Required	Officer	Status
1	23/09/2021	249/2021	Increase of train speed through Nyngan	Prior to the next state Election, Council raise the issue of the Hoskins Street Level Crossing & Train Speeds with Barwon candidates.	GM	TfNSW has informed Council that it is considering trialling a Rail Active Crossing System at Hoskins Street crossing. This is a solar powered, wireless, flashing lights system. UPDATE: Discussed with Roy Butler 07/06/2023, for follow-up.
2	27/05/2022	122/2022	Nyngan Emergency Bore	Council seeks advice from the Minister for Water, as to a mechanism for periodic extraction of water for maintenance purposes, given that it is understood that Council is unable to extract water from the bore at this stage.	GM	Letter written to Minister for Water. Letter sent to the Minister for Lands and Water, Kevin Anderson, on 02/02/2023, raising this matter again, and advising him that NSW Public Works have provided Council with new project estimates. Due to the delays in project commencement, rising costs of pipe materials and other costs of construction, the estimated project cost has more than doubled to \$8.7M from \$4M.

Item	Date	Minute No	Matter	Action Required	Officer	Status
	23/02/2023	010/2023	Nyngan Emergency Bore	Council vote for a 200ml pipe instead of 375ml pipe, on the basis of water consumption.	GM	Minister’s office has advised that the question of amending the Water Sharing Plan has been referred to Department of Planning and Environment. DPE have advised that no additional funding is available for the project. UPDATE: Letter written to new Minister for Water, advising them of resolution 122/2022 and seeking clarification on funding. Public Works & DPE have been advised of Council’s resolution to request a 200mm pipeline.
	23/02/2023	010/2023	Nyngan Emergency Bore	A decision on the request for a meeting be deferred until Council receives a response from the NSW Government on whether the emergency bore hole project is to be funded.		On hold pending response.

Item	Date	Minute No	Matter	Action Required	Officer	Status
	27/04/2023	081/2023		Virginia and Richard Woodlock be requested to provide Council with specific concerns of concerned landholders and rate payers in writing, so that responses can be prepared, and arrangements made for appropriate NSW Government staff to be available.		Letter sent to Richard and Virginia Woodlock advising them of Council's resolution.
3	28/11/2019	368/2019	Repairs to Nyngan & Cobar Emergency Water Storage	The General Manager be authorised to procure sufficient quantities Geosynthetic Clay Liner & Geotextile material to complete the remediation works, according to specifications provided by NSW Public Works. The procurement be carried out by way of quotations.	DES	A contract variation has been issued to the Contractor for change of scope for repairs to inside batters. Work recommenced. UPDATE: Repairs complete – awaiting project sign-off by NSW Public Works.
4	25/02/2021	012/2021	Nyngan Railway Wool Dump	A colour information sign be erected at the Nyngan Railway Wool Dump on stand adjacent to the dump.	DES	Pending commencement of grant-funded works.

Item	Date	Minute No	Matter	Action Required	Officer	Status
				A cement path from the existing walkway to the sign be constructed, with available funding.		
5	27/05/2022 27/04/2023	126/2021 061/2023	Addressing Local Job Vacancies	<p>Council delays the launch of the marketing campaign until progress is made with establishing more housing accommodation in Nyngan.</p> <p>Council make a preliminary start with the Marketing campaign by producing a short promotional video which can be distributed and uploaded by social media.</p>	DPCS	<p>Planning for new residential subdivision has commenced.</p> <p>Work commenced on promotional video.</p>
6	28/10/2021	162/2021	Section 355 Committee – Nyngan Museum	General Manager to proceed with discussions to formalise a constitution and associated delegations for Nyngan Museum Committee as a Section 355 Management Committee of Council with a further report to Council.	GM	<p>Initial meeting held with Museum Committee.</p> <p>Referred to Audit & Risk Committee.</p> <p>Investigations commenced regarding benefits of incorporation.</p>

Item	Date	Minute No	Matter	Action Required	Officer	Status
	15/12/2023	281/2022		Council progress investigations and discussion to progress to Section 355 or an incorporated body for the functions of managing and operating the Nyngan Museum.		UPDATE: Discussion paper circulated to Museum executive. Awaiting response.
7	25/11/2021	331/2021	Recycling Bins in Town Main Street	Recycling bins be made available in town main street.	DDES	Eight recycling bins received – considered in Council’s best interest to delay installation until main street paving completed.
8	23/06/2022	126/2022	New Water Treatment Plant Site	A further report to Council be considered for location of the New Water Treatment Plant, including the location as presented to Council, as well as other options outside/adjacent to the levy bank.	DES	Public Works to discuss with Crown Lands use of site adjacent to electricity sub-station at the end of Dandaloo Street.
	23/03/2023	011/2023		Council request NSW Public Works to provide a report to Council on the relative cost of the proposed substation and existing pump station		Public Works has been requested to prepare a report on comparing the Dandaloo Street site with the raw water pumpstation site when funding deed has been signed.

Item	Date	Minute No	Matter	Action Required	Officer	Status
				sites, including relative pros and cons.		
9	27/10/2022 15/12/2022	246/2022 314/2022	Pangee Street Paving	<p>Council seek expressions of interest from interested parties to have old pavers delivered to an appropriate site of theirs for public to collect, for a set time, then review matter.</p> <p>The Pangee Street CBD footpath be completed with a coved trowel finish including rows of pavers installed across the path at regular intervals to break up the large areas of concrete.</p>	DES	<p>To be advertised when a construction schedule has been finalised.</p> <p>UPDATE: Advertisement posted on Facebook 05/06/2023. Report to Council refers.</p> <p>Successful tenderer has advised that the commencement of work will be delayed to July due to acceptance of other contracts before ours.</p>
10	28/07/2022	171/2022	Hoskins Street Subdivision	<p>Council approves the draft subdivision layout, with following amendments Inclusion of a laneway between lots 18-23 and lots 28-33. Accordingly reduce the</p>	DES	<p>Amended plan sent back to consultants. Meetings between Alliance of Western Council and NSW Government held of 17/08/22 and 19/08/22 to discuss.</p>

Item	Date	Minute No	Matter	Action Required	Officer	Status
				<p>number of affected blocks to retain an average size of around 1000m².</p> <p>Strong representation is made to the Minister for Western New South Wales in relation to Biodiversity Fund contributions.</p>		<p>Alliance of Western Councils working with Urban Taskforce and making representation to Premier and Minister for Environment.</p>
11	25/08/2022	207/2022	Removal of Athel Pines	<p>Council removes all Athel Pines located adjacent to the airport.</p> <p>Council plants native species to replace the Athel Pines that will be removed, with funding to be allocated at the next budget review.</p>	DDES	<p>All Athel Pines have been removed. Replacement trees have been delivered.</p> <p>UPDATE: Trees are now expected to be planted in late June 2023.</p>
12	27/10/2022	260/2022	Kerbside Waste	<p>Council trial the bulky kerbside collection, as a once of collection and the take-up be gauged, and a further report to Council.</p>	DDES	<p>Currently seeking quotations from contractors to complete the kerbside collection.</p> <p>Estimating the anticipated uptake to engage contractors has been difficult. To assist with this, a community survey has been prepared which will better inform Council's decision-</p>

Item	Date	Minute No	Matter	Action Required	Officer	Status
						making. Survey was run for a four-week period ending 19 May 2023. UPDATE: A report has been prepared for Council's consideration at this meeting.
13	27/10/2022	261/2022	Proposed Amendment to Bogan Local Environmental Plan	The General Manager investigates a process to identify suitable land, for large lot residential and undertakes community consultation, with a further report to Council.	DDES	In progress.
14	24/11/2022	274/2022	Voluntary Planning Agreement – Aurelia Resources	The General Manager negotiates a VPA with Aurelia Resources in the best interest of Council in consultation with the Mayor and Deputy Mayor.	GM	UPDATE: Negotiations ongoing in relation to draft VPA.
15	24/11/2022	296/2022	Memorial Wall at Nyngan Cemetery	Council investigate cost, options and suitable location for new memorial wall at Nyngan Cemetery.	DES	UPDATE: Included in 2023/24 Capital Budget. COMPLETED

Item	Date	Minute No	Matter	Action Required	Officer	Status
	23/03/2023	051/2023		Council allocate \$2,500 to provide a memorial wall at the Nyngan cemetery at the 2023-24 estimates meeting, and that council investigate the cost to render the three walls in full, on both sides.		
16	23/02/2023	027/2023	Bureau of Meteorology	Council approach interested parties to undertake the manual weather observations, with a report back to Council.	GM	Notice placed in Nyngan Weekly newspaper. Names of interested parties forwarded to Bureau of Meteorology.
17	23/03/2023	053/2023	Reclassification of Land – 8 Tabratong Street	Council submits a planning proposal under Section 28 of the Local Government Act to reclassify Lot 1 DP102113, Lot 2 DP355559 and Lot 3 DP 945184 from Community Land to Operational Land.	DDES	Council has requested Department of Planning to consider undertaking the reclassification as part of its Minor Amendments Project. UPDATE: Awaiting DoP consideration and advice.

Item	Date	Minute No	Matter	Action Required	Officer	Status
18	27/04/2023	080/2023	Precis – John and Penny Hoy	Council request John and Penny Hoy to meet with the Mayor and General Manager to discuss their concerns.	GM	Letter sent to John and Penny Hoy advising them of Council's resolution. UPDATE: Meeting held 01/06/2023. Agreement that Bogan Shire Council would seek comment from NSW Public Works as to action required.
17	25/05/2023	107/2023	Temporary Workers Accommodation	Report be prepared for Councils consideration regarding the costs and implications to change the land zoning using contents in RU1 – Primary Production under the Bogan Local Environmental Plan (LEP) 2011 from a 'closed zone' to an 'open zone'.	DDES	UPDATE: Report for future Council Meeting

Recommendation

That the report relating to the Monthly Checklist be received and those items marked as "Completed" be removed from the Checklist.

10.2 SHOWGROUND USERS ADVISORY GROUP**1. Introduction**

The purpose of this report is to present, for Councillors information, the minutes of the Showground Users Advisory Group held on 4 May 2023.

2. Background

Meetings of the Showground Users Advisory Group have traditionally been held twice a year, before and after the main events at the Nyngan Showground.

3. Discussion

The minutes record routine matters to be followed up as well as some priorities for future funding.

4. Attachments

1. Minutes of Showground Users Advisory Group - 4 May 2023

5. Recommendation

That Council receives and notes this report.

**Minutes of the Showground Users Advisory Group Meeting held at Bogan Shire
Council Chambers on 4 May 2023**

The meeting opened at 5:05pm.

Present: Mayor Glen Neill (Chair), Debb Wood (Acting General Manager), Graeme Bourke (Director Engineering Services), Clr Jodi Douglas, Michael Kennedy (Nyngan Show Society), Dennis Thorpe (Nyngan Jockey Club), Rodney Robb (Nyngan Pony Club), John Burley (Nyngan Pony Club), Melissa Cameron (Ag Expo), Rob Avard (Ag Expo)

1. Apologies:

Kathy Korn	Nyngan Show Society
Wendy Robb	Nyngan Jockey Club
Lachlan Ross	Nyngan Pony Club
Rowen Cleaver	Duck Creek Races Committee

2. Previous Minutes:

The minutes of the previous meeting held on 16 November 2021 were adopted as true and correct . **(Moved Rodney Robb, seconded John Burley)**

3. Matters Arising

Refer attached checklist for list of previous matters discussed, and their current status.

Completed items to be removed from the checklist.

(Moved John Burley, seconded Dennis Thorpe)

Grandstand – insurance/damage. Investigate options with costings. **(Moved Rob Avard, seconded Rodney Robb)**

4. Events and General Business

a) Show Society

List of items to be attended to under grant funding where possible

Priorities:

- Walker Pavilion storage cupboard to lock equipment away (\$1,500 estimate)
- Cattleyards – paint undercover area (\$3,000 estimate)
- Trestle tables – replace with foldable tables (\$2,000 estimate)

Minutes of the Showground Users Advisory Group Meeting held at Bogan Shire Council Chambers on 4 May 2023

- Wye Pavilion shelves – fold down shelved affixed to walls (\$16,000 estimate)

“Nice to have” if grant funded

- Walker Pavilion kitchen, storage and sign
- Horse stables repairs
- Portable grandstands
- Shade trees and irrigation
- Cattleyards painted
- Wool pavilion painted
- PA system upgrade
- Extend watering system (raw)
- Fencing E&S boundaries replaced
- Wye Pavilion storage awning
- Shearer’s area needs some repairs (ply flooring needs replacing) 2.4 x 1.2 x 3 sheets), need repairs before the show.

b) Jockey Club

- Shire to provide updates on Grandstand repairs
- Council keeping everything looking good – record thanks and appreciation

c) Pony Club

- Shire to consider child-proof fencing (pool fencing) at the entrance to Pony Club

d) Ag Expo

- Sheep yards – gate latches need welding (3/4)
- Problem with dog droppings from sheepdog trials - away from main areas
- “President’s Office” needs to be cleaned out for Ag Expo
- Tiered seating/grandstands near tractor pull if possible
- Toilets – there have been blockages on the day. Please get staff to check them prior to the day

**Minutes of the Showground Users Advisory Group Meeting held at Bogan Shire
Council Chambers on 4 May 2023**

e) Duck Creek Races

- Shire to consider men's urinal set up: shipping container as communal urinal, hand washing, tank for collection – sewer/septic
- Co-contribution from other users/council (estimate \$15,000), proper quotes to be obtained, report to Council for consideration, Show Society to consider.

Suggestion for meetings to be held in March (pre-season and September (post-season) each year.

Next meeting will be held in September 2023.

The meeting closed at 6:00pm.

**Minutes of the Showground Users Advisory Group Meeting held at Bogan Shire
Council Chambers on 4 May 2023**

Outstanding Matter - Checklist

	Action Item	Status
	Racecourse	
1	Shire to provide updates on Grandstand repairs	
	Showground	
1	Painting of cattle yards	Not successful with grants
2	Wye Pavilion stands to be replaced	Not successful with grants
3	Sheep yards – gate latches need welding (3/4)	
4	Problem with dog droppings from sheepdog trials - away from main areas	
5	“President’s Office” needs to be cleaned out for Ag Expo	
6	Tiered seating/grandstands near tractor pull if possible	
7	Toilets – there have been blockages on the day (Ag-Expo). Please get staff to check them prior to the day	
	Pony Club	
1	Shire to consider child-proof fencing (pool fencing) at the entrance to Pony Club	

10.3 COUNCILLOR AND MAYORAL FEES

1. Introduction

The purpose of this report is to advise Council of the determination of the Local Government Remuneration Tribunal and to recommend that Council fixes Councillor and Mayoral Fees for the 2023/24 financial year based on this determination.

2. Background

Section 241 of the Local Government Act 1993 requires the Local Government Remuneration Tribunal to determine each year the maximum and minimum amounts of annual fees payable during the following year to Mayors and Councillors.

Sections 248 and 249 of the Act require Councils to fix and pay fees based on the Tribunal’s determination. If Council does not fix a fee, Council is required to pay the minimum fee determined by the Tribunal.

3. Discussion

The following are approved for rural general purpose councils for the 2022/23 financial year:

Councillor		Mayor (Additional Fee) *	
Minimum	Maximum	Minimum	Maximum
\$9,560	\$12,650	\$10,180	\$27,600

* - This fee must be paid in addition to the fee paid to the Mayor as a Councillor (s.249(2))

In determining the maximum and minimum fees payable the Tribunal is required by section 242A of the LG Act, to give effect to the same policies on increases in remuneration as those that the Industrial Relations Commission is required to give effect to under section 146C of the Industrial Relations Act 1996 (IR Act), when making or varying awards or orders relating to the conditions of employment of public sector employees.

Pursuant to section 146C (1) (a) of the IR Act, the current government policy on wages is expressed in the Industrial Relations (Public Sector Conditions of Employment) Regulation 2014 (IR Regulation). The IR Regulation provides that public sector wages cannot increase by more than 3 per cent per annum and the tribunal therefore has the discretion to determine an increase of up to 3 per cent per annum.

As part of the Tribunal’s review process, four submissions were received addressed the issue of the fees quantum increase. These submissions sought an increase of 2.5% or greater. The Local Government NSW submission requested that the Tribunal increase fees by the maximum 3 per cent, but further argued that the maximum increase is *“inadequate and does not address the historic undervaluation of work performed by elected representatives and the substantial responsibility associated with local government.”*

The Tribunal reports that submissions made to the review and the Tribunal's conclusions from evidence it has examined, suggest that there are significant issues underlying the concerns raised about mayor and councillor remuneration. Further that *“It is apparent to the Tribunal that those issues which include a lack of diversity in representation, changing nature of work required to be undertaken and changed community expectations cannot be easily resolved under the existing framework. In the Tribunal’s view, there would be merit in a comprehensive review of the framework for mayor and councillor remuneration.”*

A copy of the Tribunal’s Report is available on <https://www.remtribunals.nsw.gov.au> or from the General Manager’s Office.

The Tribunal has determined, pursuant to section 241 of the Local Government Act, 1993 that the fees payable to Councillors and the Mayor of Bogan Shire Council, effective from 1 July 2023, are as follows:

Councillor		Mayor (Additional Fee) *	
Minimum	Maximum	Minimum	Maximum
\$9,850	\$13,030	\$10,490	\$28,430

* - This fee must be paid in addition to the fee paid to the Mayor as a Councillor (s.249(2))

Previously, Bogan Shire Council has resolved to pay Councillors the minimum fee and 75.7% of the maximum Mayoral Fee with this being split 80% to the Mayor and 20% to the Deputy Mayor. Taking into account the Tribunal’s determination, this would translate into the following for 2023/24:

	Councillor Fee	Mayor Fee	Total Fee
Councillors	\$9,850	-	\$9,850
Deputy Mayor	\$9,850	\$4,304	\$14,154
Mayor	\$9,850	\$17,218	\$27,068

4. Recommendation

That Council considers and sets the fees payable to Councillors, Deputy Mayor and Mayor of Bogan Shire Council, effective from 1 July 2023, in line with the Local Government Remuneration Tribunal’s determination.

11 PEOPLE AND COMMUNITY SERVICES REPORTS**11.1 RECRUITMENT AND SELECTION POLICY****1. Introduction**

The purpose of this report is to recommend to Council an updated Recruitment and Selection Policy for consideration and adoption.

2. Background

Council's current Recruitment and Selection Policy was adopted in 2016. No material changes are recommended in the updated Policy.

3. Discussion

This Policy has been developed taking into account the provisions of the Local Government Act 1993, in particular the merit-based recruitment and selection process as well as Council's Values, specifically Acting with Integrity and Honesty.

All staff appointments are made in accordance with Council's approved total salary budget.

4. Attachments

1. Draft Policy - HR007 Recruitment and Selection Policy

5. Recommendation

That Council adopts HR007 Recruitment and Selection Policy.

Bogan Shire Council DRAFT Policy HR007 Recruitment and Selection Policy

POLICY HR007
RECRUITMENT AND SELECTION POLICY



Bogan Shire Council DRAFT Policy HR007 Recruitment and Selection Policy

Contents

Overview.....3

Applicability.....3

Principles.....3

Policy.....3

Authority7

Policy Owner / Further Assistance.....7

Related Information7

Review Date7

Revision History.....7

DRAFT

Bogan Shire Council DRAFT Policy HR007 Recruitment and Selection Policy

Policy Outcomes Statement

The purpose of this policy is to:

- a. Outline the recruitment and selection provisions under the *Local Government Act 1993*; and
- b. Ensure compliance with Council's legislative obligations; and
- c. Ensure that recruitment standards are consistent, appropriate, and free from discrimination or bias.

Overview

This document sets out Council's policy in relation to recruitment and selection for the guidance of all staff who are involved in this process at Bogan Shire Council ('the Council'). This Policy is informed by and subject to the provisions of the *Local Government Act 1993* that relate to recruitment of employees. This Policy is designed to ensure that recruitment and selection standards are consistent, appropriate, and free from discrimination or bias.

Applicability

This Policy applies to all recruitment and selection processes except for the General Manager's position.

Principles

This Policy has been developed taking into account the provisions of the *Local Government Act 1993*, in particular the merit-based recruitment and selection process as well as Council's Values, specifically acting with integrity and honesty.

Policy**1. Local Government Act 1993 Provisions**

- a. Appointments to be on merit - S349(1)(a) and (b)
 - i. When the decision is being made to appoint a person to a position, only a person who has applied for appointment to the position may be selected, and from among the applicants eligible for appointment, the applicant who has the greatest merit is to be selected.
 - ii. This means that the selection process must identify, from the pool of suitable applicants, the person with the greatest skills, qualifications, experience, and standard of work performance that is required to do the job.

Bogan Shire Council DRAFT Policy HR007 Recruitment and Selection Policy

b. Advertising of staff positions - S348(1)

- i. When it is proposed to make an appointment to a position within the organisation structure of the council, the position must be advertised in a manner sufficient to enable suitably qualified persons to apply for the position.
- ii. This means that where the General Manager or their delegate believes that a suitable pool of applicants does not exist within the organisation, external advertising is required.
- iii. Sections 348 and 349 do not apply to new appointments for existing council staff by way of demotion or lateral transfer, unless decided otherwise.

c. Temporary Appointments - S351(1)

- i. If a position within the organisation structure of the council is vacant or the holder of such a position is suspended from duty, sick or absent, the General Manager may appoint a person to the position temporarily for a period of up to 24 months in the case of the holder of the position being on parental leave or for up to 12 months in any other case.

2. Equal Employment Opportunity

- a. Council is an equal employment opportunity employer and is committed to ensuring that all applicants for selection are not discriminated against on any of the grounds of discrimination contained in equal employment opportunity laws and consistent with Council's Anti-Discrimination and Equal Employment Opportunity Policy.
- b. This means that no unlawful discrimination should take place in job advertisements, job interviews or the selection process.

3. Working With Children Checks

Staff employed in child-related work are required to have a Working With Children Check, involving a National Police Check (criminal history record check). Where a position is child-related, when Council advertises the position, potential candidates must be informed that they will be subject to a Working With Children Check.

4. Police Check

Staff employed in certain positions are required to have a National Police Check for probity purposes. These include:

- Finance department staff
- Bogan Shire Medical Centre staff
- Senior Management

Bogan Shire Council DRAFT Policy HR007 Recruitment and Selection Policy

5. Identifying the Need to Fill a Position

The responsible hiring manager should identify and consult with the Director People and Community Services or their delegate on the need to fill a position.

Following the process of creating / updating the relevant position description, a request for recruitment is made to the General Manager or their delegate for approval to proceed with recruitment.

6. The Selection Panel

- a. The responsible hiring manager shall, in consultation with the Director People and Community Services, determine the composition of the selection panel for approval by the General Manager or their delegate.
- b. The General Manager or delegate, in approving the selection panel shall consider the requirements of paragraphs 5c. and 5d. below, as well as any declarations of interest made under paragraph 5e. and / or other conflicts of interest.
- c. The selection panel shall consist of at least three (3) members as follows:
 - i. A Director, Manager or Supervisor from the recruiting department, who is at a higher or equivalent salary grade to that being recruited for; and
 - ii. The Director People and Community Services or their delegate, with appropriate training, skills and experience in the recruitment and selection process (Appropriate training includes, for example, the LGNSW recruitment and selection training courses and packages); and
 - iii. Another person or persons considered to have expertise relating to the position being recruited for. This person or people may be either existing Council employees, or not, but must have appropriate and relevant skills and experience.
- d. The selection panel should include male and female members where possible.
- e. All panel members shall be required to declare, as part of the recruitment and selection process, that they have no conflict of interest. A conflict of interest exists where a reasonable and informed person would perceive that a Council official could be influenced by a private interest when carrying out their public duty. This includes close personal or business relationships with any applicant.

7. Selection Methods

The recruitment and selection process must include at least three (3) selection methods to determine the most meritorious applicant. These methods must include reference checks and an assessment of the applicant's written application.

Bogan Shire Council DRAFT Policy HR007 Recruitment and Selection Policy

Additional methods, which must relate to the selection criteria of the position, shall be selected from the following:

- a. Interview,
- b. Practical work tests,
- c. Psychometric tests,
- d. Report writing / problem solving, or
- e. Literacy and numeracy tests.

8. Interviews

- a. The selection panel must develop and agree on the questions to be asked at the interview and these must be kept strictly confidential. The questions should be restricted to those that are relevant and specific to the job. Questions which may indicate an intention to determine the applications on any unlawful grounds of discrimination must not be asked (for more information, refer to the Council's Anti-Discrimination and Equal Employment Opportunity Policy).
- b. Panel members must ask the same questions of all applicants.

9. Following the Interviews

- a. The panel should agree on which of the applicants has the most merit and is best suited for the position (the "preferred applicant").
- b. The panel shall also rate other applicants found suitable for appointment in order of merit. This order of merit may, at the discretion of the General Manager or their delegate, be used for appointment should the preferred applicant decline the offer of appointment, or if the position becomes vacant within 6 months of the appointment of the successful applicant.

10. Selection and Appointment

The selection panel shall record their decisions and recommend the most meritorious (preferred) applicant to the General Manager for appointment.

The General Manager shall be satisfied that the panel has adhered to legislative, regulatory and Council's policy requirements and has applied themselves diligently to the identification of the most meritorious applicants.

Both successful and unsuccessful applicants shall be notified of Council's decision at the same time in writing at their nominated address within 5 working days. The successful applicant is to be informed that their appointment is subject to a satisfactory pre-employment medical examination.

Bogan Shire Council DRAFT Policy HR007 Recruitment and Selection Policy

Authority

Council (XXX/2023)

Policy Owner / Further Assistance

Owner: Director People and Community Services

Further Assistance: Coordinator Human Resources

Related Information

- *Local Government Act 1993 (NSW)*
- *Fair Work Act 2009 (Cth)*
- *Industrial Relations Act 1996 (NSW)*
- HR006 Anti-Discrimination and EEO Policy
- Bogan Shire Council Code of Conduct
- Bogan Shire Council Values

Review Date

July 2026

Revision History

Date	Description of Change	Sections Affected
28/07/2016	New policy – adopted by Council – 274/2016	All

11.2 OUTBACK ARTS MEMBERSHIP

1. Introduction

The purpose of this report is for Council to consider its ongoing membership of Outback Arts and the Regional Arts Development Program.

2. Background

Since March 2019, Council has resolved each year to continue its membership of Outback Arts to enable the Bogan Shire community to participate in the Regional Arts Development Program. Membership fees (incl. GST) paid last year were \$11,939.93.

Each year, a number of varied projects, programs and workshops have provided many Bogan Shire residents with cultural, arts and crafts opportunities. In addition to this, local artists have been able to apply for Regional Arts NSW Country Arts Support Program (CASP) funding. Support, advice and advocacy has also been provided to local artists as well as professional development opportunities and networking and marketing services.

3. Discussion

Council has recently been approached by Outback Arts for Council to continue its membership for 2023/2024 at a cost of \$12,871.24 incl. GST.

A copy of the Outback Arts 2022 Annual Report will be provided to Councillors at the Council meeting. A 2022 Summary for Bogan Shire, including financial summary of return on investment has been included as an attachment to this report.

4. Attachments

1. 2022 Summary Bogan Shire

5. Recommendation

That Council continues its ongoing membership of Outback Arts and the Regional Arts Development Program.

OUTBACK ARTS

community » culture » connection

Phone: 02 6822 2484
 Email: admin@outbackarts.com.au
 26 Castlereagh Street,
 PO Box 28 Coonamble, NSW 2829
OUTBACKARTS.COM.AU

BOGAN COUNCIL 22/23 HIGHLIGHTS

A BIT ABOUT US//

OUTBACK ARTS INC

Outback Arts is one of 14 Regional Arts Development Organisations in NSW servicing the seven contributing local government areas of Bourke, Bogan, Cobar, Coonamble, Walgett and Warren. The regions covers an area of 163,886kms square and has a population of 26,400.

Outback Arts supports and promotes arts and culture in the Far West by working across a broad range of regional community arts development programs and initiatives. Outback Arts directly assist artists, individuals, community groups and local government in the development of arts and cultural activities, supporting communities and sectors that have limited access to arts and culture.



CAPACITY BUILDING //

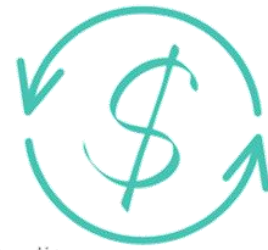
RESOURCES & SUPPORT

Throughout 22/23 Outback Arts have provided their core services and resources to individuals and groups in the Bogan Shire Council, this includes accessing and supporting funding opportunities, monthly enews, exhibition and competition opportunities, creative industries training and professional development networking.

Highlight programs and staff support has been given to the In Our Hands Curators program featuring Veneta Dutton, Creative Country Tourism website development and Aerial dance workshop for youth during September holidays as well as the Living Arts and Culture Our Stories signage and collateral delivery.

PROJECTS //

COUNTRY ARTS SUPPORT PROGRAM



Outback Arts was very pleased with the 2022 and 2023 CASP funding allocations. \$17,000 is awarded each year to projects within the Outback Arts region to support community arts and cultural development. This funding is paired with hands on support provided by Outback Arts.

In 2022 Bogan Shire resident Lynette Quinton was awarded \$1,000 to deliver a guided Plein Air painting workshop over two days, on the Bogan River for 12 participants with an exhibition outcome. Nyngan based creative Rowie Hawley was granted \$2,000 to deliver multiple resin workshops in her community and surrounds. This provided the opportunity for others to learn how to work with resin creating platters and functions products.

2023 recipients have just been announced:

Wangaaypuwan Wagagirri; Nyngan Wagagirri is a Cultural dance and language group, taking place weekly. All families and children are invited to participate in the group, which will be run by Maddy Hope-Hodgetts and other Cultural educators. The group will consist of traditional dances lessons followed by Language lessons and other Cultural activities. Funded: \$3,000

Marra Creek Trustees; A series of small arts events and workshops to bring the community together after Covid. Being an extremely isolated community we are finding it hard to revitalize the community spirit post covid and would love to run a series of subsidized events to kick start us! Funded: \$2,400

Mrs Lynette Quinton; The Beginnings of Nyngan; We would like to do a mural on plywood depicting the building from the past associated with Nyngan. I have numerous photos and also the local museum has a big collection for reference. Funded: \$2,100

OUTBACK ARTS BOGAN SHIRE HIGHLIGHTS 22-23



creative PROJECTS // Country

CREATIVE COUNTRY - LAUNCHED

Creative Country, is where the land opens up, the spaces are bigger, and inevitably the people and the culture reflect the scale of this landscape. This expanse is where ideas have space to grow and where art fills the space diversely and authentically.

Creative Country is the perfect tool to gather this information together. For the first time, locals and travellers to the region will be able to pinpoint creative places, meet the makers, learn the story behind pieces of public art, connect to Aboriginal experiences, get the low down on local museums, find festivals, events, and fun things to do with the family.

Encompassing over 163,000 kilometres and seven local government areas including Bourke, Brewarrina, Bogan (Nyngan), Cobar, Coonamble, Walgett and Warren, and all the towns in between, Creative Country will collate more than 150 galleries, experiences, public art and events in one handy location.

Travellers exploring this expansive region and visiting places like Lightning Ridge or Brewarrina can use Creative Country to make sure they don't miss out on any of the exceptional experiences during their trip.

Creative Country is an initiative of Outback Arts, funded by Regional Arts Australia and Create NSW Restart. Produced by Outback Arts Executive Director Jamie-Lea Trindall with project collaborators; Signal Creative, Luca Rose Designs, Harriet Gilmore PR, Gidgee Media.

Launching through online media, Creative Country will focus on the Outback Arts region with plans to extend into the neighbouring regions of West Darling and Arts North West resulting in a map from Tenterfield to Broken Hill.

www.creativecountrysw.com received over 1000 hits in the first week!

Printed collateral will be circulated to all Information Centres and relevant tourism sites.



