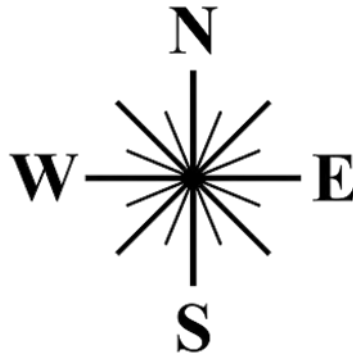


CENTRAL DARLING



SHIRE COUNCIL

ORDINARY COUNCIL MEETING

BUSINESS PAPER

30 AUGUST 2023

The Meeting will be held at 9am in the
Council Chambers, 21 Reid Street, Wilcannia

MISSION STATEMENT

To promote the Central Darling Shire area by encouraging development through effective leadership, community involvement and facilitation of services.

RECORDING AND WEBCAST OF COUNCIL MEETINGS

Council meetings are recorded and webcast on Council's website, your attendance and/or input may be recorded and publicly broadcast.

PUBLIC RECORDING PROHIBITED WITHOUT COUNCIL AUTHORITY

A person may only use a recording device, including audio and visual recording and any device capable of recording speech, to record a Council meeting by the resolution of the Council.

A person may be expelled from a Council meeting for having used a recording device without consent.

PHOTOGRAPHY PROHIBITED WITHOUT PERMISSION

Photography is not permitted at a Council meeting without the consent of the General Manager.

PUBLIC FORUM - EXTRACT FROM THE CODE OF MEETING PRACTICE POLICY

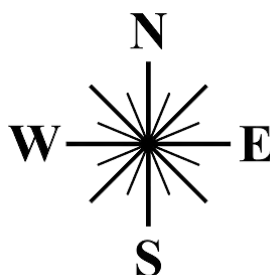
1. The Council may hold a public forum prior to each ordinary meeting of the Council for the purpose of hearing oral submissions from members of the public on items of business to be considered at the meeting. Public forums may also be held prior to extraordinary Council meetings and meetings of Committees of the Council.
2. Public forums are to be chaired by the Mayor or their nominee.
3. To speak at a public forum, a person must first make an application to the Council in the approved form. Applications to speak at the public forum must be received by same day 8.50am before the date on which the public forum is to be held and must identify the item of business on the agenda of the Council meeting the person wishes to speak on, and whether they wish to speak 'for' or 'against' the item.
4. A person may apply to speak on no more than two (2) items of business on the agenda of the Council meeting.
5. Legal representatives acting on behalf of others are not to be permitted to speak at a public forum unless they identify their status as a legal representative when applying to speak at the public forum.
6. The General Manager or their delegate may refuse an application to speak at a public forum. The General Manager or their delegate must give reasons in writing for a decision to refuse an application.
7. No more than three (3) speakers are to be permitted to speak 'for' or 'against' each item of business on the agenda for the Council meeting.
8. If more than the permitted number of speakers apply to speak 'for' or 'against' any item of business, the General Manager or their delegate may request the speakers to nominate from among themselves the persons who are to address the Council on the item of business. If the speakers are not able to agree on whom to nominate to address the Council, the General Manager or their delegate is to determine who will address the Council at the public forum.
9. If more than the permitted number of speakers apply to speak 'for' or 'against' any item of business, the General Manager or their delegate may, in consultation with the Mayor or the

Mayor's nominated Chairperson, increase the number of speakers permitted to speak on an item of business, where they are satisfied that it is necessary to do so to allow the Council to hear a fuller range of views on the relevant item of business.

10. Approved speakers at the public forum are to register with the Council any written, visual or audio material to be presented in support of their address to the Council at the public forum, and to identify any equipment needs no more than three (3) days before the public forum. The General Manager or their delegate may refuse to allow such material to be presented.
11. The General Manager or their delegate is to determine the order of speakers at the public forum.
12. Each speaker will be allowed five (5) minutes to address the Council. This time is to be strictly enforced by the Chairperson.
13. Speakers at public forums must not digress from the item on the agenda of the Council meeting they have applied to address the Council on. If a speaker digresses to irrelevant matters, the Chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the Chairperson, the speaker will not be further heard.
14. A Councillor (including the Chairperson) may, through the Chairperson, ask questions of a speaker following their address at a public forum. Questions put to a speaker must be direct, succinct and without argument.
15. Speakers are under no obligation to answer a question put under Clause 4.14. Answers by the speaker, to each question are to be limited to three (3) minutes.
16. Speakers at public forums cannot ask questions of the Council, Councillors or Council staff.
17. The General Manager or their nominee may, with the concurrence of the Chairperson, address the Council for up to three (3) minutes in response to an address to the Council at a public forum after the address and any subsequent questions and answers have been finalised.
18. Where an address made at a public forum raises matters that require further consideration by Council staff, the General Manager may recommend that the Council defer consideration of the matter pending the preparation of a further report on the matters.
19. When addressing the Council, speakers at public forums must comply with this code and all other relevant Council codes, policies and procedures. Speakers must refrain from engaging in disorderly conduct, publicly alleging breaches of the Council's Code of Conduct, or making other potentially defamatory statements.
20. If the Chairperson considers that a speaker at a public forum has engaged in conduct of the type referred to in Clause 4.19, the Chairperson may request the person to refrain from the inappropriate behaviour and to withdraw and unreservedly apologise for any inappropriate comments. Where the speaker fails to comply with the Chairperson's request, the Chairperson may immediately require the person to stop speaking.
21. Clause 4.20 does not limit the ability of the Chairperson to deal with disorderly conduct by speakers at public forums in accordance with the provisions of Part 14 of this code.
22. Where a speaker engages in conduct of the type referred to in Clause 4.19, the General Manager or their delegate may refuse further applications from that person to speak at public forums for such a period as the General Manager or their delegate considers appropriate.

23. Councillors (including the Mayor) must declare and manage any conflicts of interest they may have in relation to any item of business that is the subject of an address at a public forum, in the same way that they are required to do so at a Council or Committee meeting. The Council is to maintain a written record of all conflict-of-interest declarations made at public forums and how the conflict of interest was managed by the Councillor who made the declaration.

CENTRAL DARLING



SHIRE COUNCIL

ORDINARY COUNCIL MEETING

Wednesday, 23 August 2023

9am

Council Chambers, 21 Reid Street, Wilcannia

BUSINESS PAPER AGENDA

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1 OPENING OF MEETING

The Council Meeting will be declared open by the Mayor/Administrator.

2 ACKNOWLEDGEMENT OF COUNTRY

We would like to acknowledge the traditional custodians of this land and pay respects to Elders past and present.

3 APOLOGIES AND LEAVE OF ABSENCE

3.1 APOLOGIES

3.2 LEAVE OF ABSENCE

4 DISCLOSURES OF INTEREST

Pursuant to the Model Code of Conduct for Local Councils in NSW Councillors and Council staff are required to declare any pecuniary or non-pecuniary conflicts of interest.

RECOMMENDATION:

That the Disclosures of Interest – Pecuniary and Non-Pecuniary be received and noted.

5 CONFIRMATION OF MINUTES

5.1 PREVIOUS MEETING MINUTES

RECOMMENDATION:

That the Minutes of the Ordinary Council Meeting held on 26 July 2023 be received and confirmed as an accurate record.

Attachments:

1. [Ordinary Council Meeting - 26 July 2023](#)

6 NOTICE OF MOTION

Nil

7 MAYORAL (ADMINISTRATOR) MINUTE(S)

7.1 MAYORAL MINUTE - AUGUST

FILE NUMBER: GD23/14041

REPORT AUTHOR: ADMINISTRATOR

RESPONSIBLE DIRECTOR: GENERAL MANAGER

Minister for Local Government Ron Hoenig in his address to the meeting of the Western Division of Councils held in Cobar earlier this month, stated that the Government is working towards taking the Central Darling Shire Council out of administration. The Minister reiterated that communities, “Deserve stable governance, democratic representation and access to sustainable local government services and infrastructure”. At the conference, the General Manager and I met with the Minister and Member for Barwon Roy Butler to discuss the pathway forward. The Minister through the Office of Local Government (OLG) have been reviewing Central Darling Shire Council’s financial sustainability and will receive a report on Service Delivery Infrastructure and Gap Analysis. This report will set out findings to the current state of Central Darling Shire Councils capacity and capability as an infrastructure and service delivery entity; describe the options for an ideal future state for an acceptable standard of infrastructure and service delivery; identifies the service delivery and funding gap. The ongoing challenge for Central Darling Shire is financial sustainability and this is the critical issue that must be addressed given an annual rate take in the order of \$931k and a population of over an area the size of Tasmania.

The administration has been gazetted to end at the September 2024 local government elections and we are awaiting formal advice to contract the NSW Electoral Commission to conduct the elections. The General Manager and I are working towards that date and are undertaking the necessary background work required to meet electoral requirements. This will require a review of the ward boundaries to ensure each ward meets the requirements under section 211 of the *Local Government Act 1993*. The General Manager will be bringing forward a report on this matter and residents are encouraged to make a submission on the proposed ward boundaries.

Congratulations to all staff on their efforts to improve communication and winning the RH Dougherty award for our monthly resident newsletter from LGNSW, this is certainly an achievement. To build on this the organisation has recently reviewed and adopted a New Customer Service Charter and staff training has been conducted.

The soil turning for the construction of the \$9m Baaka Centre in Wilcannia is great news as this development will provide significant opportunities across the Shire. Congratulations to all that have worked towards this point and in twelve months we should see the opening.

If all levied general rates are paid in full for the financial 23/24 year, this would be in the order of \$932k Council would receive. Council also annually receives in the order of \$7m from Federal Financial Assistance Grants to cover operations a component for road construction and maintenance activities. We are continually required to seek funding for competing priorities across the entire shire on council expenditure. This year we faced a significant increase in costs to cover the Emergency Service Levy from the State Government to support the RFS and SES services. This expense takes in the order of \$257k out of our discretionary budget. Council operational staff located in our towns do not service just that location, but the surrounding area as well, which their costs in some instances are supported by other funded projects and private works.

I have received several representations from residents regarding service levels particularly in respect to presentation of towns and villages. Increased service levels to the community can only be increased to a higher standard if Council is to receive additional income. This is something I have been in discussions with the Minister and OLG to support any incoming elected Council. The other alternative is to reduce services in other areas and to redirect the funding. Given the many demands and priorities across all communities, this is not the desired approach.

Attachments:

NIL

8 FINANCIAL REPORTS

8.1 REQUEST FOR FINANCIAL ASSISTANCE – COUNTRY WOMEN'S ASSOCIATION, IVANHOE BRANCH

FILE NUMBER: GD23/13180

REPORT AUTHOR: ACTING RATES OFFICER

RESPONSIBLE DIRECTOR: FINANCE MANAGER

EXECUTIVE SUMMARY:

The purpose of this report is to seek Council's approval to the request from Country Women's Association, Ivanhoe Branch, for financial assistance under Council's Community Grants Policy to assist with payment of the 2023-24 annual service charges levied by Council on the association's property at 64 Columbus Street, Ivanhoe NSW.

RECOMMENDATION:

That Council will:

1. Receive the report.
2. Approve financial assistance of \$1,000 to the Country Women's Association, Ivanhoe Branch under Council's Community Grants Policy to partially cover the annual service charges levied on 64 Columbus Street, Ivanhoe NSW for the 2023-24 period.

BACKGROUND:

Council adopted the Community Grants Policy at its Ordinary Meeting on the 29 June 2022. That Policy provides for Council to provide Financial Assistance to not for-profit community-based organisations, groups and individuals that meet community needs and to benefit residents within our community. The Policy also provides that in-kind support for the waiver of Rates, Fees, Charges, and goods is considered Financial Assistance within this Policy and therefore may be eligible for consideration.

Council has previously provided the CWA Ivanhoe Branch (CWA Ivanhoe) with assistance under the Community Grants Policy in respect of the 2019-20, 2020-21, 2021-22 and 2023-24 annual service charges.

REPORT:

The CWA Ivanhoe owns and operates from its premises located at 64 Columbus Street, Ivanhoe NSW.

CWA Ivanhoe provides a strong support network and lobby to improve conditions and welfare of women and families especially in isolated rural areas as a regular supporter of community events in the Ivanhoe district. It is wholly dependent upon a team of volunteers to sustain its continuance.

The aims of the CWA of NSW are:

- a) To bring all women and families together and form a network of support.
- b) To provide a forum for the voice of all women in New South Wales and Australian Capital Territory.
- c) To improve conditions and welfare of all women and families especially in country areas.
- d) To support schemes which enhance the value of country living, especially health and educational facilities.
- e) To encourage development in regional areas and to increase the viability of rural communities and the environment.

- f) To provide a voice to Government at all levels.
- g) To promote international goodwill friendship understanding and tolerance between all people.

In it's application for assistance, it is stated:

"Our branch is an active organisation within the Ivanhoe community, we regularly provide catering for local community events such as funerals, football and the Cancer Councils Biggest morning tea.

If we are able to receive this grant it will mean that we will have more funds to continue to provide a valuable service to our community."

The application is to assist with payment of the annual service charges levied on the CWA premises in Ivanhoe. The amount of the levy payable by the association is \$1,504.00 consisting of annual charges for waste and water supply services. Given the premises are used on an occasional basis only, the demand placed on the waste and water supply services is also considered to be extremely low and as is the actual cost of providing these services to the CWA Ivanhoe.

The Community Grants policy limits assistance to \$1000 per year and requires applicants to meet certain criteria including that it has no outstanding debts of any kind to Council. That criteria and all others within the policy are met.

As maximum funding provided under the Policy is less than that requested, if this request is approved as recommended, CWA Ivanhoe will need to cover the shortfall of \$504.00 from other sources.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPEARTIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
1 Community and Culture	1.4 Local sport and recreation	1.4.4 Provide ongoing financial and other support to community groups in organising and managing community sports activities and events

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive
Environmental	NA
Economic	NA
Governance	NA

Financial and Resource Implications:

An allocation of \$40,000 was made by Council under the Donations & Contributions budget for 2023-24, of which only \$1,000 has been expended or committed to date.

Policy, Legal and Statutory Implications:

Assistance is permitted under *Section 356 of the Local Government Act 1993* and the application fully satisfies the criteria set out in Council's Community Grants Policy.

Risk Management - Business Risk/Work Health and Safety/Public:

No risks identified.

OPTIONS:

1. Refuse application completely.

2. Approve application for a lesser amount.

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:

Internal Exhibition:

Not required.

External Exhibition:

Not required.

Attachments:

1. [Community Granst Application - CWA Ivanhoe](#) ↓ 

8.2 REQUEST FOR FINANCIAL ASSISTANCE - CENTRAL DARLING PISTOL CLUB INC**FILE NUMBER: GD23/13220****REPORT AUTHOR: ACTING RATES OFFICER****RESPONSIBLE DIRECTOR: FINANCE MANAGER**

EXECUTIVE SUMMARY:

The Central Darling Pistol Club Incorporated has requested financial assistance to cover the Ordinary Rates levied on its property at 123 Menindee Road Menindee for 2023-24.

RECOMMENDATION:

That Council will:

1. Receive the report.
2. Approve financial assistance of \$501.80 to the Central Darling Pistol Club Incorporated under Council's Community Grants Policy to cover the Ordinary Rates levied for 2023-24 on 123 Menindee Road Menindee.

BACKGROUND:

Council adopted the Community Grants Policy at its Ordinary Meeting on the 29 June 2022. That Policy provides for Council to provide Financial Assistance to not for-profit community-based organisations, groups and individuals that meet community needs and to benefit residents within our community. The Policy also provides that in-kind support for the waiver of Rates, Fees, Charges, and goods is considered Financial Assistance within this Policy and therefore may be eligible for consideration.

Council previously provided the Central Darling Pistol Club Incorporated with assistance of \$494.47 under the Community Grants Policy to cover the Ordinary Rates levied on its Menindee property for 2020-21.

REPORT:

The Central Darling Pistol Club Incorporated operates its pistol range on its property at 123 Menindee Road Menindee. The financial assistance requested is to cover the annual rates of \$501.80 levied on that property for the 2023-24 period.

The Club's states that it is the only firearms related club still functioning in the district following the closure of the Menindee Gun Club and that it provides a friendly, safe place for its members to pursue their sporting interests.

The Central Darling Pistol Club Incorporated has been incorporated since 1990. The club and its members are affiliated with the New South Wales Amateur Pistol Association (NSWAPA) Incorporated, which is the peak body for the sport in NSW. The NSWAPA is, in turn is affiliated with through Pistol Australia, Australia's peak pistol shooting body, with Shooting Australia.

The objectives of NSWAPA are:

- promote and coordinate responsible pistol shooting sports, both competitive and recreational, of all disciplines within New South Wales, and;
- to promote and coordinate participation in, and organisation of statewide competitions supporting sustainable international success in line with AISL's goals.

The application meets the criteria of Council's Community Grants Policy and the club's purpose, and functions align with Council's Community Strategic Plan.

Links to the Community Strategic Plan and Delivery Program and Operational Plan:

Focus/Goals/Objectives	Strategic Area	Actions
1 Community and Culture	1.4 Local sport and recreation	1.4.4 Provide ongoing financial and other support to community groups in organising and managing community sports activities and events.

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive
Environmental	NA
Economic	NA
Governance	NA

Financial and Resource Implications:

An allocation of \$40,000 was made by Council under the Donations & Contributions budget for 2023-24, of which only \$1,000 has been expended or committed to date, with a further application for assistance \$1,000 currently pending.

Policy, Legal and Statutory Implications:

Assistance is permitted under *Section 356 of the Local Government Act 1993* and the application fully satisfies the criteria set out in Council's Community Grants Policy.

Risk Management - Business Risk/Work Health and Safety/Public:

No risks identified.

OPTIONS:

1. Refuse application completely.
2. Approve application for a lesser amount.

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:**Internal Exhibition:**

Not required.

External Exhibition:

Not required.

Attachments:

1. [Community Grants Application - Central Darling Pistol Club Incorporated](#)  
2. [Association Details - Central Darling Pistol Club Incorporated](#)  

8.3 CASH AND INVESTMENTS REPORT - JULY 2023**FILE NUMBER: GD23/14042****REPORT AUTHOR: MANAGEMENT ACCOUNTANT****RESPONSIBLE DIRECTOR: GENERAL MANAGER****EXECUTIVE SUMMARY:**

This report is to provide a summary of Council's cash and investments as at the 31st July 2023. Council's total cash assets as at 31st July 2023 are: \$15,295,407.87.

RECOMMENDATION:

That Council will:

1. Receive the report

REPORT:

In accordance with *Clause 212 of the Local Government (General) Regulations 2005*, a monthly report setting out details of all money that Council has invested under *Section 625 of the Local Government Act 1993* is required to be submitted to Council.

Cash and Investment Accounts:

Cash & Investment Accounts	Current Month	Last Month	Movement	Interest Rate	Current Month Interest	YTD Interest
Westpac 11am Investment Account	\$5,000,000.00	\$1,500,000.00	\$3,500,000.00	1.55%	\$3,121.36	\$3,121.36
Operating Account	\$10,295,407.87	\$10,573,949.87	(\$278,542.00)	N/A	NIL	NIL
Post Office Clearing Account	\$46,987.30	\$46,987.30	NIL	N/A	NIL	NIL
Total Cash at Bank as at 31st July 2023					\$15,342,395.17	

Commentary:

The net movement of cash for the month of July 2023 was an increase of \$3,221,458.00.

Payments for wages and creditors for the month of July 2023 totalled \$5,209,386.29.

Receipts and transfers for the month of June 2023 totalled \$15,930,844.29 with major receipts being:

- NSW SES \$32,000.00
- Department of Regional NSW \$214,500.00
- Transport for NSW Road grants \$4,462,554.91

Restrictions:

The level of unrestricted funds required by Council is generally \$1,000,000. Currently Council's unrestricted funds are below this level. This can occur due to a timing difference when funds are required to finance grant funded projects in advance. This is due to the increased restriction on unexpended grants caused largely by the pre-payment of grants in full at the end of the 2023 financial year.

Restricted Cash and Investments

	Jul-23 (\$000's)
Externally Restricted	
Specific purpose unexpended grants ⁽¹⁾	10,750
Water supplies	917
Sewerage services	1,340
Domestic waste management	421
Total Externally Restricted	13,428
(1) Funds that must be spent for a specific purpose	
Internally Restricted ⁽²⁾	
Employee Leave Entitlements	935
Plant and vehicle replacement	8
Waste management Reserve	105
Total Internally Restricted	1,048
(2) Funds that Council has earmarked for a specific purpose	
Total Restricted Funds	14,476
Total Cash & Investments	15,342
Unrestricted Funds (i.e. available after the above Restrictions)	866

There are no expected major incomes in August:

Attachments:

NIL

8.4 GRANTS REGISTER - JULY 2023**FILE NUMBER: GD23/14043****REPORT AUTHOR: MANAGEMENT ACCOUNTANT****RESPONSIBLE DIRECTOR: GENERAL MANAGER**

EXECUTIVE SUMMARY:

The purpose of this report is to provide a summary Council's current year grant funding applications status as of 31st July 2023.

RECOMMENDATION:

That Council will:

1. Receive the report.

BACKGROUND:

To deliver Council's commitment to transparency and improved financial management, Council has developed a Grants and Contributions Register, to provide information on grants applied for and received.

REPORT:

For the month of July 2023, a number of acquittals are scheduled to be completed in line with the reporting requirements of the funding deeds.

Morris & Piper continue to assist with grant submissions, approvals and acquittals. Their monthly report for July 2023 including a work plan up to September 2023 is attached to this report.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
2 Local & Regional Governance	2.1 Shire governance	2.1.1 Design and implement governance systems within the shire that are culturally responsive and ensure communities have effective local democratic structures and representation

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive
Environmental	Positive
Economic	Positive
Governance	Positive

Financial and Resource Implications:

Ensures that any funding sourced is being deployed within the approved scope of services, works and facilities for which they were intended.

Policy, Legal and Statutory Implications:

Regulation 208 of the Local Government (General) Regulation 2005 provides a requirement that:

A member of the staff of a council who has control of any of the council's accounting records must—

(a) produce those records for inspection and audit in proper order whenever directed or requested to do so by the council's mayor, responsible accounting officer, general manager (if not the council's responsible accounting officer) or auditor or by the Director-General or a person to whom the Director-General's functions under *section 430 of the Act* have been delegated or subdelegated under *section 745 of the Act*, and

(b) render all practicable assistance to the mayor, responsible accounting officer, general manager, auditor, the Director-General, or such a delegate or subdelegate with respect to those records.

Risk Management - Business Risk/Work Health and Safety/Public:

Periodic reporting enables Council to keep both funding providers and the community informed on the deployment of those funds as intended and as such significantly mitigate the risk of inappropriate usage of those funds.

OPTIONS:

Nil

COUNCIL SEAL REQUIRED:

No



COMMUNITY ENGAGEMENT AND COMMUNICATION:**Internal Exhibition:**

Nil

External Exhibition:

Nil

Attachments:

1. [July 2023 Grant status](#) ↓ 
2. [MP Monthly Report to CDSC July 2023](#) ↓ 

9 GOVERNANCE REPORTS

9.1 NEW POLICY - ACQUISITION AND DISPOSAL OF LAND

FILE NUMBER: GD23/13181
REPORT AUTHOR: GOVERNANCE OFFICER
RESPONSIBLE DIRECTOR: GENERAL MANAGER

EXECUTIVE SUMMARY:

The purpose of this report is to seek adoption of the Acquisition and Disposal of Land Policy (Version One).

RECOMMENDATION:

That Council will:

1. Receive the report.
2. Resolve to adopt the Acquisition and Disposal of Land Policy.

BACKGROUND:

Central Darling Shire Council (CDSC)'s processes for the acquisition and disposal of land are compliant with legislation, but no specific policy has previously been adopted. A formal policy, available to the public, helps ensure transparency and accountability.

At the Ordinary Council Meeting on 28 June 2023, Council approved the draft Acquisition and Disposal of Land Policy and resolved to place the policy on Public Exhibition for a period of 28 days.

REPORT:

CDSC (as the custodian of public assets) acquires and disposes of all property interests in an open market format to ensure due probity of process, optimal financial return, and minimal risk. CDSC's dealings in land are more regulated than if Council was a private landowner, and all dealings in CDSC land can only be achieved through a resolution of Council.

This policy has been developed to outline the framework for a transparent process that adheres to the relevant legislation and provides the best value outcome for CDSC.

The *Local Government Act 1993* requires the public exhibition of Policies (if new or including significant changes) and adoption by Council. No comments or requests for variation were received during the exhibition period of 3 July 2023 – 1 August 2023, so the Acquisition and Disposal of Land Policy is now ready for adoption.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
2 Local & Regional Governance	2.1 Shire governance	2.1.4 Ensure that governance of the shire is focused on the effective planning and delivery of adequate and

		appropriate services and facilities to local communities
--	--	--

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	NA
Environmental	NA
Economic	Positive
Governance	Positive

Financial and Resource Implications:

Nil.

Policy, Legal and Statutory Implications:

The policy will guide both Council and the public in the acquisition and disposal process, ensuring Council meets its obligations under a range of legislation, and outlining the transparent processes to achieve best value outcomes.

Risk Management - Business Risk/Work Health and Safety/Public:

Failure to implement a formal Acquisition and Disposal of Land Policy may mean loss of public confidence in CDSC's actions in these areas.

OPTIONS:

That Council:

Approves the draft policy as presented, or, makes recommendations for any changes needed before approval.

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:**Internal Exhibition:**

To the Management/Executive (ManEx) group and Finance team.

External Exhibition:

On CDSC's website.

Attachments:

1. [Acquisition and Disposal of Land Policy \(Version One\)](#)  

9.2 CYBER SECURITY POLICY

FILE NUMBER: GD23/13492
REPORT AUTHOR: GOVERNANCE OFFICER
RESPONSIBLE DIRECTOR: GENERAL MANAGER

EXECUTIVE SUMMARY:

The purpose of this report is to seek the adoption of the Cyber Security Policy (Version One).

RECOMMENDATION:

That Council will:

1. Receive the report.
2. Adopt the Cyber Security Policy.

BACKGROUND:

Cyber Security covers all measures used to protect systems – and information processed, stored, or communicated on these systems – from compromise of confidentiality, integrity, and availability. A cyber-attack or incident has a risk of major disruption to Central Darling Shire Council (CDSC)'s services and operations, with genuine risk to infrastructure and services.

The new Cyber Security Policy is designed to provide a high-level overview of CDSC's processes and responsibilities, in accordance with standards recommended for all NSW Local Government by Cyber Security NSW.

At the Ordinary Council Meeting on 28 June 2023, Council approved the draft Cyber Security Policy, and resolved to place the policy on Public Exhibition for a period of 28 days.

REPORT:

CDSC is increasingly dependent on digital technologies, which are targets for state-based, criminal, and activist threats. Strong cyber security enables the effective use of technology and ensures confidence in the services provided by CDSC. Although CDSC has engaged a third-party ICT provider, Council is still responsible for:

- Implementing cyber-security planning and governance.
- Building a cyber-security culture across the organisation.
- Managing cyber-security risks to safeguard and secure information and systems.
- Improving resilience, including the ability to rapidly detect cyber incidents and respond appropriately.

The Cyber Security Policy defines CDSC's processes and responsibilities to achieve these.

The *Local Government Act 1993* requires the public exhibition of Policies (if new or including significant changes) and adoption by Council. No comments or requests for variation were received during the exhibition period of 3 July 2023 – 1 August 2023, so the Cyber Security Policy is now ready for adoption.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
2 Local & Regional Governance	2.1 Shire governance	2.1.4 Ensure that governance of the shire is focused on the effective planning and delivery of adequate and appropriate services and facilities to local communities

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	NA
Environmental	NA
Economic	Positive
Governance	Positive

Financial and Resource Implications:

Failure to implement a Cyber Security Policy may mean financial losses, due to fraud or error.

Policy, Legal and Statutory Implications:

This is a strategic policy which has been recommended for development by the NSW Audit Office.

Risk Management - Business Risk/Work Health and Safety/Public:

Without a formal policy in place, CDSC may be exposed to a greater risk of cyber-security issues.

OPTIONS:

That Council:

Adopts the draft policy as presented, or, makes recommendations for any changes needed before adoption.

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:

Internal Exhibition:

To the Management/Executive (ManEx) Team.

External Exhibition:

On CDSC's website.

Attachments:

1. [Cyber Security Policy \(Version One\)](#).  

9.3 FUEL CARD POLICY

FILE NUMBER: GD23/13494
REPORT AUTHOR: GOVERNANCE OFFICER
RESPONSIBLE DIRECTOR: GENERAL MANAGER

EXECUTIVE SUMMARY:

The purpose of this report is to seek adoption of the Fuel Card Policy (Version One).

RECOMMENDATION:

That Council will:

1. Receive the report.
2. Resolve to adopt the Fuel Card Policy.

BACKGROUND:

Documents currently used by CDSC for Fuel Card controls are internal forms, whereas a formal policy format helps ensure consistency and compliance. At the Ordinary Council Meeting on 28 June 2023, Council approved the draft Fuel Card Policy, and resolved to place the policy on Public Exhibition for a period of 28 days.

REPORT:

In accordance with the Central Darling Shire Council (CDSC) Internal Audit Program, an Internal Audit was conducted on Council's Fuel Card activities. Internal Audit findings and recommendations were presented to the Audit and Risk Improvement Committee (ARIC). Management agreed with the Internal Audit recommendation to develop and implement a formal Fuel Card Policy to be adopted by Council.

Internal Audit provided sample documents to help with the draft Fuel Card Policy, and forms already in use have been incorporated. Cards have historically been allocated to a specific person, rather than an individual item of plant, requiring manual input of vehicle/plant costings. This increases the risk of error, so cards will in future be allocated to items of fleet. Details have also been added on the consequences of non-compliance, consistent with a risk management approach of implementing controls to deter and detect deliberate misuse of Fuel Cards. A policy attachment, to be signed and returned, provides clear guidelines of procedures to be followed.

The *Local Government Act 1993* requires the public exhibition of Policies (if new or including significant changes) and adoption by Council. No comments or requests for variation were received during the exhibition period of 3 July 2023 – 1 August 2023, so the Fuel Card Policy is now ready for adoption.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
2 Local & Regional Governance	2.1 Shire governance	2.1.4 Ensure that governance of the shire is focused on the effective planning and delivery of adequate and

		appropriate services and facilities to local communities
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SUSTAINABILITY ASSESSMENT:

	Assessment
Social	NA
Environmental	NA
Economic	Positive
Governance	Positive

Financial and Resource Implications:

Failure to implement a formal Fuel Card Policy may mean inconsistent or inefficient practices resulting in financial losses, due to fraud or error.

Policy, Legal and Statutory Implications:

The *Local Government Act 1993* (Section 8B) and the *Local Government Regulation 2021* (clause 209) require all Councils to establish effective internal control mechanisms for financial management, expenditure and accounting records.

Risk Management - Business Risk/Work Health and Safety/Public:

The new Fuel Card Policy enforces best practice fuel purchasing and details the responsibilities of individual cardholders. It also adds another control to mitigate Fleet Management risks, per Council's Operational Risk Register.

OPTIONS:

That Council:

Adopts the draft policy as presented, or, makes recommendations for any changes needed before adoption.

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:**Internal Exhibition:**

To all CDSC fuel card holders, the Finance Team, and Management/ Executive (ManEx) group.

External Exhibition:

On CDSC's website.

Attachments:

1. [Fuel Card Policy \(Version One\)](#) 

9.4 CUSTOMER SERVICE CHARTER

FILE NUMBER: GD23/13537
REPORT AUTHOR: GOVERNANCE OFFICER
RESPONSIBLE DIRECTOR: GENERAL MANAGER

EXECUTIVE SUMMARY:

The purpose of this report is to seek adoption of Central Darling Shire Council's Customer Service Charter (Version One).

RECOMMENDATION:

That Council will:

1. Receive the report.
2. Resolve to adopt the Customer Service Charter.

BACKGROUND:

The Customer Service Charter details our service and communication commitment to customers. It has been developed to outline Council's service standards and provide an understanding of what customers can expect from us, and what we ask of our customers.

At the Ordinary Council Meeting on 28 June 2023, Council approved the draft Customer Service Charter (the Charter) and resolved to place the Charter on Public Exhibition for a period of 28 days.

REPORT:

The completion of the Charter is action identified for completion in CDSC's delivery program and operational plan.

The Charter communicates CDSC's commitment to our customers and the service they should expect from Council. It outlines how CDSC will respond and communicate, including communications response times, and how customers can provide CDSC with feedback including compliments, complaints, and suggestions.

The Charter also provides an accountability mechanism for CDSC's commitment to customers and helps in creating a consistent customer-centric philosophy across the organisation. As it is primarily designed for use by the public, the Charter has not been transferred into the usual policy template; this is consistent with the approach taken by other Councils.

The *Local Government Act 1993* requires the public exhibition of Policies (if new or including significant changes) and adoption by Council. No comments or requests for variation were received during the exhibition period of 3 July 2023 – 1 August 2023, so the Customer Service Charter is now ready for adoption. The provisions of the Charter were also detailed to employees during an all-staff training day held on 27 July 2023.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
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2 Local & Regional Governance	2.1 Shire governance	2.1.2 Undertake ongoing engagement with shire Communities to ensure their input in the design of local governance structures and services
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SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive
Environmental	NA
Economic	NA
Governance	Positive

Financial and Resource Implications:

Nil.