OUTBACK ARTS BOGAN COUNCIL HIGHLIGHTS 22-23



OUTBACK OUTLOUD, PODCAST 2022

Outback Outloud is a community podcast and oral history recording project by Outback Arts, delivered in partnership with Signal Creative. The major outcome of Outback Outloud is a fully developed podcast series available on all major listening platforms as well as a private community archive. All community members were encouraged to come along and record their stories which resulted in a tremendous response. Over 150 hours of recordings were made, across the Warren, Nyngan and Coonamble shires, interviewing community members from all walks of life as they shared the best untold stories and yarns from their communities and their life. Free community workshops were also delivered where participants learnt valuable interviewing techniques and how to use their smartphones to record audio. This training will enable people to collect stories from their families, friends and community members in the future for their own oral history records. You can join the over 4,000 other listeners of the second series of Outback Outloud produced last year here featuring Nyngan, Warren and Coonamble, on whichever platform you usually access your podcasts.

Listen today!
The Village Edition coming soon!

OUTBACK ARTS BOGAN COUNCIL HIGHLIGHTS 22-23

PROJECTS //

LIVING ARTS AND CULTURE

After the success of the Vol. 1 publication, plans are now underway to begin collecting artist profiles for Vol. 2

Outback Arts have designed and produced marketing material through printed flyers and permanent signage to be supplied to each Shire, with a customised approach to each venue and location.

Flyers have been supplied to all LGA's and signage for each shire at a variety of locations is being confirmed.

GRAVITY - YOUTH AERIAL DANCE

The Gravity program was a free school holiday workshop visiting Nyngan sept 2023. Combining elements of contemporary dance and aerial apparatus (hopp skills). This workshop was for beginners, participants learnt a combination of tricks and put it all together as a short routine at the end of the workshop. There was great attendance in Nyngan with a focus on 12 to 17 year olds.



03

PARTNERSHIPS //

IN OUR HANDS, ABORIGINAL CURATOR DEVELOPMENT PROGRAM

Arts North West and Outback Arts participants from our program headed to Sydney in March; visiting the Art Gallery of NSW to meet with Wiradyuri and Kamilaroi artist, the world famous Jonathan Jones and Art Gallery of NSW's Senior Curator of Aboriginal and Torres Strait Islander Art Cara Pinchbeck, who designed a tour of contemporary First Nations art focusing on designing a powerful narrative through the composition of space.

Then spending 2 days at The Australia Museum where staff shared information and knowledge about preservation, collections and restoration, curating collections with artefacts, maintaining knowledge and voice within institutions and shared the process of developing their latest exhibition 'Meet Barka: The Forgotten River' a First Nations exhibition developed by Uncle Badger Bates and Justine Muller with the Barkandji community as well as the installation process and thematics behind 'Bayala Nura: Yarning Country' and the learning centre of 'Burra'. We are incredibly grateful to Laura McBride and her amazing team of curators, researchers and staff, for welcoming us behind the scenes of the Australia Museum, for this incredible opportunity!

This has been made possible by funds from the Australian Government through the Indigenous Languages and Arts Program.



OUTBACK ARTS EXECUTIVE DIRECTOR, CREATE NSW ARTFORM BOARD CHAIR

In September 2023, Jamie-Lea was personally invited by the Minister for the Arts Hon Ben Franklin, to take on the Chairperson role, representing the Aboriginal Arts & Culture Board she has been a part of for the past three years. This invitation saw Jamie-Lea taking over from internationally acclaimed playwright and artistic director Mr Wesley Enoch AM.

This quarter Jamie-Lea attended meetings in Sydney to assess the most recent round of 2023 applications. As part of her new Chairperson role, Jamie-Lea represented the Aboriginal Arts & Culture Board in a meeting with the newly appointed Arts Minister, The Hon John Graham MLC, along with representatives from the nine other artform-specific boards that include; John Oddy Contemporary Music, Karen Moses FAICD Dance & Physical Theatre, Jennifer Byrne Literature, Kim McKay AO Museums & History, Simon Mordant AM Visual Arts and more.

12 FINANCE AND CORPORATE SERVICES REPORTS

12.1 INVESTMENTS REPORT MAY 2023

1. Introduction

The purpose of this report is to outline the performance of Council's investment portfolio for the month of May 2023.

2. Background

In accordance with Clause 212 of the Local Government (General) Regulation 2005 a report must be presented to the Council setting out details of all the money that the Council has invested under section 625 of the Act.

3. Discussion

The Investment Report for May 2023 is shown below. At the 31st May 2023 Council had \$22.6 million invested. There has been a decrease of \$1.1 million due to expenditure of current year grants as well as outstanding claims for both TfNSW flood grants and RMCC ordered works.

Consideration of this report means that Council is complying with the Local Government (General) Regulation 2005.

Investment Movements for May 2023

It is hereby certified that these investments have been made in accordance with the Local Government Act 1993 and the Regulations thereto.

REF	Source	Maturity	Days	% rate	Bal Apr 23	Bal May 23
37908808	Commonwealth	30/05/2023	365	3.030%	2,000,000.00	0.00
37908808	Commonwealth	15/12/2023	360	4.690%	6,000,000.00	6,000,000.00
87-912-8864	NAB	22/02/2024	365	5.050%	2,000,000.00	2,000,000.00
	NAB	29/05/2024	365	4.900%		2,000,000.00
43-308-2777	NAB	21/05/2024	365	4.900%		2,800,000.00
6894	NAB - Professional Funds	At Call		3.800%	13,730,848.02	9,821,945.42
	Balance securities held				23,730,848.02	22,621,945.42
	Balance Ledger 19010.8200.8200				23,730,848.02	22,621,945.42
	Summary by institution					
	NAB				15,730,848.02	16,621,945.42
	COMMONWEALTH				8,000,000.00	6,000,000.00
					23,730,848.02	22,621,945.42

4. Recommendation

That Council receive and note the Investments Report.

12.2 SUMMARY OF RATE & ANNUAL CHARGES COLLECTION

1. Introduction

The purpose of this report is to provide a comparison of rate collections as at 31st May, 2023, with the same period last year.

2. Background

This report is provided for the information of Councillors.

Rate Collections	2022-2023	2021-2022
Arrears Prior to 01/07/2022	427,057	510,807
First Instalment in arrears as at 31/05/2023	-40,810	-18,535
Second Instalment in arrears as at 31/05/2023	48,876	57,404
Third Instalment in arrears as at 31/05/2023	68,020	74,722
Fourth Instalment Outstanding as at 31/05/2023	392,223	263,368
Total Arrears	503,143	624,398
Total Outstanding	895,366	887,766
Monthly Transactions		
Amount Levied & B/Fwd	6,045,433	5,867,648
Add: Adjustments	46,040	40,482
Less: Payments to end of May	-5,113,867	-4,940,221
Less: Rebates	-82,240	-80,143
Add: Postponed	0	0
Gross Total Balance	895,366	887,766
Arrears of total amount levied %	8.3%	10.6%

3. Discussion

Total arrears have decreased from \$624,398 at the 31st May 2022 to \$503,143 as at 31st May this year.

Each instalment amounts to approximately \$1,511,000 (Total Rates, Waste, Water & Sewer Access Charges).

Council has 0 % in arrears on the first instalment. This is due to payments in advance coming off the first instalment figure.

Council has 3.2 % in arrears on the second instalment

Council has 4.5 % in arrears on the third instalment

As at the 31st May 2023 Council had collected \$173,646 more than at the same time last year. At the time of writing this report council has collected an additional \$63,598.

Council is currently taking the first steps required for a Sale of Land. A report is tabled in this meeting.

4. Recommendation

That Council receive and note the Rates and Annual Charges collection report.

12.3 ADOPTION OF THE 2023/2024 OPERATIONAL PLAN AND BUDGET

1. Introduction

The purpose of this report is to present the draft 2023/2024 Operational Plan and Budget for adoption.

2. Background

The legislative requirements for Council's Operational Plan and Budget are set out in Section 405 of the Local Government Act and may be summarised as follows:

- Council must have an operational plan in place, adopted before the beginning of each financial year, outlining the activities to be undertaken by Council during that year, as part of the delivery program.
- The operational plan must include a statement of Council's Revenue Policy for the year covered by the operational plan.
- Council must prepare a draft operational plan and give public notice of the draft indicating that submissions may be made to the council at any time during the period (not less than 28 days) that the draft is to be on public exhibition. The council must publicly exhibit the draft operational plan in accordance with the notice.

In deciding on the final operational plan to be adopted, Council must consider any submissions that have been made concerning the draft plan.

3. Discussion

Council approved the draft 2023/2024 Operational Plan and Budget for public exhibition at an Extraordinary Meeting on 11th May 2023. The exhibition period closed on 15 June 2023.

1. Public Submissions

At the time of writing, no public submissions relating the Operational Plan and Budget had been received.

2. Current Year Surplus

Council's draft budget indicated a 2023/2024 surplus of \$49,689 in the General Fund which is made up of \$40,799 in the General Fund and \$8,890 restricted to the Waste Fund.

3. Fees and Charges

Since the Operational Plan and Budget was put on exhibition there have been the following amendments to the following fees and charges.

- On page 101, Section 603 Certificates have increase to \$95 as determined by IPART and advised by the Office of Local Government.

4. Recommendation

That following consideration of any submissions and amendments, the 2023/2024 Operational Plan and Budget be adopted.

12.4 MAKING OF RATES AND CHARGES FOR 2023/2024

1. Introduction

Following Council's compliance with sections 404,405 and 406 relating to the public display of the draft Operational Plan for 2023/2024 financial year, Council must now make the following rates and charges for the 2023/2024 financial year in accordance with sections 494,533,534,535 and 543 of the Local Government Act, 1993.

2. Background

Proposed Rates and Charges for 2023/2024 were included in the Draft Operational Plan and Budget approved by Council at its meeting on 11th May 2023. The Draft Operational Plan was on public display and advertised from 18th May – 22nd June 2021.

Rates and Charges are the primary source of revenue for Council. Such revenue is critical for funding operational expenditure used for service delivery to the community in addition to the funding of the maintenance and renewal of Council's Infrastructure assets.

The Local Government Act requires that the Rates and Charges be made by Resolution of Council, after adoption of the Draft Operational Plan, pursuant to Sections 534 and 535 of the Local Government Act 1993.

3. Discussion

Making of Rates and Charges

General Rates

Farmland Rate

Farmland rate (to apply to all land categorised as Farmland within Bogan Shire Council) of 0.0020918 cents in dollar having a minimum rate of \$284.00 applied to Land Value of \$ 925,517,730.00, yielding a total income of approximately \$1,945,348.00 in compliance with Council's allowable Notional Income.

Residential Urban Rate

Residential Rate (to apply to all land sub - categorised as Residential Nyngan within Bogan Shire Council) of .0063429 cents in the dollar having a minimum rate of \$296.00, applied to Land Value of \$29,722,528.00, yielding a total income of approximately \$317,425.00 in compliance with Council's allowable Notional Income.

Residential Rural

Residential Rural Rate (to apply to all land sub - categorised as Residential Rural within Bogan Shire Council) of .00305142 cents in the dollar having a minimum rate of \$178.00, applied to Land Value of \$3,354,300.00, yielding a total income of approximately \$10,242.00 in compliance with Council's allowable Notional Income.

Residential

Residential Rate (to apply to all land sub - categorised as Residential within Bogan Shire Council) of .00584989 cents in the dollar having a minimum rate of \$178.00, applied to Land Value of \$793,300.00, yielding a total income of approximately \$4,986.00 in compliance with Council's allowable Notional Income.

Residential – Small Villages - Hermidale

Residential – Small Villages Rate (to apply to all land sub - categorised as Residential – Small Villages - Hermidale) of .0058380 cents in the dollar having a minimum rate of \$180.00, applied to Land Value of \$256,600.00, yielding a total income of approximately \$8,280.00 in compliance with Council's allowable Notional Income.

Residential – Small Villages – Girilambone

Residential – Small Villages Rate (to apply to all land sub - categorised as Residential – Small Villages - Girilambone) of .00504377 cents in the dollar having a minimum rate of \$180.00, applied to Land Value of \$188,350.00, yielding a total income of approximately \$9,540.00 in compliance with Council's allowable Notional Income.

Residential – Small – Villages – Coolabah

Residential – Small Villages Rate (to apply to all land sub - categorised as Residential – Small Villages - Coolabah within Bogan Shire Council) of .00806182 cents in the dollar having a minimum rate of \$180.00, applied to Land Value of \$60,433.00, yielding a total income of approximately \$4,860.00 in compliance with Council's allowable Notional Income.

Business

Business Rate (to apply to all land categorised as Business within Bogan Shire Council) of .00533794 cents in the dollar having a minimum rate of \$331.00, applied to Land Value of \$3,765,730, yielding a total income of approximately \$28,837.00 in compliance with Council's allowable Notional Income.

Business - Nyngan

Business Nyngan Rate (to apply to all land sub - categorised as Business Urban within Bogan Shire Council) of .04037153 cents in the dollar having a minimum rate of \$331.00, applied to Land Value of \$5,989,232.00, yielding a total income of \$244,173.00 in compliance with Council's allowable Notional Income.

Business – Villages – Hermidale

Business Hermidale Rate (to apply to all land sub - categorised as Business Village – Hermidale within Bogan Shire Council) of .00956740 cents in the dollar having a minimum rate of \$184.00, applied to Land Value of \$ 50,400.00, yielding a total income of approximately \$2,208.00 in compliance with Council's allowable Notional Income.

Business – Villages - Girilambone

Business Girilambone Rate (to apply to all land sub - categorised as Business Village – Girilambone within Bogan Shire Council) of .00082940 cents in the dollar having a minimum rate of \$184.00, applied to Land Value of \$ 42,500, yielding a total income of approximately \$1,104.00 in compliance with Council's allowable Notional Income.

Business – Villages - Coolabah

Business Coolabah Rate (to apply to all land sub - categorised as Business Village – Coolabah within Bogan Shire Council) of 0.03680000 cents in the dollar having a minimum rate of \$184.00, applied to Land Value of \$11,700.00, yielding a total income of approximately \$920.00 in compliance with Council's allowable Notional Income.

Business – Unknown

Business Unknown Rate (to apply to all land categorised as Business Unknown within Bogan Shire Council) of 0.0000011 cents in the dollar having a minimum rate of \$2.00, applied to Land Value of \$82,507.00, yielding a total income of approximately \$116.00 in compliance with Council's allowable Notional Income.

Mining

Mining Rate (to apply to all land categorised as Mining within Bogan Shire Council) of 0.10623520 cents in the dollar having a minimum rate of \$423.00, applied to Land Value of \$6,335,000 yielding a total income of approximately \$673,000.00 in compliance with Council’s allowable Notional Income.

Water Supply and Annual and User Charges:

(i) Water Supply charges: That Council, in accordance with Section 535, and pursuant to Sections 501 and 539(1) of the Local Government Act 1993, hereby makes the following Water Supply Charges for the financial year 1 July 2023 to 30 June 2024 as set out below.

(ii) A Water Access Charge shall be made and levied based upon the size, volume factor and number of water services connected to an individual assessment

Service Size	Volume Factor	Water Access Charge 2023/2024
20mm	1.00	\$621
25mm	1.56	\$999
32mm	2.56	\$1,640
40mm	4.00	\$2,564
50mm	6.25	\$4008
100mm	25.00	\$16025
20 CSO	1.00	\$166
Meter Reading Charge for Connections with nil reads up to 10kl consumption	\$23.65 per reading period.	\$94.60

(iii) Other Rateable Water Charges shall be made and levied on non-metered properties in the locations described.

Rateable Water Charge	Charge 2023/2024
Hermidale – Raw Water Access	\$733
Girilambone – Raw Water Access	\$505
Coolabah – Raw Water Access	\$505
Nyngan – Raw Water Access	\$505

(iv) Other Non-Rateable Water Charges shall be made and levied on non-metered properties in the locations described.

Non-Rateable Water Charge	Charge 2023/2024
Girilambone	\$506
Hermidale	\$733

(v) Other Water Charges shall be made and levied on properties as appropriate, being:

Water Charge	Charge 2023/2024
Albert Priest Channel - Access	\$27.30 per ML allocation
Albert Priest Channel - Usage	\$43.15 per ML of usage

(vi) Water Consumption Charges: That Council, pursuant to Sections 502, 539 and 540 of the Local Government Act, make and levy Water Consumption Charges, based on the appropriate tariff charge per measure, or estimate of measure, as shown in the table below, during 2023/2024, being for Reading Cycle Periods 1, 2, 3 and 4

Charge for treated Water for 2023/24 per kl shown	Charge for Other (Raw) Water for 2023/2024 per kl shown
\$2.15/kl	\$0.72/kl

Sewer Supply Annual and User Charges

- i) Sewer Supply Charges: That Council, in accordance with Section 535, and pursuant to Section 501 of the Local Government Act 1993, hereby makes the following Annual Sewer Access Charges for the financial year 1 July 2023 to 30 June 2024 as set out below.
- ii) Residential Sewerage Annual Charge *will be made and levied on all residential properties which have sewer supply available to it.*

Residential Sewer Access Charge	Charge 2023/2024
Residential	\$447 per meter
Residential Flat Sewer	\$436 per flat
Residential Vacant	\$567 per meter

- iii) Non-Residential Sewerage Access Charge *will be made and levied on all non-residential properties which have sewer supply available to it.*

Service Charge Type	Water Service Size	Discharge Factor	Annual Access Sewer Charge 2023/2024
Non-Residential Sewer Access Charge	20/25mm	10%	\$568
Non-Residential Sewer Access Charge	40mm	10%	\$681
Non-Residential Sewer Access Charge	50mm	10%	\$1,064
Non-Residential Sewer Access Charge	100mm	10%	\$4,255
Non-Residential Sewer Access Charge	20/25mm	30%	\$568
Non-Residential Sewer Access Charge	40mm	30%	\$681
Non-Residential Sewer Access Charge	50mm	30%	\$1,064
Non-Residential Sewer Access Charge	100mm	30%	\$4,255
Non-Residential Sewer Access Charge	20/25mm	50%	\$568
Non-Residential Sewer Access Charge	50mm	50%	\$1,774
Non-Residential Sewer Access Charge	20mm	90%	\$568
Non-Residential Sewer Access Charge	25mm	90%	\$797
Non-Residential Sewer Access Charge	40mm	90%	\$2,042
Non-Residential Sewer Access Charge	50mm	90%	\$3,192
Non-Residential Sewer Access Charge	100mm	90%	\$12,765
Effluent Disposal Charge			\$350

iv) Sewer Usage Charges: That Council, pursuant to Sections 502, 539 and 540 of the Local Government Act, make and levy Sewer Usage Charges as detailed below.

v) Non-Residential Sewer Usage Charges will be made and levied on all *rateable non-residential properties* which have sewer supply available to it, under best practice guidelines, and will be charged on a quarterly basis in accordance with the following pricing structure:

B = SDF x (AC + C x UC)

Where, B = Sewerage charge non residential

SDF = Sewerage Discharge factor**

AC = ($\frac{AC_{20} \times D^2}{400}$) Access Charge

D = Water Supply Service Connection Size

C = Annual Water Consumption

UC = Usage Charge \$2.15

- vi) Non-Residential Sewer Usage Charges will be made and levied on all **non-rateable** non-residential properties which have sewer supply available to it, under best practice guidelines, and will be charged on a quarterly basis in accordance with the following pricing structure:

B = SDF x (AC + C x UC)

Where, B = Sewerage charge non residential

SDF = Sewerage Discharge factor**

AC = ($\frac{AC_{20} \times D^2}{400}$) Access Charge

D = Water Supply Service Connection Size

C = Annual Water Consumption

UC = Usage Charge \$2.15

- vii) Non-Residential Sewer Usage Charges will be made and levied on all **multi-use** properties which have sewer supply available to it, under best practice guidelines, and will be charged on a quarterly basis in accordance with the following pricing structure:

B = SDF x (AC + C x UC)

Where, B = Sewerage charge non residential

SDF = Sewerage Discharge factor**

AC = ($\frac{AC_{20} \times D^2}{400}$) Access Charge

D = Water Supply Service Connection Size

C = Annual Water Consumption

UC = Usage Charge \$2.15

*****And that Sewerage Discharge Factors in each of the above be applied according to the following table:***

Discharger	Discharge Factor	Discharger	Discharge Factor
Aged Care Facility	.90	Medical Centres	.90
Bakery	.90	Mixed Business	.90
Caravan Parks	.50	Home Based Small	.50
Church's	.90	Motel	.90
RSL Club	.90	Motor Repairers	.90
Bowling Club	.10	Multiple Units	.90
Golf Club	.10	Nurseries	.10
Cottage Industry	.50	Office Based	.90
Butchers	.90	Other (default category)	.90
Dental Surgery	.90	Parks & Gardens	.10
Doctor	.90	Panel Beater	.90
Engineering Services	.90	Public Amenities	1.0
Hardware Store	.90	Restaurant	.90
Hospital	.50	Schools, Pre-Schools	.30
Florist	.50	Service Stations	.90
Guest House	.90	Supermarkets	.90
Halls	.90	Swimming Pool Complex	.50
Hairdressers	.90	Takeaway Shop	.90
Hotel/Tavern	.90	Utility Services	.90
Laundromat	.90	Veterinary Clinic	.90
Library	.90		

Waste Management Charges

i) Domestic Waste Management Charges and Recycling Charges: That Council, in accordance with Section 535, and pursuant to the provisions of Sections 496, 502, and 504 of the Local Government Act 1993, hereby makes the following Domestic Waste and Recycling Charges upon each parcel of rateable land for which the service is available, for the financial year 1 July 2023 to 30 June 2024, as set out below.

Service Charge Type	Charge 2023/2024
Domestic Waste Management Collection Charge	\$366
Domestic Waste Collection Other	\$244
Domestic Waste Management Additional Collection Charge	\$129
Domestic Kerb Side Recycling Charge	\$145
Domestic Kerb Side Recycling Additional Bin Charge	\$74

(ii) Waste Management Charges – Other: That Council, in accordance with Section 535, and pursuant to the provisions of Section 501 and 502, of the Local Government Act 1993, hereby makes the following Waste Charges upon each parcel of rateable land for which the service is available, for the financial year 1 July 2023 to 30 June 2024, as set out below:

Service Charge Type	Charge 2023/2024
Business Waste Management - Collection Charge	\$244
Business Waste Management – Additional Collection Charge	\$129
Waste Management - Depot Charges Nyngan	\$348
Waste Management - Depot Charges Business	\$348
Business Waste Recycling Collection Charge	\$145
Business Waste Additional Recycling Collection Charge	\$74

Fees and Charges: That Council adopt the Fees and Charges including Trade Waste Charges for 2023/2024 as advertised in the draft Operational Plan and Budget 2023/2024 (Fees and Charges) with additional changes as reported.

Interest on Overdue Rates and Charges: That Council, in accordance with the provisions of Section 566 (3) of the Local Government Act 1993, make the interest rate, to be charged on overdue rates, charges and arrears, for the period 1 July 2023 to 30th June 2024 at 8.0% per annum on a daily basis.

4. Recommendation

1. That Council authorise the General Manager to prepare and serve the rate notices or in his absence they may be served by the Rates and Revenue Officer.
2. That pursuant to the Local Government Act, 1993, Council hereby resolves to make the ordinary rates for the 2023/2024 period as laid out below.
3. That Council applies the interest rate of 8% in accordance with Section 566 of the Local Government Act 1993.

12.5 SALE OF LAND FOR UNPAID RATES AND CHARGES

1. Introduction

The purpose of this report is to advise Council of parcels of land currently on Council's records that satisfy the conditions for Sale of Land for Unpaid Rates and Charges, under Section 713 of the *Local Government Act 1993* and in accordance with Council's Debt Recovery Policy.

The report is also to recommend to Council to resolve to commence selling these properties for unpaid rates and charges to recover the amounts outstanding.

2. Background

Under Section 713 of the Local Government Act, Council may sell land for unpaid rates and charges.

In accordance with Section 713 (1), the properties included below are eligible to be sold for unpaid rates and charges as they have rates and charges that have been outstanding for more than five (5) years, or they are parcels of vacant land that have charges that have remained outstanding for more than one (1) year and less than (5) years and the value of outstanding rates exceeds the value of the land.

The sale of land for unpaid rates and charges is required to be undertaken by Public Auction.

3. Discussion

The selling of land for unpaid rates and charges requires the preparation of numerous certificates and searches. It takes several months to finalise once the required notification has been given to the landholders. Council has contracted the services of a specialist company to manage the Sale of Land process on behalf of Council.

As part of the sale process, expressions of interest will be sought regarding the appointment of a suitably qualified real estate sales professional to handle all aspects of the sale (a real estate agent/auctioneer).

Should the proceeds from the sale of land not cover the rates and charges owing and the costs associated with the sale, the balance will be funded from the Provision for Bad and Doubtful Ratepayer Debts.

Based on a review of the property in question, it is not expected that Council will be significantly adversely affected by unrecoverable sale costs.

A total of 27 properties are held on Council's records that satisfy the requirements of Section 713 of the Local Government Act 1993, enabling Council to sell them for unpaid rates and charges, and are not under some other satisfactory payment arrangement.

The debt owing against these properties is \$293,538.63, with interest accruing daily on outstanding amounts for both annual rates and charges and water consumption. The

individual assessment is listed below, together with the number of years outstanding and the total arrears as at 1 May 2023.

Assessment Number	Location	Years Outstanding (approx.)	Arrears Amount
1000220	Five Ways NSW 2825	20	\$4,584.19
1002696	Babinda NSW 2825	19	\$4,267.53
1003333	Girilambone NSW 2831	14	\$10,907.57
1003668	Girilambone NSW 2831	23	\$5,775.25
1003707	Girilambone NSW 2831	14	\$6,825.70
1003715	Girilambone NSW 2831	14	\$8,417.19
1017560	Coolabah NSW 2831	8	\$7,559.50
1017609	Coolabah NSW 2831	8	\$7,994.58
1006195	Nyngan NSW 2825	14	\$28,672.08
1008896	Nyngan NSW 2825	11	\$23,126.45
1011352	Nyngan NSW 2825	11	\$31,047.22
1011360	Nyngan NSW 2825	11	\$12,791.75
1011378	Nyngan NSW 2825	11	\$14,575.09
1011386	Nyngan NSW 2825	11	\$15,481.85
1011409	Nyngan NSW 2825	11	\$9,140.45
1011417	Nyngan NSW 2825	11	\$8,329.80
1011425	Nyngan NSW 2825	11	\$10,771.21
1011433	Nyngan NSW 2825	11	\$11,501.31
1011441	Nyngan NSW 2825	11	\$10,714.87
1013493	Nyngan NSW 2825	7	\$12,274.59
1003537	Girilambone NSW 2831	4	\$4,621.26
1003579	Girilambone NSW 2831	4	\$3,161.59
1000872	Hermidale NSW 2831	9	\$6,960.32
1000880	Hermidale NSW 2831	6	\$6,754.14
1000898	Hermidale NSW 2831	7	\$6,753.86
1000953	Hermidale NSW 2831	8	\$2,911.48
1004842	Hermidale NSW 2831	7	\$17,617.80
		Total	\$293,538.63

The properties satisfy the requirements for sale under the Local Government Act 1993, and Council can commence actions to sell the land for unpaid rates and charges.

This action begins with the General Manager or the Public Officer certifying in writing:

- What rates and charges (including overdue rates and charges) are payable on the land;
- When each of those rates and charges was made and how it was levied;
- When each of those rates and charges became payable;
- What amounts are payable by way of overdue rates and charges on the land;
- What amounts are payable by way of rates and charges (other than overdue rates and charges) on the land.

The procedure is then for Council, through its Sale of Land Project Manager to undertake a series of actions in accordance with the Local Government Act and Regulations, including:

- Run an EOI process to select a real Estate Agent and Auctioneer.
- Fix a convenient time and place for the sale. The date of the sale must be between three (3) and six (6) months of the advertisement in the newspaper.
- Advertise notice of the proposed sale, by means of an advertisement published in the NSW Gazette and in at least one (1) newspaper. A time and place for the sale has yet to be determined but will be reported to the Council in the coming months.
- Take reasonable steps to ascertain the identity of any person with an interest in the land and take reasonable steps to notify each such person of the sale and to notify owners of adjacent properties.
- Prepare Sale and Purchase agreements, including contractual terms to protect Council from known risks, including rogue buyers from purchasing the properties.
- Oversee the auction, conveyancing and settlement.

The collection of rates in this manner is a last resort, with many other recovery processes and attempts to contact the owners having been attempted without success. The action constitutes good financial management by preventing the excessive build-up of large outstanding debts.

The purpose of this report is for Council to commence the process of selling these properties for unpaid rates and charges to recover the \$293,538.63 outstanding, which constitutes 48.96% of the total outstanding rates as at 1 May 2023.

The sale of land for unpaid rates is a legal process, and all legal processes have a measure of risk. At the time of this report, no specific legal risks have been identified from a review of a schedule of known possible risks provided by Council's Sale of Land Project Manager, Recoupa.

By undertaking the Sale of Land for unpaid rates Council provides an ongoing reduction of outstanding debts owed to Council and an increase in cash available to fund operations or to invest.

4. Recommendation

1. That Council implements proceedings to sell the properties listed in this report at a public auction at a time and place to be determined, pursuant to Section 713 and other relevant sections of the Local Government Act 1993 and regulations.
2. That The Centre for Sustainable Debt Recovery Pty Ltd (Recoupa) be appointed to administer the sale on Council's behalf.
3. That Council authorises Council staff and Recoupa to proceed with the necessary arrangements pertaining to the sale of the properties listed in this report, as set out in the Local Government Act 1993 and Local Government (General) Regulation 2005.
4. That Council authorises the General Manager to withdraw from auction any property occupied by a ratepayer who in the General Manager's opinion is suffering extreme and unusual hardship or ill-health and who, prior to the commencement of the auction, has made an acceptable arrangement for the repayment of the outstanding rates and charges.
5. That Council authorises the General Manager or their delegate to execute contracts and transfer documents pertaining to the properties specified in the body of the report.
6. That Council reserves the right to withdraw the property from sale for technical or legal reasons.

13 ENGINEERING SERVICES REPORTS

13.1 DEPARTMENTAL ACTIVITY REPORT

1. Introduction

The purpose of this report is to provide Council with information that is both statistical and informative in regard to the activities of the Engineering Services Department.

2. Background

A regular activity report is provided for the information of Councillors.

3. Discussion

Roads

Road work undertaken for the reporting period 15th May 2023, to the 9th June 2023 consisted of the following:

No.	Name	Comments
	Local Roads	
81	Benah Road	Grading to improve formation continuing
1	Mulla Road	950m of construction and sealing completed
20	Murrawombie Road	4km of re-sheeting completed
11	Honeybugle Road	2km of re-sheeting completed
12	Coffils Lane	Maintenance grading continuing
44	Koomangonon Road	Flood damage repairs completed
13	Bourkes Road	Flood damage repairs completed
48	Ford's Road	2km Re-sheeting completed
4	Dandaloo Road	Flood damage repairs completed

	Regional Roads	
57	The Bogan Way (Tottenham Road)	2km rehabilitation commenced Heavy patching repairs continuing Maintenance & flood damage repairs continuing
228	Hermidale Nymagee Road	Flood damage repairs continuing
424	Monkey Bridge Road	Maintenance & flood damage repairs continuing

	State Highways	
HW7	Mitchell Highway	Yarran Hut culvert installation continuing
HW7	Mitchell Highway	Mulla Road rehabilitation completed

Council’s jet patching truck has completed work on the following roads:

• Nyngan Town Streets	• HW8
• HW7	• MR70
• Cockies Road	• Mulla Road

The upcoming works program for Council’s Rural Works teams includes, but is not limited to the following works: -

- Commencing, or continuing maintenance grading, re-sheeting, or flood damage repairs on local roads.
- Completing the 2km section of rehabilitation of Tottenham Road south of the Pangee Road intersection.
- Commencing 10km’s of shoulder widening of the Mitchell Highway 14km north of Nyngan near the property Yarran Hut.
- Completing the construction of the culvert headwalls and wingwalls which is part of the Yarran Hut Shoulder Widening Project Mitchell Highway.