Policy, Legal and Statutory Implications:

Nil.

Risk Management - Business Risk/Work Health and Safety/Public:

The Charter contributes to CDSC's values of Customer Service and Continuous Improvement and is part of the delivery program which was developed following community consultation.

OPTIONS:

That Council adopts the Customer Service Charter as presented, or, makes recommendations for any changes needed before adoption.

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:**Internal Exhibition:**

All Staff.

External Exhibition:

On CDSC's website.

Attachments:

1. [Customer Service Charter \(Version One\)](#) ↓ 

9.5 COMMUNITY HERITAGE GRANTS-STORIES BEHIND THE STONES

FILE NUMBER: GD23/13757
REPORT AUTHOR: GENERAL MANAGER
RESPONSIBLE DIRECTOR: GENERAL MANAGER

EXECUTIVE SUMMARY:

Council has been notified of being successful for the Community Heritage Grant in receiving \$45,455 for the “Stories behind the Stones” project. Stories behind the Stones aims to transform the experience of visitors to the region. It will allow people of all ages and backgrounds to engage with the fascinating heritage embodied within the region’s pioneer cemeteries by including additional modules to the existing Central Darling Trail Heritage Trail App.

RECOMMENDATION:

That Council will:

1. Receive the report.
2. Acknowledge the engagement of Dr Bernadette Drabsch and Mr. Ben Churcher in accordance with the *Local Government Act 1993* - Section 55 (3) services being sought are of such as specialized and urgent in nature.
3. Endorse the General Manager to engage Dr Bernadette Drabsch and Mr. Ben Churcher for \$45,455 (ex gst)
4. A report be presented to Council on completion of Stories behind the Stones modules.

BACKGROUND:

Council has been notified Stories behind the Stones project will extend upon the new Central Darling Heritage Trail App, providing carefully researched historical information about specific individuals at the touch of a button. This will enable visitors to tour the cemeteries at White Cliffs, Wilcannia, Ivanhoe, and Menindee at their own pace and engage with the embodied heritage within each cemetery. Stories belonging to the region’s early inhabitants will be shared in a sensitive and respectful manner through a collection of four modules specifically designed to provide a balance of comprehensive historical information (i.e., a list of every marked grave) and a selection of specific stories, based on key individuals.

It is proposed that the Stories behind the Stones modules will be co-created by Historian and App consultant Dr Bernadette Drabsch and Heritage Specialist Mr. Ben Churcher, in collaboration with community members from the towns of Wilcannia, White Cliffs, Menindee, and Ivanhoe. The stand-alone modules will be designed to extend and sit within the new *Central Darling Heritage Trail App*, which was launched in March 2023. While the current form of the Heritage Trail app includes the cemeteries, it only provides a light touch and does not delve deeply into the stories of the buried individuals. In contrast, the proposed Stories behind the Stones modules will have a more focused approach, paying particular attention to those most often overlooked in historic accounts – such as the pioneering women, children, migrants, and Indigenous residents.

REPORT:

Stories behind the Stones will share the rich tapestry of history associated with the towns of Wilcannia, White Cliffs, Ivanhoe, and Menindee. The stories will be told through engaging text and high quality photographs. The modules will be positioned within the *Central Darling Heritage Trail app*, freely downloadable to any Apple and Android phone, ensuring inclusivity. The GPS functionality of the mobile device will enable the app to be used offline and via armchair mode, allowing for a wider target audience. Visitors to the cemeteries will receive notifications based on where they are via GPS alerts, allowing for better navigation through the cemeteries via a beautifully

customised interface, designed to be user friendly for people of all ages. The viewers will be provided with in-depth interpretive content and local information which will bring the pioneering heritage of the Central Darling to life.

Genealogy, the study of family ancestry, is booming. More and more our desire to know our ancestors is exerting a strong hold on us and the popularity of shows like 'Who do you think you are?' and websites like Ancestry.com demonstrate that piecing together family histories is a growing hobby for many Australians. For many, the driving force is the search itself, enabling everyday people to become detectives, piecing together little snippets of evidence, as they form a narrative to better understand where they came from and consider what has shaped them into the people they are today. This desire for connectedness is about relationships, self-identity, and finding a sense of place in the world.

The target audience would include a variety of people, such as local residents who might like to learn more about the individuals who built their town, or visitors to the region who would like to be entertained with stories of daring paddle-steamer captains, eccentric German opal dealers, hardworking Chinese market gardeners, or Indigenous soldiers. The app will also appeal to the family historians, searching for long-lost relatives.

Having the comprehensive Stories behind the Stones cemetery modules sitting within the larger Heritage Trail app will provide those who would like to know more about the individuals behind the engraved names the opportunity to do so.

The cost for Stories behind the Stones modules to be carried out in partnership with Dr Bernadette Drabsch and Mr. Ben Churcher for \$45,455 (ex gst). Dr Bernadette Drabsch and Mr. Ben Churcher along with University of Newcastle students successfully developed the Central Darling Shire Heritage Trail App without any cost overruns and are more than capable to deliver Stories behind the Stones modules. The Funding Deed activities must commence within 6 months from the commencement date and the activities must be completed by 15 April 2025. Council Procurement Policy Quotation and Tender Threshold values between \$30,000- \$249,000, requires three written quotes. Seeking additional quotes from providers has been problematic as there is lack of interest due to other commitments, and if so, their quotes would most likely exceed the current funding budgetary restraints and timeframes in the delivery of their work. Therefore, it would be prudent for Council to engage Dr Bernadette Drabsch and Mr. Ben Churcher for \$45,455 (ex gst) to commence works on the Stories behind the Stones modules due to their experience in developing the Central Darling Heritage Trail App to ensure meeting 15 April 2025 deadline.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
1 Community and Culture	1.4 Local sport and recreation	1.4.3 Provide financial and other support for communities in the shire, to pursue new initiatives in local sporting and recreation activities
4 Local Economy	4.3 Tourism	4.3.5 Identify and pursue opportunities to use digital technologies to promote tourism across the shire
		4.3.7 Identify future infrastructure needs to accommodate increased tourism

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive
Environmental	Positive

Economic	Positive
Governance	NA

Financial and Resource Implications:

Nil-project fully funded.

Policy, Legal and Statutory Implications:

Nil

Risk Management - Business Risk/Work Health and Safety/Public:

Nil

OPTIONS:

Council can elect to not accept the grant, or alternatively seek additional quotations to undertake the development of the modules.

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:**Internal Exhibition:**

Nil

External Exhibition:

No public exhibition is required. However, community and public notification would be done once the development of the modules have been completed and accessible.

Attachments:

1. [Letter-Department of Planning and Environment](#) ↓ 
2. [Breif and quote-Stories behind the Stones](#) ↓ 

9.6 COUNCIL WARD BOUNDARIES REVIEW.**FILE NUMBER: GD23/13973****REPORT AUTHOR: GENERAL MANAGER****RESPONSIBLE DIRECTOR: GENERAL MANAGER****EXECUTIVE SUMMARY:**

Central Darling Shire Council is currently in Administration, has been since late 2013. The Minister for Local Government, Ron Hoening MP, has indicated Central Darling Shire Council will come out from administration at the next general elections for NSW Local Government, September 2024. Under section 211 of the *Local Government Act 1993* councils that are divided into wards must keep ward boundaries under review to ensure the difference in elector numbers between wards does not exceed 10%, currently there is variance of 40% between A and C Wards. Therefore, it is necessary for Ward boundaries to be adjusted prior to September 2024 Local Government elections.

RECOMMENDATION:

That Council will:

1. Receive the report.
2. Place Option 1 and Option 2 Public Exhibition for 28 days and open for public comment for 42 days (concurrently).
3. At the closure of the Public Exhibition and Public Comment, a report be prepared and presented to Council on the preferred option.

BACKGROUND:

Prior to administration of Council, Central Darling Shire Council had nine Councillor positions and 3 wards (3 councillors per ward). The mayor was elected from these nine councillors for a two-year term by the councillors. Central Darling currently has three wards centred around the main population Centres:

A Ward- Wilcannia, Sunset Strip & White Cliffs

B Ward-Ivanhoe & Tilpa

B Ward-Menindee

These are the current enrolment figures as a 25 July 2023:

Central Darling A	405	Largest
Central Darling B	385	
Central Darling C	290	Smallest
Total	1080	
	115	Difference
	40%	% Variance

Under section 211 of the *Local Government Act 1993* councils that are divided into wards must keep ward boundaries under review to ensure the difference in elector numbers between wards does not exceed 10%. Changes in Central Darling enrolment have increased the LGAs enrolment to 1080 and shifted the largest ward to A Ward. There is currently a variance of 40% between the largest and smallest ward in Central Darling. With such small electors' numbers, a discrepancy of approximately 35 electors between the largest and smallest ward will push the boundaries out of the

accepted 10% variance. As outlined in the OLG circular 23-05 the deadline for ward boundary changes has been set at 5 October 2023.

REPORT:

There were only two Options that came in under the 10% due to the small number of electors the wards need to have less than 35 electors' difference between them which makes drawing reasonable boundaries exceptionally difficult.

Option 1- leaves White Cliffs in A Ward but splits Wilcannia along the river, placing 23 electors into B Ward. It moves Sunset Strip and electors in the locality of Menindee between the river and the northern locality boundary into C Ward. This scenario is currently at 8.7%

Option 2- Moves White Cliffs into B Ward but maintains all of Wilcannia Township in A Ward. This also results in several electors in the northern and eastern part of the rural sections of the Menindee locality moving into A Ward. Sunset Strip electors have moved into C Ward. This Scenario is currently at 8.6%.

The other scenarios of moving of (a) white cliffs into B Ward and Sunset Strip and Menindee into C Ward results in a variance of 17.9% and (b) as in A plus western Wilcannia electors moving into A Ward result in a variance of 16.9%.

The deadline for the submission of Ward boundaries is 5 October 2023. Prior to this deadline the proposed boundaries need to be agreed resolved by Council to place on Public Exhibition for 28 days and open for public comment for 42 days (concurrently). Any submissions received then need to be considered and the final boundaries adopted by council. In Order to meet this Deadline, the boundaries would need to commence the public exhibition period by August 21. The Council will be required write to the commissioner to seek an extension of up to 3 weeks, which may be granted to this timeline. It is unlikely any further extensions can be granted as it would begin to seriously impact on the election preparation for the whole of the state.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
2 Local & Regional Governance	2.1 Shire governance	2.1.2 Undertake ongoing engagement with shire Communities to ensure their input in the design of local governance structures and services
		2.1.4 Ensure that governance of the shire is focused on the effective planning and delivery of adequate and appropriate services and facilities to local communities

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	NA
Environmental	NA
Economic	NA
Governance	Positive

Financial and Resource Implications:

Nil

Policy, Legal and Statutory Implications:

Under section 211 of the *Local Government Act 1993* councils that are divided into wards must keep ward boundaries under review to ensure the difference in elector numbers between wards does not exceed 10%.

Councils are required under section 210A of the *Local Government Act 1993* to consult the Electoral Commissioner before dividing a Council's area into wards.

Councils are required under section 210A of the Local Government Act 1993 No 30 to consult the Electoral Commissioner before dividing a Council's area into wards;

210A -Consultation, public notice and exhibition of proposals regarding ward boundaries

1. Before dividing a council's area into wards or altering a council's ward boundaries, the council must— (a) consult the Electoral Commissioner and the Australian Statistician to ensure that, as far as practicable, the proposed boundaries of its wards correspond to the boundaries of appropriate districts (within the meaning of the Electoral Act 2017) and census districts, and to ensure that the proposed boundaries comply with section 210(7), and

2. prepare and publicly exhibit a plan detailing the proposed division or alteration (the ward boundary plan).

Risk Management - Business Risk/Work Health and Safety/Public:

Nil

OPTIONS:

As stated above, it is necessary for the adjustment of Ward boundaries to be >10%, there are only two options for consideration.

COUNCIL SEAL REQUIRED:

No







COMMUNITY ENGAGEMENT AND COMMUNICATION:**Internal Exhibition:**

Nil

External Exhibition:

Public exhibition for 28 days and open for public comment for 42 days (concurrently).

Attachments:

1. [Central Darling current Ward Boundaries](#)  
2. [Central Darling propped Option 1](#)  
3. [Central Darling proposed Option 2](#)  

9.7 PROPOSED CHANGES TO ORGANISATION STRUCTURE**FILE NUMBER: GD23/13974****REPORT AUTHOR: HUMAN RESOURCE OFFICER****RESPONSIBLE DIRECTOR: GENERAL MANAGER**

EXECUTIVE SUMMARY:

This report provides details of changes being proposed to the organisation structure as a result of the departure of the Director Business Services.

RECOMMENDATION:

That Council will:

1. Receive the report
2. Endorse the proposed organisation structure changes being the:
 - (a) Reallocation of the Director Business Services position to facilitate the creation of a Customer Service Manager role reporting to the General Manager
 - (b) Reporting of the Finance Manager to the General Manager

BACKGROUND:

The role of Director Business Services has not been undertaken since October 2022 when the incumbent took personal leave.

With former incumbent subsequently leaving Council, it was appropriate to review the structure of the Business Services Department to ensure that it was able to deliver on the Community Strategic Plan. During the review period, an interim Customer Service Manager appointed to ensure continuity of customer focused business activities.

REPORT:

Following a review of the key activities and functions being undertaken across the Business Services Department, consideration was given to flattening out the structure resulting into two (2) departments, Finance and Customer Service, each headed up by a manager.

The proposed change will see the following benefits:

1. A dedicated team focused on delivering sound customer experience externally while also driving a strong internal customer service focus as one organisation.
2. A stronger finance team that is focused on ensuring sound financial management practices
3. Streamlined reporting lines for both positions in reporting direct to the General Manager will provide a higher level of accountability for each of the teams.

Consultation with the staff impacted by the change has been undertaken in line with the Award requirements, with positive feedback being received.

During the period of interim arrangements, there has been a positive change in the workflows and practices of both areas, which further supports the proposed changes.

With staff consultation completed and the benefits identified through the proposed changes, it is recommended that Council supports the proposed changes to the organisation structure as outlined in Attachment 1.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
2 Local & Regional Governance	2.1 Shire governance	2.1.4 Ensure that governance of the shire is focused on the effective planning and delivery of adequate and appropriate services and facilities to local communities

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive
Environmental	NA
Economic	Positive
Governance	Positive

Financial and Resource Implications:

There will be no resource implications in that there is no change to the FTE budget, however there are costs savings identified through reallocation of the salary for the Director Business Services to Customer Service Manager.

Policy, Legal and Statutory Implications:

The requirements within the *Local Government (State) Award* have been met in terms for the proposed change.

Risk Management - Business Risk/Work Health and Safety/Public:

The proposed changes to the organisation structure ensures business continuity and the continued focus on improving both customer service and the financial position of council.

OPTIONS:

Nil

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:

Internal Exhibition:

Consultation with staff impacted by the change has been undertaken in line with the Award requirements.

External Exhibition:

N/A

Attachments:

1. [Proposed Finance and Customer Service Structure](#)  

9.8 COMMUNITY ENGAGEMENT UPDATE**FILE NUMBER: GD23/14210****REPORT AUTHOR: COMMUNITY ENGAGEMENT OFFICER****RESPONSIBLE DIRECTOR: GENERAL MANAGER**

EXECUTIVE SUMMARY:

The purpose of this report is to provide Council with regular updates on Community Engagement activities.

RECOMMENDATION:

That Council will:

1. Receive the report.

REPORT:

This report covers the period from April 1 to July 30, 2023.

General Media Activities

Over the reporting period emailed information, resident newsletters, staff newsletters, Facebook and LinkedIn posts, website updates, media releases and public notices were issued/distributed.

Various Shire news items were covered across these platforms including:

- Acting General Manager Appointment
- Road status reports
- Baaka Cultural Centre
- Water Treatment Plants
- Pooncarie Road Update
- Council Budget
- Council Road Projects
- Wilcannia Caravan Park Works
- Draft Strategic Waste Plan
- Various draft Council Policies
- Projects in the Shire

MEDIA COVERAGE

During the reporting period the Administrator spoke with media after Council meetings. The General Manager spoke with media as issues arose and participated in regular scheduled interviews with 2WEB and Studio 2DryFm.

Council acknowledges and appreciates the support from the media when it comes to providing local news for our residents.

Because not everyone in the Shire has internet access it can be challenging letting people know about matters of importance. The Electronic Sign at Menindee was regularly updated by staff at Menindee.

RESIDENT NEWSLETTER

During the reporting period the monthly printed Resident Newsletter was produced for residents, and this is also available on the Council website.

Central Darling Shire Council

We're going ahead - Advancing our Shire

Message from the ADMINISTRATOR - Bob Stewart

Last month the General Manager and I travelled to Sydney to meet with the Local Government and Water ministers to discuss issues impacting the Shire.

The Local Government Minister Ron Hoenig is keen to bring Central Darling Shire Council out of administration and recognized the progress made. Minister Hoenig also understands the fundamental challenges that

Council faces in its day-to-day operations and ongoing financial sustainability. Minister Hoenig has committed to developing a roadmap to address these issues. Since the visit to Sydney, Council hosted a team from the Office of Local Government and Consultants engaged to review the finances of our Council. The General Manager and I will continue to work with the Office of

Local Government to facilitate the roadmap.

The Water Minister Rose Jackson and Senior Water staff were briefed on our concerns at the delay on the construction of the Wilcannia Weir and the commitment by the former government for an independent review of the flooding impacts from the Darling River and Menindee Lakes.

Road Works Update

In July work started on the Regional Local Roads Repair Program with funding of approximately \$4.3 million. Work will cover various Shire roads, and include fixing existing culverts and building up low sections of roads mainly along the east and west sides of the **Darling River from Tilpa to Wilcannia to Menindee**. As well as the **Ivanhoe to Menindee Road**.

Three grading crews are working on **Pooncarie Road**. The project is meeting program and milestones.

Council is in discussions with the successful tender for a new bridge at **Yampoola Crossing**. Work is expected to start in the next three months.

At White Cliffs two road projects at **Smiths Hill and Turleys Hill** are on track to be sealed towards the end of September. The Smiths Hill work is funded under



the Fixing Local Roads Program Round 3. The Turleys Hill work is funded under the Local Roads and Community Infrastructure Program Round 3.

Two unsealed sections of road on **The Cobb Highway** between Wilcannia and Ivanhoe are being completed by Transport for NSW. This involves a 3km section approximately half-way between Wilcannia and Ivanhoe and the Mount Manara realignment, approximately 50 km north of Ivanhoe.

Water main replacement occurring at Wilcannia



Council staff have been working on a water main replacement in Hood Street, Wilcannia. The work is expected to be completed by mid August.

Repairing damaged Shire roads

All emergency road works and immediate restoration works which related to flood damage in 2022/23 have been completed to get the roads open and safe.

The next stage is the Essential Public Asset Reconstruction works that are required on isolated sections of the road network. Council is currently going through the process of estimating the



costs of these works and the resourcing phase.

July 2023 Newsletter - Central Darling Shire Council - PO Box 165 Wilcannia NSW 2836. Phone: 08 8083 8900

Pictured is a sample resident newsletter, which was produced during the reporting period.

COUNCIL WEBSITE

The website is being updated on a gradual basis as time permits to make it more visually appealing and to further showcase all the various categories of information available.

From time to time, we hear feedback that people can't find information on the website. Work is continuing to overcome issues. This includes highlighting various sections and making these easier to find on the home page.

- In the reporting period the News section was revamped. Now the three latest news articles are displayed on the home page. People can click through to older stories.
- Road Conditions and Working with Council sections have been moved to key tabs. This gives these pages more prominence due to their importance.
- The Working with Council section has also been expanded with more information for job seekers and the ability for people to leave their contact details for when jobs become available, and to also to receive alerts when jobs are posted.
- Community Plans now also has a box on the main home page to make it easier for people to find these important plans.
- Hiring Council Venues and Filming in the Shire can now be found on Key links – making it easier for people to locate this information.
- Website updates are a work in progress.

The Community Engagement Officer continues to direct people from Facebook and LinkedIn to the website. This is to provide people with further information about news including road reports. If people become accustomed to visiting the website, they can gain a greater knowledge about the types of information that Council has available. The website provides an opportunity to showcase all the work and information being provided by Council staff.













(Pictured left) In the reporting period new users continue the trend in discovering Council's website.

What people are looking at on the website

During the reporting period there were 44,816 page views, which is an increase on the previous reporting period of 28,481.

- Road updates (services) remains the most popular page.

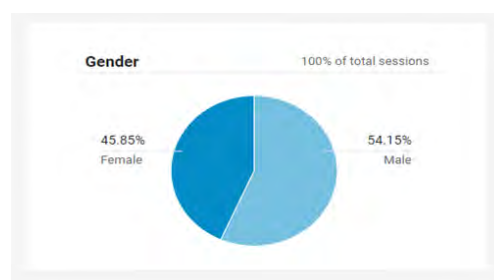
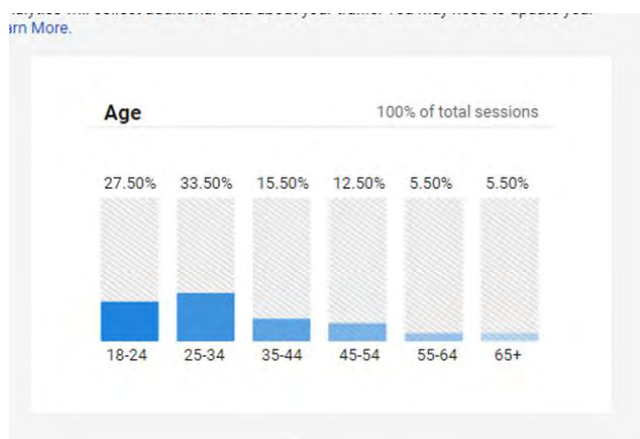
- Of note almost 5 per cent of views were wanting to know about the Shire. This has not previously been noted as an item of high search.
- People were also searching Infrastructure – another section previously not a high search item.
- The home page, where we are now putting more links and information is also trending higher in views.

Page path level 1 ?	Pageviews ?
	44,816 % of Total: 100.00% (44,816)
1.  /Services/	22,982 (51.28%)
2.  /Home	7,703 (17.19%)
3.  /Council/	3,327 (7.42%)
4.  /about-the-shire/	2,134 (4.76%)
5.  /Infrastructure/	1,275 (2.84%)
6.  /Tourism/	1,196 (2.67%)
7.  /Planning/	603 (1.35%)
8.  /Council	591 (1.32%)
9.  /Community/	581 (1.30%)
10.  /Site-Footer/	336 (0.75%)

Pictured above – the main pages that people are interested in on the website.

Acquisition Channel	Users ?
	67,018 % of Total: 100.00% (67,018)
1. Organic Search	39,321 (58.09%)
2. Direct	19,199 (28.36%)
3. Referral	4,617 (6.82%)
4. Social	4,551 (6.72%)

Pictured above - most people are directly searching for the Shire in their web browser. Work is ongoing to increase the number of people coming to the website via social media.






During the reporting period most people using the website were aged between 18 to 34. More men than women are using the website to search for information.




COUNCIL FACEBOOK PAGE

Council Facebook had 4766 followers for the reporting period. This is an increase from the previous reporting period where the number was 4,254 and the period before that saw 3,918 followers.

The highest number of followers were from Broken Hill making up 14.6 per cent followed by Sydney with 8.3 per cent and Melbourne with 4.8 percent.

During the reporting period the most popular posts were road updates with one post achieving a reach over 100,000.

	Please see the latest road report for Thursday June 22. Also a reminder to check road conditions for surrounding Shires as this may affect your journey. The road condition map is available on... Thu, Jun 22	Post reach 100,966	Engagement 3,639
	Please see the latest road report for Wednesday July 12. Also a reminder to check road conditions for surrounding Shires as this may affect your journey. The road condition map is available on... Wed, Jul 12	Post reach 85,706	Engagement 757
	Contract signed to build Baaka Cultural Centre A significant step forward has occurred in the \$9.5 million Baaka Cultural Centre project with the contract to build the centre, at 44 Reid Street... Fri, Jul 7	Post reach 2,110	Engagement 229

	The Pooncarie Road works are progressing well and reaching milestones. In recent weeks another 10 kilometres of the road has now been sealed. This brings the total stretch of road sealed to 4... Wed, Jun 7	Post reach 1,214	Engagement 67
	Please see the latest road report for Wednesday, June 7. Also a reminder to check road conditions for surrounding Shires as this may affect your journey. The road condition map is available on... Wed, Jun 7	Post reach 28,803	Engagement 753
	The latest Government Community update on response to fish deaths in Menindee and Lower Darling is now available on the link below. Tue, Jun 6	Post reach 517	Engagement 30

Facebook does not show all posts to all followers. As previously stated the Community Engagement Officer pays particular attention to the engagement rate on Facebook because this tells us how much interest a post is generating. The more people engage with the post the more the algorithm will show the post to more people, and this leads to a greater post reach.

Not all posts on Facebook are popular. Low engagement posts mean the Facebook algorithm doesn't show these to many followers. Too many low performing posts could have the potential to impact overall page reach and various strategies can be used in an attempt to reduce any potential issues.

Unfortunately, once again some comments from followers were deleted because they were inappropriate. For users that continue to post inappropriate comments, including those which could be deemed defamatory, these people will be blocked from the page.



Above – Facebook audience details by age and gender. More women than men use Facebook in comparison to the reverse on Council website.

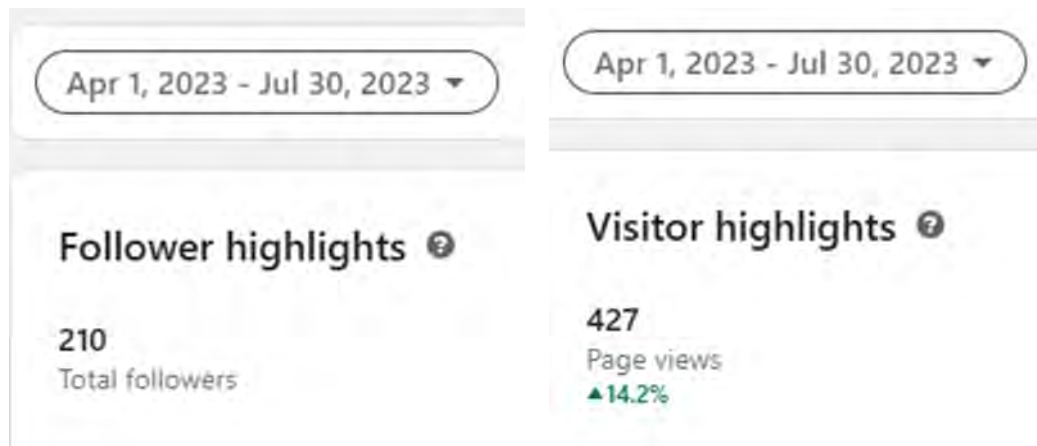
COUNCIL LINKEDIN PAGE

The Community Engagement Officer continues to build Council's LinkedIn page.

We reached a milestone in the reporting period passing 200-page followers.

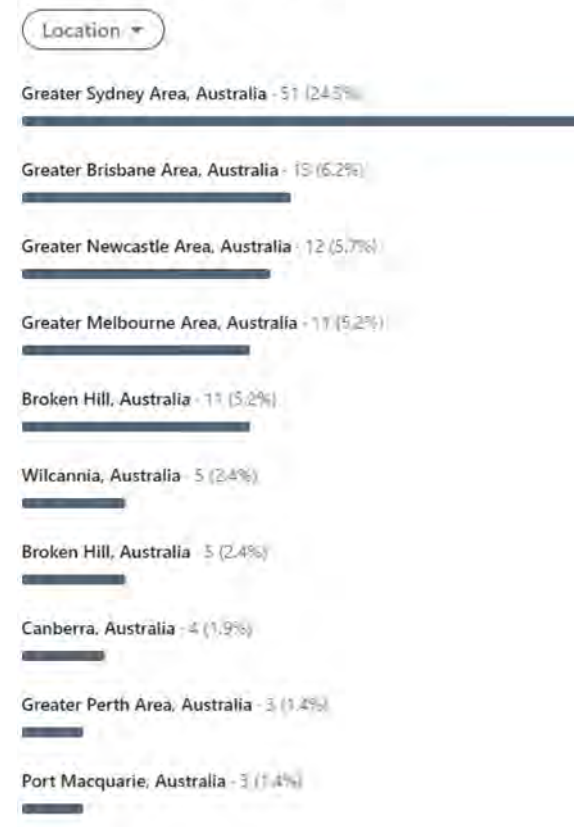
LinkedIn offers exposure to corporate and government organisations. From a business perspective this has obvious benefits. The information sharing and networking opportunities are of benefit.

Council has difficulty recruiting for some vacant positions. Because LinkedIn is a jobs networking site this is another avenue to let people know about job vacancies.



There has been a 50 per cent increase in comments on the page and decline in reactions. This means the page is heading in the right directions because comments are much more valuable than reactions and it shows that followers are more engaged taking the time to comment.

Follower demographics



Below – Two of the popular posts on LinkedIn.



Summary

Community Engagement is highly valued by Council and Council staff.

The biggest growth in the reporting period was seen with Facebook. When you have posts that achieve a reach over 100,000 it is a very good sign of a high engaging page.

Resident newsletters continue to see positive results.

LinkedIn is growing and now has more than 200 followers, which is a significant achievement for the relatively new page.

The website updates are ongoing, and results are being seen as more people look to this site for information.

As previously stated not everyone in the Shire has access to the internet. Resources such as the electronic sign at Menindee are a valuable tool in getting messages out to as many people as possible.

Council continues to build relationships with media outlets and appreciates the support being received when it comes to Council news.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
1 Community and Culture	1.5 Community events	1.5.4 Provide shire communities with administrative and other assistance in organising and managing community events

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive
Environmental	Positive
Economic	Positive
Governance	Positive

Financial and Resource Implications:

Nil

Policy, Legal and Statutory Implications:

Nil

Risk Management - Business Risk/Work Health and Safety/Public:

Nil

OPTIONS:

Nil

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:

Internal Exhibition:

No

External Exhibition:

No

Attachments:

NIL

10 CORPORATE SERVICES REPORTS

Nil

11 SHIRE SERVICES REPORTS

11.1 ENVIRONMENTAL SERVICES UPDATE

FILE NUMBER: GD23/13490

REPORT AUTHOR: SENIOR PLANNER

RESPONSIBLE DIRECTOR: DIRECTOR SHIRE SERVICES

EXECUTIVE SUMMARY:

This report is to provide a summary of Council's Environment Services statistics for the month of July 2023.

RECOMMENDATION:

That Council will:

1. Receive and note the report

BACKGROUND:

<u>Statistics for July 2023</u>		
Development approvals / final certificates issued under Part 4, Part 5 of the <i>Environmental Planning and Assessment Act 1979</i> . Number of Certificates issued under the <i>Local Government Act 1993</i> .	Number of DAs Approved – New Dwellings	0
	Number of DAs Approved – Renovation	0
	Number of DA s approved – Commercial/ Industrial	2
	Number of DA s approved – Rural Industry/ Agriculture	0
	Number of DAs Approved – Other	0
	Total Value of DAs Approved	\$5,743,952,00
	Number of Construction Certificates / Crown Construction Certificates Issued	2
	Number of Complying Development Certificates issued	0
	Number of LGA S68 Approvals	0
	Number of Occupation Certificates Issued	0
	Number of Building Information Certificates issued	0
	Number of Section 10.7 Planning Certificates issued (S68)	16
	Number of other approvals or certificates issued under the Local Government Act 1993 (S138, S123 etc)	0
Animal Control Activities -	Animals in and Arriving at Council's Facility	
	Seized	4
	Returned to Owner	0
	Transferred to - Council's Facility from Seizure Activities	4
	Animals in and arriving at council's facility	
	Surrendered	3

	Animals leaving council's facility	
	Released to organizations for rehoming	4
	Unable to rehome	0
	Total in council facility	0
	Nuisance dog	1
	Incident dog attack	1
Water Sampling	Microbiology Samples Collected	11
	Chemistry Samples Collected	0
	Raw water pesticide sample	0
	Microbiology Pool samples	2

Attachment: Nil

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Community Plan Strategic Plan Outcomes	Delivery Outcomes
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SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive
Environmental	Positive
Economic	Positive
Governance	Positive

Financial and Resource Implications:

Nil

Policy, Legal and Statutory Implications:

Nil

Risk Management - Business Risk/Work Health and Safety/Public:

Nil

Attachments:

NIL

11.2 ROADS AND AERODROMES**FILE NUMBER: GD23/13863****REPORT AUTHOR: DIRECTOR SHIRE SERVICES****RESPONSIBLE DIRECTOR: DIRECTOR SHIRE SERVICES**

EXECUTIVE SUMMARY:

The purpose of this report is to provide an update on road and aerodrome maintenance and capital works expenditure within the Central Darling Local Government Area.

RECOMMENDATION:

That Council will:

1. Receive and note the report

REPORT:**State Roads**

Council are engaged by Roads and Maritime Services (RMS) to maintain the State Highway network within the Shire boundaries. The two State Highways are the Barrier Highway and the Cobb Highway.

Council are engaged under contract conditions specified under the Routine Maintenance Council Contract (RMCC). The contract details routine works required to be completed throughout the year and capital works which are supplied to Council via a Works Order (WO).

2023/24 RMCC Routine Maintenance preliminary allocation is: \$1,200,506.

2023/24 RMCC No Works Orders have been received this year.