Works and Services

The work undertaken during this reporting period consisted of the following:

Civil Works

- Carried out works at Girilambone railway station (ongoing)
- Commenced installation of additional material bunkers at works depot (ongoing)
- Installed a culvert on the Benah Road
- Carried out drainage repairs on the Nyngan levee
- Installed crushed rock pads for new toilet blocks at the lower weir, Pony Club and Teamsters Rest
- Installed concrete slab and drainage for new Larkin Oval Toilets
- Replaced electrical cable to emulsion tank at works depot
- Commenced installation of new shed at the ELC
- Commenced refurbishment of Coolabah Hall
- Carried out mice baiting council depots and houses (ongoing)

Community Facilities

- Mowing/slashing and maintenance of ovals, reserves and highway approaches to Nyngan (ongoing)
- Cleaning of town facilities.
- Cleaning and sweeping of the Nyngan CBD.
- Cleaning and maintenance of town streets and nature strips.
- Cleaning of town streets gutters and culverts.
- Prepared play areas at O'Reilly Park for installation of soft fall
- Weed spraying lane ways and culverts (ongoing)
- Assisted in clean up of works depot
- Graffiti removal on new equipment in O'Reilly Park
- Ant spraying carried out on levee bank and nature strips (ongoing)

Water & Wastewater

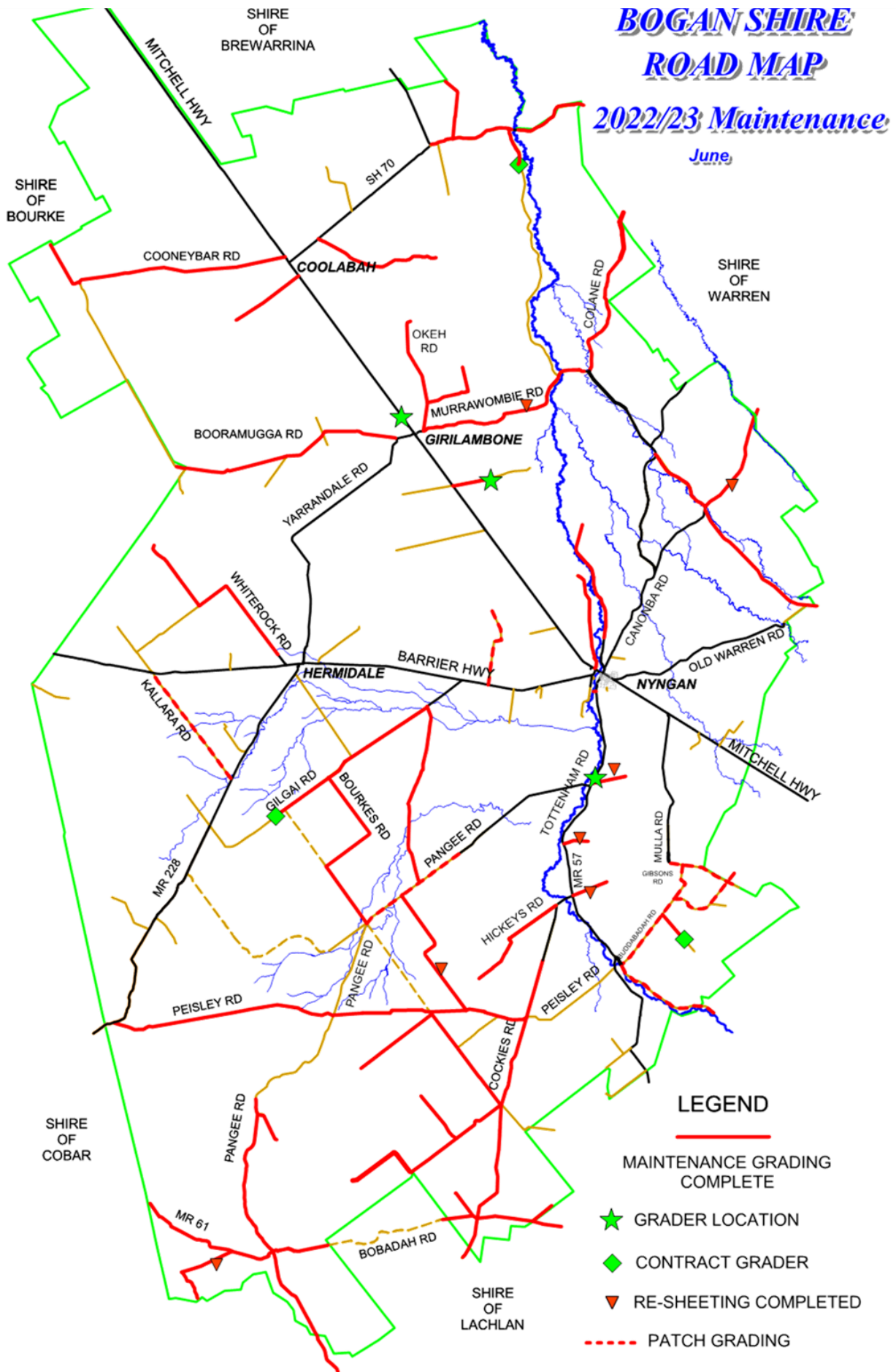
- Repaired broken water main at Dandaloo and Minore Streets intersection
- Repaired broken water service at Cobar and Terangion Streets intersection
- Pumping from Wilga Tank to Girilambone ground tank (ongoing)
- APC commenced running 9 June and continuing to 31 June
- Lime dosing of sewer pump stations carried out
- Desilting completed on APC
- Septic tank pump replaced at Frank Smith Oval

4. Attachments

1. Road Maintenance Map - June 2023

5. Recommendation

That the Engineering Departmental Report be received and noted.



13.2 ORANA WATER UTILITIES ALLIANCE DEED OF AGREEMENT

1. Introduction

The purpose of this report is to seek Council's approval to enter into a new deed of agreement with member Councils of the Orana Water Utilities Alliance for a further five years.

2. Background

It has been agreed that Orana Water Utilities Alliance (OWUA) member Councils will enter into a new deed for a further five years and that the new deed will be in accordance with the previous one.

The member Councils of the OWUA commit to provide a unified approach to the sustainable delivery of water supply and sewerage services, and to achieve and maintain gazetted Best Practice by the earliest feasible date, including advocating for quality training in our region.

3. Discussion

The forming of a collaborative arrangement allows the member councils to pool resources, reduce duplication, and form a common platform to develop the following initiatives.

- (a) Resource and staff skill sharing;
- (b) Water resource sharing opportunities;
- (c) Peer review of performance and mentoring where appropriate;
- (d) Development of shared best practice strategies;
- (e) Funding of best practice strategies and goals;
- (f) Training and training resource sharing.

The Alliance is made up of following the member councils:

- Brewarrina Shire Council
- Bogan Shire Council
- Bourke Shire Council
- Central Darling Shire Council
- Cobar Shire Council
- Coonamble Shire Council
- Dubbo Regional Council
- Gilgandra Shire Council
- Mid-Western Regional Council
- Narromine Shire Council

- Walgett Shire Council
- Warren Shire Council
- Warrumbungle Shire Council

The member councils have agreed to pay a flat fee of \$7,702.49 (plus GST) per annum. This flat fee will cover the employment costs including on-costs of the Project Officer, as well as travel expenses, accommodation and incidentals as necessary.

The Alliance Management Board will provide an Annual Report indicating the progress made against the objectives, performance indicators and timeframes as previously determined to each member council.

4. Recommendation

That Council enter into a new five-year Deed of Agreement with the Orana Water Utilities Alliance.

13.3 DRAFT ACTIVE TRANSPORT PLAN

1. Introduction

The purpose of this report is for Council approve the draft Bogan Shire Active Transport Plan for public exhibition.

2. Background

Council engaged Currajong Consultants to prepare an Active Transport Plan (ATP) after receiving funding from Transport for NSW of \$73,600 to complete the document.

3. Discussion

Currajong Consultants conducted public consultation in Nyngan and the villages at the end of November 2022 to gather information on possible projects to include in the plan.

The Active Transport Plan (ATP) draws on the Transport for NSW Future Transport Strategy and Active Transport Strategy, both released in 2022. The aim is to make walking and cycling the preferred way to make short trips, with Transport for NSW encouraging regional councils to assist with achieving the NSW target to double the number of active transport trips within 20 years.

The Bogan ATP identifies a range of pathway improvements and social initiatives that will enhance pedestrian and cycling opportunities. The operation of public amenities, directional signage, water points, seating, bicycle racks, street lights and trees as well as other urban facilities that support the active transport network are also being considered.

Given there are limited funds available to improve the active transport network, the draft Bogan ATP proposes targeted improvements that are assessed to have the greatest benefits and user support.

Public exhibition of the draft Bogan ATP is the next step in the process. Following community input on the recommended projects in the Bogan ATP and final adoption by Council, it is intended the Bogan ATP will be used by Council as a planning tool to assist with the programming of new projects.

4. Attachments

1. Bogan Shire Active Transport Plan

5. Recommendation

That Council approve the draft Bogan Shire Active Transport Plan for public exhibition for the period 3/7/2023 to 28/07/2023.

2023

Active Transport Plan

Bogan Shire



DOCUMENT CONTROL

PROJECT REPORT DETAILS	
Document Title	Bogan Shire Active Transport Plan
Principal Author	Currajong Pty Ltd
Client	Bogan Shire Council
Project Reference	APC220908
DOCUMENT STATUS	
Revision	B
Status	Draft
Date	June 2023

Disclaimer

This Active Transport Plan has been prepared by Currajong Pty Ltd on behalf of Bogan Shire Council. The plan has been prepared with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with the client, Bogan Shire Council. Information reported herein is based on Council and other sources and has been accepted in good faith as being accurate and valid. This report is for the exclusive use of the Bogan Shire Council. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from Currajong Pty Ltd. Currajong Pty Ltd disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

FROM THE MAYOR

I am pleased to introduce the first Active Transport Plan for the Bogan Shire and thank the community for their input into the planning process.

Council continues to make informed decisions about maintenance and improvement projects under its Intergrated Planning and Reporting Framework, and the draft Bogan Active Transport Plan is our most recent plan to help program improvements in the transport network.

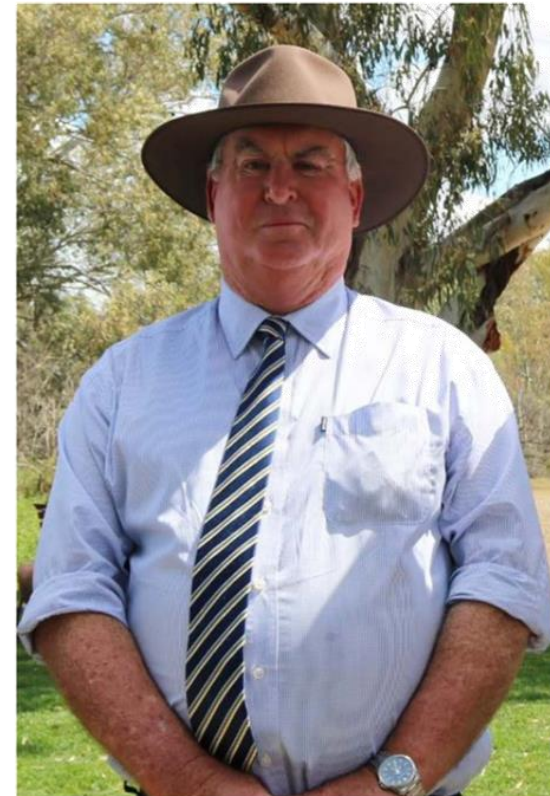
Active Transport encourages walking and cycling, it benefits your health, is good for the environment and has many social and economic benefits within our community.

The NSW State Government has a goal to double active transport trips in 20 years and it is one that I support for the Bogan Shire given our our beautifull natural resources and open spaces.

Our goal is to make Nyngan, Hermidale, Girilambone, and Coolabah accessible locations with interesting destinations and to provide options for everyone to get there.

With your continued help, Council will seek funding for new active transport projects that will support walking, cycling and personal fitness and mobility in Bogan Shire.

**Councillor Glen Neill
Mayor**



CONTENTS

INTRODUCTION	5	PROJECT SHEETS	55
THE VISION	6	Nyngan Project # 1	56
CHALLENGE + OPPORTUNITY	8	Nyngan Project # 2	57
APPROACH + METHODOLOGY	10	Nyngan Project # 3	58
LOCAL CONTEXT	12	Nyngan Project # 4	59
STRATEGIC CONTEXT	26	Nyngan Project # 5	60
BENEFITS OF ACTIVE TRANSPORT PLANNING	27	Nyngan Project # 6	61
NETWORK PLANNING	29	Nyngan Project # 7	62
Cyclist Types + Needs	30	Coolabah Project # 1	63
Pavement Surfaces	39	Coolabah Project # 2	64
PRIORITIES AND ACTIONS	50	Hermidale Project # 1	65
ONGOING RESPONSIBILITIES	53	Hermidale Project # 2	66
		Girilambone Project # 1	67

01

PROJECT INTRODUCTION



Bogan Shire Council is preparing the first Active Transport Plan to apply in the Bogan Shire.

The Bogan Active Transport Plan (ATP) draws on the Transport for NSW Future Transport Strategy and Active Transport Strategy, both released in 2022. The aim is to make walking and cycling the preferred way to make short trips, with Transport for NSW encouraging regional councils to assist with achieving the NSW target to double the number of active transport trips within 20 years.

The Bogan Shire has a large network of constructed footpaths within the main towns and a smaller shared path and cycling network.

Travel patterns are dispersed across Bogan Shire and highly dependent on motorised vehicles for long and short trips. As a result, the road network can become quite busy, particularly along highways and main roads as well as local roads during the harvest season, peak shopping times, school zones times and around weekend sporting and community events.

To encourage more active transport trips throughout our towns and villages and to local destinations, a series of active transport plans are required that focuses on the needs of active transport users.

The Bogan ATP identifies a range of pathway improvements and social initiatives that will enhance pedestrian and cycling opportunities. The operation of public amenities, directional signage, water points, seating, bicycle racks, street lights and trees as well as other urban facilities that support the active transport network are also being considered.

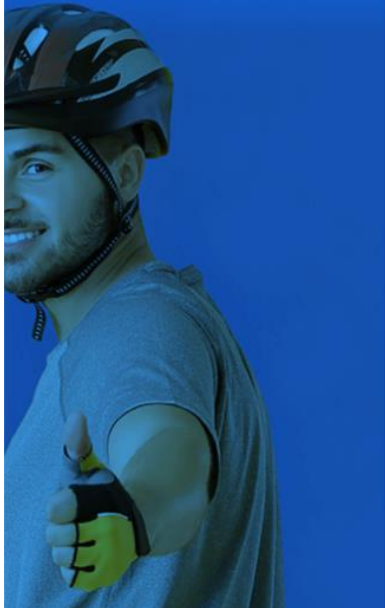
Preliminary stakeholder engagement and investigations have already commenced through site meetings and workshops with various agencies, interest groups and residents. Feedback received so far provides valuable insight on active transport behaviour, attitudes and aspirations. It suggests the community is supportive of a more comprehensive and safer active transport network throughout the Bogan Shire.

Given there are limited funds available to improve the active transport network, the draft Bogan ATP proposes targeted improvements that are assessed to have the greatest benefits and user support.

Public exhibition of the draft Bogan ATP is the next step in the process. Following community input on the recommended projects in the Bogan ATP and final adoption by Council, it is intended the Bogan ATP will be used by Council as a planning tool to assist with the programming of new projects.

02

PROJECT VISION



The State Vision

The Transport for NSW Future Transport Strategy 2022 sets out the key actions to connect communities and encourage more people to choose active transport, including:

- ✦ Delivering continuous and connected cycling networks.
- ✦ Improving the safety and comfort of people walking and riding bikes by providing fit-for-purpose active transport infrastructure and appropriate road speeds.
- ✦ Facilitating children's and young people's independent mobility by improving safe walking and bike riding options for travel to and from school.
- ✦ Supporting multimodal journeys by integrating active and public transport.
- ✦ Encouraging a shift to walking and cycling trips by delivering walking and cycling infrastructure to support mode shift.
- ✦ Supporting emerging technology choices such as e-bikes and other micro-mobility devices.

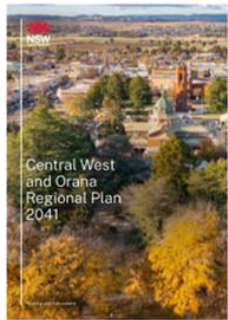
The Transport for NSW Active Transport Strategy 2022 draws on the NSW Future Transport Strategy 2022 and its vision for walking, riding and personal mobility. The NSW Government wants walking and bike riding to be the preferred way to make short trips and a viable,

safe and efficient option for longer trips. The vision of the NSW Active Transport Strategy 2022 is to double active transport trips in NSW over the next 20 years by focussing on five areas:

- ✦ Enable 15-minute neighbourhoods.
- ✦ Deliver continuous and connected cycling networks.
- ✦ Provide safer and better precincts and main streets.
- ✦ Promote walking and cycling and encourage behaviour change.
- ✦ Support our partners and accelerate change.

The NSW Active Transport Strategy provides longer term ambitions accompanied by five-year priority moves to guide planning, investment and priority actions for active transport across NSW, including regional and rural areas.





The Vision for the Region

The Bogan Shire forms the western edge of the Central West and Orana Region of NSW and adjoins the local government areas of Cobar (west), Bourke (north-west), Brewarrina (North), Lachlan (south) and Warren to the east.

The Bogan Shire is a significant contributor to the State economy, driven by agriculture, mining, manufacturing, transport and general urban services.

The Central West and Orana Regional Plan 2041 provides the NSW Government's vision for land-uses in the region. While not specifically targeting transport planning, the Far West Regional Plan 2041 aims for strong and connected communities and supports the expansion of transport networks and improved connections between centres and other regions to bolster business and industry growth.

Other recent regional planning work such as the NSW 2040 Economic Blueprint, Transport for NSW Future Transport 2056, NSW Services and Infrastructure Plan, regional economic development strategies and regional water strategies have been incorporated into the regional plan..



Bogan Community Vision

The Bogan Shire is located towards the centre of NSW and provides opportunity for comfortable country living in Nyngan, Girilambone, Coolabah and Hermidale as well as on farms and smaller rural holdings.

Key issues underpinning the future planning, development and prosperity of Bogan Shire communities include housing and accommodation, health, education, employment, the environment and cultural connections as well as general community service provision.

The Bogan Shire Community Strategic Plan 2022 -2032 sets the following long-term vision for Bogan Shire:

'To provide a comfortable country lifestyle by progressively improving the level of appropriate facilities and services and encouraging growth and economic development that is responsive to the needs of the community.'

Five focus areas have been agreed upon to achieve the community's aspirations and vision for Bogan Shire, as follows:

- + Social - an inclusive community that works together and is able to access services and opportunities to support our comfortable country living.
- + Infrastructure - construct and manage reliable and efficient community assets that provide access to quality services.
- + Environmental - to support, enhance and preserve the environment of our shire through sound planning and management practices to ensure a sustainable, healthy and safe community.
- + Economic - a vibrant local economy with a diversity of successful businesses that provide local employment opportunities and contribute to a prosperous community.
- + Civic Leadership - strong, transparent and effective governance with an actively engaged community to ensure we remain Fit For The Future.



Bogan ATP Vision

Bogan Shire Council continues to focus on the maintenance and improvement of levels of service and amenity for residents and visitors.

The Bogan Shire Local Strategic Planning Statement 2019 advises:

'Active transport connections from affordable housing or aged care to key facilities in town is vital There is also opportunity to providing pedestrian and cycle connectivity between key destinations such as the Bogan River and the main street.'

New active transport plans for Nyngan, Girilambone, Coolabah and Hermidale aim to lift Council's performance in active transport provision and should deliver benefits across all focus areas of the Bogan Shire Community Strategic Plan 2022 - 2032.

The vision for the Bogan ATP is:

'To create accessible towns and great local destinations and many options to get there.'

03

CHALLENGES + OPPORTUNITIES

Recent Changes

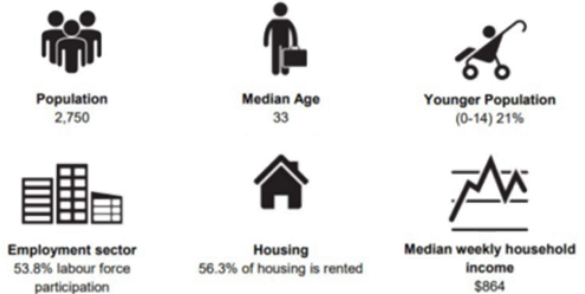
A lot has changed since the Local Government Elections in December 2021, including:

- + Floods, bushfires and drought have demonstrated the need to build resilient communities and multi-modal transport systems.
- + The COVID-19 pandemic has shown how quickly we can adapt and adopt new habits such as remote working and learning, different transport choices beyond motor vehicles and a rethink of housing supply and demand.
- + There is more urgency around reducing greenhouse gas emissions from industry and transport, with a growing demand for electric vehicles and the NSW government making a commitment to Net Zero for transport operations by 2035.
- + Connecting with Country now informs the planning, design, and delivery of built environment projects in NSW.
- + The 6 Cities Region of the Greater Sydney has supplanted the Metropolis of Three Cities, and there is renewed emphasis on regional planning and development.
- + The Movement and Place framework introduced in 2018 is now fully embedded in Transport for NSW policy.
- + New targets for '15-minute neighbourhoods' have been adopted by Transport for NSW policy under the NSW Active Transport Strategy 2022.
- + Other important policies that support active transport infrastructure were released, including the NSW Road User Space Allocation, Providing for Walking and Cycling in Transport Projects, the Walking Space Guide and the Cycleway Design Toolbox.

- + Micro-mobility in the form of mobility scooters, e-bikes and e-scooters is growing strongly, requiring consideration of these new transport modes in the road environment.

Many of the streets within Nyngan, Girilambone, Coolabah and Hermidale were constructed at a time when footpaths and cycleways were not required. Over time, expectations have changed and new standards are required to improve the safety and comfort for all road users.

The focus of the Bogan ATP will be to provide a broad network of facilities across towns that respond to demand / safety driven issues and / or that have potential to encourage community members to become more active.



BOGAN SHIRE IN 2036



Challenges

- + Relatively small population base (2,467 people) which is projected to remain static over the next decade.
- + Changing climate conditions creating uncertainties in agricultural systems and damage from storms.
- + Social and cultural connections and communication, with around 17.8 % of the population being from Aboriginal or Torres Strait Islander heritage.
- + Dependence on mining and the need for more economic diversity to support long term employment and improvements in living standards.
- + Access to health, education and other community support services.
- + Weeds and sediment movements over roads and paths and parkland facilities.

Opportunities

- + Unique and beautiful landscapes, riparian areas, National Parks and reserves, with locals and visitors wanting to experience open freedoms and connection to Country.
- + Supportive communities, with caring for Country, water management, innovation, resource sharing, health, education and transport being at the forefront of community focus.
- + Building even more resilient / connected communities around education, health, sports, natural landscapes, innovative farm and land management, natural landscapes and local business development.
- + Providing active transport facilities to attractors such as to commercial precincts, schools, sports facilities and waterways.
- + Using active transport initiatives to promote health, safety, environmental and economic / tourism goals.

04

APPROACH + METHODOLOGY

Active transport users are far more attuned to the environment in which they are moving than faster moving motorists.

Planning for pedestrians and cyclists does not follow the same logic as motor traffic planning, which normally involves a 'motor vehicle' - 'trips' - 'routes' - 'traffic network'. It places more emphasis on the environment and the conditions along routes and at attractors.

An important aspect of the Bogan ATP is to build an understanding of the elements that will make a good pedestrian and cycling network in the local context. These include an understanding of the following:

- + The types of existing / potential pedestrians and cyclists and their needs.
- + The condition of the existing pedestrian and cycling network (including existing paths, gaps and barriers).
- + Where pedestrians and cyclists are going and why.
- + The traffic environment (speed and volume) that pedestrians and cyclists must deal with.
- + The most appropriate design options that meet pedestrian and cyclists needs, including standard and innovative options.
- + The views and aspirations of stakeholders.
- + The key planning and engineering principles that underpin an effective and usable network.
- + Mechanisms to program / fund improvements to the active transport network.

The approach is to develop new active transport plans that build upon existing infrastructure and that address the key issues and aspirations identified from community consultation and audits.

To achieve this approach, the Bogan ATP is being undertaken in the following stages:

Stage 1 - Asset Review

The main elements of the existing network of active transport facilities have been recorded on maps in the draft Bogan ATP. This local data has been presented to key Council staff and Transport for NSW as the basis for reviewing the long-term management of the active transport network in Bogan Shire.

Stage 2 - Independent Audit Investigations

Consultant planners and traffic engineers specialising in active transport planning and projects have been engaged by Council to independently investigate the existing active transport network. This audit work was undertaken by:

- + Drive-through and walk-through surveys of the study area, with particular focus on settlement areas, primary routes and attractors.
- + On-site meetings with community members where specific sites / issues needed to be observed / discussed.

The audits were not meant to gather a comprehensive inventory of pedestrian and cycling assets in the Bogan Shire. The emphasis of the audits was on identifying gaps in the network as well as the barriers to people using the network.

Stage 3 - Promotion

Information about the Bogan ATP was published on local media and Council's website and Facebook page to inform community members about the preparation of the new plan. Emails were also sent out to stakeholders known to Council who have an interest in pedestrian and cycling activities.

Stage 4 - Online Survey

An online survey was made available to assist with obtaining more information walking and cycling behaviour and attitudes.

Stage 5 - Preliminary Community Workshops

Informal community meetings and workshops were held in Nyngan, Girilambone, Coolabah and Hermidale in December 2022.

These meetings were structured around a series of local area maps. Questions were asked about the pedestrian and cycling network and local conditions that led the conversation to allow for problems, solutions, suggested routes and feedback to be covered within the allocated workshop.

Throughout the meetings / workshops, the responses given had common themes which reiterated the desire for additional paths to popular destinations and routes within the community.

Stage 6 - Local Data Review and Planning

The audits and stakeholder feedback revealed a variety of pedestrian and cycling facilities provided in Bogan Shire, in varying conditions. Expectedly, the preliminary investigations and engagement findings identified a number of deficiencies and barriers in the network, which are discussed in Section 5 in more detail. Where these involved minor issues, they were raised with Council staff for addressing. Project planning and development issues were also discussed with relevant staff to assist with the formulation of projects and priorities in the Bogan ATP.

Stage 7 - Draft Bogan Active Transport Plan

A draft Bogan ATP has been prepared (this report) to record the relevant information in one succinct strategy document. Incorporated into the draft Bogan ATP are a series of maps dealing with the audit and preliminary engagement findings.

Active transport plans have been prepared for Nyngan, Girilambone, Coolabah and Hermidale to 'visualise' the additional facilities required to achieve a connected network.

A Matrix Table in Section 10 provides full visibility on how priorities and actions were decided. Concept designs of the top priority projects recommended for action are also shown in the draft Bogan ATP along with project costings and any notes relating to project implementation.

Stage 8 - Public Exhibition

Formal public exhibition of the draft Bogan ATP is the next step in the process. Feedback on the draft plan will then be used to develop an action plan and help finalise the plan.

Stage 9 - Review of Submissions and Finalisation of Bogan ATP

The final task will be the review of any submissions received from public exhibition of the draft plan and recommended programme the infrastructure projects by Council. Final project cost estimates for each priority project will also be shown in the finalised ATP.



05

LOCAL CONTEXT



Bogan Shire

Bogan Shire, situated in the Central West and Orana Region of New South Wales and has an area of 14,610 square kilometres. The Shire adjoins Cobar to the west, Bourke to the north-west, Brewarrina to the north, Warren to the east and Lachlan Shire to the south.

The Bogan Shire population is approximately 2,467 (2021 ABS Census) with Nyngan having the highest population and the administrative centre for the shire. Other urban settlements include Coolabah, Girilambone and Hermidale.

Mining and agricultural production, including livestock grazing and large-scale cropping, are primary economic drivers. Other key employment sectors include education, health, administration and retail trade. There are also growing opportunities for the Bogan Shire to capitalise on visitor and tourism destination economies as well as freight and logistics industries.

Attractors in the Bogan Shire are the historic town centres, national parks and river systems, health and aged care facilities, schools, educational establishments, transport facilities, open space and recreational facilities.

The Bogan Shire community is considered to have high car dependency for both work and leisure. Analysis of car ownership in 2021 indicates over 55% of households in Bogan Shire had access to two or more motor vehicles, compared to 55% in Regional NSW and 46% in Greater Sydney.

Only a small proportion of the community use alternative methods to travel to work, with walking being the most preferred with around 2% of people walking to work. The dependency on motor vehicles is largely the result of limited public transport coverage and the large distances between origins and destinations of residents involved in the rural and mining industry sector.

In 2021, Bogan Shire had a relatively high proportion of children (approximately 20% of population) and persons aged 55 or older (20%) than Regional NSW. Access to education and support services and a long-term focus on improving health and well-being are important issues to cater to the needs of existing and future residents.



Nyngan

Overview

Nyngan is located at the junction of the Mitchell and Barrier Highways on the Bogan River, approximately 165 kilometres north-west of Dubbo.

With a current population close to 2,000 people, Nyngan is the largest urban area in the shire and the mainstay of industry, employment, housing and community activities. Conditions at Nyngan are ideal for walking and cycling, with over 90% of the town population living within one kilometre of Pangee Street, schools and workplaces.

Many of the streets in Nyngan are quite wide and have lower traffic volumes than in larger regional centres. Parklands in Nyngan offer ideal conditions for residents and visitors to enjoy these spaces. However, links to industrial areas, some schools and residential areas are patchy.

Preliminary consultation and audit findings

The audit and consultation work in Nyngan revealed a relatively extensive footpath network in good condition and an informal gravel surface shared path network along levees.

A number of opportunities and constraints (deficiencies, gaps and barriers) were identified in the Nyngan active transport network, which are discussed in this section.

A map summarising the audit / consultation findings of the Nyngan investigations is presented in this section.

Footpaths

The blue lines on the map show the existing network of concrete footpaths in Nyngan. There is a general need to extend sections of footpaths to achieve connected routes to key attractors in Nyngan (central urban precinct, schools, hospital and parklands). There is also a need to review road and rail crossing points and kerb ramps to ensure paths provide continuous all-weather and safe crossing conditions. Rationalisation of footpaths, signage and lights in and around the Nyngan Youth Centre, War Memorial Swimming Pool and O'Reilly Park is also needed. All community members consulted are supportive of more footpaths.

Shared Paths

There are generally no constructed concrete shared paths in Nyngan. There are sections of the road network that are being readily used by pedestrians and cyclists which would benefit from a shared path. The existing gravel surface levees around town are readily used by pedestrians and cyclists as shared paths, which would benefit from improvement of surface conditions, seating and Way-finding signage. All community members consulted are supportive of more shared paths.

Kerb Ramps

There are kerb ramps along constructed footpaths with varying levels of compliance. There is a need to fix some kerb ramps along existing paths to ensure compliance. New kerb ramps should form part of any new footpath / shared path treatments.

School Zones

All schools in Nyngan have established school zone and there are existing footpaths along most adjoining streets. There is a need to extend the footpath / shared path network around Nyngan Public School and Nyngan High School and TAFE.

Bicycle Lanes

There are a number of on-road cycling lanes in Nyngan along south of Pangee Street, as shown on the Nyngan audit / consultation findings map.

Road crossings

There is a need to create a new pedestrian crossing of Pangee Street to provide an additional crossing point to access both sides of Pangee Street

Barriers

The Main Western Railway is a barrier to active transport. No other barriers were observed.

Obstacles

No major obstacles observed.

Trip hazards

Some kerb ramps and grassed footpaths where drainage has created washouts and erosion present as trip hazards. Provision of concrete footpaths and new kerb ramps along main walkways would help address potential trips and falls.

Signage

Generally absent.

Lighting

There is a need for lighting of the crossing at Cobar Street. No other major issues were raised / noted.