Works Description	Original Budget	% Expended	Remaining budget
Routine	\$1,200,506	5%	\$1,140,902
WO	\$0	0%	\$0

Regional Roads

Council maintains 790km of Regional Roads throughout the Shire.

2023/24 Regional Road Block Grant amount (including roads, traffic and supplementary components) has not been confirmed to date and budget is based on last years allocation of \$2,863,000

2022/23 Regional Roads Repair Program was successful with \$400,000 funding of the \$800,000 total cost. MR68C Pooncarie Rd, reconstruct and seal 2.64km of failed pavement which is programmed for completion by October 2023. Wet weather and flooding delayed construction for several months.

Council's have not been advised of the 2023/24 Regional Roads Repair Program applications to date, expected by end September 2023. Council will be updated following receipt of advice from Transport for NSW.

The Regional and Local Roads Repair Program allocation is programmed for completion by June 2024 with \$1,960,000 allocated for unsealed formation improvements for Regional Roads.

The Pooncarie Rd Initial Seal Project is programmed for completion by June 2024. 49km have been sealed of the 61km with an additional 7km programmed for sealing September 2023. The remaining earthworks, including Karoola realignment, are in progress. The structures are now programmed for completion first quarter of 2024. The pavement and verge damage sustained as part of the earlier flood events has been submitted to TfNSW for assessment.

Works Description	Original Budget	% Expended	Remaining Budget
Regional Road Block Grant	\$2,863,000	7%	\$2,660,704
Regional Roads Repair Program 2022/23	\$800,000	1%	\$788,337
RLRRP – Regional Roads	\$1,960,000	0%	\$1,960,000
Pooncarie Rd IS project	\$39,600,000	77%	\$9,278,881

Local Roads

Council maintains 1600km of Local Roads throughout the Shire.

2023/24 Operating budget is \$1,815,000 funded from the Financial Assistance Grant (FAG) – Local Roads Component.

2022/23 Roads to Recovery (R2R) allocation is \$1,001,818. Two capital improvement projects were carried over to this financial year due to flooding and construction delays.

2023/24 Roads to Recovery (R2R) allocation is \$1,001,818. Three capital improvement projects are programmed for completion by June 2024.

The Regional and Local Roads Repair Program allocation is programmed for completion by June 2024 with \$2,314,021 allocated for unsealed formation and pavement improvements for Local Roads.

Fixing Local Roads (FLR Rd 3) Program was successful for funding of \$1,860,000 with contribution amount of 10% to complete the realignment, construction, and seal of the ring road around Smiths Hill, White Cliffs. Completion programmed for September 2023

The Local Roads and Community Infrastructure Program Phase 3 (LRCI Rd 3) included allocation of \$1,600,000 to complete the realignment, construction, and seal of the ring road around Turleys Hill, White Cliffs. Completion programmed for September 2023

The Fixing Local Roads Pothole Repair Round (Program) has been developed to provide funding for local and regional roads across regional and rural NSW. Council applied to TfNSW for funding to address priority potholes on local roads and regional roads. The application for funding has been successful and the pothole repair work will be carried out by Council as the asset owner in accordance with the terms of the Program and the Deed received Mon 5 December 2022.

Fixing Local Roads (FLR Rd 4) Program was successful for funding of \$2,343,471 with contribution amount of 10% to complete the realignment, construction, and seal of the Racecourse Road Menindee. Initial survey and Environmental works have commenced.

Works Description	Original Budget	% Expended	Remaining Budget
Local Roads Component (FAG)	\$1,815,000	8%	\$1,674,670
Mandalay Rd Floodways (R2R)	\$750,000	5%	\$712,531
Wilc-Menindee East Rd Formation (R2R)	\$251,818	40%	\$150,241
Ivanhoe-Menindee Rd RCBC (R2R)	\$400,000	0%	\$400,000
Wilc-Menindee East Rd RCBC (R2R)	\$201,818	0%	\$201,818
Teryawynia-Ashmont Rd RCBC (R2R)	\$400,000	0%	\$400,000
Smith's Hill White Cliffs (FLR Rd 3)	\$1,860,000	74%	\$476,569

Turley's Hill White Cliffs (LRCI Rd 3)	\$1,600,000	43%	\$915,205
Racecourse Rd (FLR Rd 4)	\$2,343,471	0%	\$2,343,471
Fixing Local Roads – Pothole Repair Round	\$821,414	25%	\$619,542
RLRRP – Local Roads	\$2,314,021	0%	\$2,311,578

Aerodromes

Council maintains 6 aerodromes throughout the Shire: Wilcannia, Menindee, Ivanhoe, White Cliffs, Tilpa and Emmdale.

Works Description	Original Budget	% Expended	Remaining Budget
Aerodromes R&M	\$246,000	2%	\$241,218

Attachments:

1. [Roadworks Program July 2023](#) 

11.3 SERVICES**FILE NUMBER: GD23/13864****REPORT AUTHOR: DIRECTOR SHIRE SERVICES****RESPONSIBLE DIRECTOR: DIRECTOR SHIRE SERVICES**

EXECUTIVE SUMMARY:

The purpose of this report is to provide an update on the services expenditure on all associated assets within the Central Darling Local Government Area.

RECOMMENDATION:

That Council will:

1. Receive and note the report

REPORT:**Services Operational:**

The table below reflects budgets and expenditure to date for each operational area.

Works Description	Original Budget	% Expended	Remaining Budget
Parks & Gardens/ Sporting Facilities	\$137,500	5%	\$130,118
Ancillary Works	\$226,000	3%	\$219,886
Street Cleaning/Bins	\$280,000	7%	\$260,840
Buildings	\$312,550	4%	\$299,070
Swimming Pools	\$331,400	1%	\$328,946
Domestic Waste	\$202,500	1%	\$202,320

Services Capital:

There are a variety of capital services infrastructure improvements programmed this year which are detailed in the Grants Register section of this Agenda.

Attachments:

NIL

11.4 WATER AND SEWER**FILE NUMBER: GD23/13867****REPORT AUTHOR: DIRECTOR SHIRE SERVICES****RESPONSIBLE DIRECTOR: DIRECTOR SHIRE SERVICES****EXECUTIVE SUMMARY:**

The purpose of this report is to provide an update on water and sewer maintenance, capital works and expenditure on all assets within the Central Darling Local Government Area.

RECOMMENDATION:

That Council will:

1. Receive and note the report

REPORT:**Water & Sewerage Operations:**

- Wilcannia's potable water supply is sourced from the Darling River Weir Pool
- White Cliffs town water supply is sourced from Wakefield Tank. Wakefield Tank storage supply is estimated 10 months' supply remaining.
- Ivanhoe town water supply is currently being sourced from Morrison's Tank. Morrison's Tank capacity, 320 megalitres. 15 months' supply remaining
- The Aboriginal Communities Water and Sewer Program contributes to Councils operational costs for services supplied to the Wilcannia Mallee and Waralli precincts.

Works Description	Original Budget	% Expended	Remaining Budget
Wilcannia Water	\$479,500	12%	\$421,280
Wilcannia Sewer	\$230,000	1%	\$226,885
White Cliffs Water	\$181,200	12%	\$160,229
Ivanhoe Water	\$335,700	8%	\$308,252
Tilpa Water	\$23,000	65%	\$8,080
Aboriginal Communities Water and Sewer program	\$144,770	0%	\$144,250

Water and Sewer Capital Works

- In 2021 Council entered into a contract with Membrane Systems Australia (MSA).

Following lengthy discussions and disagreements as to the nature and effect of the

Contract, Council has elected to agree to terminate the Contract as the only alternative was costly and expensive legal proceedings in attempting to enforce Council's position. As a result, the Contract was terminated June 2023.

After discussion between the parties and their legal advisors, it was agreed to terminate the Contract with details to remain commercial in confidence.

Plant and partially assembled equipment purchased by MSA as part of the contractual arrangement prior to the termination was available for Council to collect. These items are now in Council possession.

The plant and equipment in Council's possession will greatly assist in continuation of Council's commitment to these projects. The priority now is the construction for the White Cliffs Project which is continuing.

It is unlikely that the grant funds available for the Wilcannia and Ivanhoe projects will be enough to deliver both new water treatment plants, however upgrades and refurbishments are being considered.

In June the Council Administrator and General Manager met with the NSW Water Minister to discuss additional funding for the Ivanhoe and Wilcannia projects. This was ruled out.

- The White Cliffs Reticulation works commenced 22 May 2023 and are progressing with the preferred tenderer under day rates arrangements. Council staff and local contractors are assisting to deliver the town reticulation network as a priority.

Pending the successful delivery of the 14.6km of new reticulation system and the new Water Treatment Plant, works will commence on the rising and trunk mains replacement, 6.6km

- Tilpa Village emergency water supply works including a 17km pipeline and bore were completed by June 2023. Further water quality testing is required and possible water treatment and storage options are being investigated
- Smart meters and valve replacements are scheduled for 2023/24 in Ivanhoe and Wilcannia.
- Asbestos Cement (AC) mains replacement works are in progress in Wilcannia
- Electrical switchboards at Ivanhoe, Morrisons Lake inlet and storage, will be replaced and be upgraded. This will ensure smooth operation, better control, and proper maintenance of raw water assets for Ivanhoe township. An experienced and well-referenced contractor is engaged to deliver the job.

The table below reflects expenditure for Capital Projects.

Works Description	Original Budget	% Expended	Remaining Budget
White Cliffs WTP and Retic	\$5,500,000	38%	\$3,410,135
Wilcannia WTP	\$3,500,000	47%	\$1,851,223
Ivanhoe WTP	\$2,500,000	46%	\$1,359,688

Smart Meters	\$50,000	0%	\$50,000
Valve Replacements	\$150,000	0%	\$150,000
Tilpa Reservoir	\$50,000	0%	\$50,000
Ivanhoe Raw Water Switchboard Upgrades	\$75,000	0%	\$75,000

Attachments:

NIL

11.5 WATER TREATMENT PLANT, TENDER METHOD**FILE NUMBER: GD23/13895****REPORT AUTHOR: DIRECTOR SHIRE SERVICES****RESPONSIBLE DIRECTOR: DIRECTOR SHIRE SERVICES**

EXECUTIVE SUMMARY:

The purpose of this report is to provide Council with information relating to the new water treatment plants so an informed decision can be made with respect to the tender method used for procurement.

RECOMMENDATION:

That Council will:

1. Receive the report
2. Select the Selective Tender method for the construction of new water treatment plants.

BACKGROUND:

Council awarded contract to Membrane Systems Australia in June 2021 following an Open Tender process.

Following lengthy discussions and disagreements as to the nature and effect of the Contract, Council has elected to agree to terminate the Contract as the only alternative was costly and expensive legal proceedings in attempting to enforce Council's position. As a result, the Contract was terminated June 2023.

After discussion between the parties and their legal advisors, it was agreed to terminate the Contract with details to remain commercial in confidence.

Plant and partially assembled equipment purchased by MSA as part of the contractual arrangement prior to the termination was available for Council to collect. These items are now in Council possession.

The plant and equipment in Council's possession will greatly assist in continuation of Council's commitment to these projects. The priority now is the construction for the White Cliffs Project which is continuing.

It is unlikely that the grant funds available for the Wilcannia and Ivanhoe projects will be enough to deliver both new water treatment plants, however upgrades and refurbishments are being considered.

In June 2023 the Council Administrator and General Manager met with the NSW Water Minister to discuss additional funding for the Ivanhoe and Wilcannia projects. This was ruled out.

REPORT:

Council staff and consultants, City Water Technology (CWT), have been working with DPIE Water and Federal and State Funding agencies to agree on the best pathway forward to deliver the new Water Treatment Plants with limited remaining funds available.

Expressions of interest were sought from the tenderers who originally bid on the tender in 2021. Four of those companies have expressed an interest in assisting Council deliver the projects to our communities.

The scope of works for each of the three (3) water treatment plants are being prepared by CWT, including the 100% design and equipment purchased to date through MSA contract payments. The scope of works will be included in tender documents with specifications already considered through Section 60 approval process.

Clause 166 (part c) of the *Local Government Regulation 2005* requires Council to decide whether tenders are to be by open tendering or selective tendering. The recommendation above seeks to invite tenders by invitation following an expression of interest process. The reasons for this method include:

- Innovative solutions are sought to complete works started by another company.
- Invitation to those contractors who have the capacity to fulfil the requirements of the works and have proven performance in the past.
- The Contractors are aware of the requirements and all tendered for the works previously.
- The Contractors have proven capacity to fulfill the requirements of the construction of new Water Treatment Plants
- The Contractors have been assessed previously as part of tender review and recommendations report submitted to Council in 2021.

A minimum of 21 days will be given to the contractors to submit tendered prices for each water treatment plant.

A mandatory pre-tender meeting will be scheduled so invited tenderers can see, in person, the equipment purchased to date.

It will be made clear in the tender documents, preamble and pre-tender meeting that Council is not obligated to accept any tender due to budgetary constraints.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
6 Infrastructure and Services	6.2 Drinking water	6.2.1 Ensure that water treatment plants under council's management are well-maintained and comply with Australian Drinking Water Guidelines
		6.2.2 Ensure that all relevant state agencies are working effectively to facilitate the availability of clean drinking water for all towns within the shire
		6.2.4 Identify and secure funding to upgrade and improve water treatment plants within the shire

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive
Environmental	Positive

Economic	Positive
Governance	Positive

Financial and Resource Implications:

Nil at this time. A further report will be provided to Council for consideration following the tender process.

Policy, Legal and Statutory Implications:

Pursuant to Clause 166 of the Local Government Regulation 2005

Risk Management - Business Risk/Work Health and Safety/Public:

Nil at this time. A further report will be provided to Council for consideration following the tender process.

OPTIONS:

Invite tenders via the Open Tender method

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:**Internal Exhibition:**

Nil

External Exhibition:

Nil

Attachments:

NIL

11.6 ACTIVE TRANSPORT PLAN**FILE NUMBER: GD23/13896****REPORT AUTHOR: DIRECTOR SHIRE SERVICES****RESPONSIBLE DIRECTOR: DIRECTOR SHIRE SERVICES**

EXECUTIVE SUMMARY:

The purpose of this report is to provide an update following the Public Exhibition period for the Active Transport Plan 2023.

RECOMMENDATION:

That Council will:

1. Receive the report
2. Adopt the Active Transport Plan 2023 and reference this document for future funding opportunities for improved infrastructure across the Shire.

BACKGROUND:

In August 2022, Council received \$85,600.00 under the Get NSW Active program for the preparation of an active transport plan for CDSC

Council engaged the services of Currajong Pty Ltd to complete the project.

Community consultation took place over a number of weeks, existing infrastructure was assessed and the draft report produced.

At the Ordinary meeting of Council, June 2023, Council resolved to:

1. *Receive the report*
2. *Endorse the draft report and place on public exhibition for 28 days.*

REPORT:

The document was placed on Public Exhibition for minimum 28 days and no responses were received.

The recommendation above seeks to adopt and finalise the document - from draft to final.

LINKS TO THE COMMUNITY STRATEGIC PLAN AND DELIVERY PROGRAM AND OPERATIONAL PLAN:

Focus/Goals/Objectives	Strategic Area	Actions
6 Infrastructure and Services	6.5 Local services	6.5.1 Ensure the planning and provision of services to Central Darling Shire communities reflects current and future community needs

SUSTAINABILITY ASSESSMENT:

	Assessment
Social	Positive

Environmental	Positive
Economic	Positive
Governance	Positive

Financial and Resource Implications:

The project was 1000% funded through the State Government

Policy, Legal and Statutory Implications:

Nil

Risk Management - Business Risk/Work Health and Safety/Public:

Nil

OPTIONS:

Do not adopt the Active Transport Plan

COUNCIL SEAL REQUIRED:

No

COMMUNITY ENGAGEMENT AND COMMUNICATION:**Internal Exhibition:**

28 day Public Exhibition Period

External Exhibition:

28 day Public Exhibition Period

Attachments:

1. [Central Darling ATP - Rev B - June 2023](#) ↓ 

12 MINUTES OF COMMITTEE MEETINGS

Nil

13 RESOLUTION TRACKER

13.1 RESOLUTION TRACKER

FILE NUMBER: GD23/14158

REPORT AUTHOR: EXECUTIVE ASSISTANT

RESPONSIBLE DIRECTOR: GENERAL MANAGER

RECOMMENDATION:

1. That the Resolution Tracker from the Ordinary Council Meeting held on 26/07/2023 be received and noted and any amendments be noted.

Attachments:

1. [RESOLUTION TRACKER JULY 2023](#)  

14 CONFIDENTIAL MATTERS

The *Local Government Act 1993* provides that Council may close to the public that part of the meeting that deals with matters of a confidential nature.

The grounds on which a meeting is closed to the public must be specified in the decision to close the meeting and recorded in the minutes of the meeting.

The *Local Government Act 1993* provides that Council may close to the public that part of the meeting that deals with matters of a confidential nature.

The grounds on which a meeting is closed to the public must be specified in the decision to close the meeting and recorded in the minutes of the meeting.

RECOMMENDATION:

That Council Meeting move into Confidential to consider the matters listed in the confidential section of the agenda in accordance with Section 10A 2 of the Local Government Act 1993 for the reasons specified.:

14.1 Write off Rates and Charges - Kane Francis Kreeck

FILE NUMBER: GD23/13440

REPORT AUTHOR: ACTING RATES OFFICER

RESPONSIBLE DIRECTOR: FINANCE MANAGER

Item 14.1 is confidential under the Local Government Act 1993 Section 10A(2) - (b) as it relates to discussion in relation to the personal hardship of a resident or ratepayer.

RECOMMENDATION:

That Council moves out of Confidential and back into Open Chambers.

15 MEETING CLOSE

The Ordinary Council Meeting will be declared closed by the Mayor/Administrator.

The next Ordinary Council Meeting will be held on Wednesday, 27 September 2023 in Council Chambers, 21 Reid Street, Wilcannia at 9am.

**MINUTES OF THE ORDINARY COUNCIL MEETING HELD IN THE
COUNCIL CHAMBERS, 21 REID STREET, WILCANNIA
ON WEDNESDAY, 26 JULY 2023**

PRESENT: Administrator, Bob Stewart

IN ATTENDANCE: Greg Hill (General Manager)
Reece Wilson (Director Shire Services)
Glenda Dunn (Senior Planning Officer)
Darryl Telfer (Acting Rates Officer)
Evelyn Pollard (Human Resource Officer)
Kara Mohr (Risk & WHS Officer)
Natalie Batson (Executive Assistant)
Nerida Carr (Governance Officer)
Shirley Burraston (Management Accountant)

1 OPENING OF MEETING

The meeting was declared open at 9:01AM

2 ACKNOWLEDGEMENT OF COUNTRY

An acknowledgement of the traditional custodians of the land was delivered by the Administrator, Bob Stewart.

3 APOLOGIES AND LEAVE OF ABSENCE

3.1 APOLOGIES

Nil

3.2 LEAVE OF ABSENCE

Nil

4 DISCLOSURES OF INTEREST

Pursuant to the Model Code of Conduct for Local Councils in NSW Councillors and Council staff are required to declare any pecuniary or non-pecuniary conflicts of interest.

RESOLVED: OCM 01-07-2023

Mover: Administrator Bob Stewart

That the Disclosures of Interest – Pecuniary and Non-Pecuniary be received and noted.

CARRIED

No declarations were received.

5 CONFIRMATION OF MINUTES

5.1 PREVIOUS MEETING MINUTES

RESOLVED: OCM 02-07-2023

Mover: Administrator Bob Stewart

That the minutes of the Ordinary Council Meeting held on 28 June 2023 be received and confirmed as an accurate record.

CARRIED

6 NOTICE OF MOTION

Nil

7 MAYORAL (ADMINISTRATOR) MINUTE(S)

7.1 MAYORAL MINUTE

RESOLVED: OCM 03-07-2023

Mover: Administrator Bob Stewart

Agenda item 7.1

CARRIED

8 FINANCIAL REPORTS

8.1 MAKING OF DOMESTIC WASTE MANAGEMENT CHARGES FOR 2023-24

RESOLVED: OCM 04-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report
2. Make and levy the Domestic Waste Charges set out in the attachment to this report for 2023-24 under the *Local Government Act 1993 (NSW) S 496*.

CARRIED

8.2 ALTER RESOLUTION FOR SALE OF LAND FOR UNPAID RATES

RESOLVED: OCM 05-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report.

2. Council will execute the contracts of sale of land sold for unpaid rates, at or subsequent to the public auction held on 4 May 2023, by delegation of the General manager and Administrator by affixing Council's seal.

CARRIED

8.3 REQUEST FOR FINANCIAL ASSISTANCE - COUNTRY WOMEN'S ASSOCIATION, WHITE CLIFFS BRANCH

RESOLVED: OCM 06-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report
2. Approve financial assistance of \$1,000.00 to the Country Women's Association, White Cliffs Branch under Council's Community Grants Policy to assist with payment of the annual service charges for the 2023-24 period on its 18 Johnston Street, White Cliffs property.

CARRIED

8.4 CASH AND INVESTMENTS - JUNE 2023

RESOLVED: OCM 07-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report

CARRIED

8.5 GRANTS REGISTER - JUNE 2023

RESOLVED: OCM 08-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report

CARRIED

9 GOVERNANCE REPORTS

9.1 FACEBOOK MARKETPLACE PAGE- PROPERTIES FOR SALES IN CENTRAL DARLING SHIRE

RESOLVED: OCM 09-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report
2. Endorse the development and ongoing management of a Facebook Marketplace Page called "Properties for Sale in Central Darling Shire".
3. Sell the following parcels of land on Facebook Marketplace Page called "Properties for Sale in Central Darling Shire":
 - (a) Lot 1 DP906421 & Lot B DP 312008 (40A- 40B Reid Street WILCANNIA NSW 2836)
 - (b) Lot B DP 402894 (38 Hood Street WILCANNIA NSW)
 - (c) Lot 1 DP 907814, Lot 1 DP 907815 & Lot 2 DP 983994 (16A Wilson Street WILCANNIA NSW)
4. Set the asking prices of the parcels in Recommendation 3 above according to the latest land values determined by the NSW Valuer General.
5. Authorise the General Manager to directly negotiate with purchasers the sale price and other terms of sale of the parcels listed in Recommendation 3 above.

CARRIED

9.2 VIABILITY ASSESSMENT OF THE MENINDEE NATIVE FISH HATCHERY

RESOLVED: OCM 10-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive and note the report and attachments
2. Council writes to Hon. Tanya Plibersek and the Department (DCCEEW) acknowledging correspondence received and seek further clarification on:
 - (a) Remaining funds from the original allocation
 - (b) Confirmation of the timeframe of June 2024 for completion of the project, and if this could be extended further.
 - (c) The guidelines for alternative projects, the type and nature of the project, if there could be multiple projects be undertaken, and do the project/s need to be Menindee specific or elsewhere located in the shire.
 - (d) That a further report be tabled for council.

CARRIED

9.3 COMMUNITY RECOVERY OFFICER

RESOLVED: OCM 11-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive and note the report

CARRIED

9.4 CORRESPONDANCE RECEIVED- HON. KRISTY MCBAIN MP- THE VOICE TO PARLIAMENT

RESOLVED: OCM 12-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive and note the report
2. Council does not and will not form an opinion and will not make any further public comment on the Voice to Parliament referendum.
3. Council urges all enrolled voters in the shire to vote at the time of the Voice to Parliament referendum, as Council see it as an individual choice.

CARRIED

9.5 COMMUNITY SERVICES AWARDS 2023**RESOLVED: OCM 13-07-2023**

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report.
2. Endorse public exhibition of the draft revised Community Services Policy for 28 days.
3. Report to Ordinary Council meeting following public exhibition for any necessary changes and adoption of the policy.

CARRIED

9.6 HUMAN RESOURCE POLICIES**RESOLVED: OCM 14-07-2023**

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report
2. Endorse the following human resource policies for placement on Council's website:
 - (a) Employee Relocation Assistance Policy
 - (b) Recruitment and Selection Policy
 - (c) Secondary Employment Policy
 - (d) Flexible Working Arrangements Policy

CARRIED

9.7 HUMAN RESOURCE MANAGEMENT ACTIVITIES**RESOLVED: OCM 15-07-2023**

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report

CARRIED

10 CORPORATE SERVICES REPORTS

Nil

11 SHIRE SERVICES REPORTS

11.1 ENVIRONMENTAL SERVICES UPDATE

RESOLVED: OCM 16-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive and note the report.

CARRIED

12 MINUTES OF COMMITTEE MEETINGS

Nil

13 CONFIDENTIAL MATTERS

It was resolved that Council moved into Confidential to consider the matters listed in the confidential section of the agenda in accordance with Section 10A 2 of the *Local Government Act 1993* for the reasons specified. Confidential section was closed to the public and began at 9:30am.

RESOLVED: OCM 17-07-2023

Mover: Administrator Bob Stewart

That Council move into Confidential to consider the matters listed in the confidential section of the agenda in accordance with Section 10A 2 of the Local Government Act 1993 for the reasons specified.:

13.1 Termination of Contract with Membrane System Australia

Item 13.1 is confidential under the Local Government Act 1993 Section 10A(2) - (d) as it relates to commercial information of a confidential nature that would, if disclosed:

- (i) prejudice the commercial position of the person who supplied it, or
- (ii) confer a commercial advantage on a competitor of the council, or
- (iii) reveal a trade secret.

CARRIED

RESOLVED: OCM 18-07-2023

Mover: Administrator Bob Stewart

That Council moves out of Confidential and back into Open Chambers at 9:38am

CARRIED

The General Manager reviewed the resolutions of the confidential matters and reported the following for the listed reports:

13.1 TERMINATION OF CONTRACT WITH MEMBRANE SYSTEM AUSTRALIA

RESOLVED: OCM 19-07-2023

Mover: Administrator Bob Stewart

That Council will:

1. Receive the report
2. Further progress reports to be provided to Council regularly.
3. Council releases a Media Release on the status update of the Water Treatment Plants for White Cliffs Ivanhoe and Wilcannia and the White Cliffs potable water reticulation system.

CARRIED

14 RESOLUTION TRACKER

14.1 RESOLUTION TRACKER

RESOLVED: OCM 20-07-2023

Mover: Administrator Bob Stewart

1. That the Resolution Tracker from the Ordinary Council Meeting held on 28/06/2023 be received and noted and any amendments be noted.

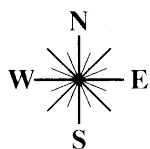
CARRIED

15 MEETING CLOSE

There being no further business to discuss, the meeting was closed at **9:40am**.

The minutes of this meeting were confirmed at the Ordinary Council Meeting of the Central Darling Shire Council held on Wednesday, 23 August 2023.

.....
ADMINISTRATOR

**CENTRAL DARLING SHIRE COUNCIL**

Constituted 1 May 1959

COMMUNITY GRANTS APPLICATION**APPLICANT'S DETAILS**

Applicant: CWA of NSW, Ivanhoe Branch

Address: 64 Columbus Street, IVANHOE NSW 2878

Telephone: 0429633901

Email: ivanhoecwa@gmail.com

ABN: -

Bank Account Name: CWA of NSW Ivanhoe Branch

BSB: 062-554

Account Number: 10002716

PROJECT/ACTIVITY DETAILS

Name of Project/Activity: Payment of rates notice for CWA Ivanhoe

Amount of Funding Requested: \$1,000

Brief Description of Project/Activity:

The Ivanhoe CWA Branch would like to request a grant of \$1,000 to go towards our CDS rates for 2023.


Our branch is an active organisation within the Ivanhoe community, we regularly provide catering for local community events such as funerals, football and the Cancer Councils Biggest morning tea.

If we are able to receive this grant it will mean that we will have more funds to continue to provide a valuable service to our community.

AUTHORISATION OF APPLICANT

Name: Jessie Rogers

Position: Branch Secretary

Signature: 

Date: 27/7/2023

PRIVACY STATEMENT

Council is collecting your personal information in accordance with the Privacy and Personal Information Protection Act 1998.

The purpose for collecting your personal information is to obtain and record details to assess your application. The intended recipients of the personal information collected includes Council officers, delegates or other agents contracted by Council. If necessary for reporting purposes, your name will be made publicly available on Council's website. Your contact details will not be made public on Council's website and will be removed from all applications and reports in Council's Business Papers.

The supply of your personal information is voluntary. If you cannot provide or do not wish to provide the information sought, Council may not be able to process your application.

You may make an application for access or amendment to information held by Council. Council will consider any such application in accordance with the Act. Enquiries concerning this matter can be directed to the Public Officer by email council@centraldarwin.nsw.gov.au or addressed to Central Darling Shire Council, PO Box 165, Wilcannia NSW 2836.

Your information will be collected and stored by Central Darling Shire Council, 21 Reid Street, Wilcannia NSW 2836.

**CENTRAL DARLING SHIRE COUNCIL**

Constituted 1 May 1959

COMMUNITY GRANTS APPLICATION**APPLICANT'S DETAILS**

Applicant: Central Darling Pistol Club

Address: 123 Menindee Road
Menindee NSW 2879

Telephone: 0427914440

Email: centraldarlingpc@gmail.com

ABN: _____

Bank Account Name: Central Darling Pistol Club

BSB: 06 2513

Account Number: 00908507

PROJECT/ACTIVITY DETAILS

Name of Project/Activity: Relief from council rates.


Amount of Funding Requested: \$501.80

Brief Description of Project/Activity:

I am applying on behalf of Central Darling Pistol Club for a Community Grant to the value of
our annual rates.

Central Darling Pistol Club is located in Menindee and is the only firearms related club still
functioning in Menindee since the closure of the Menindee Gun Club. We are a small club
that provides a friendly, safe place for its members to pursue their sporting interests.

Central Darling Pistol Club and its members are affiliated with the NSWAPA and Pistol Australia

AUTHORISATION OF APPLICANTName: Trevor JonesPosition: SecretarySignature: Date: 1/08/2023**PRIVACY STATEMENT**

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Association Summary - New South Wales

ABN 81 913 830 179

Extracted from NSW Fair Trading database: 02 August 2023 09:20

Association Name:	CENTRAL DARLING PISTOL CLUB INC
Incorporation Number:	Y0916715
Status:	REGISTERED
Date of Incorporation:	20 March 1990
Registered State:	NEW SOUTH WALES
Regulator:	NSW FAIR TRADING
Official Address Suburb:	MENINDEE

The Information made available in this Public Portal search facility is a subset of the data on the Register maintained by the Secretary, and is provided as a means of quickly locating key information on NSW Incorporated Associations. Should copies of specific documents lodged by an association or an official extract of the Register be required you may follow the link [accessing Associations public records](#) to obtain further information.

For further Information or to advise of incorrect information contact NSW Fair Trading on 1800 502 042 Monday to Friday between 8:30am and 5:00pm, or registryinquiries@customerservice.nsw.gov.au.

Grant Status Register

31st July 2023

Grants - Draft Applications

Program	Funding Level	Project	Amount (GST Exc.)	Note
Regional Drought Resilience Planning Program	State	Various Projects	\$1,000,000	
Youth Opportunities Program	State	Central Darling Youth Leadership Program	\$50,000	
Local Roads & Community Infrastructure Phase 4	Federal	Various Projects	\$1,579,689	
Total			\$ 2,629,689.00	

Grants - Pending

Program	Funding Level	Project	Amount (GST Exc.)	Note
Growing Regions Program		White Cliffs Caravan Park Redevelopment	\$1,080,000	
Total			\$1,080,000	

Grants - Completed

Program	Funding Level	Project	Amount (GST Exc.)	Note
Murray Darling Basin Economic Development Program Round 3		Victory Caravan Park Amenity Block Upgrade		Expenditure figures provided to the department
Community Events Program - 0137	State	Mari Maa		Final project due to be completed 30 June 2023
Covid-19 Impacted Communities				Continued contact with department and project manager
Stronger Country Communities Fund (SCCF)	State	SCCF-0448		Milestone report submitted
Crown Lands Improvement Fund		Tilpa Playground Victory Park Caravan Park		Extensions approved
Total			\$0	

Central Darling Shire Council
MONTHLY REPORT JULY 2023

Morris & Piper

Monthly Report

216/15 Irving Street
Phillip, ACT, 2606
Email: office@morrispiper.com
ABN: 58646584616

INTRODUCTION

This monthly report is prepared for the Central Darling Shire Council (CDSC) under the current 2022-23 Service Agreement. The report captures work completed in July 2023 and sets out a proposed detailed work schedule for the month of August 2023. The report will also look forward to potential activities to be undertaken in the first quarter 2023-24.

JULY 2023 UPDATE

Finalised and submitted the following applications:

- Growing Regions Program (AG) – White Cliffs Caravan Park Redevelopment EOI – \$1,080,000 (ex GST).

Notified that the following grant application was successful:

- N/A

Notified that the following grant applications were unsuccessful:

- N/A

Drafting the following applications:

- Regional Drought Resilience Planning Program Application (NSW) – Various Projects – \$1,000,000 (ex GST).
- Youth Opportunities Program (NSW) – Central Darling Youth Leadership Program – \$50,000 (ex GST).
- LRCI Phase 4 (AG) – \$1,579,689 (ex GST).

CDSC grant program contract management support, reporting and acquittal of all CDSC grant funding, including the following updates:

- MDBEDP R3 - Victory Caravan Park Amenity Block Upgrade expenditure figures provided to the department.
- Continued to work on Community Events Program – 0137. Final project due to be completed by 30 June 2023 (Mari Maa).
- Regular contact with both the council's project manager and the contractor for updates regarding the progress of the Covid-19 Impacted Communities grant approved by the Department of Regional NSW.
- SCCF3-0448 milestone report submitted. Additional expenditure information for the report was sought by the department and has been provided by the council. The information has been forwarded to the department.
- Extension requests under the Crown Lands Improvement Fund for both the Tilpa Playground and Victory Park Caravan Park projects have been approved.
- Assist with BCW-002 (Baaka curatorial report) acquittal. The Baaka Centre CEO has provided a proposal to expend the grant funds paid to the council. The proposal has been submitted to the Department of Regional NSW for its consideration. Advice from the department has not been received to date.
- Acquittal report for the Active Fest Event (OOS000201) was submitted to the Office of Sport for assessment.
- Drafting of the acquittal report for the Winter Holiday Break (WHB23-010) commenced.
- The acquittal for the Darling River Flood Mapping project (Preparing Australia Program) has been submitted.
- Acquittal reports for the NIAA funded Rehabilitation/Exercise parks in Menindee, Ivanhoe and Wilcannia submitted for approval by the department.
- Submitted Crown Lands Plans of Management report to department.
- The Community Events Program report and acquittal are still progressing.

Provided general grant and project management advice, including:

- Wilcannia Visitor Accommodation Business Case Working Group.
- Supporting CDSC with grants advice and planning.

PROPOSED AUGUST 2023 WORK SCHEDULE

- Work with Council and contractors on the Wilcannia Accommodation Business Case project to ensure oversight and relevant reporting.
- Preparing and finalising applications for the following projects:
 - Youth Opportunities Program (NSW) – Central Darling Youth Leadership \$50,000.
 - Spring Holiday Break Program \$8,000.
 - Regional Drought Resilience Planning Program Application – joint application as lead for consortium of CDSC, Broken Hill City Council and Far West Unincorporated area – once round announced.
 - NSW Severe Weather & Flood Grant - August/September 2022 - AGRN 1030 & AGRN 1034 - Category D – application for projects for the \$1,000,000 allocated to Council.
 - White Cliffs Caravan Park Redevelopment Business Case development – Growing Regions Program
 - LRCI Phase 4 (AG) - \$1,579,689 (ex GST).
- CDSC grant programs support including tracking, reporting and acquittal grant funding.
- Continue to explore and research grant funding opportunities to meet Council priorities.

PROPOSED SCHEDULE TO SEPTEMBER 2023

- Continue to work on and submit new grant applications due to September 2023, including matching CDSC project priorities with grant opportunities as they become available with a focus on funding for:

<ul style="list-style-type: none"> – Streetscapes – Review of the EMPlan. – Roads and Airstrips – Disability Access to public buildings (e.g., Post Offices and public amenities) – Cemeteries / Heritage Trail App (application submitted) – Council cemeteries (fencing/plaques) – Ivanhoe Stormwater drain (Columbus Street) design and implementation plan (LRCI Phase 4 potential project). 	<ul style="list-style-type: none"> – Menindee Street Art – Solar Panels for Council buildings Ivanhoe – Swimming Pool heating – Ivanhoe Community Golf Club – Sound Dome Beautification – White Cliffs – Landfill improvements (Litter fencing, CCTV, operational) – Tilpa Playground Shade Cloth – Water Security for White Cliffs
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- Continued grants administration advice and support (including reporting and acquittals).

SUMMARY OF DAYS WORKED

Total Days under Service Agreement (to end June 2024)	Rolling Total Days Used	July 2023	Days Remaining at 31 August 2023 ¹
84	0	8	82.5

¹ Includes carry over days from 2022-23.
3 August 2023

Morris & Piper

Please contact me if there is anything you would like to discuss regarding the above report.

Prepared by:



Andrew Morris

Director, Morris & Piper Advisory

3 August 2023

Email: andrew@morrispiper.com

Mobile: 0427 015 580



ACQUISITION AND DISPOSAL OF LAND POLICY

Document Reference No:	GD/	Version:	One
Service Unit:	Governance		
Author:	Governance Officer		
Responsible Director:	General Manager		
Authorisation Date:		Review Date:	
Minute No:			

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Acquisition and Disposal of Land Policy

Purpose

Central Darling Shire Council (CDSC) from time to time acquires and disposes of land and easement assets. CDSC has obligations under a range of legislation and this policy has been developed to provide the framework for a transparent process that adheres to the relevant legislation and provides the best value outcome for CDSC.

The objectives of this policy are to:

- Ensure that CDSC has open and accountable processes and guiding principles for the acquisition and disposal of land.
- Ensure best value is achieved in CDSC's land dealings.
- Establish the analysis process which will be undertaken and criteria under which CDSC will consider acquisition and sale of land including easements.

Application

This Policy applies to all strategic and compulsory land acquisitions and disposals and to the establishment and disposal of easements.

Definitions

Land - Land as a physical entity including buildings, structures and improvements to land held in fee simple.

Easement - An interest in land owned by another that entitles its holder to a specific limited use or enjoyment.

Council easement - An interest in land owned by a third party that exists for specific public use, benefit or enjoyment.

Privately owned property - Land owned by an individual, partnership, company or any government agency, department or utility authority.

Provisions

Central Darling Shire Council (as custodian of public assets) acquires land including interests in land through transparent processes in normal property market settings and the disposal of land with full transparency through identified methods. Acquisition and disposal processes will ensure due probity of process, optimal financial return (and minimal risk) and compliance with the Local Government Act and Regulations. All dealings in CDSC land can only be achieved through a resolution of Council.

Proposed acquisition and disposal of land and easements will consider:

- The guiding principles expressed in Section 8A of the *Local Government Act 1993* and securing the best value for residents and ratepayers.
- The current property market and independent valuation advice.
- The state of the local economy and capability to generate economic benefit.
- The objectives and general directions of the Community Strategic Plan, Delivery Program and Operational Plan.
- The current costs and liabilities to CDSC of managing and maintaining land considered surplus to operational needs.

Acquisition and Disposal of Land Policy

- Local Environmental Plans, Masterplans and Strategies.
- Assessment of the extent to which the land contributes to (or the future needs of) community well-being and amenity, including: whether the land improves the quality and opportunities for public space including sport and recreation opportunities; whether it provides enhanced arts and cultural activities and cultural development; whether it maintains and protects bio- diversity; whether it protects and conserves natural, cultural and built heritage; and whether it provides for operational needs of CDSC.

Land Acquisition

Acquisition of land will meet the purposes defined in Section 186 of the *Local Government Act 1993*.

The following principles will be applied when CDSC is considering acquisition of land:

- The process for acquisition of land will be as open and transparent as possible to ensure that CDSC obtains the best outcome and price and CDSC's commercial position is protected.
- For all transactions CDSC will obtain relevant information, including but not limited to valuation reports in order to assist decision making.
- Where privately owned property is available for purchase on the open market, CDSC will negotiate the purchase price and terms to achieve the best possible commercial value.
- Where privately owned property is not listed on the open market, Council officers will commission a valuation report as a basis for commencement of negotiations.
- When acquiring land CDSC will take into consideration the current property market to ensure that any acquisitions are acquired for a reasonable price and if required independent valuation advice.
- Wherever possible CDSC's preferred method of acquisition is to acquire land through negotiated agreement with the owner/vendor.
- Where land is not able to be acquired through negotiated agreement and otherwise where land is not on the open market for sale, CDSC may acquire the land by compulsory acquisition under the *Land Acquisition (Just Terms) Compensation Act 1991*.
- Decision making and assessment criteria for land acquisitions must consider:
 1. Assessment of the extent to which the land contributes to improving community well-being and amenity, including; whether the land improves the quality and opportunities for public space, whether it delivers equitable provision of a diverse range of sport and recreation opportunities, whether it provides enhanced arts and cultural activities.
 2. Assessment of the extent to which the acquisition maintains and protects the natural environment by conserving biodiversity or protecting, conserving and managing natural, cultural and built heritage.
 3. Assessment of the state of the local economy and capability to promote long-term economic growth by supporting opportunities for local businesses and local employment.
- Council may acquire land for entrepreneurial purposes. Assessment of land

Acquisition and Disposal of Land Policy

opportunities suitable for acquisition for entrepreneurial outcomes are to consider: the competing needs of the community and development of the Shire and the Community Strategic Plan; permissible use of the land/approvals for use of the land taking into consideration the Local Environmental Plan; costs of ongoing maintenance and operations and CDSC's Operational Plan.

- Commercial confidentiality will apply to negotiations for the acquisition of land subject to the requirements of relevant legislation. The purchase price and other costs associated with the acquisition will be disclosed once settlement has occurred.
- Council shall resolve the appropriate funding source for each acquisition.
- Council must resolve to acquire land including the classification of the land as either Operational or Community land.

Land Disposal

In deciding to sell land, Council will consider the following matters that are relevant to the proposed sale:

- Whether CDSC can lawfully sell the land.
- Existing usage.
- Potential future usage.
- The likely sale price.
- The cost of retaining the land.
- The public interest.

Under Section 713 of the Local Government Act 1993, CDSC has the power to sell land to recover unpaid rates and charges. The sale of any land to recover unpaid rates and charges that have been outstanding for the legislated period is regarded as a last resort enforcement measure to be undertaken only after other CDSC debt management processes have failed. The benefit to CDSC is that monies owed may be recovered, and the land may become an income-producing property again with a new owner who pays rates when due. A confidential report will be presented to Council for approval, detailing each property's circumstances, prior to the commencement of any sale of land for unpaid rates and charges.

Where land (including surplus areas of public road) is capable of being sold on the open market and able to be developed/used independently of any other property, the sale shall be by competitive process via CDSC's preferred method – be it public auction, tender or expression of interest - unless circumstances warrant sale by Direct Negotiation as set out below. For public auction, the General Manager will set the reserve price based on a recommendation of an independent valuer.

Notwithstanding Section 55(3) of the *Local Government Act 1993*, CDSC will consider using a tender process for land disposal where the sale may be considered controversial, contentious, or political. Council resolution is required for sale of land.

Commercial confidentiality will apply to negotiations for the land disposal. Sale price and other costs associated with the disposal will be disclosed once settlement has occurred.

CDSC can dispose of land by Direct Negotiation under the following circumstances:

- Where the total cost of the public sale process exceeds the expected community

Acquisition and Disposal of Land Policy

benefit. For example, where the land is worth \$1,000 and the cost involved in marketing the land proposed for disposal is \$5,000.

- Where there is only one identifiable purchaser. For example, where a site is not large enough for development in its own right (including a portion of road reserve closed under the *Roads Act 1993*). Where a site adjoins two owners such as laneways, the respective owners will be offered 50%.
- Where CDSC is bound by a contractual obligation. For example, a tenant with a first right of refusal, where that tenancy has been entered into because of public competition.
- Disposal of land to a government or utility authority for the purpose of infrastructure provision.
- Where a public marketing process in conjunction with an intended land disposal undertaken within the previous 12 months in accordance with this policy has failed to achieve the intended outcome.
- In response to a proposal which achieves specific policy goals of CDSC. This exclusion aims to allow Council an opportunity for delivery of a unique project. Any such proposal must include a concept plan, description of the project and clear demonstration of the achievement of specific policy and strategic goals and objectives of CDSC, e.g., a land-swap transaction.
- Following valuation advice.

Where land is being sold by direct negotiation, a probity plan will be developed to cover the following matters:

- obtaining best value for money.
- demonstrating accountability and transparency.
- dealing with conflict of interest.
- providing a fair chance for all to participate.

The report to Council recommending sale of a property will identify the reasons for a Direct Negotiation sale process method.

Easements

Easements are a right over a property for CDSC to use land for a specific purpose (drainage easement, easement in gross for access, etc.) and can be in the form of a covenant restricting the use of land (restriction as to user for unstable land, etc.) or can be a positive covenant that requires a landowner to use and/or maintain the site for a specific use (maintain detention basins, etc.).

Where CDSC requires an easement over a property and the easement is not created in a subdivision or as a condition of development consent, compensation may be payable to the landowner and shall be paid to the respective landowner where appropriate. The amount of compensation shall be assessed by a registered valuer in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*.

Where a Council easement over land is no longer required, CDSC can seek to extinguish or agree to the extinguishment of that easement if requested by the affected landowner. Where appropriate, Council will seek compensation from the landowner for the benefit of that

Acquisition and Disposal of Land Policy

extinguishment to the landowner as determined by a consultant valuer. Council must resolve to acquire or dispose an interest in land by an easement.

Closed Roads

An application for the full or partial closure and disposal of a road may be initiated by CDSC or by an individual. In the latter case, CDSC is still responsible for following the *Roads Act 1993* requirements for road closure.

Legislation

Local Government Act 1993
Local Government (General) Regulation 2021
Land Acquisition (Just Terms Compensation) Act 1991
Real Property Act 1900
Strata Titles Act 1988
Community Titles Act 1996
Roads Act 1993
Crown Land Management Act 2016
Conveyancing Act 1919

Related Documents

External

Tendering Guidelines for NSW Local Government

Internal

Disposal of Assets Policy

Debt Recovery Policy

Asset Management Policy

Asset Management Plans

Procurement Policy

Monitoring and Review

This policy will be monitored and reviewed by the General Manager to ensure compliance. Once adopted, it remains in force until it is reviewed by Council. It is to be reviewed approximately every two (2) years to ensure that it meets requirements, or sooner if the General Manager determines appropriate.



CYBER SECURITY POLICY

Document Reference No:	GD/	Version:	One
Service Unit:	Governance		
Author:	Governance Officer		
Responsible Director:	General Manager		
Authorisation Date:		Review Date:	
Minute No:			

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Cyber Security Policy

Purpose

Central Darling Shire Council (CDSC) aims to establish effective cyber security operational policies and procedures and embed cyber security into risk management processes. This will enforce organisational resilience and help make informed decisions in managing these risks, and will be supported by meaningful training, communication, and support across all levels of Council.

This policy is designed for use by the General Manager, Executive Management Team (ManEx), and the Audit and Risk Improvement Committee (ARIC) to embed cyber security into risk management processes. It outlines the high-level cyber security standards recommended for all NSW Local Government by Cyber Security NSW.

Application

Cyber Security covers all measures used to protect systems – and information processed, stored or communicated on these systems – from compromise of confidentiality, integrity, and availability.

The Cyber Security Policy applies to all Council Officials and contractors of Central Darling Shire Council (CDSC), as they are responsible for:

- Using and preserving CDSC's systems and digital assets in a secure way
- Familiarising themselves with CDSC's policies and standards and being aware of, and complying with, their responsibilities
- Reporting incidents or suspected cyber security breaches to the General Manager or delegate

Definitions

Breach – an incident that results in unauthorised access to, modification or disruption of data, applications, services, networks and/or devices by bypassing their underlying security mechanisms. This includes when data is lost or subjected to misuse or interference.

Council Official – as defined by the Council Code of Conduct and including Councillors, members of staff, administrators, council committee members, delegates of council, volunteers, contractors, and council advisors.

Crown Jewels – the most valuable or operationally vital systems or information in the organisation.

Cyber Security – measures used to protect the confidentiality, integrity and availability of systems and information.













Essential Eight – eight essential mitigation strategies that are recommended by the Australian Cyber Security Centre as a baseline to make it much harder for adversaries to compromise systems.

ICT – Information and Communications Technology, also referred to as Information Technology (IT). This includes software, hardware, network, infrastructure, devices, and systems that enable the digital use and management of information and the interaction between people in a digital environment.

Cyber Security Policy

Provisions

CDSC's process for enhancing risk management, governance, developing a cyber security culture, safeguarding records and systems, strengthening resilience against attacks and improved reporting is based on the Cyber Security Guidelines for Local Government and outlined below.

 LEAD		 PREPARE		 PREVENT		 DETECT		 RESPOND		 RECOVER	
1	Councils should implement cyber security planning and governance . CDSC will:										
1.1	Allocate roles and responsibilities as detailed in this policy.										
1.2	Ensure there is a governance committee led by the General Manager to be accountable for cyber security including risks, plans, reporting and meeting the requirements of this policy.										
1.3	Develop, implement and maintain an approved cyber security plan that is integrated with our business continuity arrangements.										
1.4	Monitor cyber security in our risk register and consider cyber security threats when performing risk assessments.										
1.5	Be accountable for the cyber risks of our ICT service providers with access to or holding of government information and systems and ensure these providers understand and comply with the cyber security requirements of the contract, including the applicable parts of this policy and any other relevant CDSC policies.										
 LEAD		 PREPARE		 PREVENT		 DETECT		 RESPOND		 RECOVER	
2	Councils should build and support a cyber security culture across their organisation. CDSC will:										
2.1	Implement regular cyber security awareness training for all Council officials and ensure that outsourced ICT service providers understand and implement the cyber security requirements of the contract.										
2.2	Increase awareness of cyber security risk across all staff including the need to report cyber security risks.										
2.3	Foster a culture where cyber security risk management is an important and valued aspect of decision-making and where cyber security risk management processes are understood and applied.										

Cyber Security Policy

2.4	Ensure that people who have access to sensitive or classified information or systems and those with privileged system access have appropriate security screening, and that access is removed when they no longer need to have access, or their employment is terminated.
2.5	Share information on security threats and intelligence with Cyber Security NSW and cooperate across NSW Local Government and the NSW Government to enable management of state-wide cyber risk.
<div> <div>LEAD</div> <div>PREPARE</div> <div>PREVENT</div> <div>DETECT</div> <div>RESPOND</div> <div>RECOVER</div> </div>	
3	Councils should manage cyber security risks to safeguard and secure their information and systems. CDSC will:
3.1	Implement an Information Security Management System (ISMS), Cyber Security Management System (CSMS) or Cyber Security Framework (CSF), with scope at least covering systems identified as the Council's "crown jewels".
3.2	Implement the ACSC Essential Eight.
3.3	Classify information and systems according to their business value (i.e. the impact of loss of confidentiality, integrity or availability).
3.4	Ensure cyber security requirements are built into procurement and into the early stages of projects. Any upgrades to existing systems must comply with CDSC's cyber risk tolerance.
3.5	Ensure new ICT systems or enhancements include processes for audit trails and activity logging to assess the accuracy and integrity of data including processes for internal fraud detection.
<div> <div>LEAD</div> <div>PREPARE</div> <div>PREVENT</div> <div>DETECT</div> <div>RESPOND</div> <div>RECOVER</div> </div>	
4	Councils should improve their resilience including their ability to rapidly detect cyber incidents and respond appropriately. CDSC will:
4.1	Develop a current cyber incident response plan that integrates our business continuity plan.
4.2	Test our cyber incident response plan at least every year and involve senior staff responsible for the management of external communications and media.

Cyber Security Policy

4.3	Ensure that ICT systems and assets are monitored to identify cyber security events and verify the effectiveness of protective measures.
4.4	Report cyber security incidents to the General Manager, Statewide Mutual and/or Cyber Security NSW. If relevant, incident reporting will be compliant with Federal reporting requirements.
4.5	Participate in or observe state-wide cyber security exercises as required.

Roles and Responsibilities

The following roles and responsibilities apply to CDSC's cyber security functions:

General Manager

The General Manager is responsible for:

- Assigning appropriate members of the Management/Executive Group (ManEx) and 3rd party ICT providers with the authority to perform the duties outlined in this policy.
- Ensuring 3rd party ICT providers protect government systems outsourced to them or that they have access to.
- Supporting the organisation's cyber security plan.
- Ensuring CDSC develops, implements, and maintains an effective cyber security plan and/or information security plan.
- Determining CDSC's risk appetite.
- Appropriately resourcing and supporting cyber security initiatives including training and awareness and continual improvement initiatives to support this policy.
- Reporting cyber incidents to Cyber Security NSW, if appropriate.
- Collaborating with information technology, records management and risk officers to protect CDSC's information and systems.
- Managing the budget for the cyber security program.

Customer Services Manager

The Customer Services Manager is responsible for:

- Providing day-to-day management and oversight of operational delivery.

Cyber Security Policy

- Acting as a focal point within CDSC for all matters relating to information management that are required to support cyber security.
- Providing input and support to regulatory compliance issues.

IT Team Leader and Records Management Officer

The IT Team Leader and Records Management Officer are responsible for:

- Ensuring that a cyber incident that involves damage or loss, or a near-miss, is escalated and reported to the Risk and WHS Officer

Risk and WHS Officer

The Risk and WHS Officer is responsible for:

- Coordination of the updating of cyber security controls and responses in the Operational Risk Register
- Ensuring cyber security incidents are recorded in the incident register.

Human Resources Officer

The Human Resources Officer is responsible for:

- Co-ordinating training and awareness programs to increase employees' cyber security capacity.

Audit and Risk Committee (ARIC)

ARIC are responsible for:

- Assisting the General Manager to ensure the risk framework is applied in assessing cyber security risks and with the setting of the risk appetite.
- Assisting the General Manager in analysing cyber security risks

Legislation

State Records Act 1998

Privacy and Personal Information Protection Act 1998

Government Information (Public Access) 2009, NSW

Cyber Security Policy

Related Documents

External

NSW Cyber Security Policy

Cyber Security Guidelines for Local Government (Cyber Security NSW)

Internal

Records Management Policy

Risk Management Framework

Information Security Policy

Information Technology Security Policy

Data Security and Protection Policy

Information Access Control Policy

ICT Acceptable Use Policy

Cloud Security Policy

Codes of Conduct

Monitoring and Review

This policy will be monitored and reviewed by the General Manager to ensure compliance. Once adopted, it remains in force until it is reviewed by Council. It is to be reviewed approximately every two (2) years to ensure that it meets requirements, or sooner if the General Manager determines appropriate.



FUEL CARD POLICY

Document Reference No:	GD/	Version:	One
Service Unit:	Business Services		
Author:	Governance Officer		
Responsible Director:	General Manager		
Authorisation Date:		Review Date:	
Minute No:			

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Fuel Card Policy

Purpose

Central Darling Shire Council (CDSC) has no bulk fuel storage and therefore needs to purchase fuel for vehicles and plant from private fuel retailers. To facilitate this, all vehicles and plant operated by CDSC have been provided with cards allowing the purchase of fuel on Council's account. The purpose of this policy is to:

- Provide a convenient and accessible method of refuelling for Council Assets
- Allow for the accurate recording and accounting for fuel purchased by CDSC
- Eliminate, as far as possible, the risk of fraud and/or theft using Council-issued fuel cards.

All local government organisations are obliged to maintain an effective system of internal control, in accordance with the *Local Government (General) Regulation 2021*.

Application

This policy applies to all Council Officials and associates of CDSC who are issued with a Council fuel card, and all administration staff who are involved in the processing of fuel card transactions. The policy covers:

- The purchase of fuel for all Council vehicles, plant, and equipment
- Authorisation and use of Council-provided fuel cards

Coverage of this policy will extend to electric-charged fleet and plant if required.

Definitions

Council Official – as defined by the Council Code of Conduct and including Councillors, members of staff, administrators, council committee members, delegates of council, volunteers, and council advisors.

Fuel card – a card used to purchase fuel at a petrol station or similar retail outlet.

ProvisionsPolicy Statement

Fuel cards are subject to appropriate controls to protect organisational funds, maintain the integrity of governance processes and maintain public confidence in CDSC operations.

All purchases made on Council Fuel Cards are to be properly accounted for and reconciled.

CDSC as the purchaser is to receive any eligible reward points, discounts, promotional benefits, loyalty bonuses or similar that are associated with fuel card transactions.

Use of Fuel Cards

Fuel cards must only be used in line with CDSC's procurement framework and procedures as determined from time to time.

Fuel cards must only be used for the item or items of plant for which they have been issued and will be restricted to allow for the purchase of appropriate fuel for that vehicle or item of plant.

Council officers responsible for a vehicle or plant fuel card may allow other Council officers to use that card, for the purpose of refuelling the assigned asset/s. It is the responsibility of the Council officer who has been issued with the card to ensure that the use of the fuel card by others is in accordance with this policy and other procedures.

Risk Management and Fraud Control

- a) Employees and associates are only to use the fuel card for the purchase of fuel and oils relating to Council business and for authorised private usage.
- b) All employees and associates issued with a fuel card will be required to sign a document (Attachment 1) acknowledging their compliance with the fuel card policy once adopted by Council.
- c) Reviews of the usage of the fuel card will be conducted by the Finance Manager. A report will be submitted to the Senior Management Team (ManEx) periodically and to the Audit, Risk and

Fuel Card Policy

Improvement Committee (ARIC) annually detailing any issues on the use of the fuel cards over the past 12 months.

- d) Where a card is lost, stolen or damaged the holder must notify the Finance Manager immediately. Steps will then be taken to rectify the situation. This may include cancelling the card and reissuing a new fuel card.
- e) Inappropriate use of fuel cards must be referred to the General Manager or other Manager in accordance with the Code of Conduct and the Fraud and Corruption Prevention Policy. Suspicions should be reported immediately to only those people who absolutely need to know. This protects people from allegations that may not be proven and prevents the possible destruction of evidence.
- f) It is the responsibility of the cardholder to return the fuel card to the Finance Manager on resignation from CDSC. The Finance Manager or delegate will follow up on any cards that are not returned. The cards will be cancelled where this occurs.
- g) Other methods of payment, such as cash are only to be used in exceptional circumstances. An example of this is where there are no service stations that accept a Council operated fuel card. The employee or associate must make every effort to seek out a service station that accepts a Council owned fuel card. In the case of using cash to pay for fuel purchases, the reimbursement of the fuel payment must be authorised by the employee or associate's Manager.

Consequences

Appropriate measures will be taken to ensure adherence to this policy. Council officials misusing fuel cards will be subject to disciplinary action up to and including dismissal. Theft of fuel and fraudulent card use will be reported to the police.

Legislation

- *Local Government Regulation (General) 2001*

Related Documents

- Codes of Conduct
- Procurement Policy
- Fraud and Corruption Prevention Policy
- Public Interest Disclosures Internal Reporting Policy
- Statement of Business Ethics

Monitoring and Review

This policy will be monitored and reviewed by the Finance Manager to ensure compliance. Once adopted, it remains in force until it is reviewed by Council. It is to be reviewed approximately every two (2) years to ensure that it meets requirements, or sooner if the General Manager determines appropriate.

Attachments

1. Acknowledgement and Acceptance of Conditions of Use of CDSC Fuel Card.

Fuel Card Policy

Attachment 1 – acknowledgement and acceptance of conditions of use of CDSC fuel card**ACKNOWLEDGEMENT AND ACCEPTANCE****Acknowledgement and Acceptance of Conditions of Use of CDSC Fuel Card****CARDHOLDERS' RESPONSIBILITIES**

1. I have been issued with a fuel card(s), which authorises me to purchase fuel, oil or other lubricants for nominated CDSC vehicles, plant and equipment only.
2. If I lose any fuel card(s), I will immediately notify the Finance Manager.
3. I understand that the fuel card(s) are not to be used for personal vehicles or non-business purposes.
4. I understand that each time I use the fuel card(s) I am required to provide the fuel supplier with an accurate odometer reading, Plant Number/Job Costing, Name clearly printed & signed on the supplier's receipt and Council's receipt.
5. I understand that each fuel card(s) is assigned to either an individual Council vehicle or a specific fuelling purpose (Fuel cans, Mowers, etc) and at times other Council officers may need to use the card for refuelling a particular vehicle or purpose. I acknowledge that I remain responsible for the fuel card and any transactions made on that card.
6. I understand that it is against Council policy to swap or share cards between vehicles or to use card(s) for anything other than the intended purpose.
7. I understand once purchase from the service/fuel station has been made, a copy of the receipt will be handed to the Administration Officer in the Engineering Department within one week for processing.
8. I understand that I will be subject to disciplinary action up to and including dismissal if I am found to have misused the fuel card, or breached Council's policies regarding the use of the fuel card(s).
9. I understand that using any fuel or fuel card(s) for any purpose other than official CDSC business will be considered theft of Council property and reported to the Police.
10. I understand that upon resignation, termination of my employment, or going on leave, that the fuel card (s) is to remain with CDSC for the benefit of their asset/s.

ACCEPTANCE OF CONDITIONS

I acknowledge and accept the above conditions and will act in accordance with CDSC's Fuel Card Policy. I certify that I have read and understand the information provided to me in CDSC's Fuel Card Policy, including being provided with the opportunity to seek clarification on areas that are unclear.

Name:

Position:

Signature:

Date:



Customer Service Charter

Customer Service Charter

Introduction

Central Darling Shire Council is committed to providing high levels of customer service. To emphasise this commitment, Council has created a Customer Service Charter which details our service commitment to our customers. This Charter will be regularly reviewed and adapted to meet the changing needs of our customers.

Our Commitment to Customer Service

Central Darling Shire Council is committed to providing efficient, responsive and friendly service that is value for money for those who live, work or visit the Central Darling Shire. We will work in partnership with our community to deliver excellent service through dedication, innovation and continuous improvement.

Our Customer Service Charter outlines our commitment to providing quality services and gives our customers standards by which our performance can be measured. It provides staff with clear standards to aim for, making our focus on our customers our main priority.

CUSTOMER SERVICE VISION AND MISSION

Vision:

Central Darling Shire Council is focussed on shaping the future by being connected, sustainable and creative. Through this vision, Council is committed to the provision of timely, efficient and consistent quality services provided by experienced, knowledgeable and helpful officers that meet our customer's expectations.

Mission:

Our mission is to provide excellent local government services to our community that contribute towards the achievement of Council's vision for the Central Darling Shire. We expect that all staff, whether they are at the counter, working in an office, driving a truck or mowing a park to be committed to pursuing excellence in their role and be proud and responsible representatives of the Council.

OUR CUSTOMER SERVICE PROMISE

Central Darling Shire Council promises to provide a customer friendly organisation, committed to providing service excellence to our community. We will project positive attitudes, a focus on solutions and demonstrate a committed, can do approach.

We will work to understand and respond to the needs of our customers both now and into the future and provide opportunities for community engagement. We will continuously improve our service by proactively welcoming suggestions and seeking feedback from the community and actively measuring and communicating our performance against these commitments.

Customer Service Charter

SERVICE STANDARDS YOU CAN EXPECT

Our Customer Service Charter is our firm statement of commitment to our customers. Service Standards help to define how we will undertake those activities involving customer relationships, in line with the Community Vision and our Customer Service Charter.

Service Standards set out what our customer service promise means in practice and will be consistently applied across all contact points within Council.

CUSTOMER SERVICE STANDARDS

In all dealings with customers, staff will....

- Take personal ownership for customer satisfaction
- Treat customers courteously and with respect
- Act in a professional and helpful manner
- Provide accurate, relevant and timely information
- Seek to resolve requests/enquiries at the first point of contact
- Focus on solutions for customers with a 'can do' approach.

When customers telephone, we will...

- Attempt to answer calls within three (3) rings and as quickly and efficiently as possible
- Greet customers politely with a smile in our voice
- Deal with the call, redirect the call (endeavouring not to transfer the call more than once) or take an accurate message as appropriate
- Provide customers with an opportunity to leave a voice message when calls cannot be answered personally
- Return phone calls immediately where possible but not exceeding one (1) business day.

When customers visit us, we will...

- Attend the customer service counter promptly
- Acknowledge people if there is a queue and apologise if they have been kept waiting
- Give a courteous welcome and offer assistance
- Meet with customers within five (5) minutes of the appointed time (if a prior appointment has been made), or provide customers with an estimated wait time should they be seeking a meeting with a staff member that has not been prearranged
- Listen carefully to customer needs by asking questions, taking notes and confirming details
- Ensure all customer service officers are professionally attired and identified by name badges and/or personal introduction, and our customer service areas are clean, tidy and aesthetically pleasing whilst also being functional.

When customers write to us, we will...

- Respond to letters, emails and faxes within the nominated timeframes for the type of correspondence or within fifteen (15) working days of receipt if no previously nominated timeframe
- If a full reply is not possible initially, forward an acknowledgement which will indicate when a reply can be expected and the name of the officer to contact with queries
- Deal with all correspondence as promptly as possible and write in clear, concise language that's easily understood.

Customer Service Charter

CUSTOMER SERVICE REQUESTS

Council responds to service requests relating to activities that are the responsibility of Council such as road maintenance, tree clearance and town maintenance. Service requests relating to public safety will be dealt with immediately.

All service requests will be investigated within fifteen (15) working days. Actions will be determined by the priority of the request, Council work schedules and available resources.

When handling requests for service by telephone, personally, letter or email, we will....

- Complete a Customer Request by entering the details into our computerised Corporate Information System
- Where possible relay the allocated request number to the customer to enable them to follow up on their request if needed
- Ensure the request is referred to the appropriate supervisor/department for action
- Respond to the customer within fifteen (15) working days after investigative action has been completed, if the request indicates a response is required
- Ensure all requests are processed in accordance within standard time frames and documented procedures.

Customer Service Charter

INTERNAL CUSTOMER SERVICE

Regardless of where a staff member works in Council, everyone has a customer and everyone is a customer. Whether the service is provided internally to a direct team member, another business unit, to councillors or externally to the community, we all provide a customer service.

As such we recognise and value the importance of all our customers and will endeavour to deliver excellent service to both our external and internal customers. We acknowledge that the same principles of quality customer service for our external customers apply to every member of staff as internal customers and we will train and monitor staff customer service delivery provided to each other.

All employees will work in partnership with each other to fulfil customer service obligations with the same Service Standards, regardless of whether the customer is a colleague or external customer. Each has a responsibility to ensure that a positive and effective internal customer service culture exists.