Tactile indicators

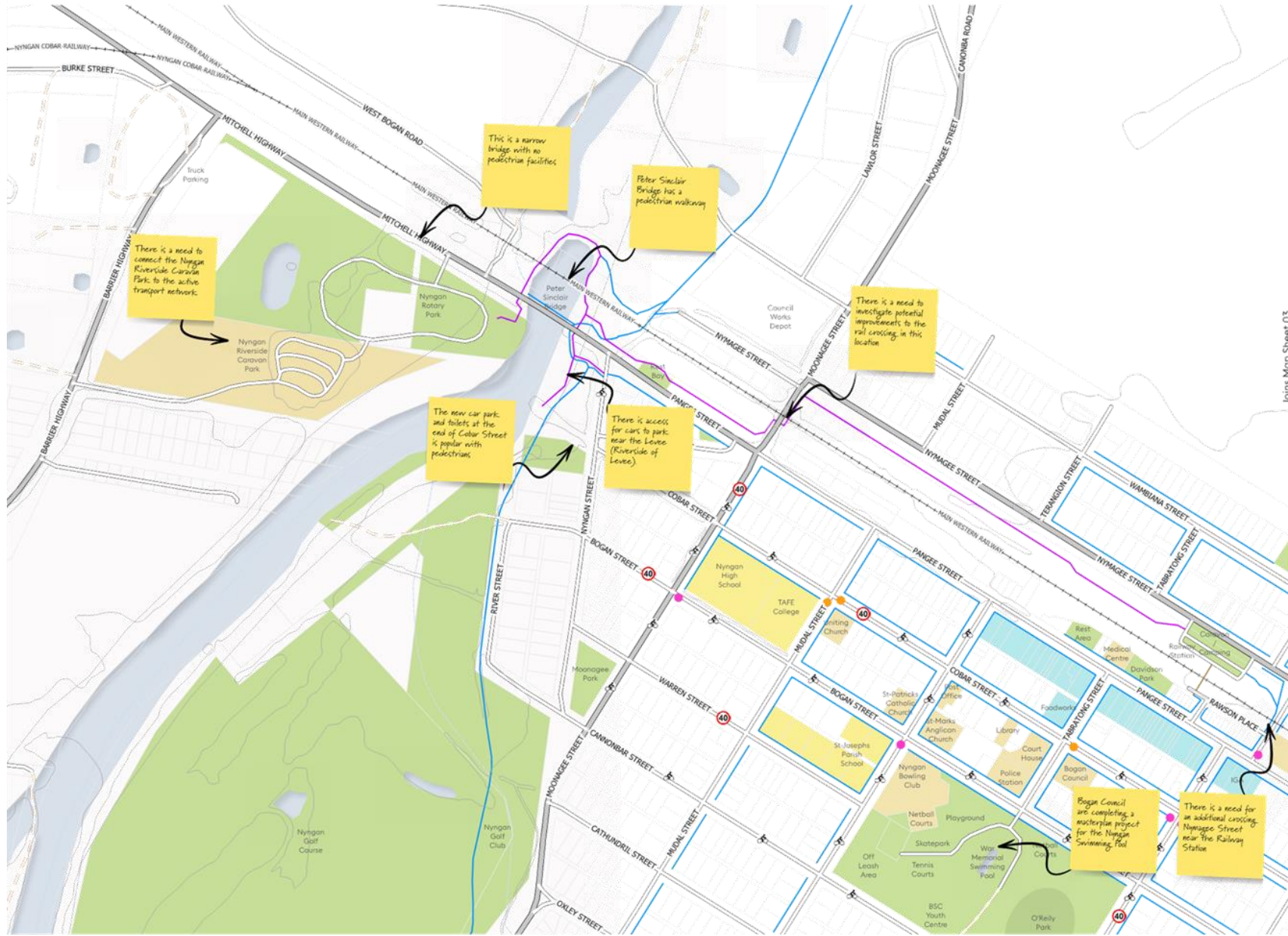
Generally absent in Pangee Street

End of trip facilities

There are end of trip facilities in various parks and commercial premises.



PAGE 15 | SECTION 05 | LOCAL CONTEXT



Joins Map Sheet 03

Community Comments

Weeds are generally a problem for active transport, particularly cathosack.

Some roads in Nyngan are high volume roads with lots of trucks, which is a barrier to active transport. Truck parking, storage and servicing is another similar issue.

Existing bike lanes on roads around Nyngan aren't being well maintained or well-utilised.

There is a need to consider shade trees when planning the new active transport network.

A general concern is the speed of traf through the township.

There is need to review kerb ramps and crossings generally throughout the Nyngan Township.

Wingsall Walk is regularly utilised for active transport

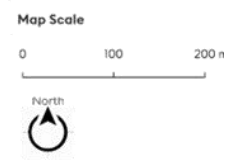
Project
Bogan Active Transport Plan

Map Title
Consultation / Audit Map

Map Location
Nyngan

Sheet Ref
Sheet 01 of 04

- Map Legend**
- Main Road Network
 - Local Road Network
 - Railway
 - Existing Pedestrian Bridge
 - Footpaths - Existing
 - Shared Paths - Existing
 - Public Telephone
 - Existing Pedestrian Crossing
 - Speed Signs
 - Existing Bus Stop
 - Existing Refuge
 - Drainage
 - Water Feature
 - Community Facilities
 - Parks + Recreation
 - Education Facilities
 - Key Commercial



Joins Map Sheet 02



Community Comments

Weeds are generally a problem for active transport, particularly on roadsides.

Some roads in Nyngan are high volume roads with lots of trucks, which is a barrier to active transport. Truck parking, storage and servicing is another similar issue.

Existing bike lanes on roads around Nyngan aren't being well maintained or well-utilised.

There is a need to consider shade trees when planning the new active transport network.

A general concern is the speed of traffic through the township.

There is a need to review kerb ramps and road crossings generally throughout the Nyngan Township.

Wingajali Walk is regularly utilised for school transport.

- Project**
Bogan Active Transport Plan
-
- Map Title**
Consultation / Audit Map
-
- Map Location**
Nyngan
-
- Sheet Ref**
Sheet 02 of 04
-
- Map Legend**
- Main Road Network
 - Local Road Network
 - Railway
 - Existing Pedestrian Bridge
 - Footpaths - Existing
 - Shared Paths - Existing
 - Public Telephone
 - Existing Pedestrian Crossing
 - Speed Signs
 - Existing Bus Stop
 - Existing Refuge
 - Drainage
 - Water Feature
 - Community Facilities
 - Parks + Recreation
 - Education Facilities
 - Key Commercial
-
- Map Scale**
- 0 100 200 m





Community Comments

Woods are generally a problem for active transport, particularly catheads.

Some roads in Nyngan are high volume roads with lots of trucks, which is a barrier to active transport. Truck parking, storage and servicing is another similar issue.

Existing bike lanes on roads around Nyngan aren't being well maintained or well-utilised.

There is a need to consider shade trees when planning the new active transport network.

A general concern is the speed of traffic through the township.

There is need to review kerb ramps and road crossings generally throughout the Nyngan Township.

Wingangi Walk is regularly utilised for school transport.

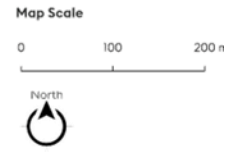
Project
Bogan Active Transport Plan

Map Title
Consultation / Audit Map

Map Location
Nyngan

Sheet Ref
Sheet 03 of 04

- Map Legend**
- Main Road Network
 - Local Road Network
 - Railway
 - Existing Pedestrian Bridge
 - Footpaths - Existing
 - Shared Paths - Existing
 - Public Telephone
 - Existing Pedestrian Crossing
 - Speed Signs
 - Existing Bus Stop
 - Existing Refuge
 - Drainage
 - Water Feature
 - Community Facilities
 - Parks + Recreation
 - Education Facilities
 - Key Commercial





Coolabah

Overview

Coolabah is located approximately 75 kilometres north of Nyngan on the Mitchell Highway with a population around 70 people.

The town took its name from a nearby property called 'Coolabah' which was named after the coolibah trees that grow in abundance in the area.

The commercial and parkland strip west of the Mitchell Highway is used as a service centre for locals and passing motorists. Public toilets, playground facilities, Countrylink Bus Stop, tourist signage and 'The Coolabah Tree' are concentrated in this area. Other attractors at the Community Hall, Tennis Courts and Oval are to the north-east on the other side of the Mitchell Highway.

Preliminary consultation and audit findings

The audit and consultation work in Coolabah revealed a general absence of constructed paths and facilities. People were observed walking along the road network.

A number of opportunities and constraints (deficiencies, gaps and barriers) were identified in the Coolabah active transport network, which are discussed in this section.



Footpaths

There are no constructed footpaths in Coolabah. Residents and visitors walk along the road or along the side of the road to access services and visit friends and family. There is a need to improve walking and cycling conditions along Arthur Hall VC Way and at the Mitchell Highway rest area. Any new paths should improve drainage along these roads.

Shared Paths

There are no constructed shared paths in Coolabah.

Kerb Ramps

There are no kerb ramps as there are generally no footpaths / shared paths in Coolabah. New kerb ramps should form part of any new footpath treatments.

School Zones

Coolabah has no school and there are no school zones.

Bicycle Lanes

There are no on-road cycling lanes or exclusive cycling paths in Coolabah, nor are they warranted at this stage.

Road crossings

No urban streets within Coolabah were observed to present major crossing issues. The Main Western Railway is inactive at Coolabah.

Barriers

The Mitchell Highway act as a barrier to active transport. No other significant barriers were identified at Coolabah.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Some grassed footpaths where drainage has created washouts and erosion present as trip hazards. Provision of concrete footpaths and new kerb ramps along main walkways would help address potential trips and falls.

Lighting

No major issues were raised / noted.

Tactile indicators

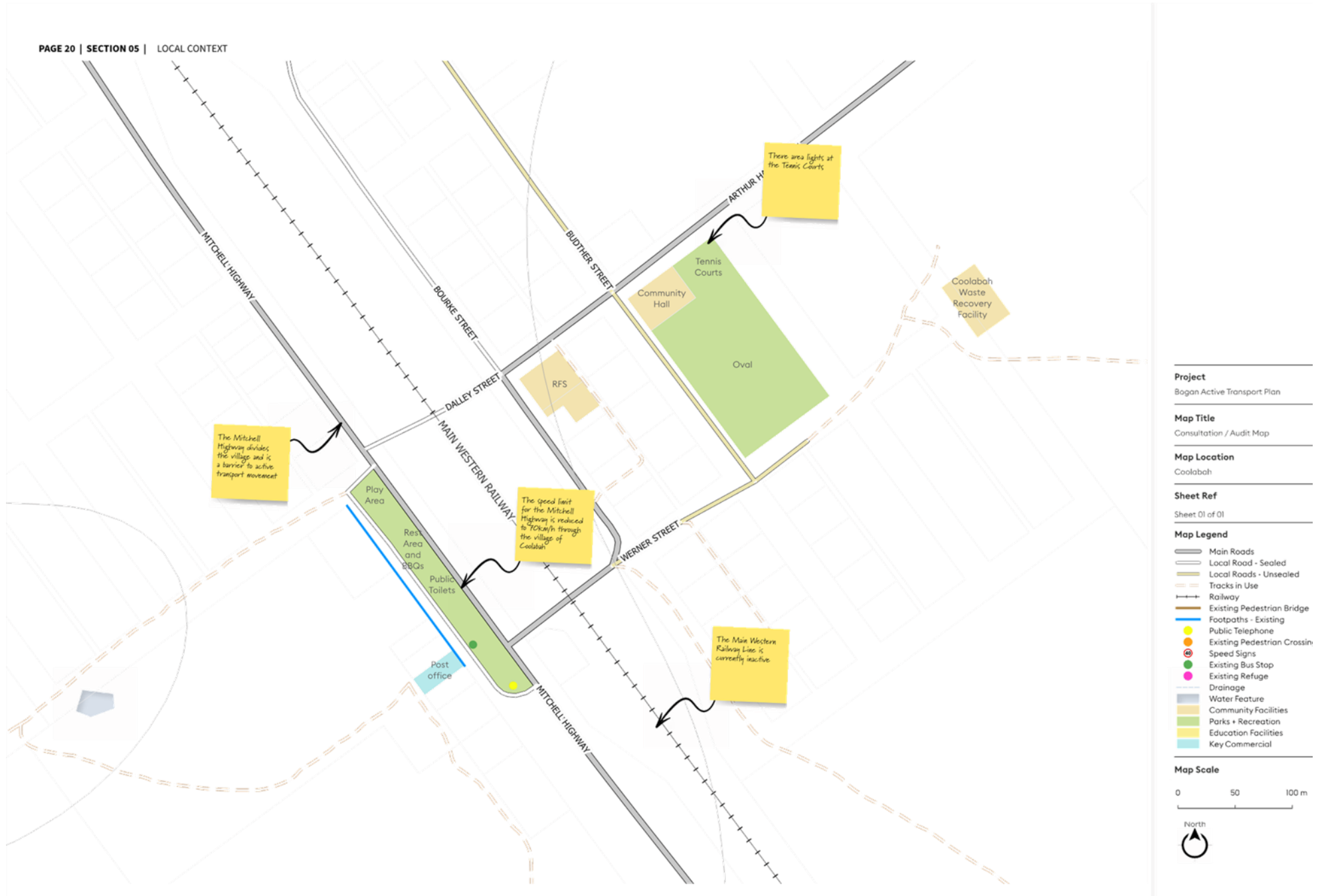
Generally absent in Coolabah and not required at this stage.

End of trip facilities

There are end of trip facilities at the Mitchell Highway rest area. The southern end of the rest area is being used as an access from Werner Street which could present a safety issue for tourists / visitors walking between facilities and attraction such as toilets and 'The Coolabah Tree'. The use of large rocks along the edge of the rest area would prevent motor vehicle traffic from accessing this pedestrian / parkland area.

Signage

Generally absent.



Girilambone

Overview

Girilambone is located approximately 50 kilometres north-west of Nyngan on the Mitchell Highway. The town population is around 100 people and there is mining camp for around 50 workers located east of town off Murrawombie Road.

The Avoca Mine and Murrawombie Mine are in close proximity to Girilambone. The Gundabooka and Toorale National Parks and the town of Bourke are also located to the north-west.

Girilambone acts as a service centre for surrounding farms and mines and for passing traffic. The Service Centre Cafe, Countrylink bus stop, Girilambone Primary School, Hog and Billy Hotel, Memorial Park, Community Hall and Post Office are attractors in the town.

The Post Office is moving to the Service Centre Café and the historic Girilambone Railway Station his being refurbished to function as a tourist facility, which will likely create more activity around Sydney Street, which forms part of the Mitchell Highway.

Master planning of Memorial Park facilities to improve free camping was raised, including access, drainage and lighting.

Preliminary consultation and audit findings

The audit and consultation work in Girilambone revealed a general absence of constructed paths and facilities. People were observed walking along the road network.

A number of opportunities and constraints (deficiencies, gaps and barriers) were identified in the Girilambone active transport network, which are discussed in this section.

A map summarising the audit / consultation findings of the Girilambone investigations is also presented.

Footpaths

There are no constructed footpaths in Girilambone. Residents and visitors walk along the road or along the side of the road to access services and visit friends and family. There is a need to improve walking conditions along Sydney Street and Arcturus Street and Myall Street. Any new paths should aim to improve drainage and street tree plantings for shade along routes.

Shared Paths

There are no constructed shared paths in Girilambone. There is a need to improve walking and cycling conditions along Sydney Street and Arcturus Street and Myall Street. Use of shared paths are considered the most appropriate response to deal with all user situations. Any new paths should improve drainage and street tree plantings for shade along these routes.

Kerb Ramps

There are no kerb ramps as there are generally no footpaths / shared paths in Girilambone. New kerb ramps should form part of any new footpath treatments.

School Zones

Girilambone Primary School has an established school zone. There are generally no constructed paths servicing the school. There is a need to ensure the school has adequate footpath / shared path facilities at and around the main entrance and potentially to other attractors (where practical). There is also a need to extend bitumen seal at the School access and drop-off in Vega Street.

Bicycle Lanes

There are no on-road cycling lanes or exclusive cycling paths in Girilambone, nor are they warranted at this stage.

Road crossings

No urban streets within Girilambone were observed to present major crossing issues and the need for road crossings was not identified. It is recommended that motorist warning signage being installed along Sydney Street (either side of the Service Centre Cafe and Girilambone Railway Station) warning motorists of the regular crossing of the road by pedestrians.

Barriers

The Mitchell Highway and the Main Western Railway (not operating) act as barriers to active transport. There is a need to provide a pathway linking the Service Centre Cafe and the Girilambone Railway Station to other parts of town to the east. No other barriers were identified at Girilambone.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

Trip hazards

Some grassed footpaths where drainage has created washouts and erosion present as trip hazards. Provision of concrete footpaths and new kerb ramps along main walkways would help address potential trips and falls.

Lighting

No major issues were raised / noted.

Tactile indicators

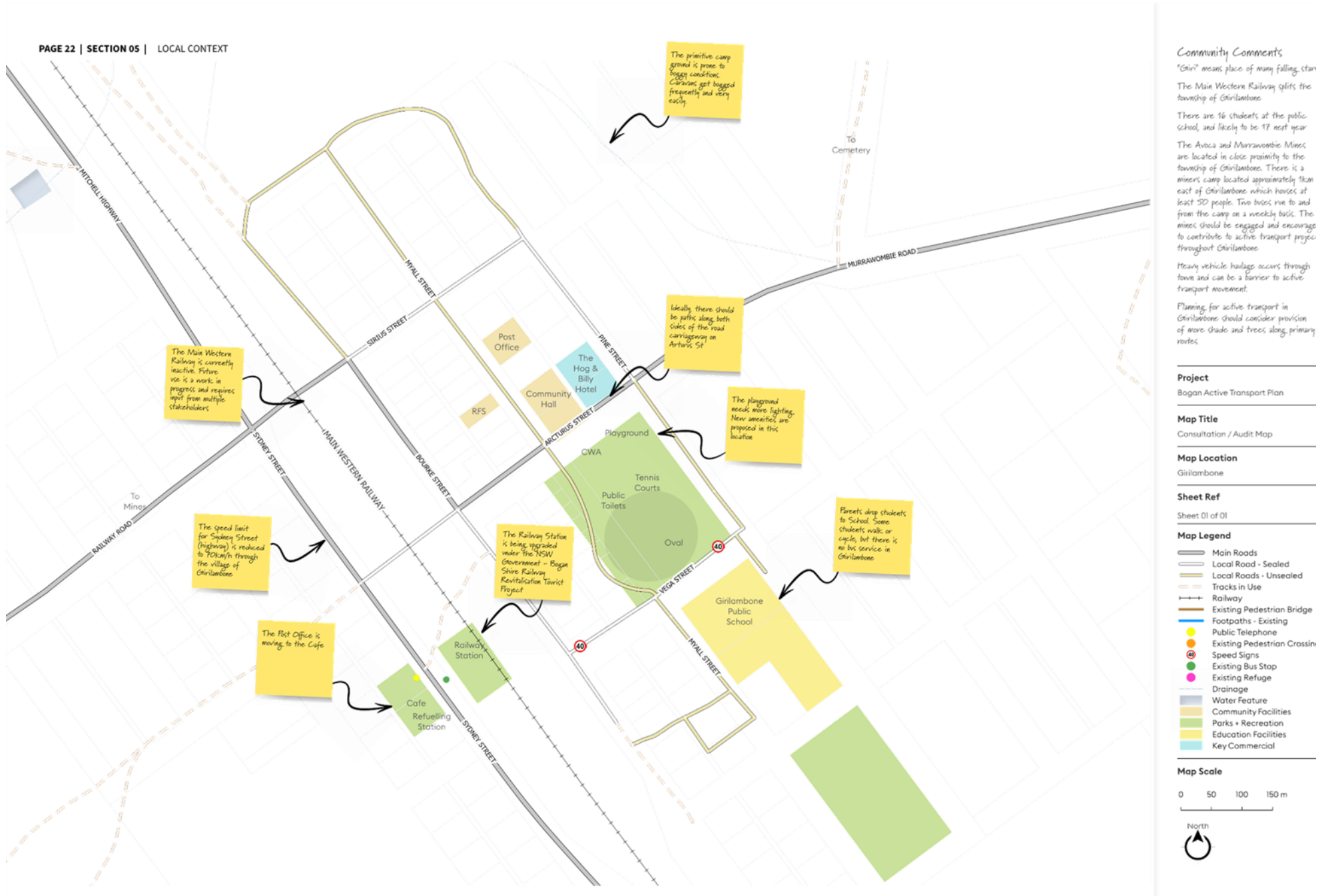
Generally absent in Girilambone and not required at this stage.

End of trip facilities

There are end of trip facilities at the Memorial Park and at commercial premises. Refurbishment of the Girilambone Railway Station will also provide end of trip facilities.

Signage

Generally absent and should form part of any Railway Station shared path facilities.



Hermidale

Overview

Hermidale is a small town of around 150 people, located on the Barrier Highway, approximately 45 kilometres west of Nyngan. The Hermidale Nymagee Road bisects the town with considerable truck traffic accessing the Barrier Highway from this road to the south.

Hermidale retains a sports ground, hall and tennis courts, post office, public school, hotel and accommodation facilities. The Community Hall is the centre of activity and is used by the nearby Hermidale Public School for events.

The Nyngan Cobar Railway passes through town and acts a barrier to active transport. A new multi-user rail siding is being planned at Hermidale to accommodate the loading of trains up to 1,200 metres long.

Residents have suggested a playground facility east of the Community Hall and Tennis Courts, such as a new pump track and skate park facility.

Preliminary consultation and audit findings

The audit and consultation work in Hermidale revealed a general absence of constructed paths and facilities. People were observed walking along the road network.

A number of opportunities and constraints (deficiencies, gaps and barriers) were identified in the Hermidale active transport network, which are discussed in this section.

A map summarising the audit / consultation findings of the Hermidale investigations is also presented.



Footpaths

There are no constructed footpaths in Hermidale. Residents and visitors walk and ride along the road or along the side of the road to access services and visit friends and family. There is a need to improve walking conditions along Mouramba Street, Hermidale Nymagee Road and Cobar Street to link Hermidale Public School, Hermidale Community Hall and Park facilities. The footpath access to the Post Office also needs to be improved to facilitate access for all users. Any new paths should aim to improve drainage and street tree plantings for shade along routes.

Shared Paths

There are no constructed shared paths in Hermidale. There is a need to improve walking and cycling conditions along Mouramba Street, Hermidale Nymagee Road and Cobar Street to link Hermidale Public School, Hermidale Community Hall and Park facilities. Use of a shared path is considered the most appropriate response to deal with all user situations. Any new paths should aim to improve drainage and street tree plantings for shade along the route.

Kerb Ramps

There are no kerb ramps as there are generally no footpaths / shared paths in Hermidale. New kerb ramps should form part of any new path treatments.

School Zones

Hermidale Public School has an established school zone. There are generally no constructed paths servicing the school and there is a need to provide a path along Mouramba Street, and potentially to other attractors such as the Community Hall. There is also a need to extend bitumen seal at the School access, bus stop and drop-off in Mouramba Street.

Bicycle Lanes

There are no on-road cycling lanes or exclusive cycling paths in Hermidale, nor are they warranted at this stage.

Road crossings

No urban streets within Hermidale were observed to present major crossing issues and the need for road crossings was not identified.

Barriers

The Barrier Highway, Hermidale Nymagee Road and the Nyngan Cobar Railway act as barriers to active transport. There is a need to provide shared paths and kerb ramps along main active transport routes.

Obstacles

No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths. Cat head thorns were raised as an issue that encourages on road walking and cycling.

Trip hazards

Some grassed footpaths where drainage has created washouts and erosion present as trip hazards. Provision of concrete paths and new kerb ramps along main active transport routes would help address potential trips and falls.

Lighting

No major issues were raised / noted.

Tactile indicators

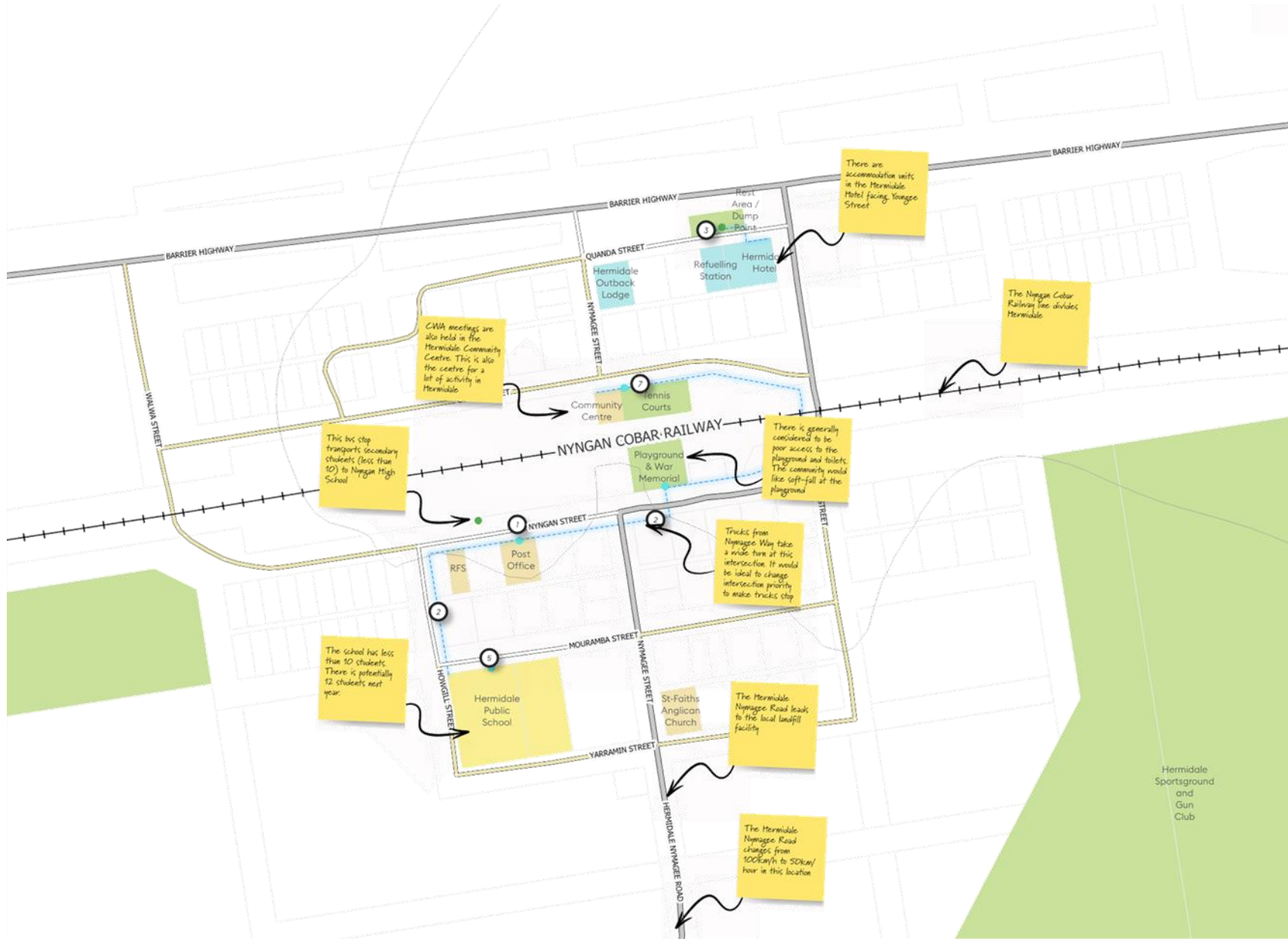
Generally absent in Hermidale and not required at this stage.

End of trip facilities

There are end of trip facilities at the Park and at commercial premises. Provision of footpath improvements at the Countrylink bus stop, opposite the Hermidale Hotel, would improve all weather access.

Signage

Generally absent.



Community Comments
 Hermidale contains some narrow roads, not all of which are sealed.
 Heavy vehicles use local roads, which can be a barrier to active transport.
 Cut heads are an issue in general that impacts on cycling throughout Hermidale.
 The Hermidale Community Centre is an ideal place for a new bike-related facility.

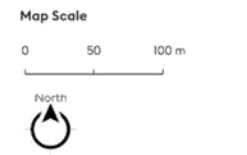
Project
 Bogon Active Transport Plan

Map Title
 Consultation / Audit Map

Map Location
 Hermidale

Sheet Ref
 Sheet 01 of 01

- Map Legend**
- Main Roads
 - Local Road - Sealed
 - Local Roads - Unsealed
 - Tracks in Use
 - Railway
 - Existing Pedestrian Bridge
 - Footpaths - Existing
 - Public Telephone
 - Existing Pedestrian Crossing
 - ⊘ Speed Signs
 - Existing Bus Stop
 - Existing Refuge
 - Drainage
 - Water Feature
 - Community Facilities
 - Parks + Recreation
 - Education Facilities
 - Key Commercial



Riparian and other iconic rural areas

There are no formal pedestrian or cycle routes connecting towns and villages in the Bogan Shire.

Cycling along rural roads is undertaken infrequently by individuals and small bunch rides via a number of well-established routes known to local cyclists and tour groups.

Road touring events are not regular occurrences in the Bogan Shire, and perhaps this is due to more favourable road conditions and more active cycling clubs and groups in Dubbo and other regions.

The preferred mode of choice for local cyclists appears to be all-terrain bicycles, such as flat bar BMX, touring bikes and mountain bikes. Locals tend to ride these more sturdy bikes due to the existing road conditions and the freedoms they provide in accessing quieter gravel roads and rural attractions.





PAGE 26 | SECTION 06 | STRATEGIC CONTEXT

06

STRATEGIC CONTEXT

Bogan Active Transport Plan

Planning decisions at a local level are influenced by broader global, National, State and regional issues, trends, needs and planning priorities.

The review of supportive documents serves the following purposes:

- + To ensure the strategy aligns with regional, State and national policy directions.
- + To ensure the strategy aligns with the wider context of transport and land-use planning policy directions.

- + To understand the projects, links and network connections being planned in adjoining local government areas that might benefit the strategy.
- + To help understand the correct methodology and approach when preparing the strategy.
- + To help identify any deficiencies within the current network and existing policies that may hinder ongoing success.

The following documents are particularly important.

Movement and Place Practitioner's Guide



Explains how built environment practitioners can apply a Movement and Places approach to projects and plans

Walking Space Guide



Provides a set of standards and tools to ensure that sufficient space is provided on streets to achieve comfortable environments which encourage people to walk.

Cycleway Design Toolbox



Provides guidance on desired outcomes for cycling and micromobility. It establishes design principles for cycleways in specific contexts, including temporary initiatives and public bicycle parking facilities.

Network Planning in Precincts Guide



Provides best practice principles, tools, examples and case studies of a transport network that facilitates the efficient movement of people and goods while supporting 15 minute neighbourhoods.

NSW Public Spaces Charter



The NSW Public Spaces Charter has been developed to support the planning, design, management and activation of public spaces in NSW. It identifies 10 principles for quality public space.

NSW Guide to Walkable Public Space



Outlines why walkable public spaces are needed. It includes ideas and opportunities for how they can be created and methods for trialling and evaluating improvements.

07

BENEFITS OF ACTIVE TRANSPORT PLANNING

Healthy Lifestyle

Leading an active lifestyle brings many benefits for the general health and well-being of Bogan Shire residents. Using footpaths, bicycle lanes and shared paths provide a cheap means of incorporating exercise into our daily routine. As a regular activity, walking, running, bike riding and rolling can aid the prevention of:

- ✦ Heart disease.
- ✦ Stroke.
- ✦ Type 2 diabetes.
- ✦ Falls, fractures and injuries (through improved strength and coordination).
- ✦ Hypertension.

Active transport activity can also improve psychological well-being, metabolism, muscle strength and flexibility, endurance, respiratory function, energy levels and weight management. All this aids in a speedy return to good health in the event of illness or recovery from trauma / surgery.

Children's health should include regular physical activity, with at least 60 minutes of moderate to vigorous physical activity each day being recommended for children 5 to 18 years of age to keep healthy. Outdoor activity, such as playing, walking, running, rolling and bike riding can contribute to children's health, as well as their development of physical, practical, emotional and social skills.

The presence of footpaths, shared paths and cycleways are associated with active travel across all age groups.

Creating a comprehensive movement network

Comprehensive road environments are ones that incorporate efficient transport options (roads, public transport, footpaths and cycleways) as well as aesthetic presentation and general walk-ability. Quality footpaths and shared paths are particularly influential in encouraging people across all ages to lead more active lifestyles.

Council and State government transport planners are focussing efforts towards achieving more comprehensive active transport networks that allow people to navigate between land-uses or destinations via roads, pedestrian footpaths, cycle paths and shared paths routes, as well as using public transport routes where available.

The transport network in the Bogan Shire is largely based around private motor vehicles on roads. Continued lack of public transport options in the Bogan Shire are key reasons for improving the active transport network in the urban areas of the shire.

As the centres with the most activity and growth in the shire, Nyngan, Coolabah, Girilambone and Hermidale all need their own active transport plan to cater for the growing needs of residents and visitors.