When staff are announcing telephone calls, the expectation exists that if the individual staff member is able to answer the telephone at that time, they are able to talk to the customer and not expect a message to be taken on their behalf by the staff member announcing the call.

Quality internal customer service should be managed using the following core set of assumptions:

- ❖ Courtesy – can be demonstrated through a helpful and pleasant manner and listening carefully to requests and clarifying our understanding:
- ❖ Respect – valuing the feelings, opinions and views of all staff and respecting constructive feedback
- ❖ Maturity – demonstrating a mature and professional approach to our work in a genuine and friendly manner
- ❖ Confidence – doing our job thoroughly and organising our work and systems so that they, and we, are reliable
- ❖ Accuracy – developed by implementing and adhering to checking and monitoring processes.

Customer Service Charter

HELPING US TO HELP YOU

Our Expectations of the Customer

To help us to meet these commitments, we ask our customers to...

- Treat Council officers with respect and courtesy
- Not answer or conduct conversations on mobile phones while dealing with our staff
- Respect the privacy, safety and needs of other customers
- Provide accurate and complete details at the time of the initial contact
- Telephone to make an appointment for a complex enquiry or if there is a need to see a specific officer
- Telephone the officer nominated in any correspondence sent to the customer and quote the reference details noted on the letter
- Provide your current contact details and advise us if they change
- Work with us to solve problems
- Provide us with feedback so we know how we are performing and where necessary can continue to improve our service.

Handling Difficult Situations or Abusive Customers

Abusive behaviour is displayed when customers shout, display bullying behaviour, use abusive or obscene language or make threats to Council personnel.

Staff are not expected to tolerate abusive behaviour.

Communication may be terminated immediately by staff if abusive behaviour occurs. If face to face, the officer may walk away. If by telephone, the officer may terminate the call. If by email, the address may be blocked or not responded to.

The General Manager may decide to limit or cease responses to any person who is abusive and/or derogative in his/her communication with Council or who fails to accept that Council has done all that it can to assist. A decision of this nature will be communicated in writing to the person.

If an officer feels threatened by the language or behaviour of the customer, the Police may be notified.

Customer Service Charter

COMPLAINTS

A complaint is an expression of dissatisfaction with a decision, level or quality of service, or behaviour of an employee or agent which can be investigated and acted upon. Central Darling Shire Council acknowledges the individual's right to make a complaint if it is considered Council has been remiss in its service provision or actions.

What is not a complaint?

- A request for service (unless there was no response to a first request for service)
- A request for information or an explanation of a policy or procedure
- Disagreement with a policy of Council
- An expression concerning the general direction and performance of Council or its Councillors
- Reports of damaged or faulty infrastructure
- Reports about neighbours, noise, dogs, nuisances, unauthorised building works or similar issues that fall into the regulatory aspect of our service.

Many of the issues mentioned above are called “complaints” when a customer contacts us. They are called complaints because a customer is unhappy about a situation and wants something done. The actions we take to resolve many “complaints” are often an everyday part of the services we provide and will be dealt with apart from the formal complaints management process.

A complaint lodged in person, by telephone, letter or email may be responded to in the same format. Irrespective of the manner in which the complaint was received, a response to the complaint can be expected within ten (10) working days. There are times when it is not possible to meet this timeframe eg where a complaint is a complex one requiring investigation, however we will keep the customer informed of progress via an interim update.

Council is confident that it can resolve the majority of complaints received, however we understand that we may not be able to satisfy every customer on every occasion. If a complaint remains unresolved or a customer is dissatisfied with our process in dealing with a complaint, other avenues remain for the customer to explore which may include referral to the most appropriate external complaints handling body.

Customer Service Charter

REPORTING

A range of significant performance indicators relating to customer service and service delivery will be used within Council. These will be regularly monitored and reported to gauge our level of performance and to assess opportunities for improvement.

Results of Council's performance measures will be reported to Councillors and the community on an annual basis via appropriate communication mediums. The reporting format will include the Service Standards already in place, how performance has been measured, whether standards have been achieved and the next steps in the customer service improvement process. Where Service Standards have not been met, we will identify how it is intended to meet those standards in the future. Reporting will include the results of all customer surveys and the level of customer compliments/complaints received.

Future Development

Council is committed to implementing information and corporate systems to track customer requests and provide the ability to measure customer service standards. Provision will be made in Council's Operational Plan for this to occur on a continual basis.

The Customer Service Charter and the Service Standards contained in this document will be reviewed at least every two (2) years. Performance management targets will be reviewed and developed in accordance with the implementation of appropriate systems.

Contact us

If you would like to suggest ways in which we can serve you better, you can:

Write to:
The General Manager
Central Darling Shire Council
PO Box 165
Wilcannia NSW 2836
Email: council@centraldarling.nsw.gov.au
Fax: 08 8091 5994

or

Phone Council on 08 8083 8900



Department of Planning and Environment

Central Darling Shire Council
21 Reid St Wilcannia NSW 2836 Australia
10 August 2023

Your ref: 23-25CH045

Subject: Community Heritage Grants Letter of Offer

Dear Andrew Morris,

On behalf of Heritage NSW, I am writing to congratulate you on your successful 2023-2025 Community Heritage Grant application.

A grant of up to \$45,455 (ex GST) has been approved to Central Darling Shire Council for the project known as Stories behind the Stones.

Formal acceptance is required by 15 September 2023

To accept your grant funding you and a witness will need to sign an electronic funding agreement in DocuSign. This will be sent in coming days and must be signed by 15 September 2023. The funding agreement has further details of the offer and conditions of approval.

The grant is paid in instalments against Milestones

The grant will be paid in three instalments based on the completion of milestones requirements as outlined in the funding agreement.

To initiate the first milestone payment of 50% of the grant, you will need to upload an invoice through the SmartyGrants platform once the funding agreement has been signed.

The total amount payable will be based on actual expenditure incurred on allowed activities at the completion of the project, up to the grant amount approved.

Acknowledgement of NSW Government funding

We ask that you acknowledge the contribution of NSW Government funding in any communications materials relevant to the grant.

Measuring the success of your project

As part of our commitment to ensuring the success of your project, we request a brief Progress report by July 2024. A comprehensive Final report, due 15 April 2025, should include:

- a detailed account of project achievements
- a copy of any collateral produced with the funding
- evidence of expenditure against the project.

If you have any questions, please feel free to contact Jan Nye, Senior Grants Officer, Heritage NSW, on 9873 8500 or at heritagemailbox@environment.nsw.gov.au.

Department of Planning and Environment



Yours sincerely,

A handwritten signature in blue ink, appearing to read "Lana Zegura".

Lana Zegura

Manager Incentives and Engagement
Heritage NSW

Stories behind the Stones

The Central Darling Heritage Trail App Cemetery Extension

Scope of Works

DPE Community Heritage Grants NSW
Prepared by Bernadette Drabsch 22nd November 2022

Project Understanding



Figure 1 - Wilcannia Cemetery.

Regional cemeteries contain decades and sometimes centuries of historical information documenting the triumphs and tragedies of individuals living in outback towns. To capture this, ***Stories behind the Stones*** aims to transform the experience of visitors to the region. It will allow people of all ages and backgrounds to engage with the fascinating heritage embodied within the region's pioneer cemeteries.

The proposed project will extend upon the new Central Darling Heritage Trail App, providing carefully researched historical information about specific individuals at the touch of a button. This will enable visitors to tour the cemeteries at White Cliffs, Wilcannia, Ivanhoe, and Menindee at their own pace and engage with the embodied heritage within each cemetery. Stories belonging to the region's early inhabitants will be shared in a sensitive and respectful manner through a collection of four modules specifically designed to provide a balance of comprehensive historical information (i.e., a list of every marked grave) and a selection of specific stories, based on key individuals.

Background and Overview

It is proposed that the **Stories behind the Stones** modules will be co-created by Historian and App consultant Dr Bernadette Drabsch and Heritage Specialist Mr. Ben Churcher, in collaboration with community members from the towns of Wilcannia, White Cliffs, Menindee, and Ivanhoe. The stand-alone modules will be designed to extend and sit within the new *Central Darling Heritage Trail App*, which is due to be launched in March 2023. While the current form of the Heritage Trail app includes the cemeteries, it only provides a light touch and does not delve deeply into the stories of the buried individuals. In contrast, the proposed **Stories behind the Stones** modules will have a more focused approach, paying particular attention to those most often overlooked in historic accounts – such as the pioneering women, children, migrants, and Indigenous residents.

Description

Stories behind the Stones will share the rich tapestry of history associated with the towns of Wilcannia, White Cliffs, Ivanhoe, and Menindee. The stories will be told through engaging text and high quality photographs. The modules will be positioned within the *Central Darling Heritage Trail app*, freely downloadable to any Apple and Android phone, ensuring inclusivity. The GPS functionality of the mobile device will enable the app to be used offline and via armchair mode, allowing for a wider target audience. Visitors to the cemeteries will receive notifications based on where they are via GPS alerts, allowing for better navigation through the cemeteries via a beautifully customised interface, designed to be user friendly for people of all ages. The viewers will be provided with in-depth interpretive content and local information which will bring the pioneering heritage of the Central Darling to life.

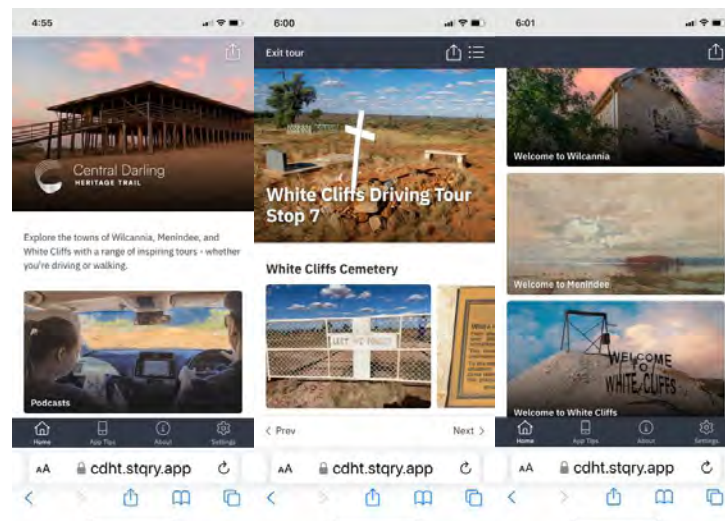


Figure 2 - Screenshots from the Central Darling Heritage Trail app prototype.

The project builds on the previously successful partnership between Drabsch and Churcher, in collaboration with staff and students from the University of Newcastle.

Need for the cemetery app extension

Genealogy, the study of family ancestry, is booming. More and more our desire to know our ancestors is exerting a strong hold on us and the popularity of shows like *'Who do you think you are?'* and websites like *Ancestry.com* demonstrate that piecing together family histories is a growing hobby for many Australians. For many, the driving force is the search itself, enabling everyday people to become detectives, piecing together little snippets of evidence, as they form a narrative to better understand where they came from and consider what has shaped them into the people they are today. This desire for connectedness is about relationships, self-identity, and finding a sense of place in the world.

Our target audience would include a variety of people, such as local residents who might like to learn more about the individuals who built their town, or visitors to the region who would like to be entertained with stories of daring paddle-steamer captains, eccentric German opal dealers, hardworking Chinese market gardeners, or Indigenous soldiers. The app will also appeal to the family historians, searching for long-lost relatives.

Having the comprehensive ***Stories behind the Stones*** cemetery modules sitting within the larger Heritage Trail app will provide those who would like to know more about the individuals behind the engraved names the opportunity to do so.

Content of the modules

Each ***Stories behind the Stones*** module will be visually rich and designed to maximise viewer interest. It will be functional, informative, engaging, historically accurate, and culturally sensitive. The modules will include two components:

1. A comprehensive list, noting the basic details and location of all people buried at each cemetery. This will be designed for those looking for a specific monument.
2. A selection of engaging stories relating to specific individuals of historical interest.

Methodology

The project will be undertaken in the following stages:

The Scope Phase – Consultation with key stakeholders will inform the most culturally appropriate and respectful content for the app. Stakeholders will include relevant Indigenous groups and local history associations.

Research and Field Collection Phase – Drabsch & Churcher will travel to each cemetery to record and photograph each grave and meet with relevant community members. In addition, genealogical and historical research will be undertaken, and content drafted

Design and Build Phase – All content will be curated, edited, and transferred to the App platform STQRY. The App will be created using the principles of Universal Design, ensuring a positive user experience for all.

Testing and Editing Phase – All content will be edited, and the new modules will be tested in the field, confirming that all user experience issues are resolved, and no technical bugs are occurring. Feedback resulting from this will inform minor iterative upgrades at this point to ensure the App delivers an excellent experience for all.

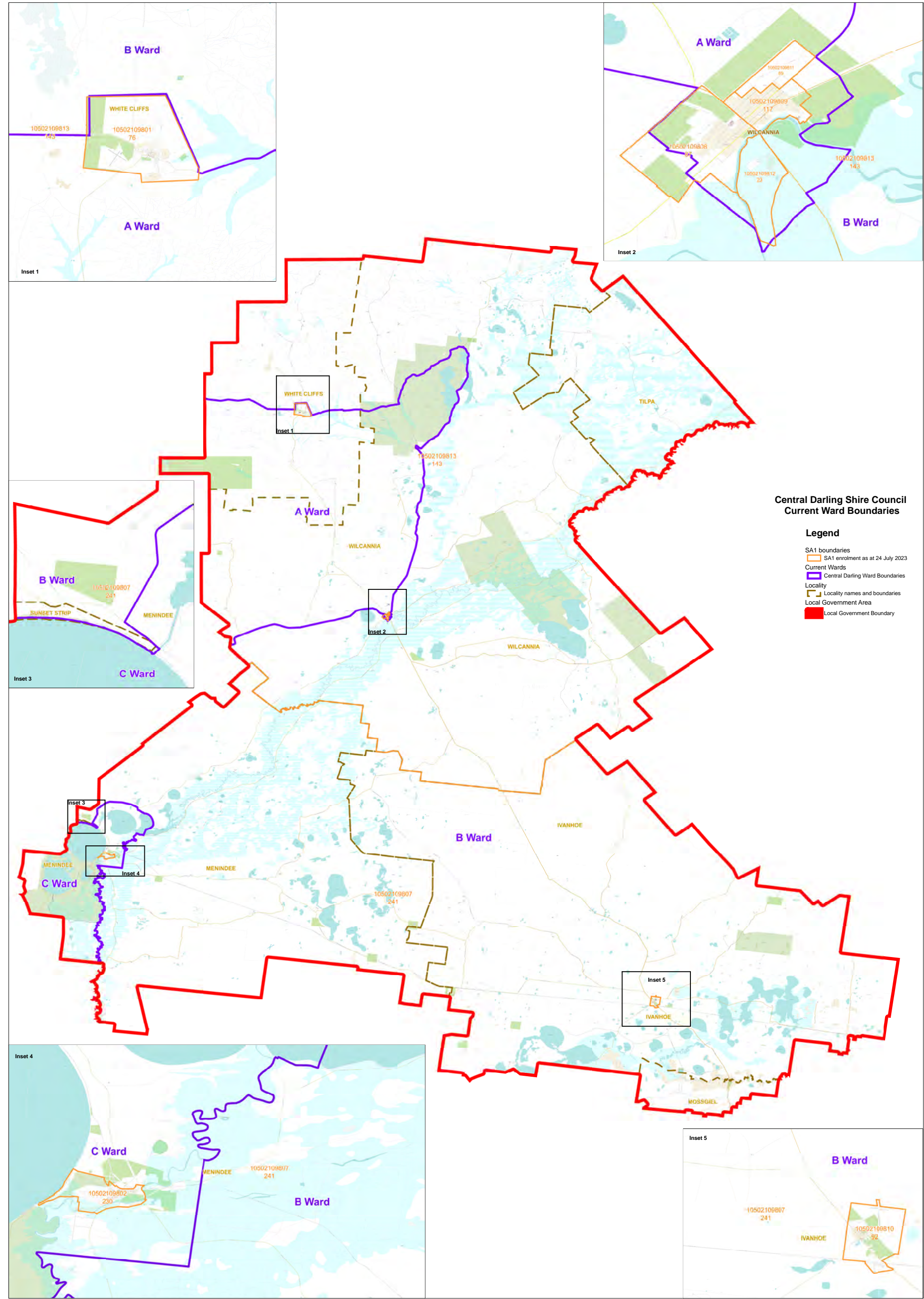
Activation Phase - App goes live with usage data and feedback collected from users.

Budget

The below estimate of costs relates to the proposed ***Stories behind the Stones*** modules to be carried out in partnership with Dr Bernadette Drabsch and Mr. Ben Churcher. It is acknowledged that funding for this stage will be pursued through the NSW Department of Planning and Environment, Local Government Heritage Grants in collaboration with Central Darling Shire Council. The four proposed modules will guide people through each of the cemeteries at Wilcannia, Menindee, White Cliffs, and Ivanhoe and stop at certain grave sites to provide information on the life story of people of interest. This will complement and extend upon the *Central Darling Heritage Trail app* that is currently being finalised.

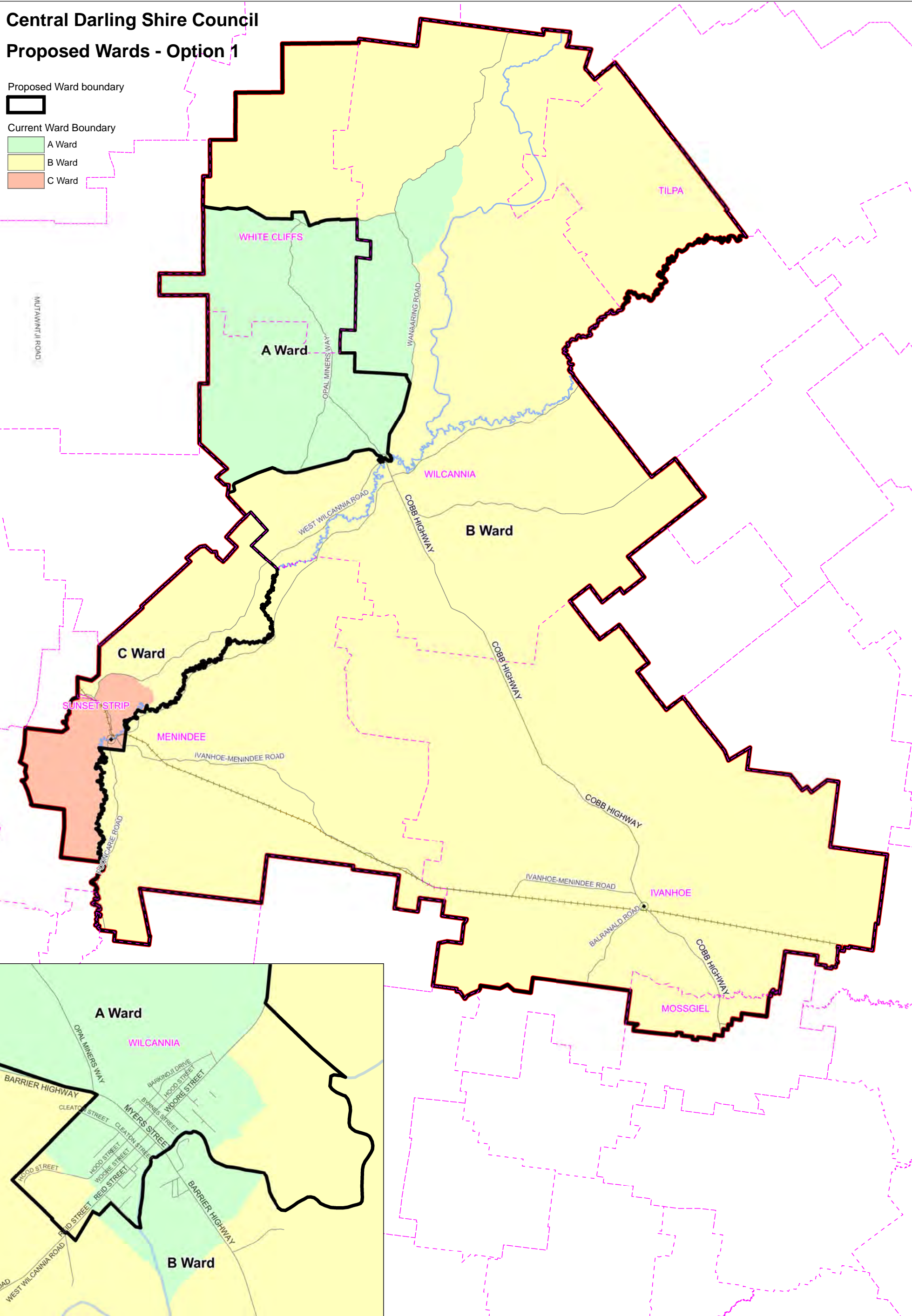
Item		Estimated Cost
1	Historian and App Consultant – Dr. Bernadette Drabsch Fieldwork - \$280/day x 18 = \$5040 Research - \$100/hour x 130 = \$13,000	\$18,040
	Heritage Specialist – Ben Churcher Fieldwork - \$280/day x 18 = \$5040 Heritage Consultant - \$130/hour x 40 = \$5,200	\$10,240
2	Field Trip 1	
2a	Accommodation – 12 days/11 nights - 2 rooms \$150 p/n	\$3,300
2b	Meals ATO Rates for 2 people for 12 days - Breakfast \$25.75 - Lunch \$29.35 - Dinner \$50.65	\$2,485
2c	Hire Car + Fuel - 4WD car hire from Budget, including top tier insurance and liability coverage \$4,465 - Fuel \$1,500	\$5,965
3	Field Trip 2 – testing	
3a	Accommodation – 6 days/5 nights - 2 rooms \$150 p/n	\$1,500
	Meals ATO Rates for 2 people for 6 days - Breakfast \$25.75 - Lunch \$29.35 - Dinner \$50.65	\$1,240
3b	Hire Car + Fuel - SUV from Economy Car Hire Broken Hill	\$1,150
	Flights from Sydney to Broken Hill x 2	\$1,535
	<u>Total ex-GST</u>	\$45,455
	<u>GST</u>	\$4,545
	<u>Total incl. GST</u>	\$50,000

Dr. Bernadette Drabsch
Mobile: 0434 344 695



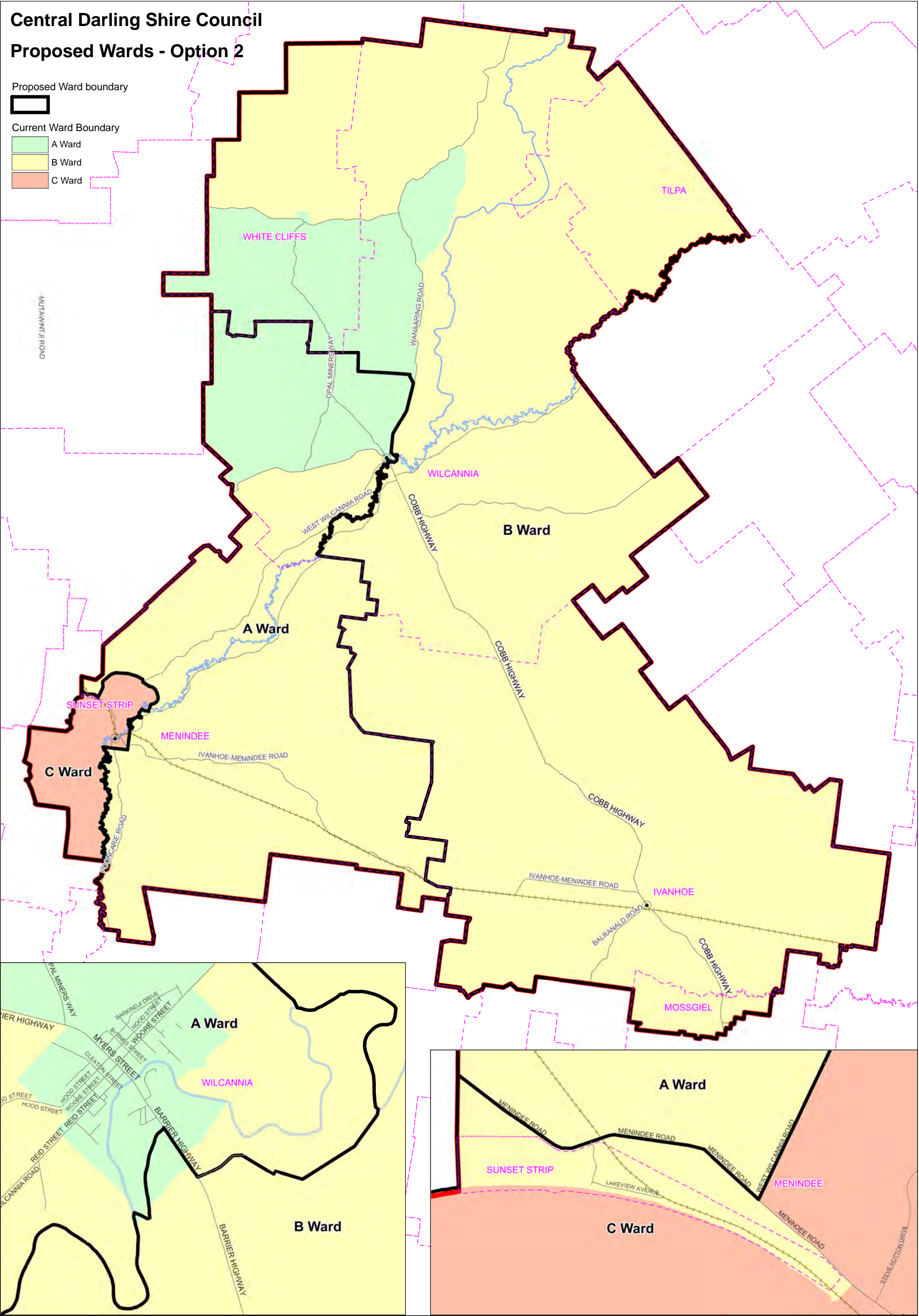
Central Darling Shire Council
Proposed Wards - Option 1

- Proposed Ward boundary
- Current Ward Boundary
- A Ward
 - B Ward
 - C Ward



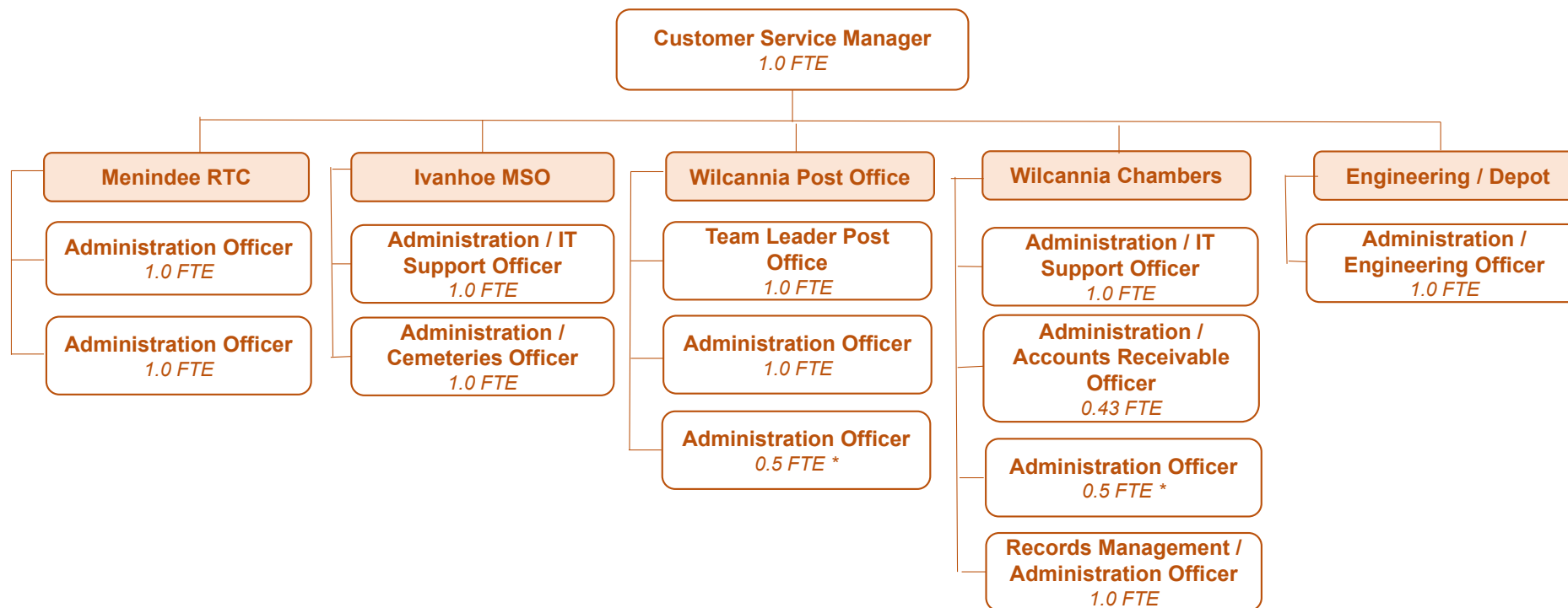
Central Darling Shire Council
Proposed Wards - Option 2

- Proposed Ward boundary
Current Ward Boundary
A Ward
B Ward
C Ward



PROPOSED STRUCTURE

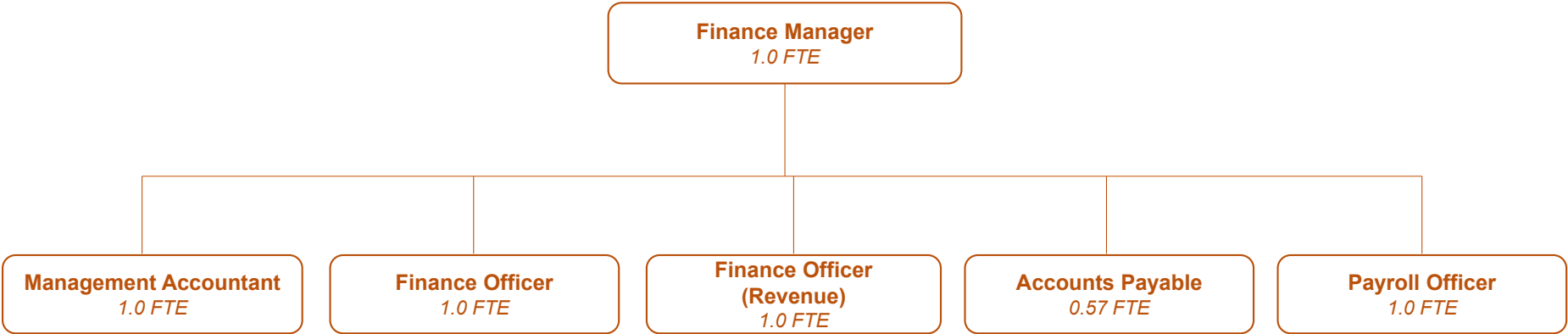
CUSTOMER SERVICES

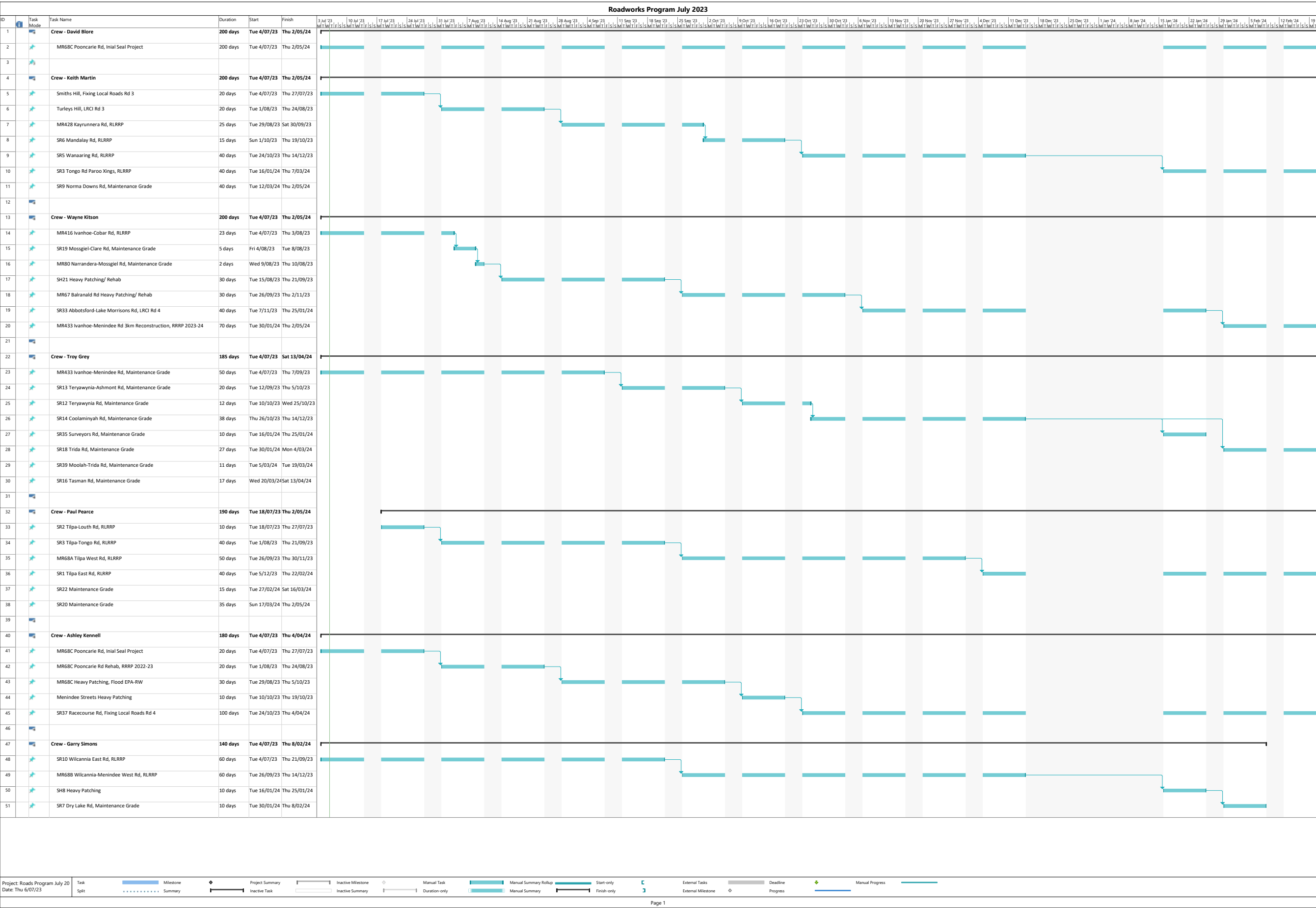


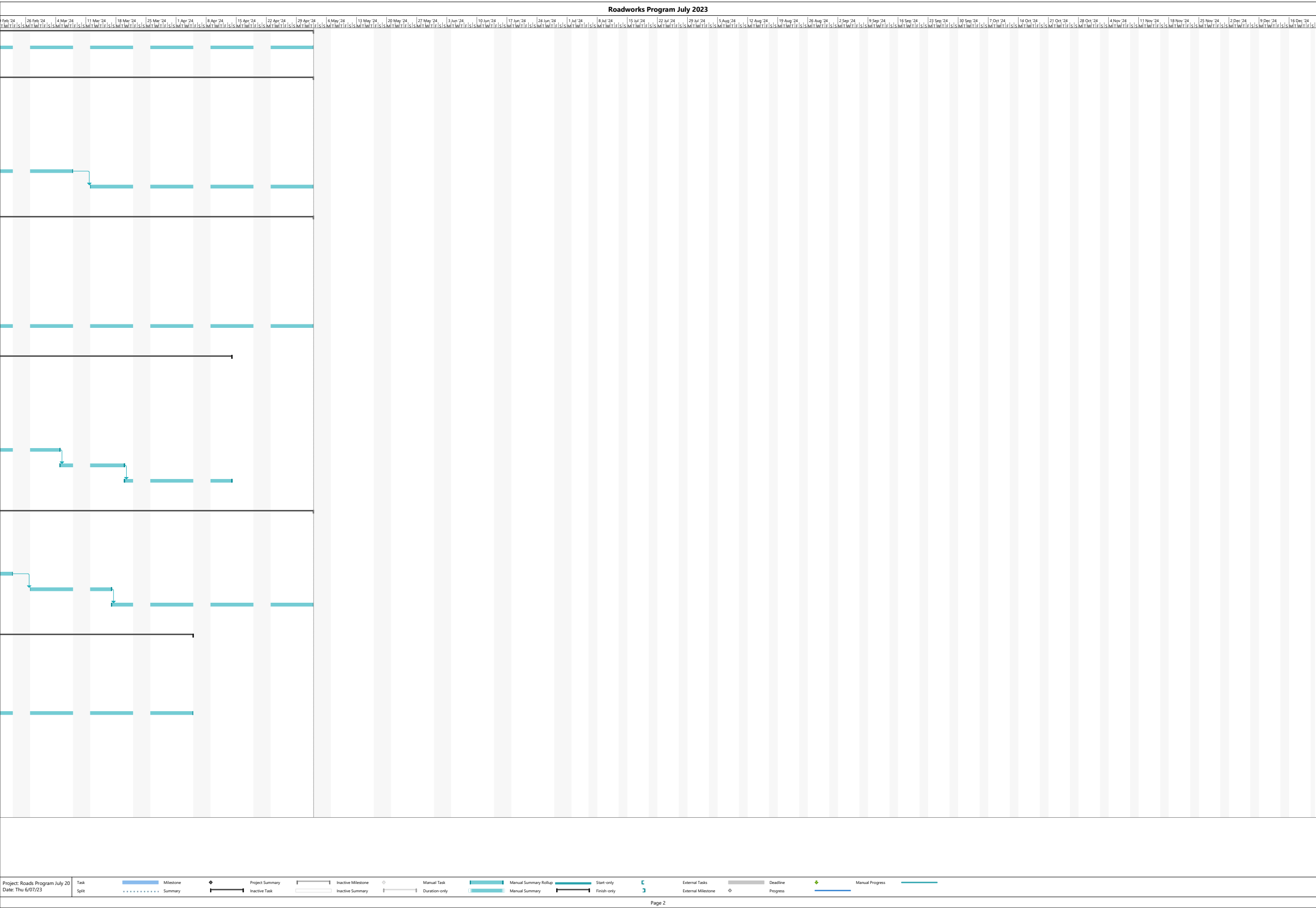
* position split across 2 areas

PROPOSED STRUCTURE

FINANCE









DOCUMENT CONTROL

PROJECT REPORT DETAILS	
Document Title	Central Darling Shire Active Transport Plan
Principal Author	Currajong Pty Ltd
Client	Central Darling Shire Council
Project Reference	APC220901
DOCUMENT STATUS	
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Status	Draft
Date	June 2023

I Disclaimer

This Active Transport Plan has been prepared by Currajong Pty Ltd on behalf of Central Darling 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, Central Darling 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 Central Darling 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.

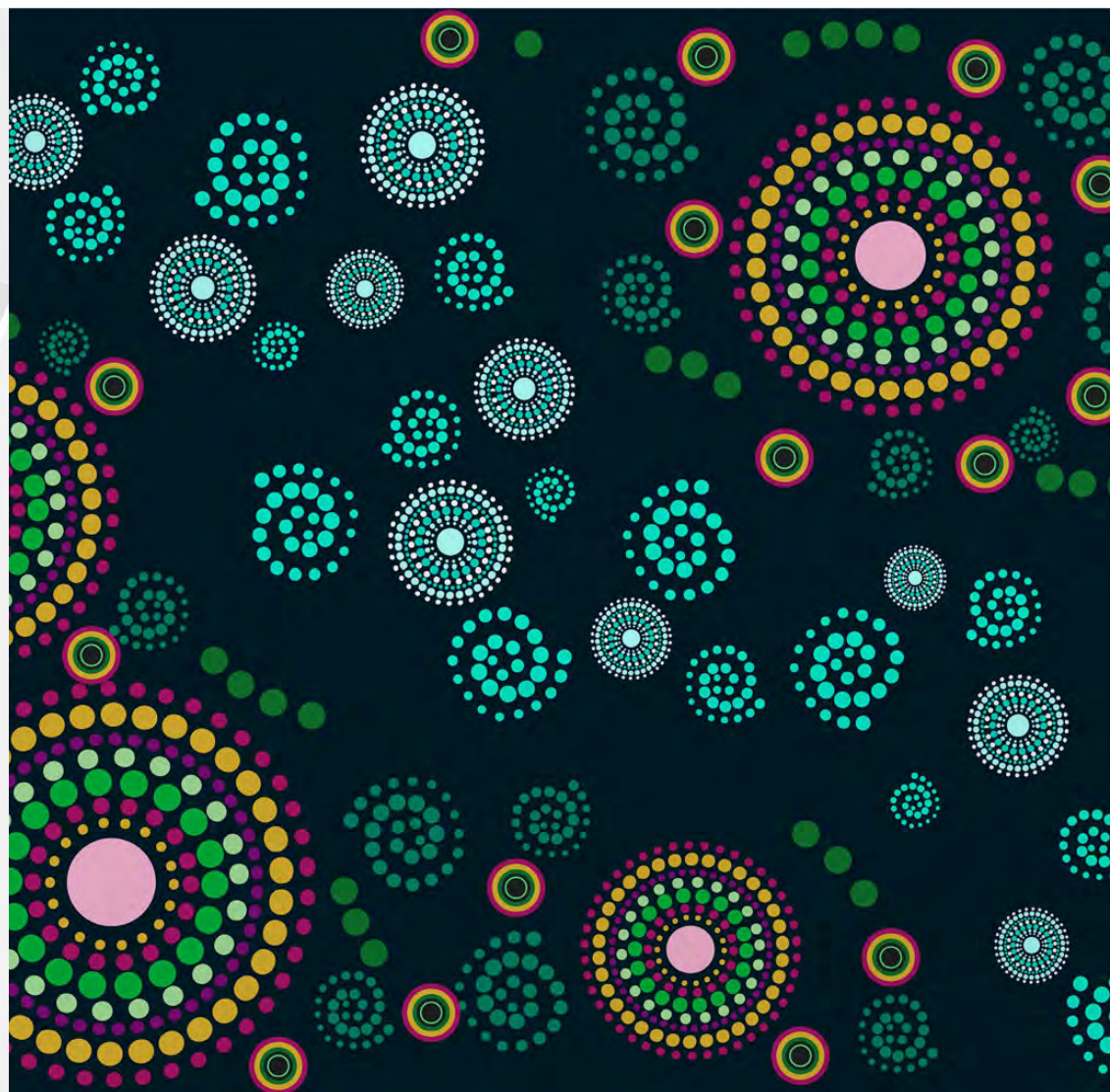
ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the traditional custodians of the Country within the Central Darling Shire and their Elders, past, present and emerging.

Aboriginal people maintain a strong belief that if we care for Country it will care for us. This requires Country to be cared for throughout the process of design and development of projects such as the Central Darling Active Transport Plan.

Many of the transport routes we use today follow the Darling River and creek systems, traditional Songlines, trade routes and ceremonial paths in Country that Aboriginal people followed for thousands of years.

A 'Connecting with Country' approach helps us all meet any statutory requirements to sustainably manage Aboriginal culture and heritage in the built environment.



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01

PROJECT INTRODUCTION



Central Darling Shire Council continues to direct its resources towards improving levels of service and amenity for residents and visitors.

While a major focus of Council's resources continues to be on roads, there is a need to improve the pedestrian and cycling network, otherwise referred to as Active Transport.

The Central Darling Active Transport Plan (Central Darling ATP) aims to replace the Central Darling Shire Pedestrian Access and Mobility Plan 2013 to provide for the needs of pedestrians, cyclists and personal mobility in Central Darling Shire.

The Central Darling 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 Central Darling 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, streetlights 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 Central Darling ATP proposes targeted improvements that are assessed to have the greatest benefits and user support.

Preliminary stakeholder engagement and investigations have already commenced through surveys, workshops and meetings 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 Central Darling Shire.

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

02

THE VISION

The State Vision

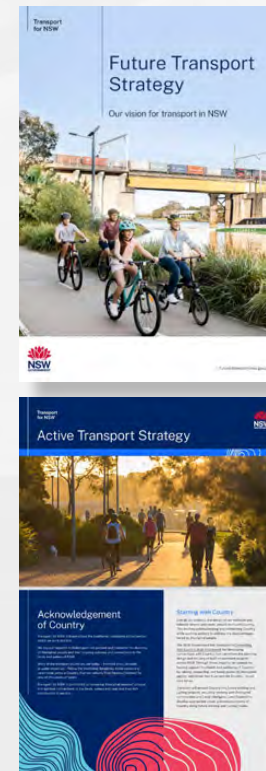
The Transport for NSW Future Transport Strategy 2022 sets out the key actions to connect communities and encourage more people to choose active transport, including:

- + 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.

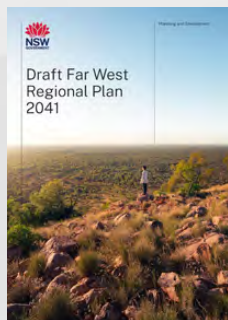
The Transport for NSW Active Transport Strategy 2022 draws on the NSW Future Transport Strategy 2022 and its vision for walking, riding and personal mobility. The NSW Government wants walking and bike riding to be the preferred way to make short trips and a viable, safe and efficient option for longer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



Central Darling Active Transport Plan



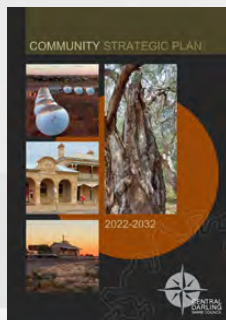
The Vision for the Region

Central Darling is at the centre of the Far West Region which is the most distinctive and remote rural area in NSW.

Despite its relatively small population, the Far West economy is a significant contributor to the State economy, driven by agriculture and mining.

The Far West 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.



Central Darling Community Vision

Central Darling Shire is a unique remote area of Far West NSW. The Shire has a rich Aboriginal, natural and built heritage. World class natural assets include the Darling River, Menindee Lakes, Paroo Darling and Kinchega National Parks and the surreal landscape of White Cliffs.

The vast areas of the Central Darling Shire and the huge distances between towns present significant challenges for communities within the Central Darling Shire. Key issues underpinning the future planning, development and prosperity of Central Darling communities include roads, telecommunications, accommodation, water quality and supply, education, health and other community services.

The Central Darling Community Strategic Plan 2022-32 sets the following long-term vision for Central Darling Shire:

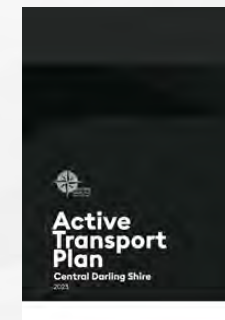
'Respecting our country, culture, people, and river by building a better future for all generations.'

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

- + Community and culture.
- + Local and regional governance.
- + Natural environment.
- + Local economy.
- + Rural and urban land use.
- + Infrastructure and services.

A key priority for Council is to maintain and improve levels of service and amenity for residents and visitors while looking to expand the economic and employment base.

Town Improvement Plans have been developed by Council for Ivanhoe, Menindee, Sunset Strip, Tilpa, White Cliffs and Wilcannia. These plans provide more detailed guidance on the planning and delivery of services and infrastructure in the medium to long term. Streetscape Improvement Plans have also been prepared for the central business districts of Ivanhoe, Menindee, White Cliffs and Wilcannia. The Central Darling Shire Pedestrian Access Mobility Plan 2013 also contains a list of actions required to improve the active transport network.



Central Darling ATP Vision

Many residents within the main towns of the Central Darling Shire are already active transport participants, with many locals seen walking along streets to access services and facilities and to visit friends and family.

Unfortunately, the existing active transport network falls short of meeting user requirements in some areas, particularly around connections to attractors such as schools, health centres, youth centres, public swimming pools and Mainstreet environments.

The safety of people using the active transport network (particularly at night) is also a strong theme expressed by locals in moving forward in the future planning of the network.

The vision for the Central Darling ATP is:

'The active transport network connects important attractors within the main towns of the Central Darling Shire and is safe for everyone to use.'

03

CHALLENGES + OPPORTUNITIES

Recent Changes

A lot has changed since the adoption of the Central Darling Shire Pedestrian Access and Mobility Plan 2013, 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.
- + Improvements in taxi, Uber and rideshare services and public transport ticketing technology is empowering customers to be more comfortable choosing the best mode for a trip and switching between modes.
- + 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 urban streets in the Central Darling Shire 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.



Central Darling Active Transport Plan

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 Central Darling 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 Central Darling ATP is being undertaken in the following stages:

Stage 1 - Asset Review

Central Darling Shire Council has a Combined Strategic Asset Management Plan to guide the management of its active transport assets. The main elements of the existing network of active transport facilities have been recorded on maps in the Central Darling 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 Central Darling 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 Central Darling 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 Central Darling 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 Ivanhoe, Menindee, Sunset Strip, Wilcannia and White Cliffs in October 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. Safety was also a recurrent theme.

Stage 6 - Local Data Review and Planning

The audits and stakeholder feedback revealed a variety of pedestrian and cycling facilities provided in Central Darling 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 Central Darling ATP.

Stage 7 - Draft Central Darling Active Transport Plan

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

Active transport plans have been prepared for Ivanhoe, Menindee, Sunset Strip, Tilpa, White Cliffs and Wilcannia 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 Central Darling ATP along with project costings and any notes relating to project implementation.

Stage 8 - Public Exhibition

Formal public exhibition of the draft Central Darling 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 Central Darling 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.



Central Darling Active Transport Plan



05

LOCAL CONTEXT

Central Darling Shire

Central Darling Shire, situated in the Far West Region of NSW, has an area of 53,511 square kilometres, making it the largest Local Government Area (LGA) in the NSW. The climate is semi-arid, with very hot summer periods and average rainfall around 330mm per annum.

The Shire has a population of approximately 2,000 people, living in the main settlements of Ivanhoe, Menindee, White Cliffs and Wilcannia and on pastoral properties and the smaller localities of Darnick, Mossiel, Sunset Strip and Tilpa.

The principal economic activities within the Shire include agriculture, mining, services and retail and tourism. Pastoral grazing properties represent the largest land-use within the Shire, accounting for 97% of the entire LGA.

The Darling River and the wetlands encompassing the Menindee Lakes are major attractions in the Central Darling Shire. Other attractors are the historic town centres, national parks, White Cliffs. Health and aged care facilities, schools and other education services, transport facilities, open space and recreational facilities are also important attractors. All these attractors need to be considered in the new Central Darling ATP, and against the backdrop of infrastructure upgrades being planned in the Shire.

Travel patterns are dispersed across the Central Darling LGA, with most inter-town trips being undertaken by private vehicle or Countrylink bus service. Within towns, walking is very popular and would be on par with car trips. Use of public transport is much lower and generally limited to school bus trips and Countrylink services between towns.

Access to private vehicle transport and public transport contributes to social disadvantage and accessibility issues in some sections of the wider community. Town centres, schools, sports and recreational centres tend to have higher levels of active transport participation, particularly walking between attractors. Active transport trips between the homes of friends and relatives are also prevalent in towns.

In 2021, Central Darling Shire had a higher proportion of children and a lower proportion of persons aged 60 or older than Regional NSW. Over half of households manage on low incomes. 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.

Ivanhoe

Overview

Ivanhoe is located approximately 200 kilometres east of Menindee along the Cobb Highway, between the Lachlan and Darling Rivers. The town is an important service centre and railhead for the surrounding rural district, with reticulated water supply and sewerage, railway station, Ivanhoe Central School, Ivanhoe Hospital, community hall, police station, general store / café and post office, hotel, RSL, youth centre, 'homebase' childcare centre, service stations, caravan park, motel, tennis courts, parks and sportsground. Around 200 people currently live in Ivanhoe. The Ivanhoe Heritage Trail provides a brief snapshot of the town's history and an introduction to the Outback experience.

Preliminary consultation and audit findings

The audit and consultation work in Ivanhoe revealed a relatively extensive footpath network in fair to good condition and a less extensive shared path network in good condition.

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

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

I Footpaths

The blue lines on the map show the existing network of concrete footpaths in Ivanhoe. There is a general need to extend footpaths to connect to the Ivanhoe Sportsground and Ivanhoe Hospital. There is also a need to review road crossing points to ensure paths join to the edge of the bitumen sealed carriageway and provide a continuous all-weather pathway.

I Shared Paths

There are no shared paths in Ivanhoe. All community members consulted are supportive of more shared paths.

I 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.

I School Zones

Ivanhoe Central School has an established school zone and there are existing footpaths along some adjoining streets. There is a need to extend the footpath / shared path network around the Cook Street side of the school. There is a need for lighting of the crossing at Columbus Street.

I Bicycle Lanes

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

I Road crossings

The Columbus Street crossing in front of the Ivanhoe Central School needs to be upgraded.

I Barriers

No major barriers observed.

I Obstacles

No major obstacles observed.

I 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.

I Lighting

No major issues were raised / noted, other than the Columbus Street crossing in front of the Ivanhoe Central School needs to be upgraded.

I Tactile indicators

Generally absent in Ivanhoe and not required at this stage.

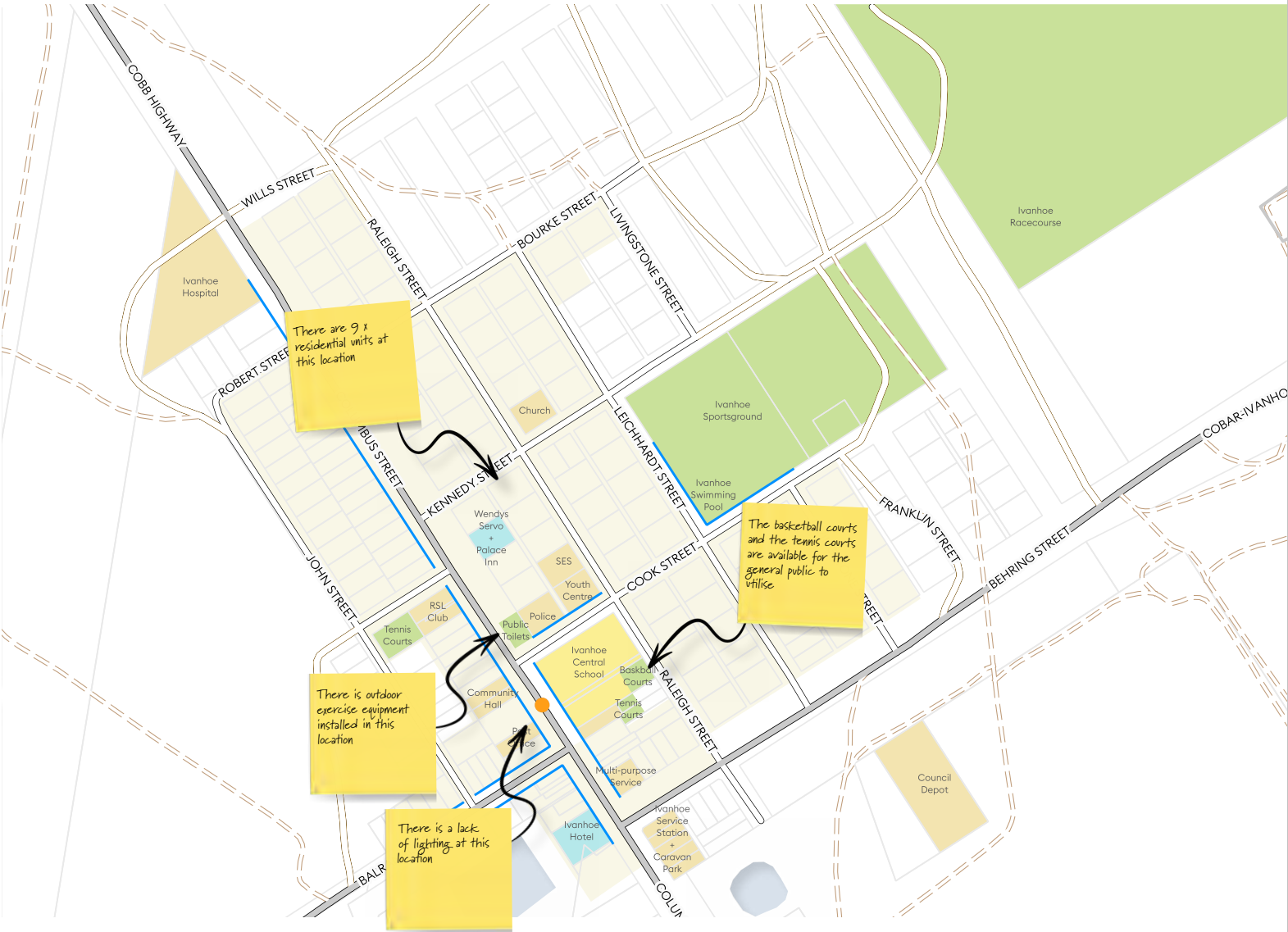
I End of trip facilities

There is a rotunda, exercise station and public toilets situated near the police station in Columbus Street which provides end of trip facilities.

I Signage

Generally absent at main visitor attractors.

PAGE 14 | SECTION 05 | LOCAL CONTEXT



Community Comments

Footpaths in Ivanhoe are too rough and existing kerb ramps generally present a problem for accessibility when walking and cycling around town.

Consider the Gool track owned by Tronox Mine when planning the new active transport network.

Project

Central Darling Active Transport Plan

Map Title

Consultation / Audit Map

Map Location

Ivanhoe

- Map Legend**
- Primary Roads
 - Local Roads (Sealed)
 - Local Roads (Unsealed)
 - Tracks-in-use
 - railway
 - Existing Dirt Paths
 - Existing Granite Paths
 - Existing Shared Path
 - Existing Footpath
 - Existing Phone Booth
 - Existing Centre Refuge
 - Existing Pedestrian Crossing
 - Commercial Activities
 - Parks and Recreation Areas
 - Education Facilities
 - Community Facilities
 - General Urban Land-use

Map Scale

0 100 200 m

Menindee

Overview

Located on the banks of the Darling River, Menindee has a rich Indigenous and European settlement history. The Darling River, Menindee Lakes and township is of great significance to the Barkandji people. It was also a base for Burke and Will's historic expedition across Australia.

Menindee is an important service centre, with reticulated water supply and sewerage, Menindee Central School, Menindee Health Centre, parks, recreational ground and a central business district with a hotel, motel, caravan parks, police station, civic hall, general store / café and post office.

Menindee is located close to the unique Menindee Lakes, Kinchega National Park and the Darling River, which provide opportunities for the visitor economy.

Water is central to the prosperity of the Menindee community, with water in the Menindee Lakes storage scheme dependent on inflows from the Northern Murray-Darling Basin and the manner in which water is stored and released.

Preliminary consultation and audit findings

The audit and consultation work in Menindee revealed a relatively extensive footpath network in fair to good condition and a less extensive shared path network in good condition. A number of opportunities and constraints (deficiencies, gaps and barriers) were identified in the Menindee active transport network, which are discussed in this section. A map summarising the audit / consultation findings of the Ivanhoe investigations is also presented.

I Footpaths

The blue lines on the map show the existing network of concrete footpaths in Menindee. There are also a series of river walks that require track maintenance and signposting.

I Shared Paths

The purple lines on the map show the existing shared paths in Menindee. There are also a series of river walks that require track maintenance and signposting. All community members consulted are supportive of more shared paths.

I Kerb Ramps

There are kerb ramps along constructed footpaths with varying levels of compliance. In general, there is a need to review all existing kerb ramps along existing paths and undertake repairs to achieve compliance. New kerb ramps should form part of any new footpath / shared path treatments.

I School Zones

Menindee Central School has an established school zone. The extent of the existing footpaths at the school is minimal and there is a need to ensure the footpath / shared path assets are adequate, including provision of a safe crossing of Menindee Street.

I Bicycle Lanes

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

I Road crossings

A new road crossing of Menindee Street at the historic Menindee Post Office is considered important by all locals consulted. Road crossing points are also required on Menindee Street near the Menindee Central School and Perry Street near the Menindee Recreation Oval.

I Barriers

The riparian areas of town along the Darling River act as a barrier at some locations.

I Obstacles

The entrance to the historic Menindee Post Office is difficult to access due to its elevation above Menindee Street. There is a need to improve access to the Post Office as part of any road crossing improvements along Menindee Street. No street furniture, signs or other structures were observed to present major obstacles or hazards to pedestrians or cyclists on constructed paths.

I 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.

I Lighting

No major issues were raised / noted.

I Tactile indicators

Generally absent in Menindee and not required at this stage.

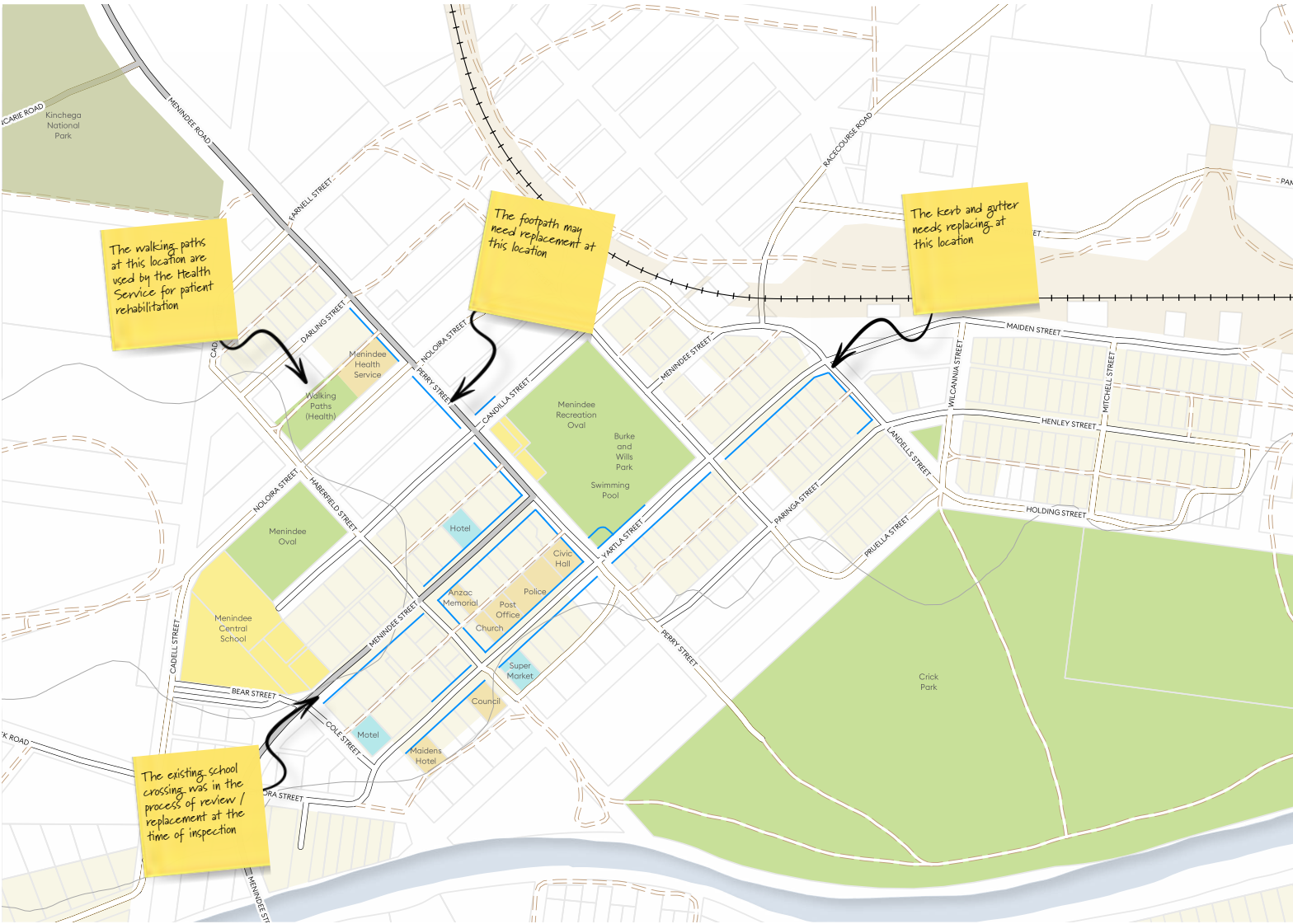
I End of trip facilities

There are end of trip facilities at the Menindee Recreational Oval precinct.

I Signage

There is a well-established heritage walk and many interpretive signs within Menindee township. There is merit in extending way-finding and interpretive signage along the main river walks outside of town.

PAGE 16 | SECTION 05 | LOCAL CONTEXT



Community Comments

Some members of the community question the need for upgrades to the active transport network when vehicle access to the Menindee public tip is not constructed to an all-weather standard.

There is an existing Heritage Trail for Menindee which should be considered as part of the planning of the active transport network.

End of trip facilities (tables, chairs and signage) to be properly considered as part of active transport planning.

Mobility scooter awareness and training would be of benefit to the community.

Need to review / link to Heritage Trail and Old Town Weir.

Project

Central Darling Active Transport Plan

Map Title

Consultation / Audit Map

Map Location

Menindee

Map Legend

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
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- Education Facilities
- Community Facilities
- General Urban Land-use

Map Scale



Sunset Strip

Overview

Sunset Strip was gazetted in 1965 as a village within the Central Darling Shire. The residential village is located 20 kilometres north-west of Menindee, situated on the northern shore of Lake Menindee. Many Central Darling Shire and Broken Hill City residents use Sunset Strip as an 'off-shift' / weekend escape. Sunset Strip has a Post Office, Community Hall, Hotel and caters to recreational boating, fishing, golf and tennis activities.

Preliminary consultation and audit findings

The audit and consultation work in Sunset Strip 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 Sunset Strip active transport network, which are discussed in this section. A map summarising the audit / consultation findings of the Sunset Strip investigations is also presented.



I Footpaths

There are no constructed footpaths in Sunset Strip. Residents and visitors walk along the road to access services and the lake. There is a need to improve walking and cycling conditions along Lakeview and Kingfisher Avenues. Any new footpaths should also aim to improve drainage along these roads.

I Shared Paths

There are no constructed shared paths in Sunset Strip. Conditions along Lakeview and Kingfisher Avenues are too narrow to consider shared paths.

I Kerb Ramps

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

I School Zones

There are no schools at Sunset Strip. A school bus service is available to take students to school at Menindee.

I Bicycle Lanes

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

I Road crossings

No urban streets within Sunset Strip were observed to present major crossing issues. The need for road crossings was not identified.

I Barriers

No barriers were identified at Sunset Strip.

I Obstacles

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

I 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.

I Lighting

No major issues were raised / noted.