Achieving Safer Conditions

Pedestrians and cyclists are considered 'at risk road users' due to their lack of protection against motor vehicles in the event of a crash. It is important for road safety reasons that facilities are available for active transport users that minimise their exposure to potential conflict with motor vehicles.

Connected active transport networks have been shown to be associated with more walking in older adults and children, but only when traffic-related issues are managed, and the local streets are perceived to be safe. Connected street networks that are perceived as safe by users tend to encourage greater levels of active transport across all age groups. Older adults, particularly women, are more fearful and more vulnerable to crime thus the design and location of active transport facilities to achieve good levels of perceived / actual safety is important to avoid people constraining their behaviour.

Evidence indicates that Crime Prevention Through Environmental Design (CPTED) elements, such as good street lighting, neighbourhood upkeep, and less physical incivilities (e.g. litter, graffiti and vandalism) can encourage active transport. The design of commercial buildings and their relation to the street also has the potential to increase natural surveillance which improves safety and feelings of safety. Providing safe, well-lit building entrances that face the street and are directly accessible from the street and footpath and car parks has been shown to encourage active modes of transport to and from buildings.

Economic Benefits

For the wider community, leading a healthier lifestyle reduces the impacts on our health care system. It also reduces costs of living and boosts industry productivity from fit and healthy workers. Active transport creates more footfall for local businesses and caters to the burgeoning visitor market interested in exploring main street environments, heritage walking trails, riparian areas and bushland trails, either on foot or on a bike.

Social Benefits

Active transport, particularly walking is one of the most socially inclusive modes of transport. It provides opportunities to socialise with friends and neighbours and creates a safer, friendlier and more connected community. Benefits include:

- + Encouraging family and community connectedness.
- + Improving social skills and networks.
- + Reducing isolation and loneliness.
- + Enhancing self-esteem and confidence.
- + Prolonging independent living for older people in the community.

Evidence suggests that active transport infrastructure, particularly footpaths around local shops and community facilities, are important for encouraging social interaction and social capital. Such facilities provide casual and chance interactions with other members of the community as well as providing places for people to meet friends and family and engage in social activities.

Great Places

The way we design and build our streets and neighbourhoods has an effect on many residents' social connections, sense of community and social capital, and thus their use of active transport facilities. Neighbourhood 'walk-ability' (a combination of residential density, mixed-use planning and street connectivity) is particularly associated with walking for transport and general walking.

Land-use decisions affect social connection by determining the places available for people to interact and spend time, and how far people have to travel to get to places where they can interact with others. A connected street network that is legible and permeable enables more movement choices around town. This encourages more walking and cycling, allowing for more interactions between neighbours and residents, which in turn increases the sense of community in residents.

Shorter travel distances between land-uses can enable easy access to facilities and services for all people, including the very young, older persons and people with a disability, which can reduce social isolation for these groups. For example, living within close proximity (400-800m) of a mix of destinations is associated with higher levels of active travel across all age groups.

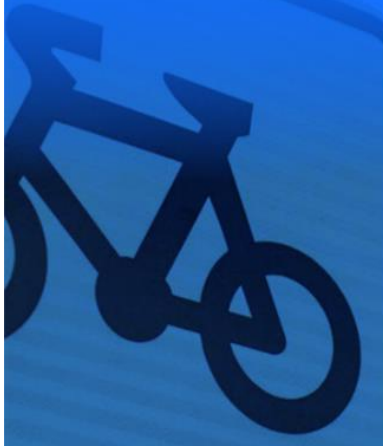
In terms of active transport behaviours, increased connectivity reduces the distances between origins and destinations and provides a range of routes to choose from, increasing the likelihood of walking and cycling between locations.

Traditionally designed neighbourhoods tend to have a grid-style street layout, which create few barriers to direct travel, resulting in high levels of connectivity and a choice of routes. In contrast, more modern neighbourhoods are developed around a network of hierarchical roads, which often result in creating low levels of connectivity. Residents have little or no choice of route, as often there is only one road in and out of the development, and the indirect curvilinear streets increase active transport distances between destinations.

A review of the walking and cycling conditions in urban areas is therefore important and may provide opportunities for the review of other land-use / transport policies, particularly the overuse of cul-de-sacs that can result in a disconnected street system and general lack of active travel facilities in new residential estates.

08

NETWORK PLANNING



Pedestrian Types + Needs

Everyone is a pedestrian, be it walking 30 metres from the car to a place of work, walking to school or the shops, using wheeled devices on footpaths or walking and running for fitness.

Pedestrians are considered 'at risk road users' due to the severe outcomes that can occur when they come into conflict with motor vehicles. In the five years from 2015 to 2019, about one in six people killed on our roads was a pedestrian.

In the Bogan Shire context, the main pedestrian groups are as follows:

Older pedestrians

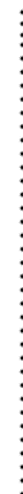
Are generally less mobile than other pedestrians and prefer footpaths and shared paths with minimal gradients / steps and a high degree of safety and personal security.

Commuters

This group comprises adults and secondary age students who use the footpath network mainly as a mode of transport for journeys to and from a workplace, school or TAFE. They prefer the fastest safe route between their origin and destination and are generally more skilled and experienced. On-road lanes and footpaths are suitable for commuters.

Utility / shopping

Trips are generated for specific purposes, such as running errands, shopping, visiting friends and relatives and points of interest. Local trips are often short length trips and can be unpredictable. Users may be constrained by time and vary widely in skill and experience. They prefer footpaths, shared paths, low volume roads, minimal gradients and a high degree of safety and personal security.



Secondary / tertiary school students

Older students have similar characteristics as commuters and utility / shopping users. Footpaths, on-road lanes and shared paths are suitable for older students.

Infants / primary school students

Infant and primary school aged pedestrians have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. They require adult supervision and / or off-road paths and facilities. Road crossing points must be carefully designed to give greater visibility / priority to children.

Fitness

Sports people use the road environment for fitness and training purposes and to access sporting events. They often travel alone or in small groups - seeking long distances for training purposes which can take them onto busier roads. Fitness pedestrians prefer footpaths and shared paths but will use any path or the road / road shoulder if necessary.



Cyclist Types + Needs

There are a range of cyclists who access different parts of the Bogan Shire on their bike for recreational, educational, shopping, commuting and other purposes.

Cyclists are considered 'at risk road users' due to the severe outcomes that can occur when a rider crashes their bike or when they come into conflict with motor vehicles. Most cyclists are aware of their vulnerability on the road network and use safety lights, helmets and high visibility gear when riding.

In the Bogan Shire context, there are different cyclist groups as follows:

Older bike riders

Older people in the local context are tending to avoid using bicycles.

Commuters

This group comprises predominantly adults who use the road to cycle to work. They prefer the fastest safe route between their origin and destination and are generally more skilled and experienced. On-road lanes and shared paths are suitable for commuter cyclists. Commuters ride reasonable distances, typically less than 20km. They prefer flat, direct routes, but may tolerate up to 10% gradients, or 15% with e-bikes. Bike commuters desire all day secure parking, showers and change facilities.

Utility / shopping

A small percentage of people use a bicycle to run errands and do the shopping as well as visit friends, local destinations and points of interest.

Local trips may be 'spare-of-the-moment' decisions, where a bicycle is used to visit the shops for last minute supplies. Users may be constrained by time and vary widely in skill and experience. They may use footpaths, shared paths and roads to access their destination, and sometimes may forget to take appropriate safety precautions.

Secondary / tertiary school students

Older students in the local context are tending to avoid using bicycles, other than to access weekend sports, skate parks and friends.

Infants primary school students

Infant and primary school aged cyclists have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. Fear of traffic and bike theft appear to be factors in this age group riding their bikes regularly.

Fitness

Adult riders are more confident mixing with traffic. If riding for training purposes, may ride very long distances, sometimes more than 100km. A number of adults use road bikes, touring bikes and MTB bikes for fitness and recreation. Road and touring cyclists often travel in small groups or larger bunch rides seeking long distances for training and recreational purposes, which can take them onto busier roads. MTB and other off-road riders travel individually or in small groups and seek quieter roads and off-road trails.

Families with children

Prefer separation from traffic. Ride shorter distances. Prefer flat routes with less than 5% gradient. Adults / guardians may be walking alongside young children on bicycles.



Access Impaired Needs

Disability is an issue that affects a significant proportion of the population. The 2018 ABS Survey of Disability, Ageing and Carers reported that 17.7% of Australians had a long-term disability that restricted their everyday activities.

Planning for the transport needs of disabled persons presents its own unique challenges, with a person in a wheelchair requiring different assistance to negotiate the active transport network than a person who is sight impaired. Navigation to end of trip facilities, such as parking facilities, water points and toilets also requires special consideration.

Motorized scooter usage is a growth industry and there is a need to review current and future innovations in these mobility devices to ensure infrastructure improvements are aligned with technology.

A key focus of the Bogan ATP should be to provide mobility and access facilities for disabled and older persons in our community, particularly in high activity areas such as commercial precincts, health care facilities, public buildings and parklands.



Aged Access Needs

Age is related to a variety of characteristics and skills that influence the risk of traffic injury. These age-related characteristics can also affect the way in which people of different ages interact with the movement network. In the 2010 NSW Health Falls Prevention Baseline Survey, 26.7% of people aged 65 and older, reported limiting their walking because of fear of falling whilst walking over rough or uneven surfaces, steps or stairs. The main needs of aged persons are for level walking surfaces that are free of hazards. Aged persons also appreciate end of trip facilities, such as seating, water points and toilets.

Older people continue to be overrepresented in pedestrian crashes. According to the publication by Job RF (Pedestrians at Traffic Light Controlled Intersections: Crossing Behaviour in the Elderly and Non-elderly), several factors work together to increase the risk of older people:

- + Deterioration in visual acuity may have a negative impact on an older person's ability to cross the road safely.
- + Reduced mobility can render older people unable to react quickly in imminent danger to avoid a crash.

- + Underlying health conditions or frailty can result in greater injury severity when a crash occurs.
- + Reduced speed when crossing the road can be an issue at automated signals that do not allow sufficient time for slower pedestrians to cross safely.

A key focus of the Bogan ATP should be to provide mobility and access facilities for disabled and older persons in the community, particularly in high activity areas such as commercial precincts, health care facilities, public buildings, parklands and town swimming pools. The following measures have been adapted from the WHO Pedestrian Safety Manual 2013 and the NSW Centre for Road Safety to improve the safety, comfort and amenity of elderly pedestrians:

- + Increase the time allocated to pedestrians at signalized pedestrian crossings.
- + Install high-visibility crossings and advance stop bars.
- + Repair broken kerbs and pedestrian ramps.
- + Replace missing and / or upgrade existing signs.
- + Install pedestrian refuge islands or, preferably, raised medians.

- + Narrow roadways with traffic-calming techniques.
- + Raise public awareness about the safety needs of elderly pedestrians.
- + Reduce legal speed limits to where necessary.
- + Strengthen enforcement of laws on speed limits, and drink-driving.



Need of Young Children

Children are highly vulnerable road users. Infant and primary school aged children need their parents or other adult supervision when they ride along the road network, but they also need our confidence to explore their environment and learn how to do things independently.

Children can use the same facilities as adults however they are at risk from traffic for many reasons. Infant and primary school aged bike and scooter riders have undeveloped cognitive skills, lack good peripheral vision, and have little knowledge of road traffic rules. Although children may think they can handle the road network, Kidsafe NSW advises they are:

- + Easily distracted and focus only on one aspect of what is happening.
- + They are smaller and harder for drivers to see, and less predictable than other road users.
- + Cannot accurately judge the speed and distance of moving vehicles.
- + Cannot accurately predict the direction that sounds are coming from.
- + Unable to cope with sudden changes in traffic conditions.
- + Do not understand abstract ideas, such as road safety.

- + They may lack the ability to distinguish between safe and unsafe crossing gaps and sites, putting them at risk as they cross the road.
- + They may lack understanding of the dangers presented under different conditions, such as wet weather or darkness.

An extensive network of structured sporting activities is available for children in Bogan Shire that helps to keep them active and engaged. There are also a number of areas where children can go 'off-road' and explore the environment and practice skills on their own or with friends. Some of these areas have become obscured and there are inadequate cues to invite children and their parents / guardians to use these spaces as part of the active transport network.

Key objectives of the Bogan ATP should be to highlight areas that provide opportunities for off-road play and to link these areas to residential neighbourhoods and the wider network.



Network Planning Principles

The planning focus of the new active travel network is to make pedestrian and cycling activities a safe, healthy and attractive travel option throughout the Bogan Shire. To achieve this over such a vast area requires a targeted and systematic approach, based on a number of principles which are explored further in this section.

Coherence

Coherence can be characterised by the completeness of the network or the completeness of connecting routes. A cohesive network should be continuous and it should be clear to the user where the path leads. Sign-posting and line-marking should indicate major destinations as well as the 'serious transport intent' of sections of road routes. The quality of network facilities should be consistent throughout the length of the route regardless of whether the facility uses a separate or shared road profile. End of trip facilities, such as seating, watering stations, toilets, change room facilities, bicycle racks and storage facilities should also be integrated into the cohesive network.

Safety

Perceived and actual safety is very important to pedestrians and cyclists. Pedestrians of all ages and genders need to feel that it is safe to walk, whenever they choose to do so. Route safety and security is important to pedestrians, who desire well-lit pathways and open-to-viewer routes. Road crossings present the greatest danger to pedestrians. Therefore, safe crossing locations need

to be provided at regular intervals along major streets or where there are key desire lines to cross major streets. Pedestrians will rarely walk along an indirect route to access safe crossing points, so frequent crossing points must be provided.

Cyclists travel faster than pedestrians and therefore are less concerned about personal security. However, cyclists are still slower and smaller than motor cars and trucks, making them less likely to be seen. When they do come into conflict, cyclists have little protection in a collision. On-road paths and off-road paths reduce the risk of collision with motor vehicles, but still endanger cyclists at squeeze points and intersections with roads. They can also involve potential conflict with pedestrians where the off-road facility is a shared path. The general principles of predictability and clear priority remain important for off-road paths, including directional segregation and high visibility for all users.

Directness

Pedestrians and cyclists do not like to travel out of their way to reach a destination. This is a natural response to avoid the extra effort involved in walking or riding extra distances. Paths serving desire lines between activity areas need to be direct and legible in order to provide for and encourage walking and riding trips. Wherever possible, barriers should be overcome, with slight deviations or additional safe crossing points. A careful balance must be found between providing a direct route and also one free of delays, excessive energy expenditure, or safety concerns.

Amenity

People are more likely to walk or cycle in an attractive environment because it is enjoyable. Areas with high volumes of vehicular traffic, excessive noise and poor pavements may discourage walking and cycling. Urban areas should be maintained at a human scale that provides an attractive and safe environment. Pedestrian and cycling facilities should be designed to fit into the surrounding environment so that the enjoyment of the experience is enhanced. The route should be scenic, quiet, and free of heavy traffic and traffic travelling at high speeds. The best walking and cycling environments are often found along quiet rural roads, in urban parklands or residential areas that have been traffic calmed.

15 minute neighbourhoods

People will generally walk or use assisted mobility for 10-15 minutes to access local shops and services, depending on their age, health, the walking environment and the weather. Active transport networks are based on active transport trip distances of 15 minutes.

Suitability for all users

Quality environments must be available to all who choose to use them. Paths and facilities must have appropriate gradients and be continuous and free of obstructions such as signage, street furniture and overhanging tree branches. The needs of hearing and vision-impaired users should be considered at primary attractors, especially where user safety is an issue.



Identifying Activity Generators

There are certain areas of the Bogan Shire that generate significantly more pedestrian and cycling activity than other areas. Identifying activity generators is particularly important to consider in the preparation of new active travel plans. The different activity generators have been divided into four main groups and are presented in this section. A series of maps showing the generators in Bogan Shire are also presented in the Bogan ATP.

Primary Activity Areas

Primary activity areas include commercial precincts, large schools and health facilities as well as other areas that attract large concentrations of people. Safety, connected / wide footpaths, road crossing points, disability access infrastructure, secure bike parking and end of trip facilities are important design goals for primary activity areas.

Secondary Activity Areas

These include neighbourhood shops, smaller schools, popular sporting and recreational facilities, clubs, and community facilities such as the larger congregation churches that are not centrally located within primary activity areas. These land-uses are busy places at certain times of the day or week. Safety, connected footpath networks and end of trip facilities are important design goals for secondary activity generators.

Primary Routes

These are routes from residential areas to the primary activity areas and secondary activity generators. They are collector level routes, which do not reach every property but instead form a network of routes that are accessible to a significant catchment of population.

Hazard Areas

Through the analysis of crash data and consultation undertaken, there are a number of areas / routes that have been noted from accident reports or from road users as being potentially dangerous or particularly stressful places for pedestrian and cyclists.





Identifying Appropriate Paths

The selection of the appropriate path type treatment depends on a combination of factors, including the level of demand for the path, the conditions present in the surrounding environment (traffic speed and volume), the availability of space in which to provide the path, and whether path usage is for exclusive pedestrian or cycle use or shared use. The overall goal is to install facilities that are safe, practical and that respond to local conditions. A number of different path treatments can be applied, which are covered in this section:

Footpaths

Footpaths are suitable for a wide range of pedestrian situations. Footpaths are required to be designed and built to meet minimum dimension requirements. Design elements of footpaths include width, gradient, pavement materials that are slip resistant, type of kerb and adequate setback distance of the footpath from the roadway.

The Austroads Guide to Traffic Engineering Practice Part 13 – Pedestrians states that the general minimum footpath width of 1.2m is adequate for most road and street situations except in commercial and shopping environments.





Shared paths

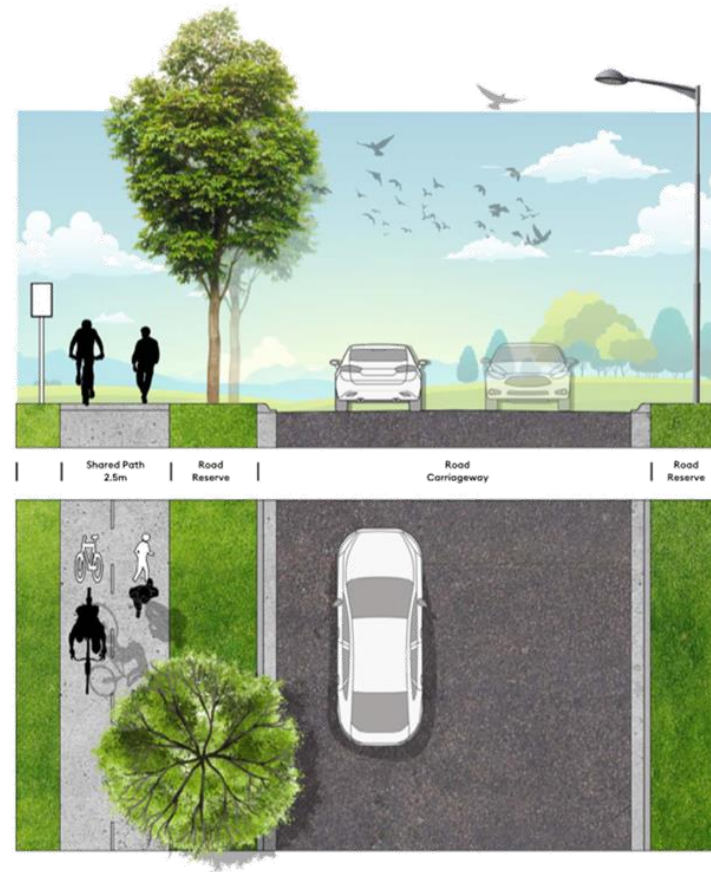
Shared use paths are a type of off-road facility that are generally wider than footpaths (minimum 2.4m) and allow common use of the facility by both cyclists and pedestrians.

According to the AUSTRROADS Guide, a shared use path may be appropriate where demand exists for both a pedestrian path and a bicycle path but where the intensity of use is not expected to be sufficiently great to provide separate facilities. Shared paths are a popular response to connecting attractors and as paths in large parklands.

In some situations shared paths may cause friction between pedestrians and cyclists. Displaying highly visible signs and rules applying to the proper use of share paths are important considerations when planning these paths.

Shared streets

Shared local streets are safer streets with 'design speeds' of no more than 40km/h that enable more people of all ages and abilities to cycle.



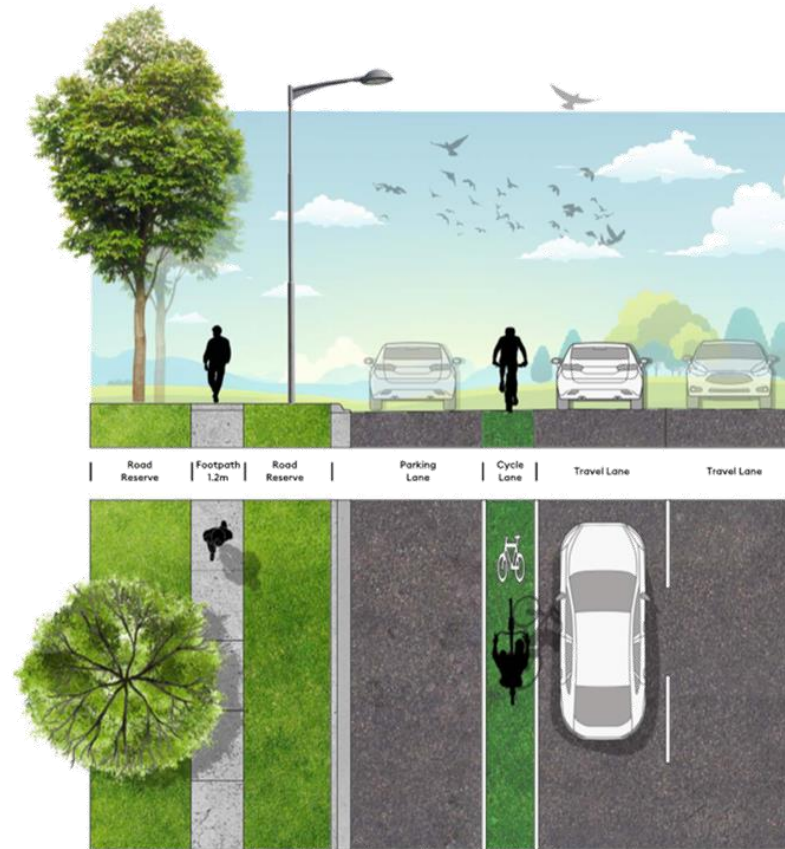


Exclusive off-road cycle paths

According to the AUSTRROADS Guide, exclusive bicycle paths are most appropriate when there is a significant cycling demand and very few pedestrians desire to use the path or a separate footpath is provided, and there is very limited motor vehicle access across the path.

On-road cycle paths

Paths can either be on-road, which are essentially 'bicycle lanes' alongside motor vehicle traffic on a roadway within the road corridor, or off-road paths, which are separated from the road corridor. They include physically separated bicycle lanes, visually separated footpaths and bicycle lanes and wide sealed road shoulder paths. Where feasible, facilities should comply with current standards and also taking into account local conditions.



Pavement Surfaces

There are a variety of pavement materials commonly used as part of the construction of new active transport infrastructure. These are described as follows:

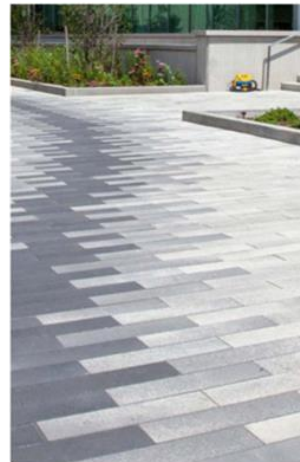
Concrete and Asphalt

This provides a hard surface and is generally functionally appropriate. This material is ideal where footpaths are on a gradient and exposed to water, as the texture of these surface materials are slip resistant. Most footpaths in Bogan Shire are of these construction types. Some main street beautification works use a combination of asphalt, concrete and brick paver to provide variety and interest.



Pavers and Bricks

For aesthetic reasons and to add interest and variety, pavers and brick paving are often used. Pavers have been used extensively in commercial areas and at tourist destinations. When used for pedestrian paths, glazed surfaces should be avoided as they are slippery when wet. Stone path surfaces should also be avoided as they can fail flatness tests. Pavers are ideal for sight impaired pedestrians as a guidance using different pavement colours, however overuse of colours can also be confusing.



Spray seal emulsion

Generally less hard wearing than concrete, asphalt or pavers. It is often used as a cheaper option in low trafficked areas where drainage is not an issue. It may also be considered where a new path is being trialled to determine its longer-term material type.



Loose surface material

These materials such as exposed aggregate, gravel, soil, sand, grass and tanbark should be avoided along heavily used routes. They can be very difficult to walk on and make it difficult for people in wheelchairs. However, gravel surfaces may be suitable for fitness walkers and runners and MTB cyclists.

Ideally paths should be free of obstructions and therefore should not include steps, stairways or obstacles that affect safety.





Lighting

Night time outdoor lighting has most often been designed for the vehicle driver, rather than for pedestrians and cyclists.

Where footpaths, bicycle lanes and shared pathways carry a substantial number of pedestrians and cyclists during periods of darkness, consideration should be given to the provision of path lighting. Lighting will increase both actual and perceived safety along the network and should be targeted along key pedestrian routes and activity zones (Austroads, 2009).

The main objectives of pedestrian lighting are to ensure adequate lighting is provided to identify pedestrian routes and signage, illuminate pedestrians to other road users and to achieve facial recognition of another pedestrian at a reasonable distance.

The main objective of cycleways lighting is to ensure adequate lighting is provided so that cyclists, travelling at reasonable speed are able to avoid potholes and any other traffic hazards.

Generally provision for public lighting for bicycles may occur where:

- ✦ Paths for cycling associated with promenades or a centre for night-time activity.
- ✦ Paths for cycling used for commuting by workers or students.

Lighting should be placed along key routes, key crossing points, intersections and places where people congregate. Direction and height of illumination, background land illumination levels are key considerations that should be addressed within the design.

End of Trip Facilities

Public amenities can be important mid-way or end of trip resources for pedestrians and cyclists. They include a range of supporting infrastructure such as bicycle parking, seating / rest stops, water points, toilets, shade and signage.

Exercise equipment is also being used / provided in some parks to facilitate more intensive fitness training. These facilities are the 'outdoor' equivalent of a gym, and may include weights and resistance benches, step-up and pull-up devices and the like.

Landscape Design

Landscape works which are poorly planned and designed can have negative impact on pathway use. It is important that landscaping is designed, constructed and managed to:

- ✦ Provide clear sightlines.
- ✦ Promote good visibility.
- ✦ Provide safe side clearances.
- ✦ Prevents intrusion into pedestrian / cycling operating space.
- ✦ Manages tree root damage to pathways.
- ✦ Provide passive surveillance and promotes an open easy – supervised environment.
- ✦ Manage weeds, especially catheads.

Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths 2009, the NSW RTA Bicycle Guidelines 2005 and other guidelines referred to in Section 6 provides guidance on the key considerations for landscape design.

Signage and Line Marking

Signage and or markings should be provided throughout the entire network to guide pedestrians and cyclists use of the bicycle and shared path network.

Signage and / or markings should include both directional and informative information and be designed to be easily identifiable and consistent across both on-road and off-road networks. They will inform users of the direction and distance to key destinations, provide warning of changing conditions (e.g. intersection) and of approaching hazards and provide clear travel pattern advice, which is particularly important at intersections.

Signage and / or markings should be provided as new on-road bicycle and shared pathways are constructed and should be progressively retro-fitted across the existing network.

The use of a green surface for bicycle lanes which draws motorists' attention to the presence of bicycles is recommended at busy or higher-speed locations and areas where the road layout is complex.

Technical advice on signage and marking treatments is provided in:

- + Austroads Guide to Road Design Part 6A: Pedestrians and Cyclists Paths, 2009.
- + NSW RTA bicycle Guideline (Section 9 – Signage and network information).

Many people who have impaired vision have some residual vision and some are able to read print signage. It is necessary, therefore, to provide alternatives to ensure effective communication. These may include tactile symbols, verbal announcements or one-on-one assistance for locating a specific location.

Tactile and Braille Signage - Tactile signs consist of raised shapes, for example the raised shape of a woman on a toilet door. As not all people with vision impairment read Braille, it is important to provide both Braille and tactile signage. Braille uses raised writing in the form of a cell of dots which is read by touch. Different combinations of raised dots within a cell signify different letters, abbreviations and words.

Font / Writing Style - A sign's readability is highly affected by its font and print case. Though there are currently no standards for print type, Blind Citizens Australia currently recommends the use of Sans Serif font types.

Symbols - Simple lettering, distinctive logos and symbols can help convey information effectively where print may be difficult to use e.g. male and female.





09

ACTIVE TRANSPORT PROJECT PLANS

Active Transport Project Plans have been prepared for Nyngan, Coolabah, Girilambone and Hermidale. The Active Transport Project Plans are presented in a series of maps, as necessary, for each locations and typically include the following detail:

- + Public Roads (sealed, unsealed, tracks-in-use).
- + Railway Infrastructure.
- + Primary Activity Areas.
- + Secondary Activity Generators.
- + Primary Routes.
- + Hazard Areas.
- + Other key land-uses and / or landmarks.
- + Existing and proposed footpath locations.
- + Existing and proposed shared path locations.
- + Existing and proposed off-road path locations.
- + Existing and proposed end of trip facilities.

Guiding Principles

Focusing efforts in areas of highest importance

Effective and useful planning relies on focusing effort and resources in areas that it is most needed. Bogan Shire Council has limited funds for improvements and these funds need to be carefully directed towards achieving optimal outcomes. The Bogan ATP needs to focus efforts on areas with high levels of pedestrian and cyclist activity as well as the desire lines of high potential and demand. Consideration should also be given to locations which may merit a review of road conditions based on a poor safety record.

Focusing on potential pedestrian and cyclists

It is important to consider existing pedestrians and cyclists, however, the biggest advantage in terms of increasing patronage is to target people who currently are not active pedestrians or cyclists, but who are likely to become so if conditions improve. The Bogan ATP needs to consider ways to promote behaviour-changes that encourages new users.

Developing effective infrastructure to improve conditions

The Bogan ATP aims to develop innovative infrastructure interventions, based on the NSW guidelines and other applicable guidelines and standards.

Setting achievable targets

Funds are limited and there is a need to focus on specific actions that are achievable by Council. There is no sense in developing an Action Plan that proposes excessive expenditure beyond the means of the community. It is better to set targets that can be realistically achieved over the intended 4-10 year implementation period. Should extra funding become available and targets are met earlier, it is a relatively simple task of reviewing the Action Plan to set more goals and targets.







Project
Bogan Active Transport Plan

Map Title
Active Transport Project Plan

Map Location
Nyngan

Sheet Ref
Sheet 03 of 04

- Map Legend**
- Main Roads
 - Local Roads
 - Railway
 - Existing Pedestrian Bridge
 - Footpaths - Existing
 - Shared Paths - Existing
 - Shared Paths - Proposed
 - Footpaths - Proposed
 - Accessibility Improvements
 - Proposed Refuge
 - Existing Pedestrian Crossing
 - Existing Bus Stop
 - Existing Refuge
 - Speed Signs
 - Public Telephone
 - On Road Cycling Stencils
 - Drainage
 - Water Feature
 - Community Facilities
 - Parks + Recreation
 - Education Facilities
 - Key Commercial

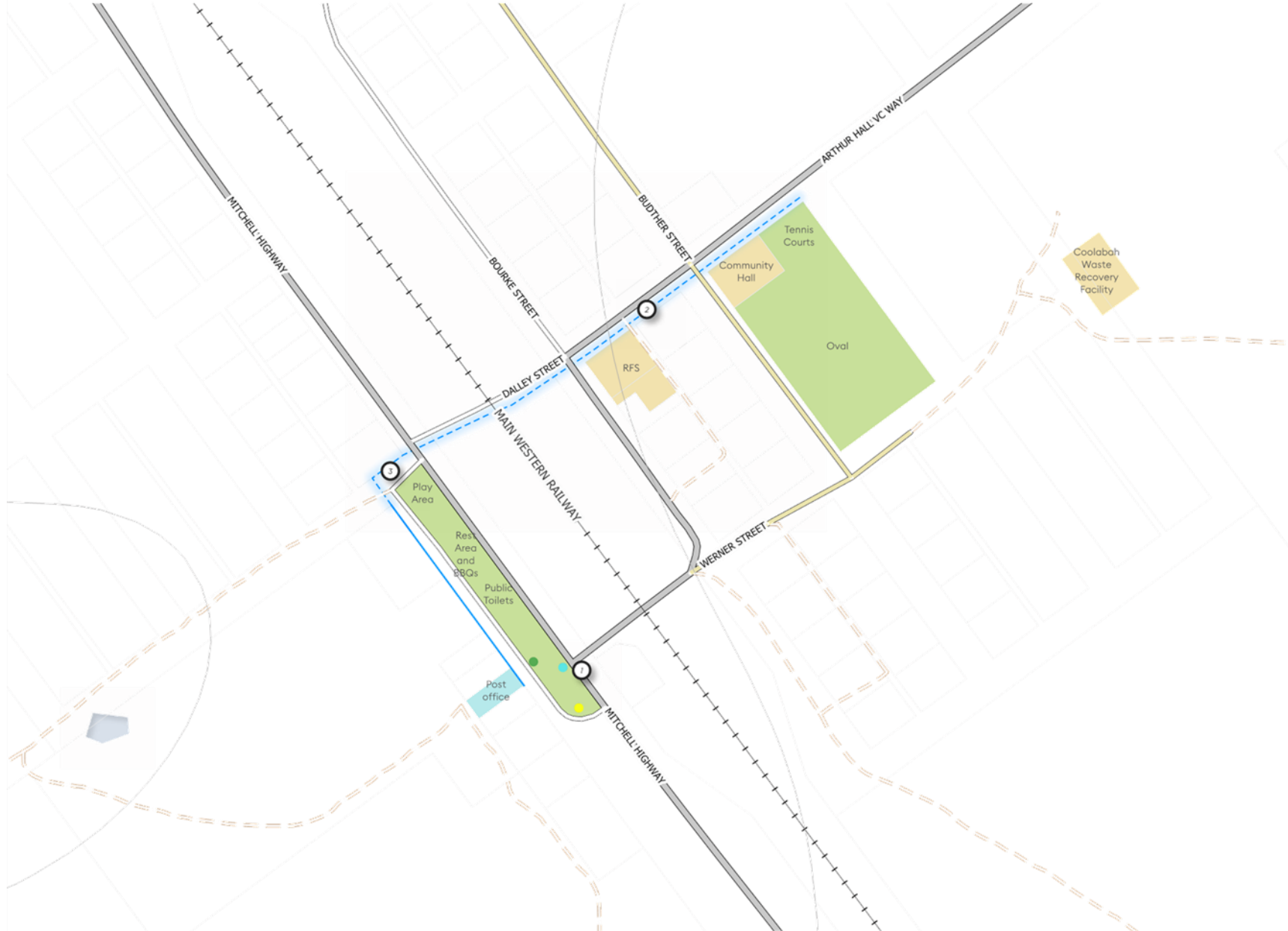
Map Scale

0 100 200 m

North



PAGE 47 | SECTION 09 | ACTIVE TRANSPORT PROJECT PLANS



Project
Bogan Active Transport Plan

Map Title
Active Transport Plan

Map Location
Coolabah

Sheet Ref
Sheet 01 of 01

- Map Legend**
- Main Roads
 - Local Road - Sealed
 - Local Roads - Unsealed
 - - - Tracks in Use
 - - - Railway
 - Existing Pedestrian Bridge
 - Footpaths - Existing
 - Shared Paths - Proposed
 - Footpaths - Proposed
 - Accessibility Improvements
 - Proposed Refuge
 - Existing Pedestrian Crossing
 - Existing Bus Stop
 - Existing Refuge
 - Speed Signs
 - Public Telephone
 - Drainage
 - Water Feature
 - Community Facilities
 - Parks + Recreation
 - Education Facilities
 - Key Commercial

Map Scale
0 50 100 m







10

PRIORITIES + ACTIONS



The facilities and treatments required to create a more cohesive, safe, direct and attractive network forms the basis of the new Active Transport Project Plans developed for Nyngan, Hermidale, Girilambone and Coolabah.

The Active Transport Project Plans are the result of the consideration of a number of variables that have been examined in previous sections. A series of questions were asked and given a ranking score to reflect their importance in pedestrian and bicycle planning outcomes and these are listed below:

- + Does it fill a gap in the network?
- + Has it been identified in consultation, audits and inspections?
- + Will it be suitable for all users? (safe, direct, comfortable, coherent)?
- + Will it benefit more than one user type? (recreation, commuter, fitness, shopping / short trips, student)?
- + Is it located in a high activity area? (primary activity area, secondary activity generator, primary routes)?
- + Is it located in a hazard area? (In a black spot, or near miss area, arterial or collector road, school zone, a place visited at night, or place where alcohol is available)?
- + Does it improve pedestrian / cyclist separation from motor vehicles?
- + Is it an iconic link that inspires greater uptake of walking and cycling?
- + Will it lead to greater active transport trips, user support and general awareness?
- + Is is practical / cost effective?

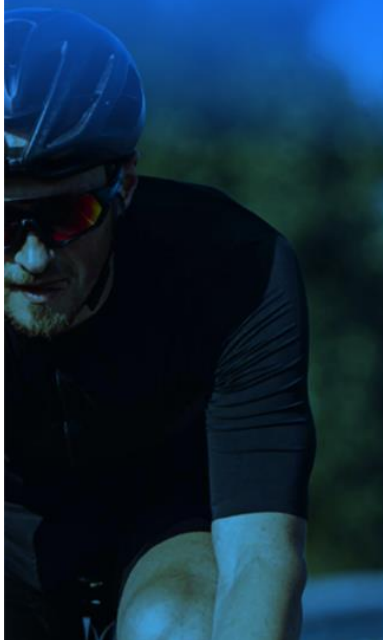


Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it located in a hazard area?	Does it improve separation of from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effectively?	Total
Place	Project Description	Street Name	Street Name											
Nyngan Projects														
Project # 1	Pangee Street shared path link	Pangee Street	Moonagee Street	10	10	10	10	10	9	10	9	10	9	97
Project # 2	Dandaloo Street footpath extension	Cannonbar Street	Bogan Street	10	10	10	10	10	9	10	7	10	9	95
Project # 3	Derrybong Street crossing and footpath extension	Bogan Street	Cannonbar Street	10	10	10	10	10	9	10	7	10	9	95
Project # 4	Bogan Street and Mudal Street footpath extension	Cobar Street	Moonagee Street	10	10	10	10	10	9	10	7	10	9	95
Project # 5	Pangee Street crossing improvements	Tabratong Street to Moonagee Street	Moonagee Street	9	10	10	9	10	9	9	9	8	9	92
Project # 6	Cobar Street shared path link	Moonagee Street	Peter Sinclair Bridge	10	10	9	8	8	7	9	9	8	8	86
Project # 7	Nyngan Railway Station shared path link	Nymagee Street slip lane and car park	Existing shared path along Nymagee Street	10	8	8	7	8	7	8	7	7	8	78
Project # 8	Mitchell Street footpath extension	Pangee Street	Existing footpath linking to Nymagee Street	9	8	7	7	8	7	7	8	7	8	76
Project # 9	Kerb ramp improvements	Various locations	Various locations	8	8	8	8	7	8	7	7	7	7	75
Project # 10	On-road bike lane paint improvements	Various locations	Various locations	7	7	6	6	8	8	7	7	6	7	69
Project # 11	O'Reilly Park and Memorial Swimming Pool access masterplan	O'Reilly Park	O'Reilly Park	6	8	6	6	6	6	6	6	6	6	62
Project # 12	Nymagee Street and Moonagee Street footpath extension	Wambiana Street	Terangion Street	6	6	6	6	6	5	6	5	5	5	56
Project # 13	Wambiana Street footpath extension	Mudal Street	East of Terangion Street	6	6	6	6	6	5	6	5	5	5	56
Project # 14	Tabratong Street footpath extension	Nymagee Street	South of Wambiana Street	6	5	6	6	6	5	6	5	5	5	55
Project # 15	Derrybong Street footpath extension	Nymagee Street	Flashman Avenue	6	5	6	6	6	5	6	5	5	5	55
Project # 16	Wingangali Walk shared path link	Derrybong Street	Nyngan Cemetery	6	7	5	5	5	5	5	7	4	4	53

Project Description		From	To	Does it fill a network gap?	Has it been identified in consultation?	Is it suitable for all users?	Are there user type benefits?	Is it located in a high activity area?	Is it located in a hazard area?	Does it improve separation of from motor vehicles?	Is it an iconic route that inspires greater activity?	Will it increase active transport trips and support?	Is it practical and cost effectively?	Total
Place	Project Description	Street Name	Street Name											
Coolabah Projects														
Project # 1	Mitchell Highway (Coolabah Tree) pedestrian separation bollards	Bourke Street	Mitchell Highway	7	7	8	8	6	6	9	7	4	8	70
Project # 2	Dally Street footpath link	Mitchell Highway slip lane	East of Budthers Street	7	7	8	7	6	5	6	7	4	7	64
Project # 3	Mitchell Highway rest area improvements	Mitchell Highway slip lane	Mitchell Highway slip lane	7	7	7	7	5	5	6	5	5	5	59
Hermidale Projects														
Project # 1	Post Office footpath and access improvements	Nyngan Street	Nyngan Street	8	8	9	7	9	7	7	7	8	6	76
Project # 2	Hermidale Public School to Memorial Park footpath extension	Mouramba Street	Nyngan Street via Post Office	8	9	9	7	7	6	7	7	7	6	76
Project # 3	Phillip Dutton Rest Area and Country link bus stop footpath improvements	Quanda Street	Quanda Street	8	8	8	6	9	8	8	7	6	6	74
Project # 4	Hermidale Public School bus stop and drop-off improvements	Mouramba Street	Mouramba Street	8	8	8	6	6	7	8	6	6	6	69
Project # 5	Hermidale Post Office bus stop improvements	Nyngan Street	Nyngan Street	7	7	5	5	5	5	6	5	5	6	56
Project # 6	War Memorial Park to Hermidale Community Hall footpath link	Mouramba Street	Cobar Street	7	7	5	5	5	5	5	5	5	6	55
Project # 7	Hermidale Community Hall and Tennis Courts pump track	Cobar Street	Cobar Street	4	7	4	4	5	5	4	4	5	4	41
Girilambone Projects														
Project # 1	Service Centre Cafe to Hog and Bill Hotel shared path link	Sydney Street	Pine Street	8	7	8	7	7	6	8	6	6	5	68
Project # 2	Girilambone Public School access and drop-off improvements	Vega Street	Vega Street	8	8	6	6	5	5	5	5	5	5	58
Project # 3	Myall Street footpath link	Arturus Street	Sirius Street	8	7	5	5	5	5	5	5	5	5	55
Project # 4	Bourke Street footpath link	Arturus Street	Sirius Street	8	7	5	5	5	5	5	5	5	5	55
Project # 5	Murrawombie Road Mining Camp shared path link	Pine Street	Mining Camp entrance on Murrawombie Road	7	8	5	5	4	4	5	4	4	4	50

11

ONGOING RESPONSIBILITIES



Supporting a Culture of Active Transport

Even a locally tailored evidence-based plan of action is not a guarantee of lasting results once completed and implemented. According to the WHO Pedestrian Safety Manual 2013, safe road-user behaviour and increasing user support depends on a number of factors, including:

- + Knowledge and skills.
- + Leaders.
- + Community support.
- + Perception of vulnerability and risk.
- + Social acceptance to norms and change models
- + Engineering measures
- + Law enforcement

As this is a strategic document, detailed behaviour-change interventions and road safety programs have not been considered comprehensively. These issues need to be addressed over a longer period and with greater community input.

The following community awareness, education and activation strategies are suggested for further consideration by Bogan Shire Council and the wider local community over the life of the Bogan ATP.

Actions	Time frame
Create a cycling routes guide and / or way-finding map.	1-5 years
Review active transport path signage and investigate opportunities for improvements.	1-5 years
Encourage shared path etiquette, including signage and use of social media.	1-5 years
Investigate community crowd funding models that ensure delivery of priority projects for Bogan Shire.	1-5 years
Install bicycle parking facilities, and encourage the inclusion of change room facilities in new employment generating developments.	5-10 years
Investigate / implement street tree plantings in appropriate locations along walking and cycling routes.	5-10 years
Partner with the NSW government and community organisations to deliver skills development and road safety awareness initiatives.	Ongoing

Maintaining the Active Transport Network

The development of a comprehensive maintenance program which identifies key tasks and frequency of works is an important part of a quality network.

Monitoring Progress

Implementing the priorities of the Bogan ATP will require on-going review of progress and regular feedback to key stakeholders and the wider community. Council will monitor, review and report on its progress under the Bogan ATP using the existing Integrated Planning and Reporting (4-Year Delivery Program) Framework under the Local Government Act 1993 to ensure that its planning priorities are being achieved.

Funding Programs, Initiatives + Infrastructure

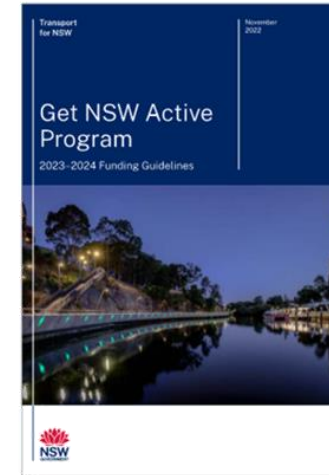
Moving forward, Council has the opportunity to make significant upgrades to walking and cycling infrastructure across the Bogan Shire with support from other government authorities.

Options for funding the actions outlined within the Active Transport Action Plan include:

- + Section 7.11 contributions – collected from new development in the relevant areas. However, these contributions will not be able to fund all of the actions in this Plan;
- + Grants and contributions (operational and capital) – Council will actively pursue grant funding and other contributions to assist in the delivery of new infrastructure; and
- + Delivery partnerships – where Council and key partners (such as State Government agencies or private developers) collaborate to deliver a new infrastructure.

The following grant programs are currently available for active transport in NSW:

- + Transport, through the Get NSW Active grant program - funds grants to local and State governments for walking and cycling infrastructure as well as the development of strategies that support walking and cycling in local communities. To fund the development and delivery of the 15-minute neighbourhoods, the Get NSW Active grant program will fund the delivery of links and networks that support 15-minute neighbourhoods, including the local links and networks that integrate with strategic cycleways.
- + The Liveable and Safe Urban Communities Initiative - funds targeted, area-based actions and treatments to improve safety. In busy urban places, the Safer Roads Program will deliver traffic calming, pedestrian facilities, and the expansion of safer speed settings.
- + The Streets as Shared Spaces program - provides grants for NSW Councils to deliver temporary and demonstration projects that test and pilot innovative ideas for streets as safe, shared public spaces. The program tests possible permanent changes that can strengthen the amenity, accessibility and economic vitality of a high street and surrounding areas.

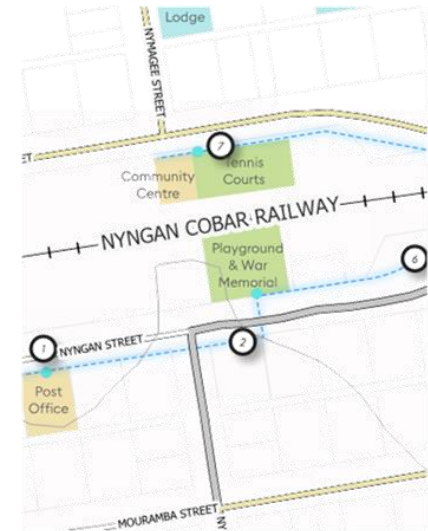
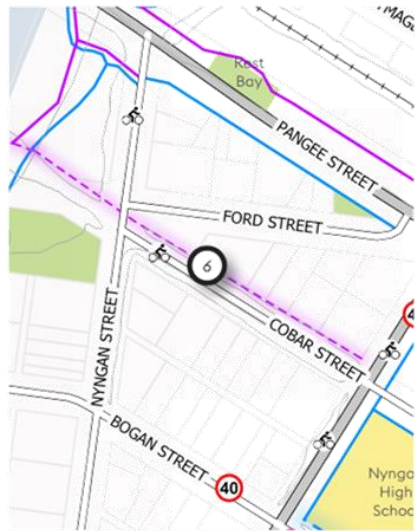


12

PROJECT SHEETS



A number of project sheets have been developed for some of the priority projects in Nyngan, Coolabah, Girilambone and Hermidale. These project sheets are presented in the following sections of the Bogan ATP. Permission was obtained from all people in photos and recording of their views and ideas on projects.



Nyngan Project #1

Project Description

Pangee Street shared path link

Project Benefit

The northern side of Pangee Street has a wide range of railway, commercial, open space and visitor attraction land-uses that link to the Bogan River to the west. Provision of a shared path along this iconic route would encourage walking and cycling trips and have a wide range of user benefits for residents and visitors

Project Specifications

Shared path x 950m @ \$430/lm

End of trip facilities (seating, signage and water points), estimated at \$75,000

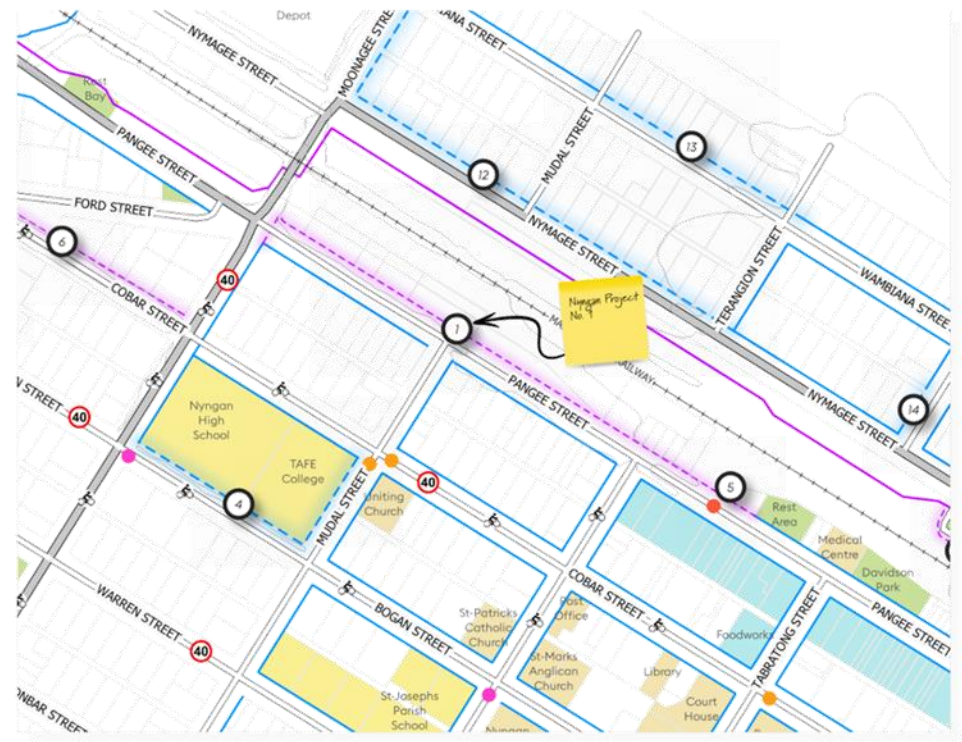
Drainage and footpath rehabilitation, estimated @ \$7,500

Traffic control, estimated @ \$3,500 for preparation / implementation of a Traffic Control Plan

Estimated Cost

\$494,500

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks + Recreation
- Education Facilities
- Key Commercial



Shared Path 2.5m | Road Reserve | Road Carriageway | Road Reserve



Typical Plan View



Site Photograph



Site Photograph

Nyngan Project # 2

Project Description

Dandaloo Street footpath extension

Project Benefit

The western side of Dandaloo Street opposite the Nyngan Public School is used by students wishing to access O'Reilly Park and other attractors in town further to the north and north-west. An existing crossing has been established but there is currently no formal pathway that connects to existing paths. Extension of a concrete footpath would students and residents with provide much need separation from motor vehicles along this street, especially during busy school zone times

Project Specifications

Footpath x 160m @ \$270/m

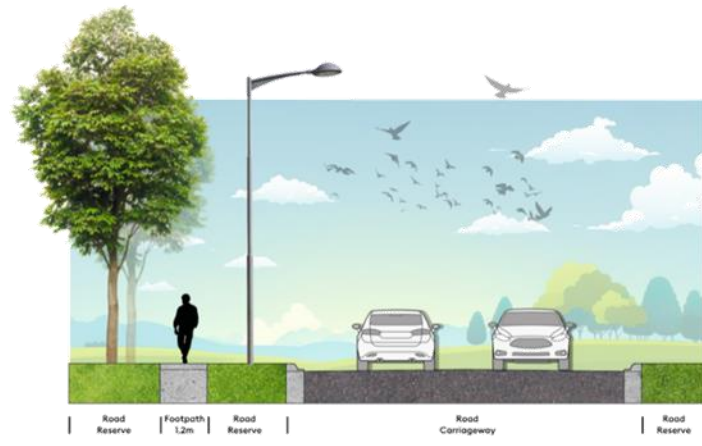
Drainage and footpath rehabilitation, estimated @ \$2,500

Traffic control, estimated @ \$3,500 for preparation / implementation of a Traffic Control Plan

Estimated Cost

\$49,200

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks - Recreation
- Education Facilities
- Key Commercial



Typical Plan View



Site Photograph

Nyngan Project # 3

Project Description

Derrybong Street crossing and footpath extension

Project Benefit

The eastern side of Derrybong Street opposite the Nyngan Public School has a Community Hall and residential neighbourhoods wider afield. Provision of An existing crossing has been established but there is currently no formal pathway that connects to existing paths. Extension of a concrete footpath street crossing would provide students and residents with much needed separation from motor vehicles along this street, especially during busy school zone times. This project could also link with other future projects in the Nyngan ATP

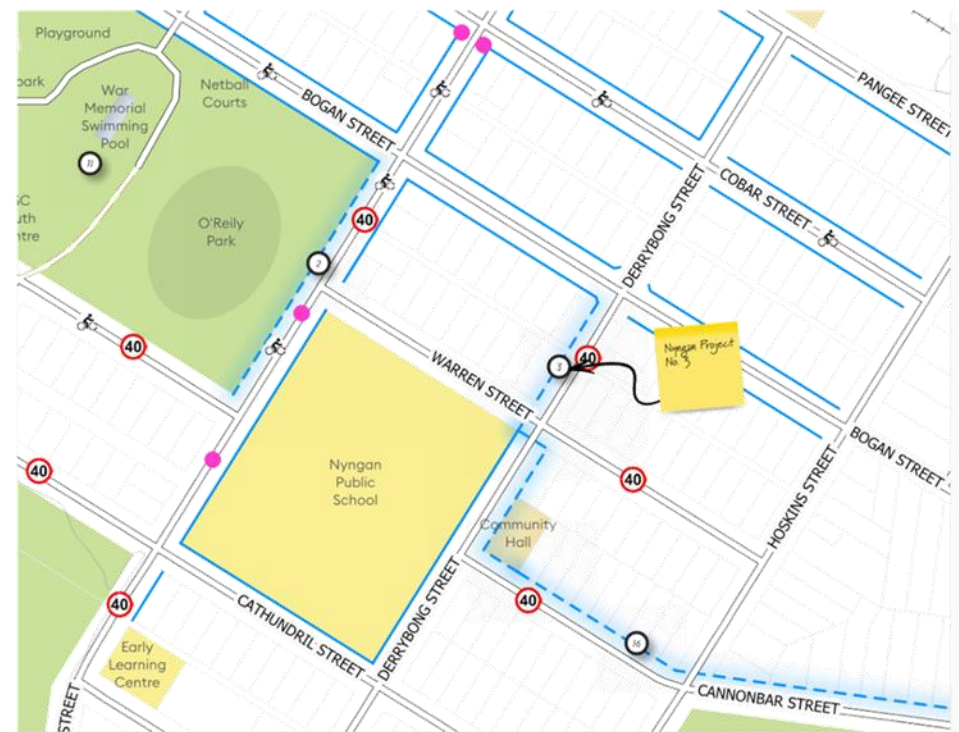
Project Specifications

- Footpath x 120m @ \$270/m
- Road refuge island, estimated @ \$15,000
- Kerb side blisters x 2 @ \$7,000 each
- Kerb ramps x 4 @ \$3,500 each
- Drainage and footpath rehabilitation, estimated @ \$2,500
- Traffic control, estimated @ \$5,500 for preparation / implementation of a Traffic Control Plan

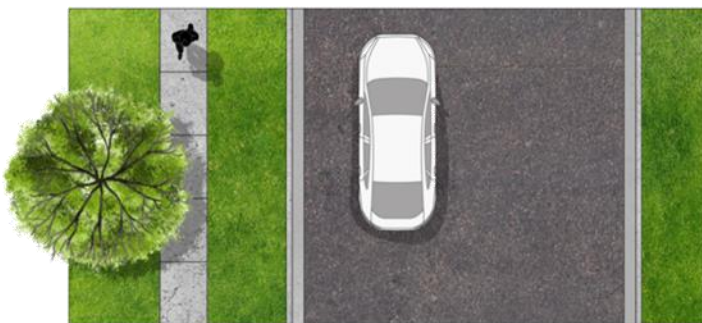
Estimated Cost

\$83,400

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks + Recreation
- Education Facilities
- Future Development



Road Reserve | Footpath 1.2m | Road Reserve | Road Carriageway | Road Reserve



Typical Plan View



Site Photograph

Nyngan Project # 4

Project Description

Bogan Street and Mudal Street footpath extension

Project Benefit

The eastern and southern sides of Nyngan High School and TAFE do not have constructed footpaths. Extension of footpaths along Bogan Street and Mudal Street would provide students and residents with much needed separation from motor vehicles along this street, especially during busy school zone times

Footpath x 330m @ \$270/m

Kerb ramps x 4 @ \$3,500 each

Drainage and footpath rehabilitation, estimated @ \$3,500

Traffic control, estimated @ \$5,500 for preparation / implementation of a Traffic Control Plan

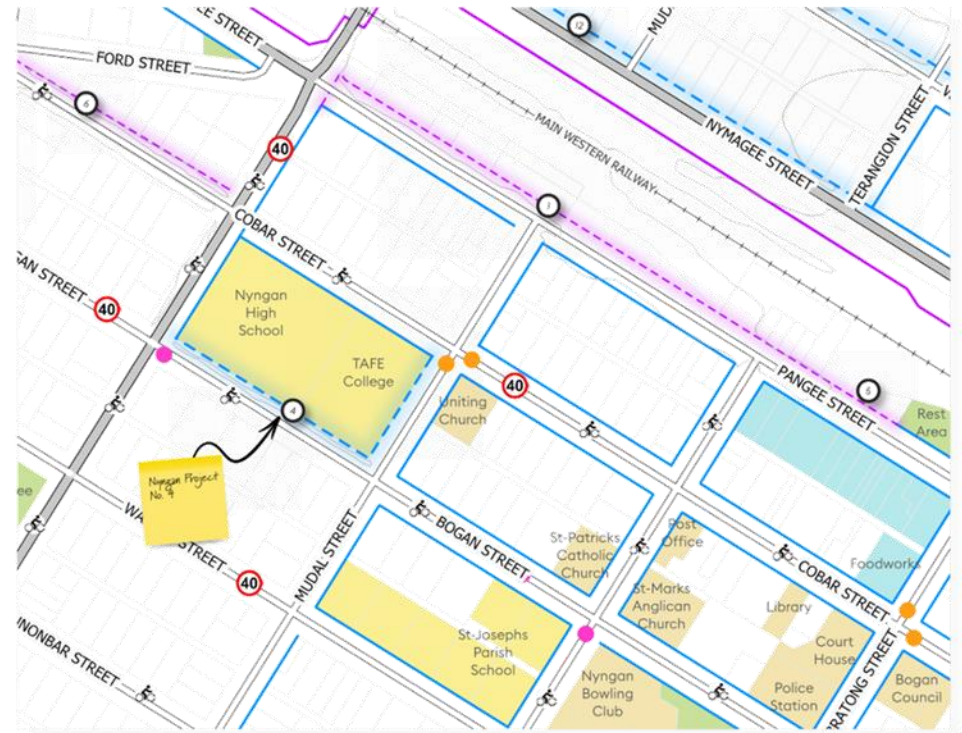
Estimated Cost

\$112,100

Project Specifications



- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks + Recreation
- Education Facilities
- Other Community



Site Photograph

Nyngan Project # 5

Project Description

Pangee Street crossing improvements

Project Benefit

Pangee Street has a wide range of commercial, open space and visitor attraction land-uses, both sides of the street. There is a need to provide improved pedestrian crossing facilities in Pangee Street, east of the intersection of Pangee and Terangion Streets. The standard of crossing would be similar to the existing commercial crossing point of Pangee Street further to the east

Project Specifications

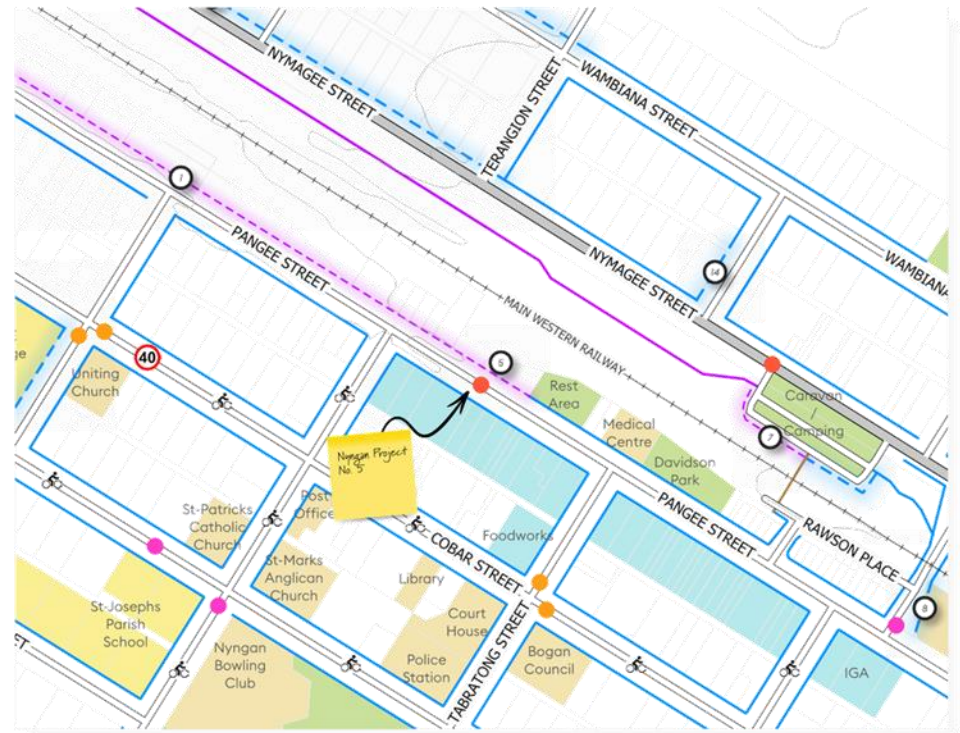
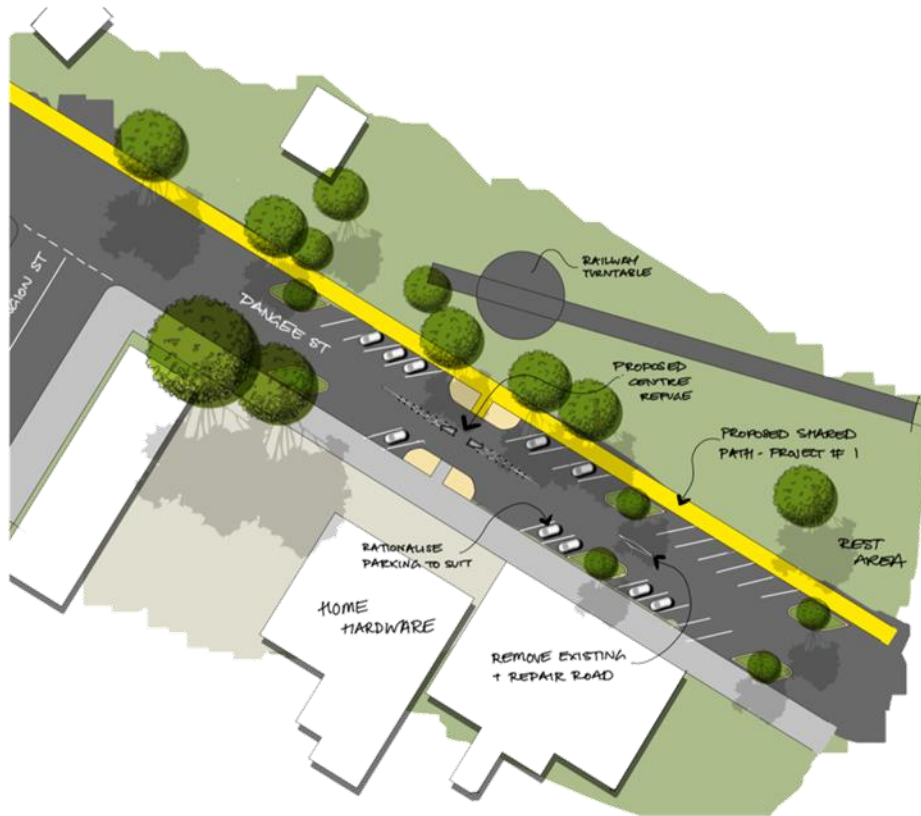
Commercial grade pedestrian crossing works, estimated @ \$105,500