I Tactile indicators

Generally absent in Sunset Strip and not required at this stage.

I End of trip facilities

There are no end of trip facilities, other than what is provided at commercial premises.

I Signage

Generally absent.



General Comments

Drainage along the public roads above the lake is an issue for some residents. Drainage should be considered in any new pathways.

Project

Central Darling Active Transport Plan

Map Title

Consultation / Audit Map

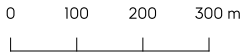
Map Location

Sunset Strip

Map Legend

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
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- General Urban Land-use

Map Scale



Tilpa

Overview

Tilpa is a small town of around 50 people located on the Darling River, approximately 917 kilometres north-west of Sydney. Tilpa was once an important river port and river crossing up until the 1960's when a bridge was constructed across the Darling. Tilpa today is a small rural service centre for surrounding farms. There is the Tilpa Pub, the Tilpa Trading Post and accommodation in the village and at several "farm stay" facilities.

Preliminary consultation and audit findings

The desk top audit of Tilpa was undertaken with Council staff, which revealed a general absence of constructed paths and facilities. A map summarising Tilpa investigations is presented in this section.



I Footpaths

There are no constructed footpaths in Tilpa.

I Shared Paths

There are no shared paths in Tilpa, nor are they warranted at this stage.

I Kerb Ramps

There are no kerb ramps as there are generally no footpaths. New kerb ramps should form part of any new footpath treatments.

I School Zones

There are no schools in Tilpa. There is a school bus stop for pick-up and drop off of school age children.

I Bicycle Lanes

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

I Road crossings

There are no road crossings, nor are they warranted at this stage.

I Barriers

There are no major barriers to active transport movement.

I Obstacles

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

I Trip hazards

Some grassed footpaths where drainage has created washouts and erosion present as trip hazards. Regular maintenance of footpath areas is required to address potential trips and falls.

I Lighting

No major issues were raised / noted.

I Tactile indicators

Generally absent in Tilpa, and not required at this stage.

I End of trip facilities

There are end of trip facilities at the Tilpa Pub and Trading Post.

I Signage

There is a short heritage walk with interpretive signs.



Central Darling Active Transport Plan



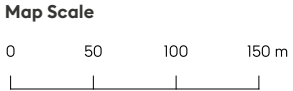
General Comments
No comments or issues raised.

Project
Central Darling Active Transport Plan

Map Title
Consultation / Audit Map

Map Location
Tilpa

- Map Legend**
- Primary Roads
 - Local Roads (Sealed)
 - Local Roads (Unsealed)
 - Tracks-in-use
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White Cliffs

Overview

Precious seam opal was discovered in White Cliffs in the 1890's, which led to extensive mining of the area, which still continues today. To escape the high summer temperatures, many residents live underground in 'dugouts'.

White Cliffs is the gateway to the Paroo Darling National Park which has a rich cultural and environmental history. The community hosts many annual events, including the White Cliffs Underground Arts Festival, Australia outback Rally and the Rodeo. These events allow visitors to experience a unique part of Far West NSW.

Located approximately 650 kilometres north-west of Dubbo, White Cliffs is a fully serviced town with reticulated water and sewer, Wilcannia Public School, White Cliffs Health Services, post office / general store, hotel, National Parks and Wildlife Service offices and visitor centre and hall as well as recreational facilities with sportsgrounds, swimming pool and parklands. The Opal Pioneer Caravan Park and the White Cliffs Underground Motel also provide for visitor accommodation.

Preliminary consultation and audit findings

The audit and consultation work in White Cliffs revealed a general lack of constructed footpaths and active transport facilities. Many people were observed walking along the road network. A summary of the audit / consultation findings of the White Cliffs investigations is presented in this section.

I Footpaths

There are generally no constructed footpaths in White Cliffs.

I Shared Paths

There are no constructed shared paths.

I Kerb Ramps

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

I School Zones

White Cliffs Public School has established school zones and there are minimal constructed paths along most streets. There is a need to ensure a connected active transport network around the school.

I Bicycle Lanes

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

I Road crossings

There are no constructed road crossings in White Cliffs and there is no need for crossings.

I Barriers

There are no major barriers to active transport movement.

I Obstacles

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

I Trip hazards

Grassed / gravel footpaths and poor road drainage results in periodic washouts and erosion.

I Lighting

No major issues were raised / noted.

I Tactile indicators

Generally absent in White Cliffs and not required at this stage.

I End of trip facilities

The Post Office / General Store and public recreational facilities provide end of trip facilities. The owner of the Post Office was open to the idea of bike racks at this attractor.

I Signage

Generally absent.

I Other

The Post Office / General Store is a central destination. Lack of paths and drainage presents issues for pedestrians.



General Comments

There is a need to include funding for drainage management within White Cliffs generally.

The community has questioned the need for the white guideposts in town as they are perceived to be out-of-town requirements.

Project

Central Darling Active Transport Plan

Map Title

Consultation / Audit Map

Map Location

White Cliffs

Map Legend

- Primary Roads
- Local Roads (Sealed)
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- Community Facilities
- General Urban Land-use

Map Scale



Wilcannia

Overview

Located approximately 550 kilometres west of Dubbo, Wilcannia is a fully serviced town with facilities that are at the forefront of regional health, education and community development.

In the 1880s Wilcannia was the third largest shipping port in Australia, with paddle steamers from South Australia transversing the Darling River. Many iconic heritage buildings remain, including the Wilcannia police station, courthouse, post office, London Standard Chartered Bank and the Wilcannia Bridge.

Wilcannia has a large Aboriginal community, being the traditional home of the Barkandji people, who have a long-standing history, connection and association to Country and the Darling River as well as Wilcannia township.

Attractors in Wilcannia include St Therese's Community Parish School, Wilcannia Central School, Gloria King Youth Centre, Wilcannia Multi-Purpose Service, Wilcannia Shire Council Administration Centre, a central business district area as well as recreational facilities with sportsgrounds, swimming pool and parklands.

There are several accommodation options for visitors, including Victory Park Caravan Park situated on the banks of the Darling River.

Preliminary consultation and audit findings

The audit and consultation work in Wilcannia revealed a relatively extensive footpath network in fair to good condition and a less extensive shared path network in good condition. Many people were observed walking along the road network. A number of opportunities and constraints (deficiencies, gaps and barriers) were identified in the Wilcannia active transport network, which are discussed in this section. A map summarising the audit / consultation findings of the Wilcannia investigations is also presented.

I Footpaths

The blue lines on the map show the existing network of concrete footpaths in Wilcannia. There is a need to connect the Gloria King Youth Centre to the Wilcannia Central School and the Wilcannia Mainstreet. There is also a need to connect residences and urban facilities both sides of the Darling River.

I Shared Paths

There is an existing shared path that links St Therese's Community Parish School to Wilcannia Mainstreet, shown as a purple line on the map. All community members consulted are supportive of more shared paths.

I Kerb Ramps

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

I School Zones

Wilcannia Central School and St Therese's Community Parish School have established school zones and there are existing footpaths along most streets. Most students use the bus services available to travel to and from school. However, there are many situations where school students need to use the footpaths around schools and there is a need to ensure a connected active transport network around schools.

I Bicycle Lanes

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

I Road crossings

No urban streets within Wilcannia were observed to present major crossing issues. The need for road crossings was not identified at this stage.

I Barriers

The Darling River acts as a barrier to active transport movement either side of the river. The lack of lighting at the Wilcannia Bridge presents a safety issue for active transport movement at night.

I Obstacles

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

I Trip hazards

Some kerb ramps, grassed footpaths and degraded concrete / bitumen sealed footpaths presented as trip hazards. The footpath area directly west of Wilcannia Bridge is an area requiring attention. Provision of concrete footpaths and new kerb ramps along main walkways would help address potential trips and falls.

I Lighting

The existing solar powered lights along the existing shared path to St Therese's Community Parish School do not work and need replacing. The bridge crossing is unlit and presents as an issue for safe crossing of the Darling River at night.

I Tactile indicators

Generally absent in Wilcannia and not required at this stage.

I End of trip facilities

The garden parkland near the Wilcannia Bridge provides end of trip facilities.

I Signage

There is a short heritage walk with interpretive signs.



Riparian and other iconic rural areas

There are no formal pedestrian or cycle routes connecting towns and villages in the Central Darling 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 Central Darling 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 touring bikes and mountain bikes. Locals tend to ride these more sturdy bikes due to the existing road conditions and the freedom they provide in accessing quieter gravel roads and rural attractions.

06 STRATEGIC CONTEXT

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



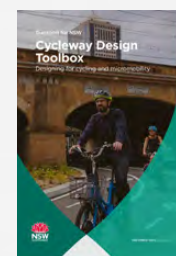
Explains how built environment practitioners can apply a Movement and Places approach to projects and plans.

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



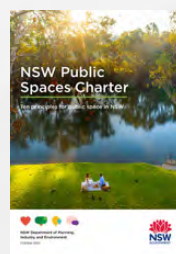
Provides guidance on desired outcomes for cycling and micromobility. It establishes design principles for cycleways in specific contexts, including temporary initiatives and public bicycle parking facilities.

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.

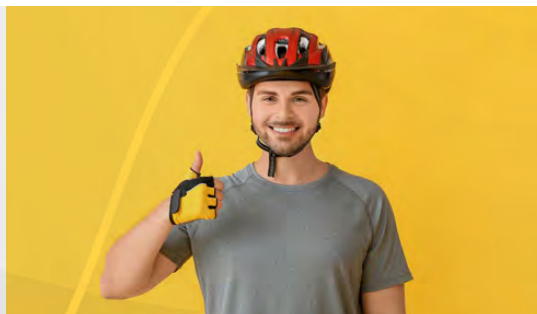
NSW Guide to Walkable Public Space



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 Central Darling 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 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 walkability. Quality footpaths and shared paths are particularly influential in encouraging people across all ages to lead more active lifestyles.

The transport network in the Central Darling Shire is largely based around private motor vehicles on roads. Continued lack of public transport options in the Central Darling 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, Ivanhoe, Menindee, Sunset Strip, Tilpa, White Cliffs and Wilcannia 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 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 Mainstreet 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.



Central Darling Active Transport Plan

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 'walkability' (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.



Central Darling Active Transport Plan



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 Central Darling 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

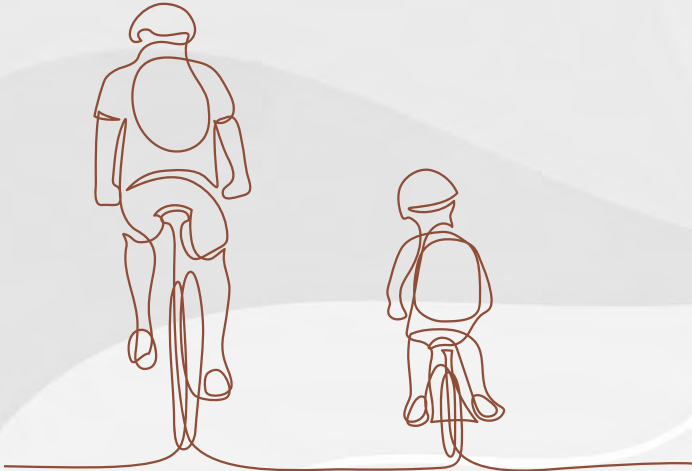
Older students have similar characteristics as commuters and utility / shopping users. Footpaths, on-road lanes and shared paths are suitable for older students.

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 Central Darling 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 Central Darling 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 limiting those 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 Central Darling 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

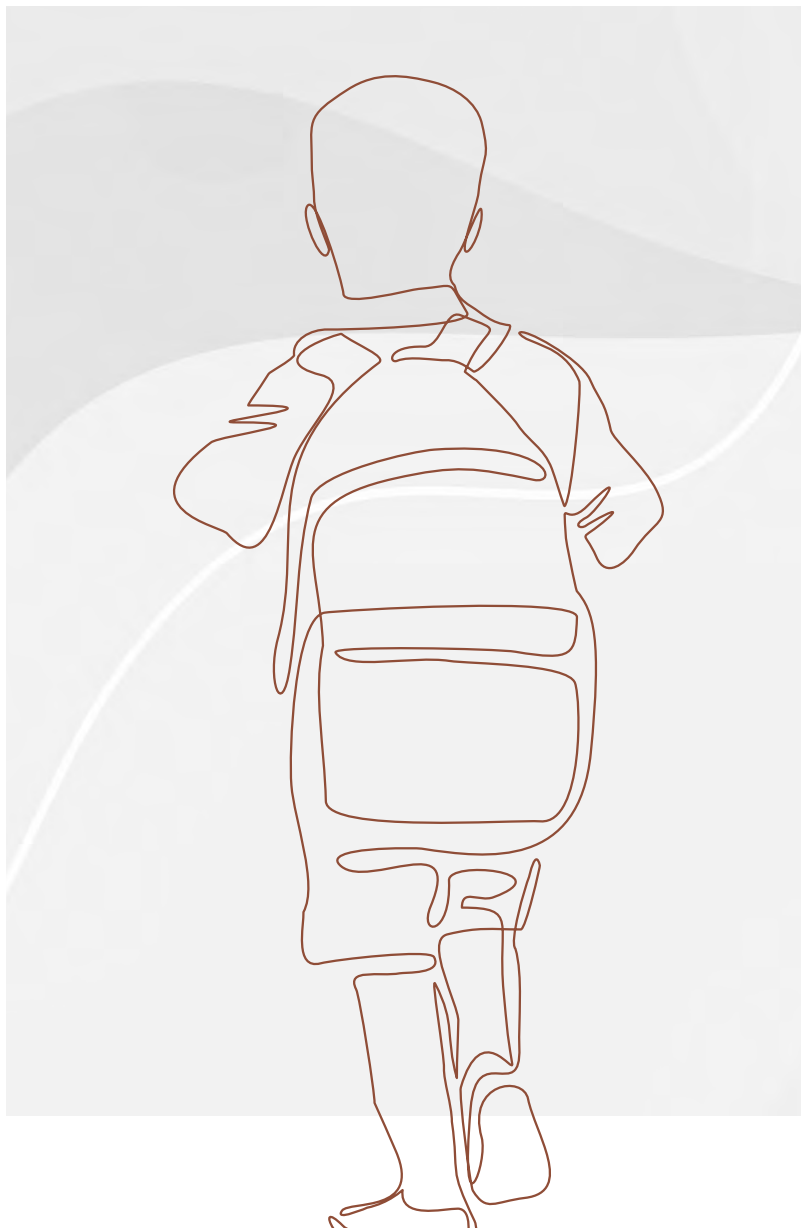
Age is related to a variety of characteristics and skills that influence the risk of traffic injury. These age-related characteristics can also affect the way in which people of different ages interact with the movement network. In the 2010 NSW Health Falls Prevention Baseline Survey, 26.7% of people 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 over presented in pedestrian crashes. As shown by Job RFS, 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 Central Darling 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. Preschool, 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 Central Darling 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 Central Darling 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 Central Darling 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.

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.

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.



Central Darling Active Transport Plan

Identifying Activity Generators

There are certain areas of the Central Darling 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 Central Darling Shire are also presented in the Central Darling ATP.

Primary Activity Areas

Primary activity areas include commercial precincts, large schools and hospitals 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, hospitals 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.



Central Darling Active Transport Plan

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.

According to the Austroads Guide and other guidelines referred to in Section 6, a minimum footpath width of 1.0m is adequate, with 1.2m preferred for most road and street situations, and pathway up to 1.5m being necessary where pedestrians gather such as at the entrance to schools and associated crossings, at recreation facilities and at important bus stops.



Central Darling Active Transport Plan

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 Austroads Guide and other guidelines referred to in Section 6, 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.



NETWORK PLANNING



Exclusive off-road cycle paths

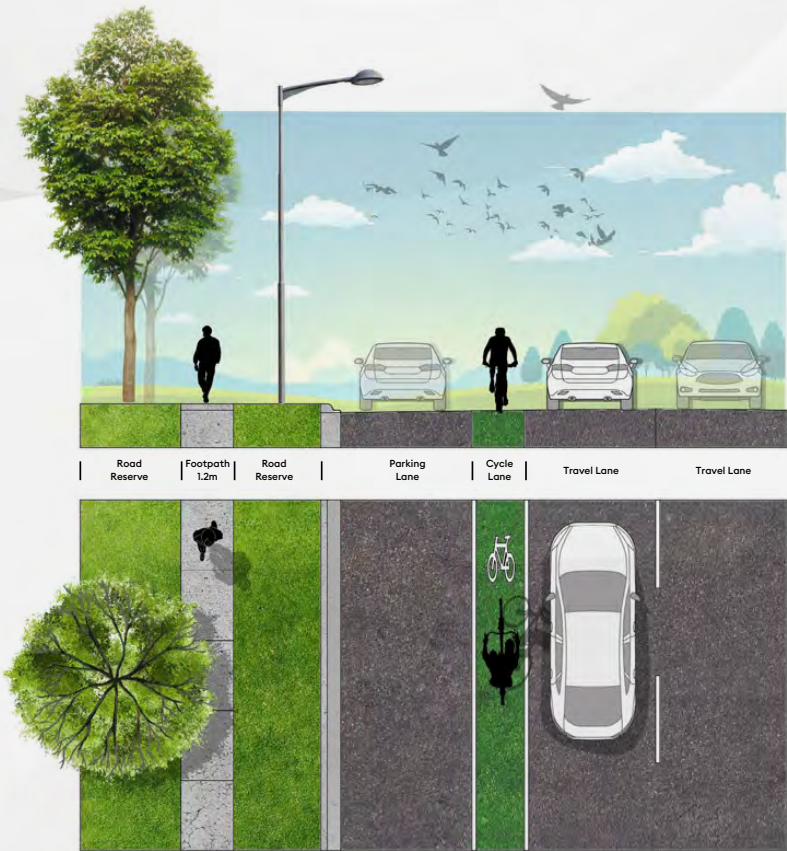
According to the Austroads Guide and other guidelines referred to in Section 6, exclusive bicycle paths are most appropriate when there is a significant cycling demand and very few pedestrians desire to use the path or a separate footpath is provided, and there is very limited motor vehicle access across the path.

On-road cycle paths

On-road cycle paths are 'bicycle lanes' located alongside the motor vehicle traffic lane on a road. Recommended laneway widths vary depending on road conditions, clearances, physical or visual separations, and are generally delineated by line-marking and / or green colour. They are generally located on the far left of the road and often on the bitumen sealed road shoulder. Where considered necessary / feasible in regional settings, on-road cycle paths should comply with current design standards and undergo periodic monitoring to ensure painted line-marking remains clear and legible.



NETWORK PLANNING



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:

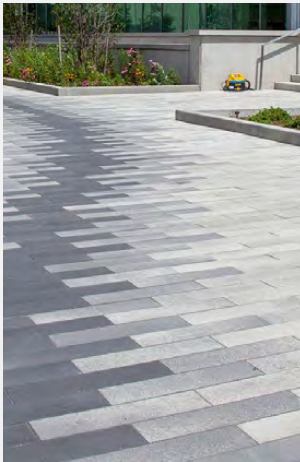
Concrete and Asphalt

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 Central Darling 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, runners and mountain bike riders.

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



Central Darling Active Transport Plan



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.

Technical advice on key considerations for landscape design are provided in the Austroads Guide and other guidelines referred to in Section 6.

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 the Austroads Guide and other guidelines referred to in Section 6.



Central Darling Active Transport Plan

09

ACTIVE TRANSPORT PLANS

Active Transport Project Plans have been prepared for Ivanhoe, Menindee, Sunset Strip, Tilpa, White Cliffs and Wilcannia, 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. Central Darling Shire Council has limited funds for improvements and these funds need to be carefully directed towards achieving optimal outcomes. The Central Darling 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 Central Darling ATP needs to consider ways to promote behaviour-changes that encourages new users.

Developing effective infrastructure to improve conditions

The Central Darling 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 active transport project plans that propose excessive expenditure beyond the means of the community. It is better to set targets that can be realistically achieved over the intended 10 year implementation period. Should extra funding become available and targets are met earlier, it is a relatively simple task of reviewing the project plans to set more goals and targets.

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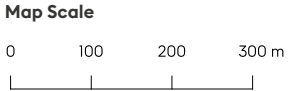
Project
 Central Darling Active Transport Plan

Map Title
 Active Transport Project Plan

Map Location
 Menindee

Map Legend

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



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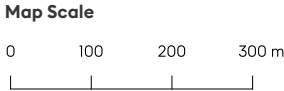
Project
 Central Darling Active Transport Plan

Map Title
 Active Transport Project Plan

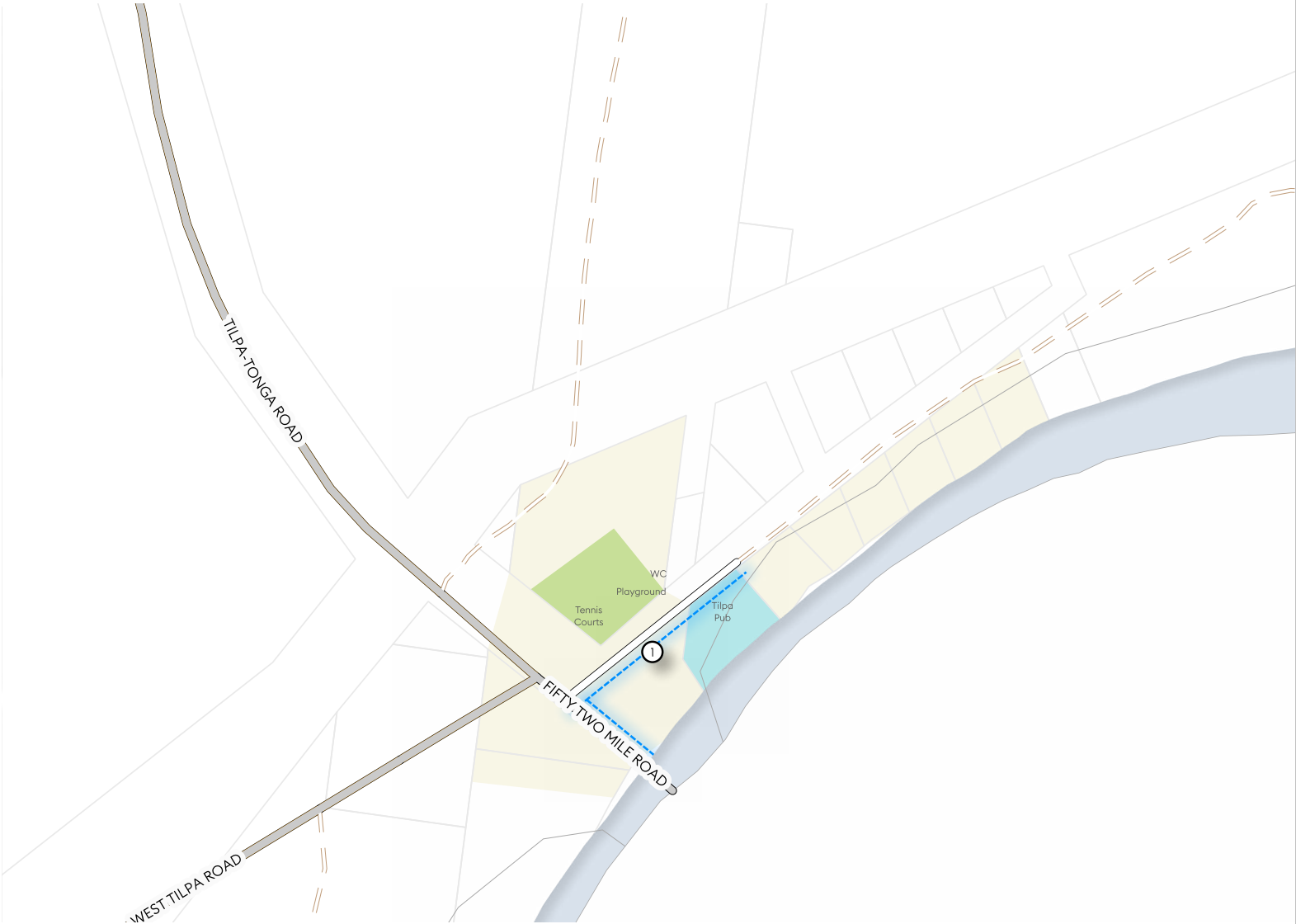
Map Location
 Sunset Strip

Map Legend

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widenings
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



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Project

Central Darling Active Transport Plan

Map Title

Active Transport Project Plan

Map Location

Tilpa

Map Legend

Primary Roads

Local Roads (Sealed)

Local Roads (Unsealed)

Tracks-in-use

railway

Existing Dirt Paths

Existing Granite Paths

Existing Shared Path

Proposed Shared Paths

Existing Footpath

Proposed Footpaths

Footpath Widening

Existing Phone Booth

Existing Centre Refuge

Existing Pedestrian Crossing

Proposed Centre Refuge / Crossing

Proposed End of Trip Facilities

Proposed Lighting

Improvements

Accessibility Improvement

Commercial Activities

Parks and Recreation Areas

Education Facilities

Community Facilities

General Urban Land-use

Map Scale

0

100

200

300 m

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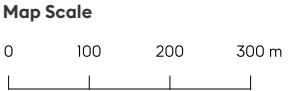
Project
Central Darling Active Transport Plan

Map Title
Active Transport Project Plan

Map Location
Wilcannia

Map Legend

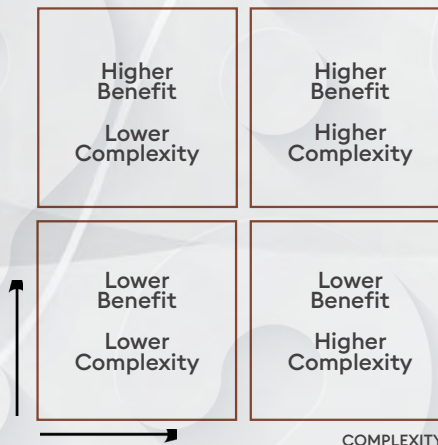
- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



10

PRIORITIES + ACTIONS

BENEFIT



COMPLEXITY

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 Ivanhoe, Menindee Sunset Strip, Tilpa, White Cliffs and Wilcania.

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 it practical / cost effective?

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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											
Ivanhoe Projects														
Project # 1	Columbus St footpath extension (Ivanhoe Central School)	Columbus Street	Raleigh Street	10	10	10	10	9	8	9	7	9	10	92
Project # 2	Kerb ramp replacement program	Various Streets	Various Streets	10	8	10	10	9	8	8	7	9	10	89
Project # 3	Ivanhoe Hospital footpath extension	Columbus Street	Columbus Street	10	8	10	9	8	8	8	7	8	9	85
Project # 4	Columbus St footpath extension with kerb ramps (War Memorial to RSL)	Columbus Street	Columbus Street	9	9	8	8	9	8	8	8	7	8	82
Project # 5	Cook St footpath extension	Raleigh Street	Leichhardt Street	8	8	8	8	8	7	8	7	7	7	76
Project # 6	Kennedy St footpath extension	Columbus Street	Leichhardt Street	8	8	8	8	8	7	8	7	7	7	76
Project # 7	Columbus St footpath extension with kerb ramps (Service Station and Caravan Park)	Columbus Street	Columbus Street	8	8	8	7	7	7	8	7	6	6	72
Project # 8	Footpath widening and extension to Ivanhoe Hospital	Robert Street	Columbus Street	8	8	8	7	7	7	7	7	6	6	71
Project # 9	Balranald Rd footpath extension (between existing road seal and existing footpath)	Balranald Street	John Street	7	7	7	7	7	7	7	7	6	7	69
Menindee Projects														
Project # 1	Menindee Central School street crossing	Menindee Street	Menindee Street	10	10	10	10	10	8	9	7	8	8	90
Project # 2	Kerb ramp replacement program	Various Streets	Various Streets	10	8	10	10	9	8	8	7	9	10	89
Project # 3	Yartla Street crossing and Post Office access upgrade	Yartla Street	Yartla Street	10	10	10	9	9	7	7	8	7	8	85
Project # 4	Perry Street footpath extension	Candilla Street	Yartla Street	8	8	8	8	8	7	8	7	7	7	76
Project # 5	Bourke and Henley Streets shared path	Landells Street	Bourke Street	8	8	8	7	7	7	7	7	6	6	71
Project # 6	Perry Street crossing	Perry Street	Menindee Street	8	8	8	7	6	6	7	6	6	7	70

Central Darling Active Transport Plan

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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											
Project # 7	Menindee Street footpath extension	Menindee Central School	Haberfield Street	8	8	8	7	6	6	7	6	7	7	70
Project # 8	Yartla Street footpath extension	Perry Street	Swimming Pool	8	8	8	7	6	6	7	6	7	6	69
Project # 9	Yartla Street footpath extension (to motel)	Yartla Street	Cole Street	8	8	8	7	6	6	7	6	6	6	68
Project # 10	Menindee Street footpath extension	Menindee Central School	Darling River Bridge	8	8	8	7	6	6	7	6	6	6	68
Project # 11	Nora Street footpath extension	Menindee Street	Cole Street	8	8	8	7	6	6	7	6	6	6	68
Project # 12	Candilla Street footpath extension (between existing road seal and existing footpath)	Candilla Street	Perry Street	8	6	6	6	6	6	5	5	5	8	61
Project # 13	Henley Street shared path	Landells Street	Rail Bridge	7	6	7	7	5	5	5	6	6	5	59
Project # 14	Darling River shared path	Yartla Street	Rail Bridge	7	6	7	7	5	5	5	6	6	5	59
Sunset Strip Projects														
Project # 1	40km/hr signage	Kingfisher Avenue	Lakeview Avenue	7	9	9	8	7	7	6	7	7	10	77
Project # 2	Lakeview Avenue footpath (Icon Lake Design)	Lakeview Avenue	Lakeview Avenue	7	8	7	7	6	6	7	6	6	7	67
Project # 3	Kingfisher Avenue footpath (Iconic Fish Design)	Kingfisher Avenue	Kingfisher Avenue	7	8	7	7	6	6	7	6	6	7	67
Tilpa Projects														
Project # 1	Mainstreet footpath (Iconic Outback Design)	Mainstreet	Mainstreet	5	5	6	6	5	5	5	6	5	5	53
White Cliffs Projects														
Project # 1	Johnston Street (east side) footpath (Iconic Iron Work Theme Design)	Keraro Road	White Cliffs Central School	9	9	7	7	5	5	7	7	7	7	70
Project # 2	Johnston Street (west side) footpath (Iconic Opal Material and Wildlife Design)	Keraro Road	Opal Pioneer Tourist Park	7	7	6	6	5	5	6	7	6	6	61

Central Darling Active Transport Plan

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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											
Project # 3	Ethel Street footpath (Iconic Opal Material Design)	Keraro Road	White Cliffs Sporting Club	7	7	6	5	5	6	7	6	5	5	60
Project # 4	General Store bicycle racks	Keraro Road	Johnston Street	5	8	5	5	5	5	5	6	6	6	56
Wilcannia Projects														
Project # 1	Barrier Highway shared path lighting upgrade, including solar battery upgrade and installation of switching to turn lights on and off where they extend to St Therese's Parish School	Darling River Bridge	St Therese's Parish School	10	10	10	9	9	9	9	7	9	10	92
Project # 2	Darling River Bridge shared path and lighting upgrade	Darling River Old Bridge	Reid Street	10	10	10	10	9	10	10	10	10	9	88
Project # 3	Kerb ramp replacement program	Various Streets	Various Streets	10	7	10	10	9	7	8	7	9	10	87
Project # 4	Gloria King Youth Centre shared path	Cleaton Street	Gloria King Youth Centre	10	10	10	9	9	7	9	7	8	7	86
Project # 5	Barkindji Drive shared path	Parundji Drive	Field Street	10	8	9	10	8	7	10	6	8	7	84
Project # 6	Meyers Street shared path extension	Darling River New Bridge	Reid Street	8	8	9	10	7	7	10	6	6	6	77
Project # 7	Wayfinding and interpretive signage (contemporary signage for iconic attractors, cultural heritage and river themes)	Various locations	Various locations	6	8	7	7	6	6	5	8	7	8	68
Project # 8	Cleaton Street footpath extension	Woore Street	Reid Street	7	7	6	6	5	5	6	5	5	5	57
Project # 9	Ross Street footpath extension	Wilcannia Multi Purpose Service	Public WC	7	7	6	6	5	5	6	5	5	5	57
Project # 10	Bourke Street footpath extension	Ross Street	Tennis Courts	7	7	6	6	5	5	5	5	5	5	56
Project # 11	Myers Street footpath extension	Hood Street	James Street	7	7	6	6	5	5	5	5	5	5	56

Central Darling Active Transport Plan

PAGE 54 | SECTION 10 | PRIORITIES + ACTIONS

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											
Project # 12	Byrnes Street to Field Street footpath connection	Byrnes Street	Field Street	7	6	6	6	5	5	5	5	5	5	55t

Central Darling Active Transport Plan

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 Central Darling Shire Council and the wider local community over the life of the Central Darling 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 Central Darling 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 Central Darling 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 Central Darling 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

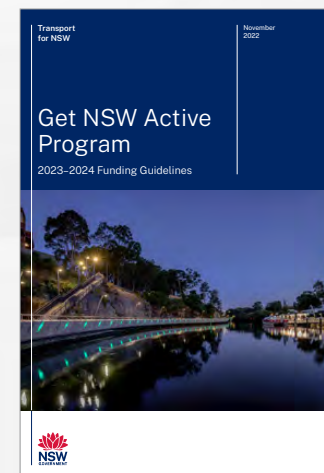
Moving forward, Council has the opportunity to make significant upgrades to walking and cycling infrastructure across the Central Darling Shire with support from other government authorities.