Traffic control, estimated @ \$8,500 for preparation / implementation of a Traffic Control Plan

Estimated Cost

\$114,000

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks + Recreation
- Education Facilities



Site Photograph

Nyngan Project # 6

Project Description

Cobar Street shared path link

Project Benefit

There is a disconnect between Nyngan and the Bogan River and levee pathways. A shared path route along Cobar Street would link to levee paths. There is an existing concrete footpath but it is too narrow and impacted by road drainage crossings. Provision of a shared path along this route would encourage walking and cycling trips along the iconic Bogan River and have a wide range of user benefits for residents, students and visitors

Project Specifications

Demolition of existing concrete path, estimated @ \$15,000

Shared path x 330m @ \$430/lm

Drainage upgrades, estimated @ \$75,000

Footpath rehabilitation, estimated @ \$7,500

Traffic control, estimated @ \$3,500 for preparation / implementation of a Traffic Control Plan

Estimated Cost

\$242,900

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks + Recreation
- Education Facilities
- Future Development



Shared Path 2.5m | Road Reserve | Road Carriageway | Road Reserve



Typical Plan View



Site Photograph

Nyngan Project # 7

Project Description

Nyngan Railway Station shared path link

Project Benefit

The pedestrian rail overpass and Nymagee Street public car park are not connected to the existing shared path heading west along Nymagee Street. Connection of routes would encourage walking and cycling trips along the iconic Railway precinct that is regularly used as an RV parking area

Project Specifications

Shared path x 50m @ \$430/m

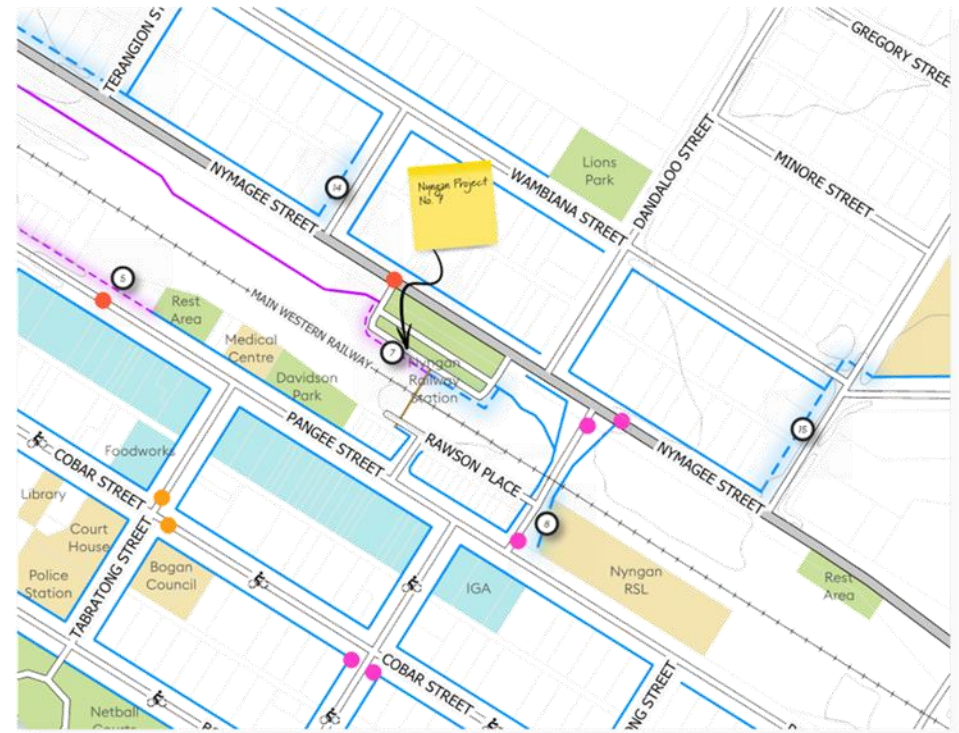
Footpath rehabilitation, estimated @ \$7,500

Traffic control, estimated @ \$3,500 for preparation / implementation of a Traffic Control Plan

Estimated Cost

\$32,500

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks + Recreation
- Education Facilities
- Vac. Commercial



Shared Path 2.5m | Road Reserve | Road Carriageway | Road Reserve



Typical Plan View



Site Photograph

Coolabah Project #1

Project Description

Mitchell Highway (Coolabah Tree) pedestrian separation bollards

Project Benefit

Some motorists from Werner Street are accessing the commercial facilities at the Mitchell Highway rest area via an informal driveway that crosses open space area next to the Coolabah Tree and other visitor facilities. Prevention of motor vehicles using crossing the parkland would have important safety benefits

Project Specifications

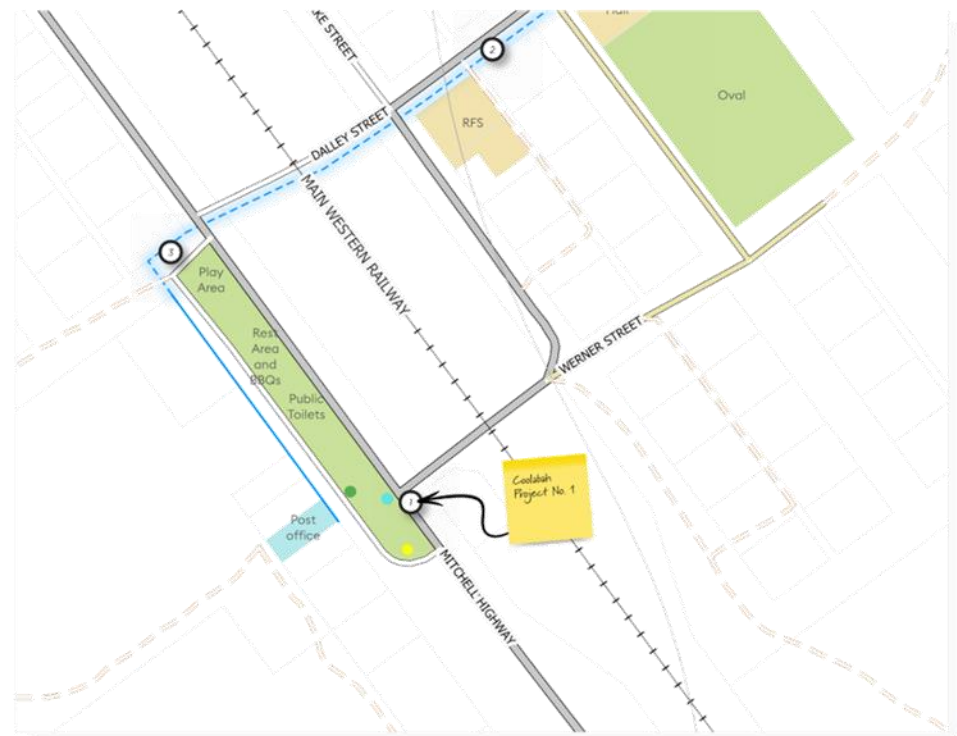
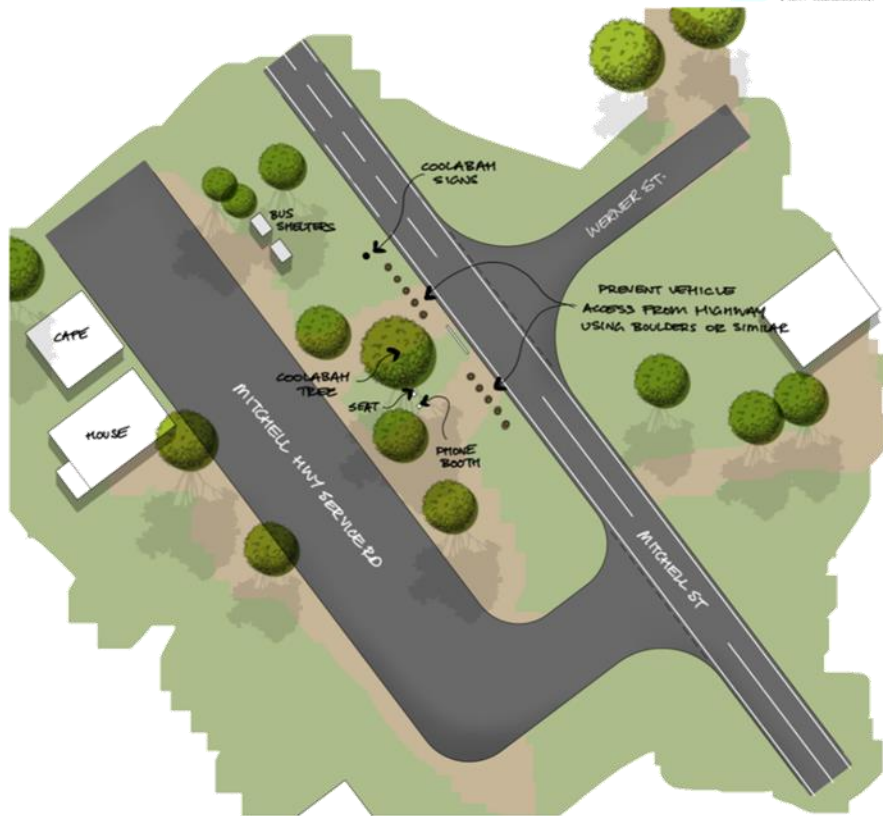
Installation of rock bollards, estimated @ \$6,200

Traffic control, estimated @ \$2,500 for preparation / implementation of a Traffic Control Plan

Estimated Cost

\$8,700

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks + Recreation
- Education Facilities
- V&P Comment



Site Photograph



Site Photograph

Coolabah Project # 2

Project Description

Dally Street footpath extension

Project Benefit

There is an existing footpath along the western side of the Mitchell Highway rest area, which is proposed to be extended further east along Dally Street. Extension of a footpaths along Dally Street would provide residents with much needed separation from motor vehicles along this street

Project Specifications

Footpath x 475m @ \$270/m

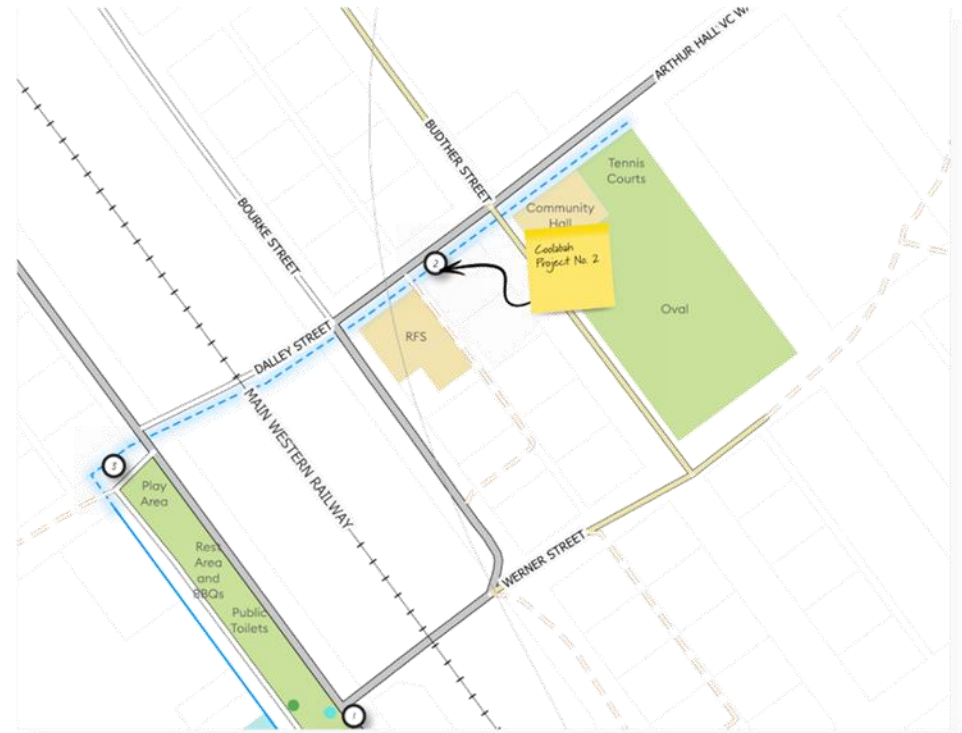
Drainage and footpath rehabilitation, estimated @ \$3,500

Traffic control, estimated @ \$5,500 for preparation / implementation of a Traffic Control Plan

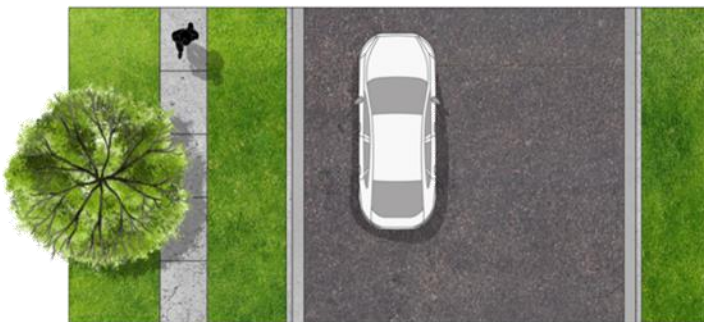
Estimated Cost

\$137,250

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks - Recreation
- Education Facilities
- Key Commercial



Road Reserve | Footpath 1.2m | Road Reserve | Road Carriageway | Road Reserve



Typical Plan View



Site Photograph



Site Photograph

Hermidale Project #1

Project Description

Post Office footpath and access improvements

Project Benefit

The footpath into the Hermidale Post office is in poor condition and does not facilitate access for all users, including older and access impaired residents and visitors. Provision of compliant access ramps and footpaths along the Post Office frontage would provide residents with much needed access improvements to this important facility as well as separation from motor vehicles along this street.

Project Specifications

Footpath and ramp improvements, estimated at \$15,900

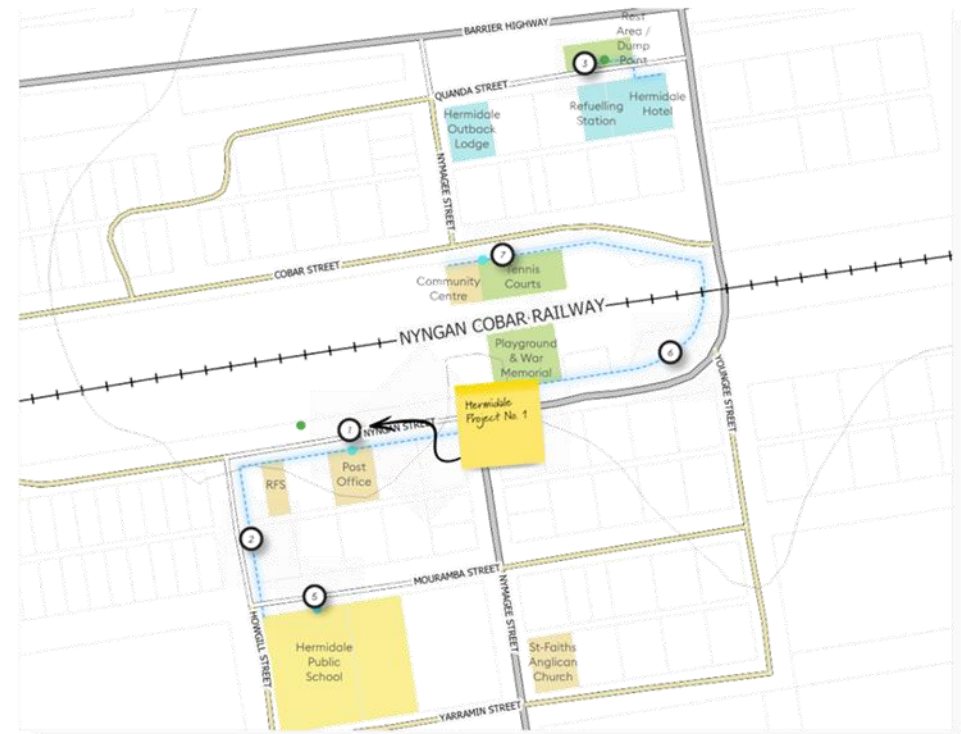
Drainage and footpath rehabilitation, estimated @ \$3,500

Traffic control, estimated @ \$2,500 for preparation / implementation of a Traffic Control Plan

Estimated Cost

\$21,900

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks - Recreation
- Education Facilities
- Kiosk/Commercial



Site Photograph



Site Photograph

Hermidale Project # 2

Project Description

Hermidale Public School to Memorial Park footpath extension

Project Benefit

Hermidale School is isolated from other urban land-uses and has no pathway facilities. A new footpath is to connect Hermidale Public School, Post Office and Memorial Park. Internal path extensions are also proposed inside the park grounds to access public toilets and playground equipment.

Project Specifications

Footpath x 500m @ \$270/lm

Drainage and footpath rehabilitation, estimated @ \$3,500

Traffic control, estimated @ \$3,500 for preparation / implementation of a Traffic Control Plan

Estimated Cost

\$142,000

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks - Recreation
- Education Facilities
- Key Commercial



Site Photograph - Hermidale Public School



Site Photograph

Girilambone Project #1

Project Description

Service Centre Cafe to Hog and Billy Hotel shared path link

Project Benefit

The Service Centre Cafe and Railway Station are to become larger attractors in Girilambone with the Post Moving to the cafe and the railway station under refurbishment for a tourism attraction. Access to these facilities from residences and other attractors in Girilambone will have a number of benefits

Project Specifications

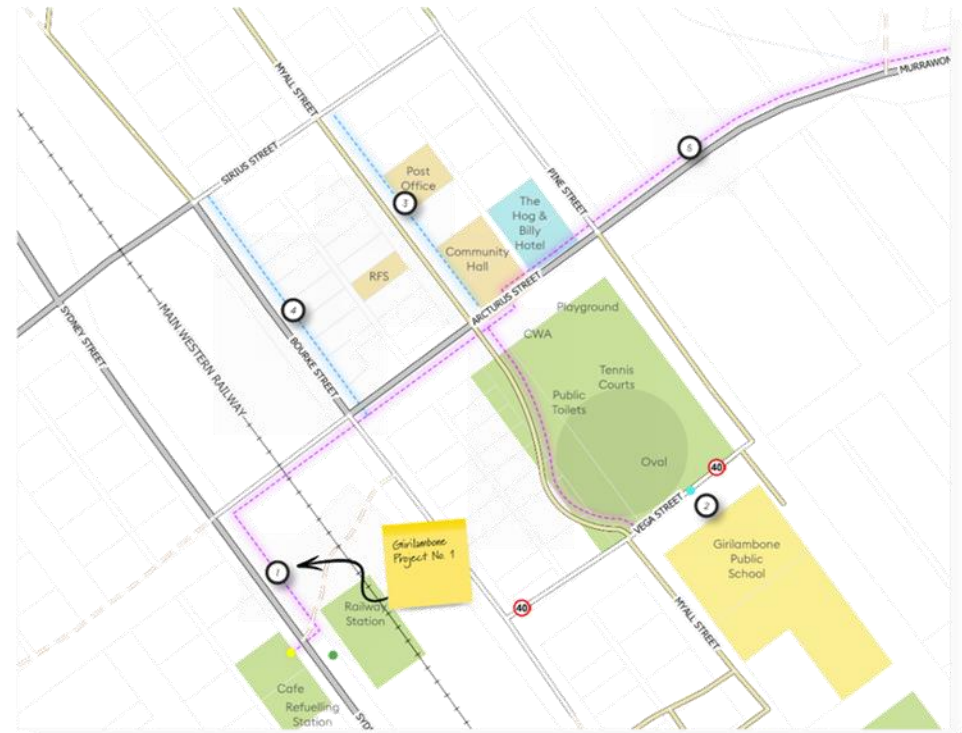
Shared path x 575m @ \$430/m
Footpath rehabilitation, estimated @ \$7,500

Traffic control, estimated @ \$5,500 for preparation / implementation of a Traffic Control Plan

Estimated Cost

\$260,250

- Main Roads
- Local Roads
- Railway
- Existing Pedestrian Bridge
- Footpaths - Existing
- Shared Paths - Existing
- Shared Paths - Proposed
- Footpaths - Proposed
- Accessibility Improvements
- Proposed Refuge
- Existing Pedestrian Crossing
- Existing Bus Stop
- Existing Refuge
- Speed Signs
- Public Telephone
- On Road Cycling Stencils
- Drainage
- Water Feature
- Community Facilities
- Parks + Recreation
- Education Facilities



Shared Path 2.5m | Road Reserve | Road Carriageway | Road Reserve



Typical Plan View



Site Photograph



Site Photograph



POSTAL ADDRESS
205A Clarinda Street
PARKES NSW 2870

EMAIL
info@currajong.com.au

WEB
www.currajong.com.au



POSTAL ADDRESS
270 Summer Street
Orange NSW 2800

EMAIL
Stephen.Martin@ghd.com.au

WEB
www.ghd.com



POSTAL ADDRESS
81 Cobar Street
Nyngan NSW 2825

EMAIL
council@bogan.nsw.gov.au

WEB
www.bogan.nsw.gov.au

13.4 ROAD WORKS BUDGET 2023-2024

1. Introduction

The purpose of this report is to provide Council with a summary of road works projects included in the 2023-2024 budget.

2. Background

Traditionally, Council's roads budget consists of funding from the Regional Roads Block Grant for maintenance on regional roads along with Financial Assistant Grant funding for maintenance on the local road network. Transport for NSW (TfNSW) fund work on the state highways and the Roads to Recovery grant has been utilised for gravel re-sheeting and bitumen re-sealing.

3. Discussion

Additional road funding has been made available over the past couple of years through Fixing Local Roads, Local Roads and Community Infrastructure, Resources for Regions, and flood restoration grants.

Funding has also been provided to specifically repair local roads potholes and a separate amount for further local and regional road repairs including potholes, scour and causeway repairs, and heavy patching.

The attached table provides a summary of the funds included in the current budget, including carry over amounts. Not all funding is required to be fully expended this financial year but, work is required to have commenced.

TfNSW funded flood damage repairs to specific roads is not included in the table as previous events have been closed with all claims now being included in the latest flood event. Emergency work has continued to be carried out but, new claims have not yet had the funding approved.

A separate table has been attached with proposed Roads to Recovery gravel re-sheeting. The list of re-sheeting and bitumen re-sealing will be added to as priorities are determined.

4. Attachments

1. 2023-2024 Roadworks Budget
2. 2023-2024 Roads to Recovery Budget

5. Recommendation

For Council's information.

2023-2024 ROADWORKS BUDGET

Funding Source	Budget
Roads To Recovery	
Gravel Resheeting 40km	\$ 1,014,340
Bitumen Resealing 16km	\$ 577,184
	\$ 1,591,524
Regional Roads Repair Grant	
Cockies Road - 2km of construction	\$ 150,000
Tottenham Road - 3km of rehabilitation	\$ 300,000
	\$ 450,000
Fixing Local Roads	
Merryanbone Rd - Rehab Rnd 3	\$ 128,652
Paynes Rd - Rehab Rnd 3	\$ 189,109
Murrawombie Rd - Rehab Rnd 3	\$ 63,341
Warrah Rd - Rehab Rnd 3	\$ 168,161
Benah Rd - Rehab & Maint Rnd 4	\$ 647,156
Colane Rd - Rehab & Maintenance Rnd 4	\$ 449,718
	\$ 1,646,137
Local Roads & Community Infrastructure	
Buckiinguy Reseal Roads - LRCI Rnd 3	\$ 91,000
Resources for Regions - Round 9	
Pangee Rd Construction 6km - R4R9	\$ 989,526
Coffills Lane Upgrading - R4R9	\$ 1,450,050
Okeh Rd Causeways - R4R9	\$ 296,047
Town Streets Rehabilitation - R4R9	\$ 300,472
	\$ 3,036,095
Flood Repair	
Fixing Local Roads Potholes	\$ 389,777
Regional & Local Roads Repair	\$ 2,942,419
	\$ 3,332,196
Total	\$ 10,146,952

ROADS TO RECOVERY 2023-2024

Gravel Resheeting	Length	Cost
Moonagee Rd	1	\$ 25,000
New Bogan Rd	1	\$ 25,000
Pangee Rd	2	\$ 50,000
Glengariff Rd	2	\$ 50,000
Fords Rd	2	\$ 50,000
Dandaloo Rd	1	\$ 25,000
Honey Bugle Rd	2	\$ 50,000
Priors Rd	2	\$ 50,000
Budabadah Rd	1	\$ 25,000
Gongolgon Rd	2	\$ 50,000
Booramugga Rd	2	\$ 50,000
Cooneybar Rd	5	\$ 125,000
Plummers Rd	1	\$ 25,000
Days Rd	1	\$ 25,000
Koomanganong Rd	1	\$ 25,000
Okeh Rd	1	\$ 25,000
Bourkes Rd	2	\$ 50,000
Colane Rd	2	\$ 50,000
To be determined	<u>9</u>	<u>\$ 239,340</u>
	40	\$ 1,014,340
Bitumen Resealing	16	\$ 577,184
Total		\$ 1,591,524

13.5 PANGEE STREET PAVERS

1. Introduction

The purpose of this report is to seek Council's direction for the disposal of the old pavers in the Pangee Street CBD.

2. Background

Council identified the need to remove and dispose of old pavers in Pangee Street prior to the construction of new footpaths. To encourage re-use of materials, Council considered making the old pavers available free of charge to members of the public to collect from a specified site. It was determined that it would be too onerous from a staff and plant resource, as well as a risk management perspective, to make use of a Council site for this purpose.

These matters were discussed at Council's meeting held on 27 October 2022, where it was resolved to seek expressions of interest from interested parties to have old pavers delivered to an appropriate site of theirs for the public to collect, for a set time, then review the matter (246/2022).

To progress this resolution, Council posted an expression of interest on Facebook on 5 June 2023 for community members willing to take the old pavers removed from Pangee Street and have them placed on their property for the public to access for a set, limited time.

The Facebook post stated that Council was hoping to recycle the pavers, that there would be around 3,000m² of pavers and that some would be damaged as they were being removed using a skid steer loader and tipper. The public would then have a limited time period to access the pavers and take away what they would like then, the pavers would become the property of the landowner.

3. Discussion

Expressions of interest closed on 12 June 2023 with only two being received, one from Aimee Robb and one from Jacob Neill, Director Neill Earthmoving.

Aimee Robb proposes to place the pavers on their vacant block adjacent to her residence at 34 Merilba Street, and Neill Earthmoving would place them at their depot on the Mitchell Highway.

Both locations are within 3kms of the job site and Council staff can foresee no issues in delivering the pavers to either site, subject to weather conditions.

Both parties have been contacted and advised that Council may wish to offer each party half the pavers. Aimee Robb advised Council staff that she would take the pavers if no one else was interested however, if someone else wanted them, this would not be an issue for her.

Under resolution 246/2022 Council now needs to review this matter. Considerations should include the conditions under which pavers are provided to the interested party/parties, including:

- The terms under which Council makes delivery to the property of the interested party / parties, including access in wet weather.

- The terms under which the public is then allowed access to the property to remove the pavers, i.e., which days / times of day,
- The length of time the pavers are available for the public to collect,
- That after the above period, the pavers may be used, stored or disposed of by the interested party / parties,
- A commitment from the party / parties that the pavers will be responsibly used, stored or disposed of after the public access period.

4. Recommendation

- 5.1 That Council offers half the pavers to each of the interest parties on the following conditions:
- a. The pavers will be removed from Pangee Street and transported to the nominated property of the interested party / parties at Council's cost.
 - b. That the interested party / parties allow Council and its contractors access to their property for delivery of the pavers on days nominated by Council so as to suit the demolition / construction schedule.
 - c. Should weather conditions impede access to the property of an interested party / parties, pavers shall be disposed of at Council's discretion. This includes transportation to another interested party or Council's Waste and Recycling Facility.
 - d. That the interested party / parties make suitable access to the pavers available on their property for the public and allow public access to their property for the purposes of collecting pavers within the times specified in (e) below.
 - e. That the interested party / parties undertake to make the pavers available for members of the public to collect within set hours. These are to be a minimum of four hours per day, Monday through Sunday for a period of four weeks from the date the pavers are delivered.
 - f. Council takes no responsibility and accepts no liability for the pavers or their disposal once they are delivered on site to the interested party / parties.
 - g. That the interested parties undertake to use, store or dispose of any pavers remaining after the four-week period in a responsible manner that will not cause environmental harm or constitute a nuisance.
- 5.2 Once interested parties have accepted Council's offer and conditions, and pavers have been placed on their property, Council advertises the opportunity on its Facebook page and in The Nyngan Weekly for the public to collect pavers for a period of four weeks from a specified (delivery) date.

14 DEVELOPMENT AND ENVIRONMENTAL SERVICES REPORTS

14.1 DEPARTMENTAL ACTIVITY REPORT

1. Introduction

The purpose of this report is to provide Council with information that is both statistical and informative regarding the activities of the Development and Environmental Services Department.

2. Background

A regular activity report is provided for the information of Councillors.

3. Discussion

Development Application Statistics

Three applications require additional information, three applications are under assessment and three applications were approved since Council’s meeting of 25 May 2023 as indicated in the table below:

DA NUMBER	APPLICANT	ADDRESS	DESCRIPTION	VALUE (\$)	PROGRESS
2022/030	Mr L Smith	20-22 Lawlor Street Nyngan	New Industrial Shed	\$40,000	Approved
2022/034	Mrs C Watt	81-95 Terangion Street Nyngan	New Private Shed/Temporary Accomodation	\$80,000	Approved
2022/040	A.T & B.M Burton	24 Pangee Street Nyngan	New Serviced Apartments	\$700,000	Additional Information Required
2023/005	Mr A Taylor	3900 Barrier Highway, Hermidale	New In-Ground Swimming Pool	\$60,415	Approved
2023/006	Mr P Rees	928 Moonagee Road Nyngan	New Single Storey Dwelling	\$500,000	Additional Information Required
2023/007	Bloomfield Elliot Architects	11-13 Pangee Street Nyngan	Extension to Exising Pre-School	\$249,500	Under Assessment
2023/010	Melissa Cain	66 Cobar Street Nyngan	Change of use	\$10,000	Additional Information Required
2023/011	Stanton Building	104-106 Nymagee Street Nyngan	Alterations & additions to a commerical building	\$757,316	Under Assessment
CDC/2023/001	Jason Billsborough	28 Dandaloo Street Nyngan	New single dwelling	\$664,010	Under Assessment

Included as Attachment 1 is statistical/historical information in relation to applications received including Development Applications, for information.

Council has taken a number of pre-Development Application enquiries since Council's meeting of 25 May 2023. Assistance continues to be provided to the community regarding the complexity in lodgment of applications on the NSW Planning Portal.

Waste Management

Kerbside recycling was transported to the Gilgandra Materials Recycling Facility for processing as normal in May and the Nyngan waste facility has also had an uninterrupted month of operations. Recycling tonnage was slightly up, as was the volume of materials recycled but the percentage of contamination was also slightly up and greater than the yearly running average.

Statistics relating to Council waste management functions are contained in Attachment 2.

Compliance

Rehoming of animals continues to be challenging as the agencies Council deals with are experiencing increased numbers across the region due to Post Covid surrendering. Extra patrols were undertaken and continued advise given to owners about their responsibility to ensure their pets are microchipped and registered.

Compliance duties continued and are reflected in the statistics relating to these functions in Attachment 3.

Biosecurity

Biosecurity and Weed duties are reflected in the statistics outlined in Attachment 3. This function was carried out for only eight days this month as the Biosecurity Officer was relieving on the garbage collection truck for the remainder of the month. The Biosecurity Officer also attended two Central West Regional Weeks Committee meetings, one of which was a joint meeting with the Northwest Regional Weeds Committee.

Town Gardens

Regular works and maintenance were carried out during the reporting period across all routine areas of responsibility with particular attention to high priority areas.

4. Attachments

1. Development Application Statistics
2. Waste Management Statistics
3. Compliance and Biosecurity Statistics

5. Recommendation

That the Development and Environmental Services Departmental Activity Report be received and noted.

Table 1: Building and Development

	Application Type							Application Value
	Totals		Breakup					
	DA	CDC	Dwellings	Shed/Garage/ Patio/Awning	Pool	Sub- division	Other	
July 2022	4		2	1			1	\$563,350.00
August 2022	4		1	2		1		\$631,140.00
September 2022	5		1	1	1	1	1	\$1,615,000.00
October 2022	7		1	5	1			\$964,473.00
November 2022	3			1			2	\$97,220.00
December 2022	1	-	-	-	-	-	1	\$700,000.00
January 2023	1	-	-	1	-	-	-	\$27,000.00
February 2023	-	-	-	-	-	-	-	-
March 2023	1	-	-	-	1	-	-	\$45,400.00
April 2023	5	-	1	1	1	-	2	\$1,368,799.00
May 2023	2	1	1	-	1	-	1	\$1,431,326.00
June 2023								
Total 2022/23	33	1	7	12	5	2	8	\$7,443,708.00
Total 2021/22	26	0	13	8	2	1	5	\$ 6,354,396.00
Total 2020/21	34	3	5	14	3	5	9	\$ 4,107,610.00
Total 2019/20	24	0	0	10	1	3	10	\$ 11,294,300.00

Table 2: Kerbside Waste Collection

	No of Premises with Service	Services Provided (Bins Emptied)	Tonnes Collected
July 2022	1,035	5235*	86.90
August 2022	1,035	5627*	103.70
September 2022	1,035	6065*	99.10
October 2022	1,035	6872*	105.90
November 2022	1,035	6035	94.80
December 2022	1,035	6,471	99.20
January 2023	1,035	6,529	106.50
February 2023	1,038	5,211	84.10
March 2023	1,038	5,391	87.70
April 2023	1,038	5,281	78**
May 2023	1,038	6,323	90.80
June 2023			
Total 2022/23	1,035	41,241	958.70
Total 2021/22	1,036	65,737	1085.64
Total 2020/21	1,029	N/A	302.10

Note 1 - * estimation due to technical issues

Note 2 - ** one load not weighed due to fire in truck

Table 3: Kerbside Recycling Collection

	No of Premises with Service	Services Provided (Bins Emptied)	Tonnes Collected	Tonnes Recycled	% Contamination
July 2022	898	865*	10.60	8.10	24.00
August 2022	898	845*	13.30	10.31	22.00
September 2022	898	156*	2.80	2.17	22.00
October 2022	898	-	0.00	0	0
November 2022	898	-	0	0	0
December 2022	898	-	0	0	0
January 2023	898	880*	8.50	7.15	15.84
February 2023	891	1,203	11.50	8.80	22.59
March 2023	891	1,180	13.00	9.87	24.05
April 2023	891	851	8.40	6.57	21.76
May 2023	891	1,466	14.00	10.83	22.68
June 2023					
Total 2022/23	898	4,700	82.10	63.8	15.90
Total 2021/22	898	7,635	110.10	78.62	21.72
Total 2020/21	896	N/A	117.50	90.92	22.53

Note 1 - * estimation due to technical issues

Note 2 - September tonnes down due to issues with the garbage truck, preventing transportation of recyclables to Gilgandra

Note 3 – October, November and December tonnes down due to road closures preventing transportation to Gilgandra

Note 4 – January tonnes down due to Covid shut down at MRF

Note 5 - April one week to landfill due to truck not going to Gilgandra

Table 4: Nyngan Landfill - Disposal, Recycling and Resource Recovery

	Mixed Waste (Tonnes)	Recoverable Materials (Tonnes)			Recyclable Materials (Tonnes)		
		Organic	Masonry	Soil	Paper / Cardboard	Metal / eWaste	Other
July 2022	170.33	61.54	2.24	-	5.10	6.54	4.01
August 2022	166.85	23.55	1.24	-	4.38	10.80	0.89
September 2022	166.02	35.57	0.62	-	2.46	11.10	1.01
October 2022	6.90	-	6.00	-	0.30	-	-
November 2022	18.36	11.22	-	-	0.30	2.40	0.02
December 2022	115.38	29.08	172.00	-	9.78	14.82	1.37
January 2023	103.23	90.25	19.10	-	6.12	11.40	0.85
February 2023	123.96	88.23	2.00	-	4.00	9.05	1.44
March 2023	151.00	89.28	12.00	-	2.58	9.42	1.81
April 2023	138.84	105.70	195.00	-	4.86	10.86	0.71
May 2023	99.29	36.95	24.20	-	3.48	3.90	0.01
June 2023							
Total 2022/23	1,260.16	571.37	434.40	-	43.36	90.29	12.12
Total 2021/22	2,025.65	601.71	192.74	-	55.02	73.18	14.84
Total 2020/21	1,921.52	680.78	452.54	-	56.28	78.96	34.84

Note 1 - Other materials recycled include: used engine oil, batteries, gas bottles, fire extinguishers, mattresses, tyres mixed recyclables and cleaned chemical drums.

Note 2 - All weights are nominal weight converted from CuM or assumed tare weights.

Table 5: Vouchers and Expected Resource Recovery

	Vouchers			Out for Recycling / Recovery			
	No Issued	No Redeemed	Value Redeemed	Metal / eWaste	Mattresses	Tyres	Other
July 2022		293	\$ 14,900	-	3.40	4.10	0.004
August 2022		216	\$ 10,805	-	-	-	-
September 2022		235	\$ 11,540	-	-	-	-
October 2022		1	\$ 50	-	-	-	0.60
November 2022		78	\$ 3,830	2.40	0.02	-	-
December 2022		363	\$ 18,361	-	-	-	-
January 2023		314	\$ 16,275	-	-	-	-
February 2023		269	\$ 12,862	-	5.72	2.14	3,300.00
March 2023		306	\$ 15,334	82.38	0.18	0.84	-
April 2023		323	\$ 15,530	-	-	-	-
May 2023		216	\$ 10,164	-	-	-	-
June 2023							
Total 2022/23	14,604	2,614	\$ 129,651	84.78	9.32	7.08	3,300.64
Total 2021/22	14,604	12,710.00	140,590.00	153.78	17.18	6.16	0.12
Total 2020/21	N/A	4,015	N/A	185.54	16.68	7.52	-

*Other- this is litres of used engine oil

Note - Redeemed voucher number and value have been edited throughout the table as a result of a reporting update.

Table 6: Compliance

	Animals Impounded	Animals Released		Complaints/ Enquires
		To Owner	Rehomed	
July 2022	11	8	3	24
August 2022	7	0	6	27
September 2022	4	2	2	22
October 2022	5	2	3	24
November 2022	8	2	0	17
December 2022	9	4	1	17
January 2023	10	4	3	31
February 2023	6	3	0	18
March 2023	4	3	3	7
April 2023	4	3	0	15
May 2023				
June 2023				
Total 2022/23	68	31	21	202
Total 2021/22	62	28	35	185

Note - Includes dog, cat, straying stock, dead animals, and general matters

Table 7: Biosecurity

	Inspections (Weeds Action Program)					Weed Control Spraying
	Private Land	Council Land	Roads (Km)	Waterways	Rail (Km)	
July 2022	3	2	482	0	0	18
August 2022	1	1	429	0	0	6
September 2022	6	1	283	0	0	23
October 2022	11	3	126	1	0	26
November 2022	19	4	450	0	0	16
December 2022	5	2	622	0	0	44
January 2023	13	0	0	0	0	17
February 2023	8	2	213	0	83	21
March 2023	7	0	1062	0	0	22
April 2023	2	1	243	0	0	18
May 2023	4	2	424	0	0	5
June 2023						
Total 2022/23	79	18	4334	1	83	216
Total 2021/22	95	16	4247	9	200	228

Table 8: Nyngan War Memorial Pool

	Number of Visitors
October 2022	1,658
November 2022	2,168
December 2022	3,858
January 2023	4,265
February 2023	3,472
March 2023	2,643
April 2023	Closed
Total 2022/23	18,064
Total 2021/22	18,202

14.2 COUNCIL POLICY DDES 004 - GRAFFITI AND VANDALISM REWARD POLICY

1. Introduction

The purpose of this report is for Council to consider and adopt the Graffiti and Vandalism Reward Policy, DDES 004.

2. Background

Council adopted the original Graffiti and Vandalism Policy (Tree and Property) Reward Policy on 25 June 2015 to demonstrate its commitment to *“protecting and retaining our trees and property to therefore improve the visual aesthetics of our community, we also seek to minimise incidents of graffiti and vandalism which has a cumulative impact on Council assets and the environment. Additionally, the ongoing rehabilitation and repair, including any monitoring programs implemented, causes a significant financial cost to Council.”*

The Policy has undergone a review due to its age and amendments to legislation.

3. Discussion

The Policy applies to incidents committed on or to, Council-owned and/or managed property. Rewards may also apply (at Council’s sole discretion) to offences committed on buildings on community land that are occupied by a recognised community group, where Council has been involved in the repair or removal of damage.

A draft of the revised Policy (and Procedure) was also reviewed by the NSW Police and the Draft reflects feedback received.

Changes to the Policy from the 2015 Policy include -

- Its title – simplified as ‘tree’ is defined in the Graffiti Control Act as Property.
- Council employees, elected Members, members of the NSW Police Force or their relatives have been specifically excluded from applying for a reward. A definition of ‘relatives’ has been added.
- The need for a prosecution to have occurred has been amended to reflect that other actions/outcomes are now available.

4. Attachments

1. DDES 004 Graffiti and Vandalism Reward Policy

5. Recommendation

That Council adopt the Graffiti and Vandalism Reward Policy, DDES 004.

COUNCIL POLICY DDES 004
GRAFFITI AND VANDALISM
REWARD POLICY



Bogan Shire Council DDES 004 (Graffiti and Vandalism – Reward Policy)

Contents

Contents i

Policy Outcomes Statement 1

Overview 1

Applicability 1

Principles 1

Definitions 2

Policy 2

 Privacy Protection 2

Authority 3

Policy Owner / Further Assistance 3

Related Information 3

Review Date 3

Revision History 3

Bogan Shire Council DDES 004 (Graffiti and Vandalism – Reward Policy)

Policy Outcomes Statement

This policy will establish Council's approach to offering a financial reward to members of the community where information, concerning graffiti and vandalism incidents, specifically to trees in and on public lands, and Council buildings, infrastructure and other property, is provided to the NSW Police Force, and results in legal action resulting in a conviction against the offender/s.

Overview

Bogan Shire Council is committed to ensuring the protection and/or retention of its trees, property and other assets to improve the visual and environmental quality of streetscapes, recreation and open space within the shire.

Council seeks to minimise incidents of graffiti and vandalism that may inflict a significant and cumulative impact on Council assets and the environment.

Graffiti and vandalism possess substantial financial and human resource cost for Council. These include the replacement costs of trees or property, the cost of investigation, rehabilitation and repair costs, and the cost of implementing potential punitive/deterrence measures.

Applicability

The reward applies to incidents committed on, or to, Council-owned and/or managed property. Rewards may also apply (at Council's sole discretion) to offences committed on buildings on community land that are owned by a recognised community group, where Council has been involved in the repair or removal of damage.

Rewards will only be paid to people eighteen (18) years and over. Informants under the age of eighteen (18) can submit a reward application with their parent's/guardian's consent. All rewards will be paid to a person eighteen (18) years and over.

Rewards will not be paid to Council employees, Elected Members, members of the NSW Police Force or their relatives (see Definitions).

Principles

- Encourage the community to take action to report information about graffiti offenders or vandals to the NSW Police Force.
- Deter offending by increasing the risk of detection and apprehension.
- Remove excuse-making opportunities through educating people involved in the intentional or reckless damage of property (by committing incidents of vandalism or graffiti) that these acts are crimes.

Bogan Shire Council DDES 004 (Graffiti and Vandalism – Reward Policy)

- Promote a coordinated approach to addressing local vandalism and graffiti issues between state government (represented by the NSW Police Force), local government (represented by Bogan Shire Council), and the community.

Definitions

Property	includes a tree. (from Graffiti Control Act 2008)
Relatives	husband, wife, de facto partner, father, mother, grandmother, grandfather, son, daughter, stepchildren, brother, sister, nephew, niece, uncle, aunt and cousin.

Policy

The amount of a reward will generally be equal to the remediation costs of the vandalism (as determined by Council and at Council's sole discretion) capped at a maximum of \$2,500 per event.

Only one (1) reward will be considered in relation to each incident, and this will be determined at the sole discretion of Council. Where more than one claim for reward is submitted to Council for consideration, Council will take the timing and level of helpfulness of each claimant's evidence to the Police case, in determining if the reward should be shared and in what proportion/s. Council's decision in this will be final and not open to appeal.

The reward scheme is subject to an annual cap of \$10,000 per financial year. Once these funds have been exhausted, no further reward applications will be paid.

All persons providing information must be aware that they will be required to attend a Police Station to make a formal statement and/or appear in a court to give evidence against the accused. Any person/s who makes a claim should be aware their identity will not remain confidential if required to appear in court.

A reward under this Policy will only be payable in relation to information which leads to a criminal proceeding resulting in a conviction.

Privacy Protection

The *Privacy and Personal Information Protection Act 1998* (PIIP Act) regulates the way New South Wales (NSW) Government agencies collect, use, disclose, secure and provide access to personal information. Bogan Shire Council is an agency under the definition of the PIIP Act.

Personal information under Section 4 of the PIIP Act is defined as, 'information or an opinion about an individual whose identity is apparent or can reasonably be ascertained from the information or opinion.'

Council will endeavour to take all reasonable steps to keep secure any personal information of informants who have provided details of perpetrators who may have graffitied or vandalised its assets.

In accordance with Council's Code of Conduct and the PIIP Act, Council will, when collecting, using and releasing information, abide by the relevant duties specified to comply with the law.

Bogan Shire Council DDES 004 (Graffiti and Vandalism – Reward Policy)

Authority

Council resolution no XXXXX dated ## month ####.

Policy Owner / Further Assistance

Director Development and Environmental Services / Senior Health and Building Surveyor

Related Information

- Biosecurity Conservation Act
- Crimes Act
- Environmental Planning and Assessment Act
- Graffiti Control Act
- Local Government Act
- Local Land Services Act
- Pesticides Act
- Protection of the Environment Operations Act
- Privacy and Personal Information Protection Act
- Young Offenders Act

Review Date

February 2026

Revision History

Date	Description of Change	Sections Affected
25/06/2015	New Policy – Adopted by Council 25-06-2015	All
xx/xx/2023	Rewritten to new Policy and Procedure	All

14.3 BOGAN RIVER BUSHCARE PROGRAM

1. Introduction

The purpose of this report is to provide information to Council on the Bogan River Bushcare program including the establishment of a native plant nursery.

2. Background

Council obtained grant funding from the NSW Stronger Country Communities Fund to develop and implement the Bogan River Bushcare Program. This involves employing a Bushcare Coordinator and establishing a nursery to propagate and grow plant species endemic to the Bogan Shire region. The Program aims to use these plants to assist in the rehabilitation and regeneration of degraded riverbank along the Bogan River at Nyngan. In time this can be expanded to include other parts of the Shire.

Part of the Program involves engaging with a range of volunteers to form the Bogan River Bushcare Group to work with the Bushcare Coordinator to propagate and grow native plant species within the nursery and also identify and rehabilitate selected areas of degraded riverbanks through weed removal and bank stabilisation.

Since the Program began, Council has also obtained funding from the NSW Resources for Regions Fund which will meet staffing costs through to 2026. Included in this funding is provision for a position to assist the Bushcare Coordinator which can be used to upskill a local person in Horticulture or Conservation and Ecosystem Management.

3. Discussion

At the start of the Program the old Council work depot in Pangee Street was identified as a suitable site for the nursery, which has become the Bushcare Hub now established on site. Within the nursery two large open sheds have been erected providing both meeting space and work areas for propagation activities, storage, and seed sorting. A garage style shed has also been erected to provide secure storage for plant and equipment.

An existing disused shade area has been upgraded to provide a large shade-house and greenhouse areas and six fixed shaded growing benches all with permanent irrigation have been constructed. Outdoor furniture for use both inside and outside is available for activities and accessible parking and pathways have recently been completed.

Some native plant propagation is already taking place, but a considerable effort is being put into developing a database of target plant species in bush areas adjacent to Nyngan. In this database the plant location, flowering and seed producing times are being recorded so that future harvesting of seeds and cuttings can be carried out at the best time of year.

At the same time work is being done on appropriate soil media for the different propagation methods and plant types.

Initial Planting and Weed Control programs have been developed for three areas along the Bogan River, at the top weir/Temples Lane camp area, the area around the bottom weir and

the area between the two weirs. Each site has its individual challenges and there is a considerable amount of work to do.

The Bushcare Hub is now ready to be launched. Next steps are the recruitment of the Bushcare Assistant and engagement with local schools and the Bogan Shire community for volunteers wanting to participate in both nursery and bushcare activities.

Before



After



Public parking and work areas.



Growing area.



Bushcare Hub work area.

5. Recommendation

That the Bogan River Bushcare Program report be received and noted.

14.4 BULKY KERBSIDE COLLECTION

1. Introduction

The purpose of this report is to update Council following a community survey to gauge the community's likely participation level in a kerbside bulky goods collection service.

2. Background

At its extraordinary meeting held 14 May 2020, Council resolved as follows:

“That Council trial for a quarter of the year an annual bulky kerbside collection for a fee of \$35 per pick up to ascertain how much waste is collected and investigate the cost to Council”. (097/2020).

This trial did not proceed due to the impact of COVID-19 and associated factors.

A second report was submitted to Council's ordinary meeting held 25 August 2022, advising Councillors that should the bulky kerbside collection proceed, contractors would need to be engaged as Council does not have the resources to facilitate such an event.

At this meeting, Council resolved as follows:

“That the bulky kerbside collection trial proceed and determine associated costs at the next budget review”. 208/2022

A further report was submitted to Council on 27 October 2022, in relation to the need to engage a contractor to do a bulky goods collection and the estimated costs thereof. Council resolved:

‘That Council trial the bulky kerbside collection, as a once off collection and the take-up be gauged, and a further report to Council.’ (260/2022)

In order to determine estimated uptake of the service so as to be in a position to request a quote from prospective contractors, a community survey (Attachment 1) was conducted between April 26 and May 19 2023. The survey was available principally online with hard copies containing a QR code link available at Council's office front counter, at both supermarkets in Nyngan and at the Nyngan Newsagency. An advertisement was also placed in the Nyngan Weekly

Survey Questions and Results.

A total of seventy-three (73) responses were received. There are currently eight hundred and ninety-one (891) assessments in Nyngan with a domestic kerbside waste service and therefore eligible for a possible bulky good service. This represents 8.19% of these eligible assessments.

The following summary of responses is provided:

Question 1. Would you use a bulky good collection for your household residence?

- 62 or 84.93% responding Yes, and
- 11 or 15.07% responding No.

Question 2. Would you prefer to pay for this additional service by cash or property waste vouchers?

Of the 62 Yes (and 3 of the No) respondents,

- 7 or 10.77% nominated Additional Payment and
- 58 or 89.23% nominated Property Waste Vouchers.

Question 3. How often would you see your household using the curb side pick- up per year?

64 responses were received indicating-

- 1-2 times per year : 43 or 67.19%
- 3-4 times per year : 17 or 26.56%
- 5 or more times per year : 4 or 6.25%

Question 4. Please include any additional feedback for this proposed service in Nyngan.

26 respondents made a submission and 47 did not.

The positive responses consisted of comment that can be grouped as follows-

- A good/great/brilliant idea,
- Reduce illegal dumping,
- Needed for elderly,
- Twice yearly is all that's required,
- Green waste should be included,

There were no outright negative responses, but some reservations were expressed, these can be grouped as follows-

- Ok if not lying around,
- Waste left on kerb for weeks,
- Should be additional service at no cost/use of vouchers,
- How will it be policed,
- Other people dumping on piles,
- People going through piles will make a mess and make town look untidy,

A full list of the comments received is in Attachment 2.

3. Discussion

Whilst only 62 responses indicated 'yes' to wanting the service, it is likely that a good number more may also avail themselves of the service should it proceed, but this will depend on the cost of the service.

The quote received to provide the service, obtained for the October 2022 Council report, was \$280 per tonne. The community survey advised that a '*Service would be up to three (3) cubic metres and a maximum weight of 500Kg*', in simple terms that means that each service needs to be costed at \$140 per service based on the October quote.

The survey also indicated that a '*cash fee (to be determined) or redemption of a number (2-3)waste vouchers will be leveled for the collection.*' The value of a waste voucher (proposed in 2023-24) is \$52, being the amount for a single axle trailer load up to 1m³.

It is considered that at least two vouchers must be surrendered to cover the disposal cost of the material. This would be equivalent to the waste facility gate charge for two single axle trailers load up to 1m³ each being taken directly to the Waste Management Facility by a resident.

It is not considered viable or equitable to fund the collection using only vouchers. Using a further two or three vouchers will still leave Council with an actual cash outlay to be covered from revenue raised for the waste charges paid by all users.

To recover costs on a user pay basis, so that the service is not subsidised by other households, a fee of \$140 will need to be charged based on costs using the October 2022 quote, in addition to the vouchers for the disposal cost.

Using only the vouchers to cover the collection cost would undermine the basis of the vouchers, which are intended to be for the recovery of costs of disposal of household waste at the Waste Facility. These costs include the broader operation of the facility and remove the need for a cash payment at the gate. They do not relate to or are valued to cover a collection service.

To manage either a trial or an ongoing service it is recommended that the service be run on a booking system, with a limited number of services possible for each occurrence (so that contractors can be booked for a specific day/s), and that only household booked in and pre-paid be advised of the specific date of the collection

4. Attachments

1. Community Survey Bulky Kerbside Collection
2. Bulky Household Waste Services for Nyngan – Survey Question 4 Open comment section responses

5. Recommendation

1. That Council determines whether to proceed to a one-off trial service or not.

2. That if Council resolves to proceed with a trial service, that it be initially limited to sixty (60) households.
3. That the cost of a trial service be based on a full cost recovery/user pay basis, and that a fee of \$140 per collection be levied to cover the full cost of the service together with two (2) waste vouchers per collection.



Bulky Household Waste Services for Nyngan- Survey

Proposed Bulky Household Waste Services for Nyngan Residents

Council is seeking what level of interest the community of Nyngan has for a kerbside Bulky Household Waste collection. In doing so Council will consider a trial to determine the cost and frequency of a service of this type. The trial will only be available within the Nyngan township, and only to DOMESTIC (households) properties paying the full occupied land, Domestic Waste Management Charge. Businesses will not be eligible for the service.

The service would collect up to three (3) cubic metres, and a maximum weight of 500 kilograms of compliant bulky household waste from the front of your property. The collection is for bulky household wastes only, for example hot water system, bikes, ironing boards, large toys, fridges, freezers, washing machines, stoves, dryers, small electrical appliances (televisions, toasters etc), Mattresses, furniture (bed bases, sofas, tables, chairs).

Items that will NOT be collected include; hazardous materials (gas bottles, chemicals, paints, oils, asbestos, fibro), building materials, flares, oil heaters, general household garbage, green waste, glass, mirrors, and all car parts, including batteries and tyres. A proposed cash fee (to be determined) payable when booking a collection or redemption of a number (2-3) of the properties 'waste vouchers' will to be leveded for the collection. At this time the costs have not been determined.

1. Would you use a bulky good collection for your household residence?

- Yes
- No

2. Would you prefer to pay for this additional service by cash or property waste vouchers?

- Additional Payment
- Property Waste Vouchers

3. How often would you see your household using the curb side pick up per year?

- 1-2 times per year
- 3-4 times per year
- 5 or more times per year

4. Please include any additional feedback for this proposed service in Nyngan?

**Please return completed surveys to the Bogan Shire Council front Counter-
Survey ends May 19, 2023**



BULKY HOUSEHOLD WASTES SERVICE

ARE YOU A NYNGAN RESIDENT?



Let us know your feedback for
curbside pick up in Nyngan

Surveys can be completed by QR code above or
hardcopies are located at the Bogan Shire Council
front counter and Library



**Please return completed surveys to the Bogan Shire Council front Counter-
Survey ends May 19, 2023**

Bulky Household Waste Services for Nyngan

Survey Question 4 Open comment section responses

Please include any additional feedback for this proposed service in Nyngan?
Open-Ended Response
not at the moment, we would not need this service. But it would be great for anyone needing it
a great idea, we have needed this for a long time
I feel this service would reduce illegal dumping and be an overall positive change for our community
It be good as long as it doesn't sit on the curb for weeks. How are you going to police the vouchers etc for people to pay.
Nyngan needs this facility due to elderly people not having access to cars trailers to be able to dispose of bulky items
Something Nyngan needs especially for the elderly.
At last, it's about time! Other councils have offered this service for years. I'm glad that it is finally being thought about.
Twice year is all required and would be a great service to community - thank you for considering this service.
Very good idea. Hopefully, stop some of the dumping in the reserves.
Absolutely brilliant idea. Let's do it!!!
Brilliant idea
This is a really good service to or householders
A great idea and would be a big help to a lot of Nyngan residents.
Bulky Kerbside clean up should be in addition to the waste vouchers. Or 1:1. Consideration should also be given to those who do not have a trailer or ute to take items to the tip. Tip vouchers should also increase to 12/year. Council should complete a study to determine the weight and type of items disposed at the tip. Most don't even take a full trailer.
Definitely a great idea
Would be great if garden waste could be collected also eg branches. I also think this should be free for all rate payers.
There should be 2 per year with NO EXTRA CHARGE NO VOUCHERS. Anyone wanting more than 2 should be able to ring council & book a collection date for bulk removal & fees should be kept at a minimum. Also when there has been big storms that bring down tree branches & trees the council should do extra kerbside bulk collection, I personally have had to use my personal vouchers to dispose of branches from trees on the footpaths & park that end up in my yard.
I personally do not have a need for this as our household owns a Ute/ trailer and bulky items are taken to the waste facility as needed. Our trailer is also borrowed by other family members from different households who attend the waste facility as required.

<p>Great idea however, Most communities get a service like this once or twice a year for free. I think it's disgusting that you want to charge an additional fee for this. How will you police it? What stops people from piling rubbish in front of someone else's property or vacant block.</p>
<p>Would greatly appreciate a green waste collection in a designated green bin- possibly monthly service to begin. I'm aware residents can take green waste out to Tip but this not viable for all residents eg elderly, disabled, non drivers etc.</p>
<p>This would be very helpful for the older residence like myself that are unavailable to take bulky item away and have to try to find someone to do it for them.</p>
<p>I think this is a fantastic idea, that is long overdue. we have a lot of community members who are elderly or don't have transportation to access the tip.</p>
<p>Green waste should be included. Lots of ppl can't get Rid of it. Not sure how ppl determine the weight size etc... But great idea. so long as only the users pay .. Not all as not all required it</p>
<p>This would benefit Nyngan community, specifically any people who don't have utes or trailer to take stuff to the tip. This would also help a lot of people when moving houses.</p>
<p>It's a good idea. But people scabbing through the rubbish will make a mess. It will also make the town look untidy</p>
<p>This would be great for people that can't get out to the tip because of not having a trailer or car.</p>

15 PRECIS OF CORRESPONDENCE

**15.1 CORRESPONDENCE FROM THE HON TANYA PLIBERSEK MP, MINISTER FOR
THE ENVIRONMENT AND WATER**

Attached is a copy of correspondence from The Hon Tanya Pliberseck MP, Minister for the Environment and Water.

Attachments

1. Correspondence from the Hon. Tanya Pliberseck MP, Minister for the Environment and Water

Recommendation

Correspondence be received and noted.

**THE HON TANYA PLIBERSEK MP**

MINISTER FOR THE ENVIRONMENT AND WATER

Cr Glen Neill
Cr of Bogan Shire Council
PO Box 221
NYNGAN NSW 2825

MS23-001578

admin@bogan.nsw.gov.au

Dear Cr Neill,

On the driest inhabited continent on earth, Australia faces significant challenges to protect, preserve and manage our most precious natural resource: water. As you'd be aware, these challenges are never far from mind in the Murray-Darling Basin.

I am writing to outline how the Australian Government is working to manage Australia's water better for the future and how you can contribute to this important work.

In the recent budget we invested \$197.1 million in projects that provide safe, reliable and secure water for regional and remote communities. A safe and reliable water supply is essential for the health and wellbeing of communities and the strength of local economies.

The budget also delivered further investment for the Murray-Darling Basin. Funding was committed to fix the broken water market, help First Nations participate in water planning and decision-making, and deliver the first review of the Murray-Darling Basin Plan.

The Albanese Labor Government committed at the last election to deliver the Murray-Darling Basin Plan in full, including the 450GL of additional environmental water.

I acknowledge the impact water recovery has had on some Basin communities. I want to assure you that the Australian Government values a healthy working Basin. We are committed to managing water better for the future of all Australians – for communities, for agriculture, for industry, and for the environment that sustains us all.

My visits to the Basin and representations to my office have made it clear that there is goodwill in the community to deliver the Murray-Darling Basin Plan, and that many people have views on how we can achieve our shared aims. As I have emphasised in my public statements, I am open to all options.

To this end, I would like to share directly with you two opportunities for you and your community to have a say on the Basin Plan.

Firstly, my department has launched a 5-week public consultation process for Basin communities and stakeholders to submit innovative ideas and options on how the Plan can be delivered. I want to hear ideas to recover water, deliver environmental outcomes, but also make a particular difference to Basin communities.

Concurrently, we will host workshops with representatives from key stakeholder groups in the Basin to further explore and test ideas collaboratively.

I have attached to this letter a factsheet that further explains the department's public consultation process in more detail and I encourage you to share the link with your community so we can ensure that everyone has a chance to contribute ideas:

<https://consult.dccew.gov.au/ideas-to-deliver-the-basin-plan>.

After the consultation period concludes, we will share what we heard. The process will help Basin government officials develop a package to deliver the Basin Plan in full. The Murray-Darling Basin Ministerial Council tasked them with this work at the last meeting.

In addition, the Productivity Commission's second five-yearly review of the Basin Plan is now underway. The Commission will examine whether the Plan has been effective and efficient, and whether institutional and governance arrangements are fit for purpose. It will also look to the future and consider how the framework could be simplified or otherwise improved.

I understand the commission will travel across the Basin over the next two months to discuss their inquiry. I encourage you to visit their website for more information and consider providing a submission:

<https://www.pc.gov.au/inquiries/current/basin-plan-2023#issues>.

While in recent years we have experienced extreme wet weather across much of the country, we know the next drought is just around the corner. I appreciate your ongoing support in addressing water security in the Murray-Darling Basin, not just for those who live and work in the Basin, but for the benefit of all Australians.

Yours sincerely,



TANYA PLIBERSEK

----- IMPORTANT - This email and any attachments have been issued by the Australian Government Department of Agriculture, Water and the Environment. The material transmitted is for the use of the intended recipient only and may contain confidential, legally privileged, copyright or personal information. You should not copy, use or disclose it without authorisation from the Department. It is your responsibility to check any attachments for viruses and defects before opening or forwarding them. If you are not an intended recipient, please contact the sender of this email at once by return email and then delete both messages. Unintended recipients must not copy, use, disclose, rely on or publish this email or attachments. The Department of Agriculture, Water and the Environment is not liable for any loss or damage resulting from unauthorised use or dissemination of, or any reliance on, this email or attachments. If you have received this e-mail as part of a valid mailing list and no longer want to receive a message such as this one, advise the sender by return e-mail accordingly. This notice should not be deleted or altered -----

16 MEETING CLOSURE