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.





Central Darling Active Transport Plan

Wilcannia Project #1

Scope of works

The existing solar lights along the shared path linking Warrali Avenue and St Therese's Parish School to the Darling River Bridge were not operational during site inspection. There is a need to repair solar lighting system or replace with a hard wired electrical supply, along with the ability to turn off lighting to St Therese's Parish School. Improved lighting will provide a well lit path from Warrali Avenue and St Therese's Parish School to Reid Street (Wilcannia Main Street). Ability to light different sections of the route will provide the Principal of St Therese's Parish School (who resides on school grounds) with the ability to turn off the section of path to the school outside school zone hours.

Estimated cost

Subject to quotation from a suitably qualified solar / electricity provider.

Specifications

Existing pedestrian light repairs x 8.
Electrical switching at St Therese's Parish School.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
- Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Typical Section View



Typical Plan View



St Therese's Parish School Engagement



Site Photograph

Wilcannia Project # 2

Scope of works

The old Darling River Bridge crossing needs to be improved with lighting to provide a clear line of path from Warrali Avenue and St Therese's Parish School to Reid Street (Wilcannia Main Street). Design of lighting will require special consideration of heritage, CPTED, and active transport guidelines as detailed in see Section 6 of the Central Darling ATP. An Inquiry-by-Design process is recommended that involves inputs from NSW Police Force, TfNSW, Heritage NSW, Wilcannia LALC, Central Darling Shire Council and interested community stakeholders.

Estimated cost

\$25,000 + subsequent quotation from a lighting specialist. A total project budget of \$50,000 has been estimated.

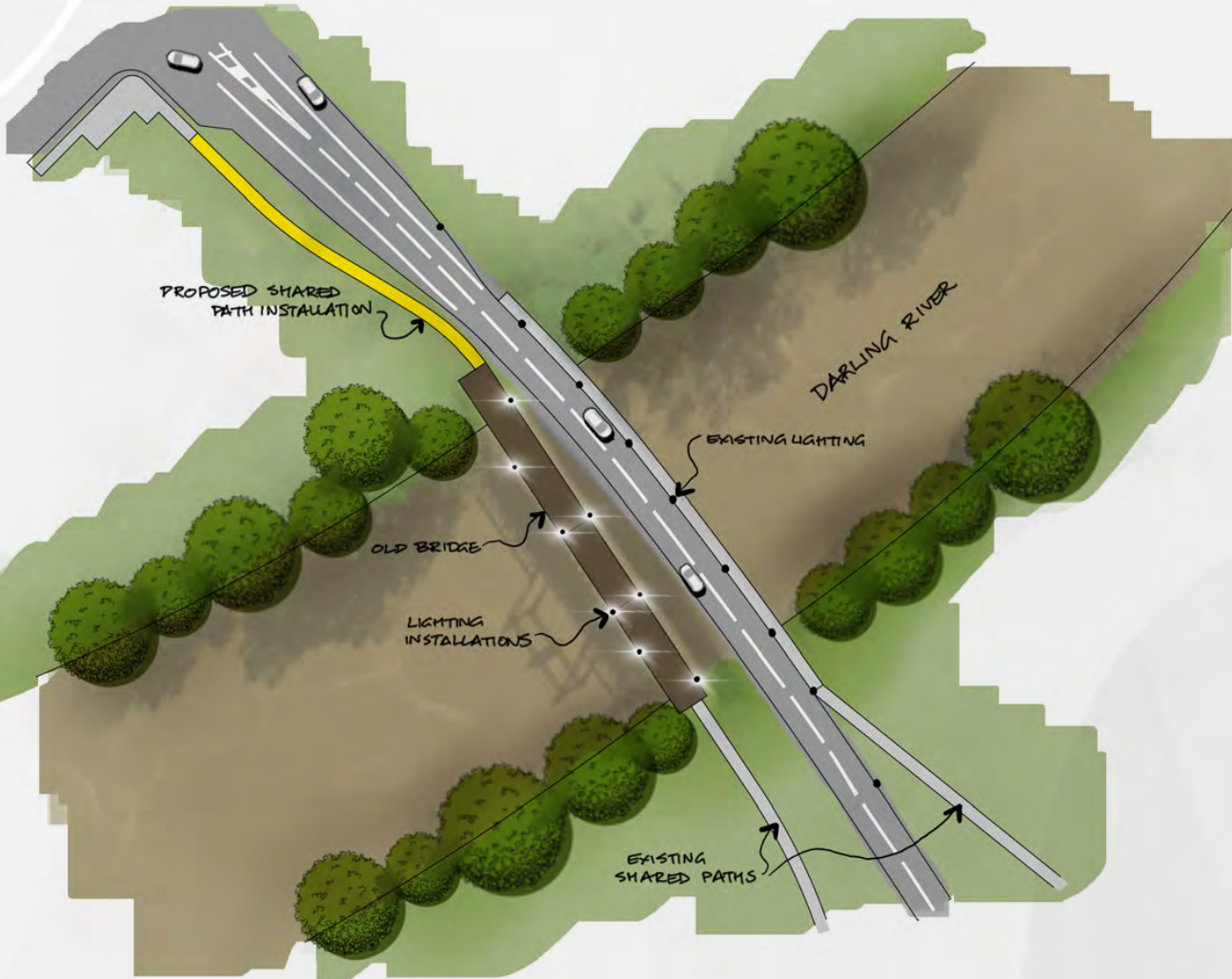
Specifications

Inquiry-by-Design and Review of Environmental Factors process, with a budget set @ \$25,000 for design phase.

Pedestrian solar / hard wired lights x 8.

Bridge deck restoration, including silt and weed removal, tree branch pruning, bitumen seal resurface and protection of timber surfaces.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
- Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Wilcannia Project # 3

Scope of works

There is a need to replace existing kerb ramps at various locations in Wilcannia that do not comply with relevant standards. Achievement of compliant kerb ramps throughout town has wide benefits for all users. A project budget to undertake a comprehensive replacement program by either Council or a contracted service provider is recommended to improve active transport conditions throughout the established active transport network at Wilcannia.

Estimated cost

\$155,000

Specifications

30 x kerb ramps @ \$3,500 each.

Road shoulder and footpath rehabilitation contingency estimated @ \$20,000 for silt removal, kerb and gutter, shoulder reseal and weeds spraying.

Traffic control, estimated @ \$30,000 for preparation / implementation of Traffic Control Plans over various situations.

Typical Compliant Kerb Ramp Arrangement



Typical Kerb Ramp Photographs



Wilcannia Project # 4

I Scope of works

There is a need to connect the Gloria King Youth Centre with other facilities, such as Wilcannia Central School with a shared path along Hood Street. Achievement of a shared path would provide a safe link for school age children to access the youth centre before and after school, which can be in darker conditions during winter months. It is recommended the project also includes lighting at the car park and entrance to the youth centre.

I Estimated cost

\$63,900 + Street Light cost.

I Specifications

Shared path x 130m @ \$430/m.

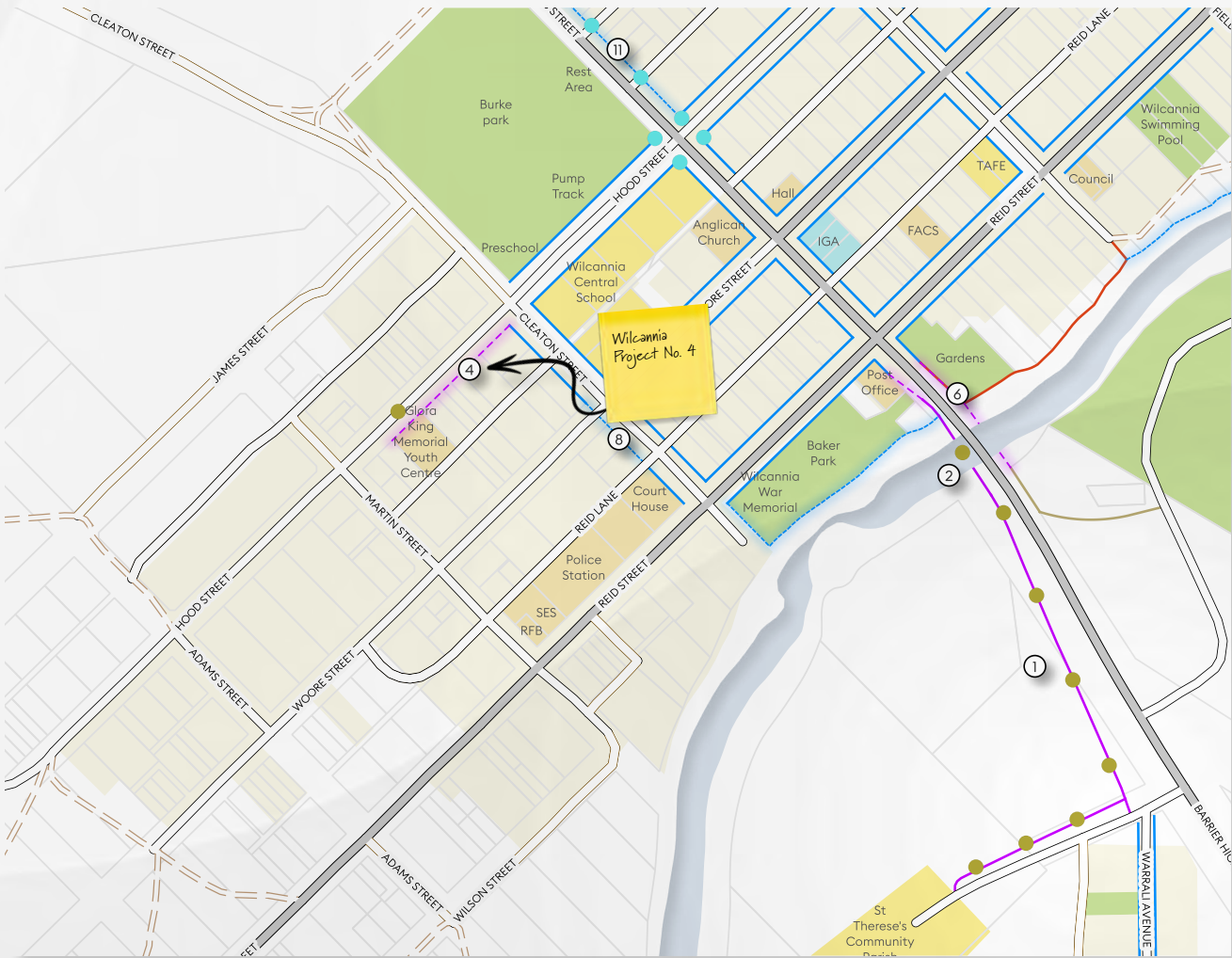
Kerb ramps x 2 at Cleaton Street intersection @ \$3,500 each.

Installation of a Street light at existing power pole adjacent to Gloria King Youth Centre @ Essential Energy rates.

Road shoulder and footpath rehabilitation contingency estimated @ \$750 for silt removal and weeds spraying.

Traffic control, estimated @ \$1,000 for preparation / implementation of a Traffic Control Plan.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
- Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Gloria King Youth Centre Engagement



Site Photograph

Wilcannia Project # 5

Scope of works

There is a need to connect the outlying residential area to the northwest of town with a shared path along Barkindji Drive, north of Parundji Drive to Field Street. A new concrete shared path will provide opportunity for residents to use a dedicated off-road path. It is recommended that street lighting along the road / pathway be reviewed against relevant standards and new street lights installed where required.

Estimated cost

\$381,000 + Street Light costs

Specifications

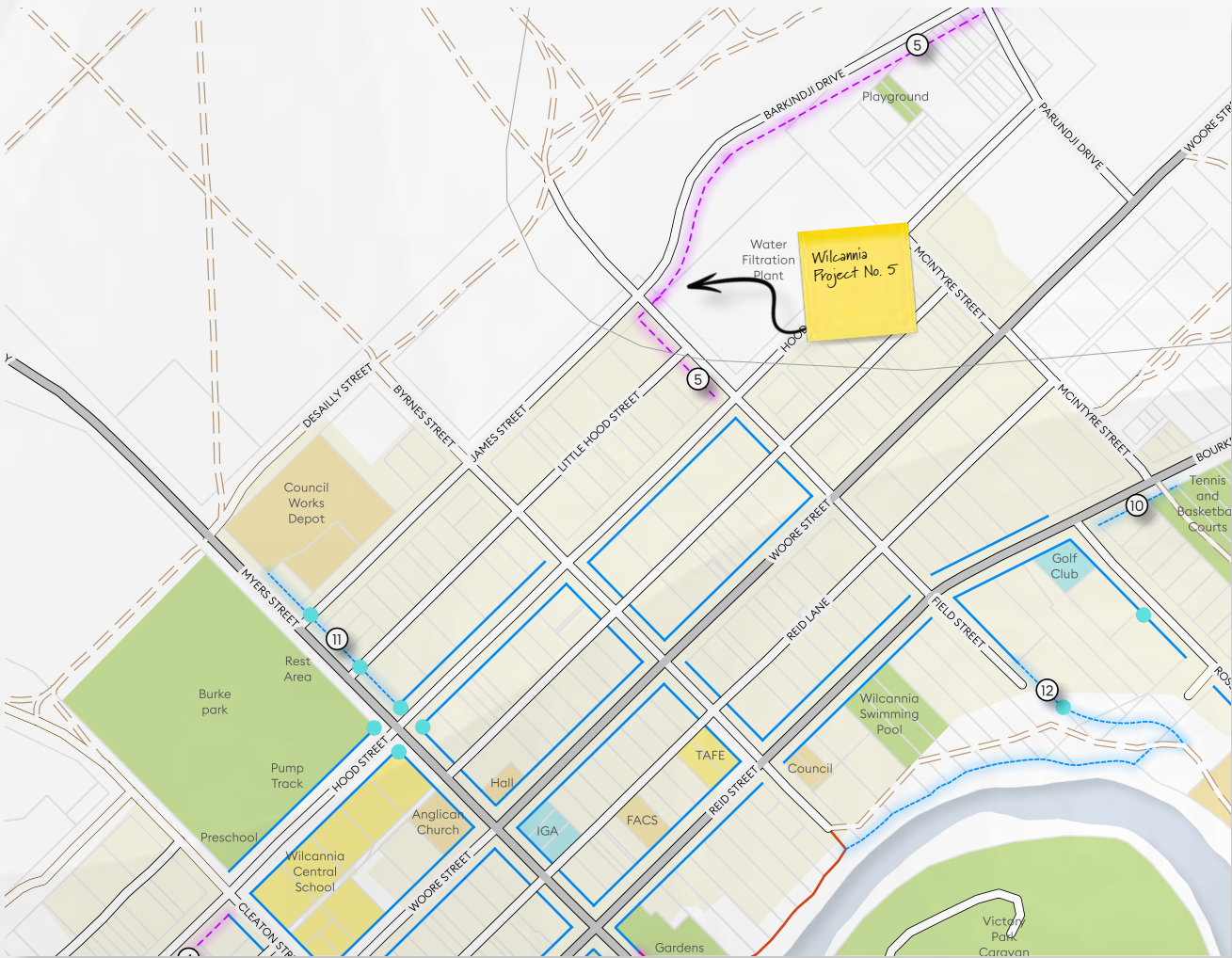
Shared path x 850m @ \$430/lm.

Installation of street lights at existing power poles to road / path @ Essential Energy rates.

Road shoulder and footpath rehabilitation contingency estimated @ \$7,500 for silt removal, imported fill, weeds spraying and grass seeding.

Traffic control, estimated @ \$8,000 for preparation / implementation of a Traffic Control Plan.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
- Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Site Photograph



Site Photograph

Central Darling Active Transport Plan

Sunset Strip Project #1

I Scope of works

The road carriageways of Kingfisher Avenue and Lakeview Avenue are being used by motor vehicles and active transport users and there is a need to install a 40km/hr sign-posted speed limit and other 'street sharing' signage along these roads.

Estimated cost

\$7,500 for installation of signage and community awareness information.

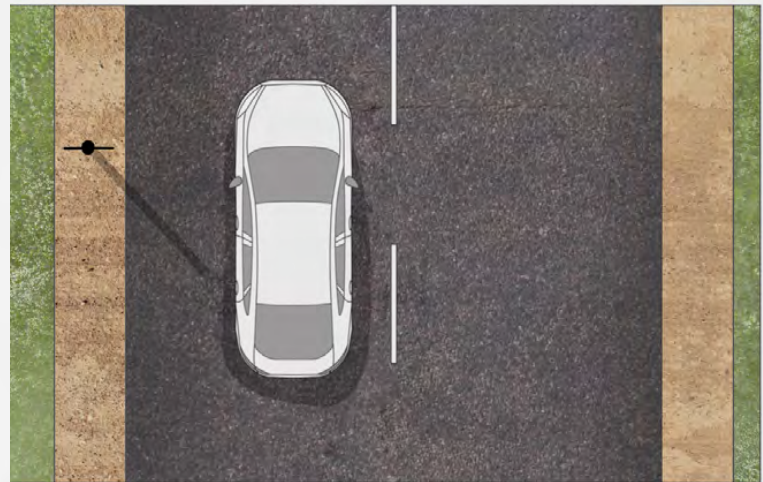
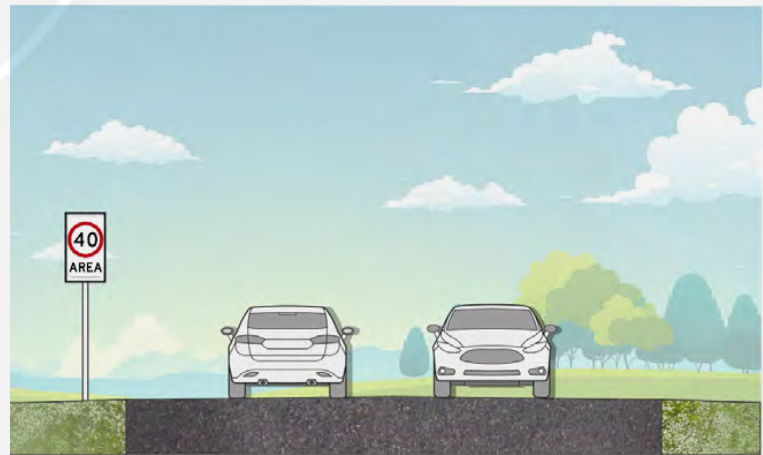
I Specifications

40km/hr signs x 8 @ \$500 each for supply and install.

Addition temporary road safety / community awareness signage x 4 @ \$500 each for supply and install.

Additional community awareness information on Council website and posters for display at high use public venues in Sunset Strip x 4, estimated @ \$1,500.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
- Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Site Photograph



Site Photograph

Menindee Project #1

Scope of works

There is a need to complete a crossing of Menindee Street next to the main pedestrian entrance to Menindee Central School. Completion of a road crossing in front of the main gates to school would provide a safe link for students and teachers and other visitors.

Estimated cost

\$36,500

Specifications

Road refuge island @ \$12,000.

Kerb side blisters x 2 @ \$7,000 each.

Road shoulder and footpath rehabilitation contingency estimated @ \$2,500 for road shoulder reseal, silt removal, imported fill, weeds spraying and grass seeding.

Traffic control, estimated @ \$8,000 for preparation / implementation of a Traffic Control Plan.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
- Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Site Photograph



Site Photograph

Menindee Project # 2

Scope of works

There is a need to replace existing kerb ramps at various locations in Menindee that do not comply with relevant standards. Achievement of compliant kerb ramps throughout town has wide benefits for all users. A project budget to undertake a comprehensive replacement program by either Council or a contracted service provider is recommended to improve active transport conditions throughout the established active transport network at Menindee.

Estimated cost

\$155,000

Specifications

30 x kerb ramps @ \$3,500 each.

Road shoulder and footpath rehabilitation contingency estimated @ \$20,000 for silt removal, kerb and gutter, shoulder reseal and weeds spraying.

Traffic control, estimated @ \$30,000 for preparation / implementation of Traffic Control Plans over various situations.



Typical Kerb Ramp Photographs

Typical Compliant Kerb Ramp Arrangement



Menindee Project # 3

I Scope of works

There is a need to improve crossing of Yartla Street in proximity of the Menindee Post Office. People access both sides of Yartla Street. Blisters only with no centre island has been suggested by locals to ensure continue movement of wide loads through town. Road crossing, parking and disabled access improvements to the entrance of the historic Post Office are recommended to ensure access for all users.

I Estimated cost

\$43,000

I Specifications

Concrete blisters x 2 @ \$7,000 each.

Kerb ramps x 2 at Yartla Street @ \$3,500 each.

Concrete footpath / ramp upgrade to Yartla Street, including handrails, estimated @ \$2,750.

Concrete disability access ramp and handrails (northern side of PO entrance) estimated @ \$12,500.

Handrail to existing PO steps and repairs, estimated @ \$2,500.

Landscape redesign and embellishment to suit new crossing and access arrangements, estimated @ \$5,000.

Australian Road Rules parking signage supply and installation x 8 @ \$500 each.

Traffic control, estimated @ \$8,000 for preparation / implementation of a Traffic Control Plan.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
- Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Site Photograph



Site Photograph

Central Darling Active Transport Plan

Menindee Project # 6

Scope of works

There is a need to improve crossing of Perry Street in proximity of the Redsands Takeaway and Burke and Wills Park. Improvements in parking and integration of existing street trees and drainage are important design considerations. Establishment of constructed

Estimated cost

\$49,400

Specifications

Concrete blisters x 2, northmen side of Perry Street, estimated at \$7,000 each.

Kerb ramps x 2 at Perry Street intersection @ \$3,500 each.

Concrete footpath extension x 20m, northern side of Perry Street, estimated at \$270/lm.

Concrete kerb and gutter x 35m (north eastern side of Perry Street adjoining Menindee Recreation Oval) and requisite road shoulder seal to complete crossing works, estimated at \$9,000.

Concrete kerb and footpath extension (south western side of Perry Street adjoining Redsands Takeaway Shop), estimated at \$9,000.

Australian Road Rules parking signage supply and installation x 8 @ \$500 each.

Traffic control, estimated @ \$8,000 for preparation / implementation of a Traffic Control Plan.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
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- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
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- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Site Photograph



Site Photograph

Central Darling Active Transport Plan

White Cliffs Project #1

Scope of works

There is a need to install a new footpath along Johnston Street in White Cliffs from Keraro Road to White Cliffs Central School. Design of 1.5m footpath should include special consideration of iconic place themes, active transport guidelines (see Section 6 of the Central Darling ATP) and site specific engineering of stormwater. The nearby iron sculpture museum may provide local design queues.

Estimated cost

\$77,500

Specifications

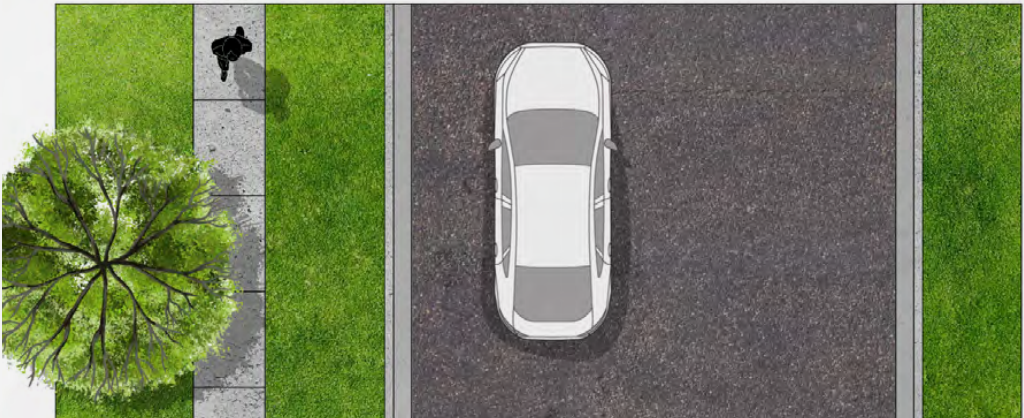
Footpath x 200m @ \$270/lm.

Drainage and footpath rehabilitation, estimated @ \$15,000.

Traffic control, estimated @ \$4,000 for preparation / implementation of a Traffic Control Plan.

Iconic design theme components, with a project budget set @ \$4,500.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
- Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Site Photograph



Site Photograph

Ivanhoe Project # 2

Scope of works

There is a need to replace existing kerb ramps at various locations in Ivanhoe that do not comply with relevant standards. Achievement of compliant kerb ramps throughout town has wide benefits for all users. A project budget to undertake a comprehensive replacement program by either Council or a contracted service provider is recommended to improve active transport conditions throughout the established active transport network at Ivanhoe.

Estimated cost

\$155,000*

Specifications

30 x kerb ramps @ \$3,500 each.

Road shoulder and footpath rehabilitation contingency estimated @ \$30,000 for silt removal, kerb and gutter, shoulder reseal and weeds spraying.

Traffic control, estimated @ \$20,000 for preparation / implementation of Traffic Control Plans over various situations.



Site Photograph

Site Photograph



Central Darling Active Transport Plan

Ivanhoe Project # 4

Scope of works

There is a need to install a new crossing Columbus Street in proximity of the Ivanhoe Services Club and Ivanhoe Pavilion and Memorial. Shared path extensions are also required to connect existing public toilets, parkland, memorial and outdoor gym facilities on the eastern side of Columbus Street.

Estimated cost

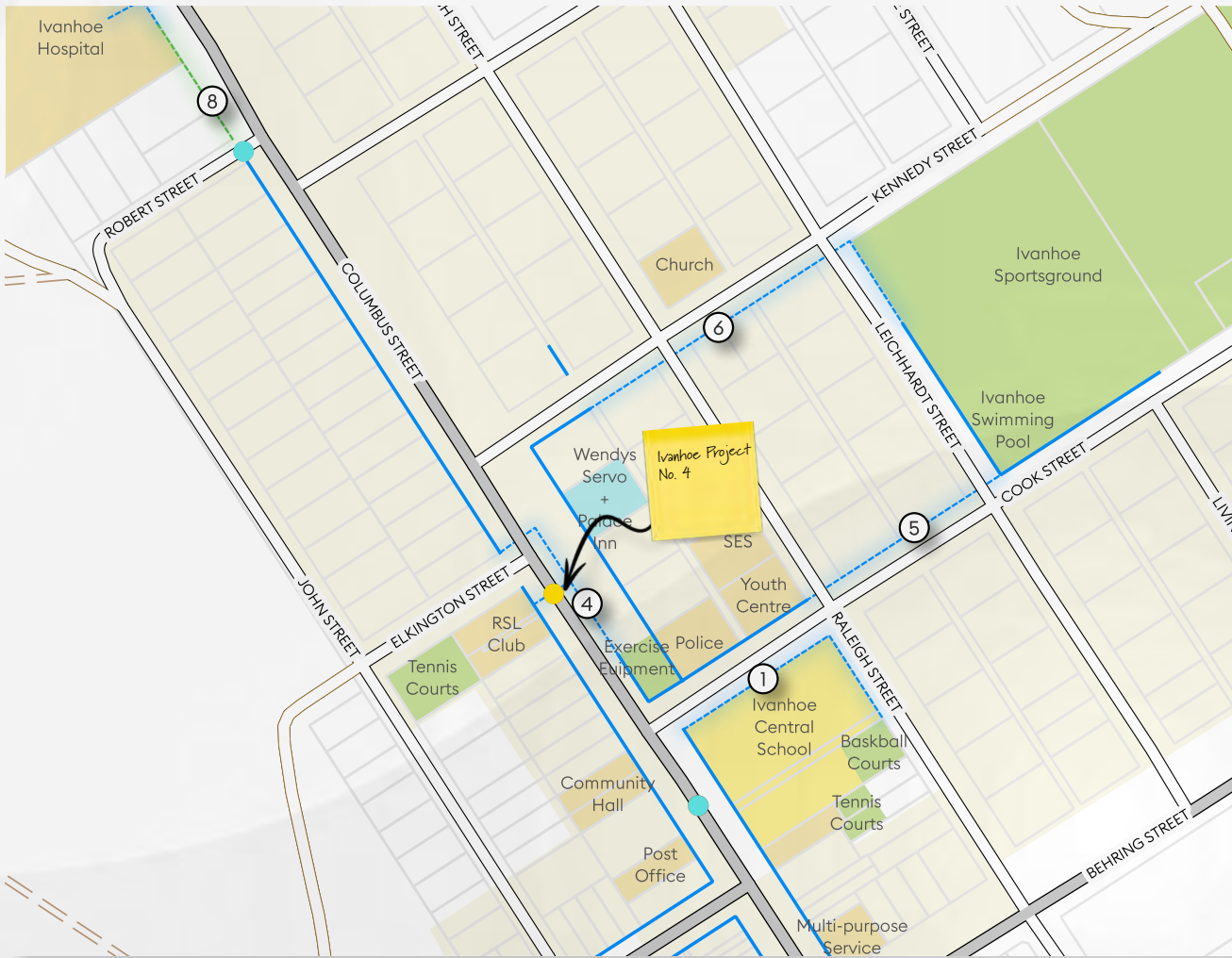
\$72,800

Specifications

Concrete shared path footpath x 60m @ \$430/lm.
Concrete blisters x 4 @ \$7,000 each.
Kerb ramps x 2 @ \$3,500 each.

Australian Road Rules parking signage supply and installation x 8 @ \$500 each.
Traffic control, estimated @ \$8,000 for preparation / implementation of a Traffic Control Plan.

- Primary Roads
- Local Roads (Sealed)
- Local Roads (Unsealed)
- Tracks-in-use
- railway
- Existing Dirt Paths
- Existing Granite Paths
- Existing Shared Path
- Proposed Shared Paths
- Existing Footpath
- Proposed Footpaths
- Footpath Widening
- Existing Phone Booth
- Existing Centre Refuge
- Existing Pedestrian Crossing
- Proposed Centre Refuge / Crossing
- Proposed End of Trip Facilities
- Proposed Lighting
- Improvements
- Accessibility Improvement
- Commercial Activities
- Parks and Recreation Areas
- Education Facilities
- Community Facilities
- General Urban Land-use



Site Photograph



Site Photograph



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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
52 Myers Street
Wilcannia NSW 2836

EMAIL
council@centraldarwinling.nsw.gov.au

WEB
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Meeting Month	Meeting Date	Section	Item Number	Item Header	Resolution Number	Resolution	Responsible Officer	Action Items	Resolution Status
October	19/10/2022	6 NOTICE OF MOTION	6.1	MENINDEE LANDFILL	03-10-22	That a report on the Menindee Landfill be presented to a future Council Meeting detailing 1. Requirements to address disposal, recycling, Fire control, windblown litter (including upgrade fencing) and signage to improve operations at the landfill. 2. Estimate to seal the existing gravel road to the landfill. 3. That Options be developed including costings for public consultation. 4. That a future Management Plan and Operational Procedures be developed.	Reece Wilson;#29;#Greg Hill;#57	That a report on the Menindee Landfill be presented to a future Council Meeting detailing 1. Requirements to address disposal, recycling, Fire control, windblown litter (including upgrade fencing) and signage to improve operations at the landfill. 2. Estimate to seal the existing gravel road to the landfill. 3. That Options be developed including costings for public consultation. 4. That a future Management Plan and Operational Procedures be developed.	IN PROGRESS
October	19/10/2022	6 NOTICE OF MOTION	6.2	MENINDEE RFS FACILITIES	04-10-22	That the GM meet with RFS Zone Management to determine any future Plans to upgrade or replace the Menindee RFS Shed.	Greg Hill;#57	That the GM meet with RFS Zone Management to determine any future Plans to upgrade or replace the Menindee RFS Shed.	IN PROGRESS
February	22/02/2023	SHIRE SERVICES 11 REPORT	11	PROPOSED ACCESS ROAD FOR THE NEW WILCANNIA WEIR AND COMMUNITY RIVER PLACE AT UNION BEND PARK	10-02-2023	1. Receive the report 2. Note the status of the Wilcannia Weir project and proposed access road 3. Council staff continue negotiations with Department Planning and Environment – Regional Projects -Water, for Council preferred design and source of remuneration for ownership and ongoing maintenance for proposed access roads. 4. Council staff continue negotiations with Department Planning and Environment – Regional Projects -Water, with proposed Community River Place area at the Union Bend Park upgrade and the ongoing future maintenance of the Crown Reserve. 5. A report be provided to Council on the outcomes of discussion with Department Planning and Environment – Regional Projects- Water, on the proposed access road and Community River Place area at the Union Bend Park.	Reece Wilson;#29		ONGOING
February	22/02/2023	11 SHIRE SERVICES	12	WASTE SERVICES, MENINDEE	15-02-2023	Receive the report Bring a further report to implement all actions recommended by the Waste Facilities Operations Strategic Plan and the Menindee Waste Facility Long Term Plan of Management including time schedule, budget implications and the possibility of sealing the tip road.	Reece Wilson;#29		IN PROGRESS
May	24/05/2023	SHIRE SERVICES 11 REPORTS	11	PLANNING PROPOSAL – RECLASSIFICATION OF COUNCIL OWNED LAND FROM COMMUNITY LAND TO OPERATIONAL LAND	14-05-2023	1. Endorse the submission of the Planning Proposal at Attachment 1 and supporting documentation to the Department of Planning and Environment through the Planning Portal to seek a Gateway Determination. 2. Endorse the preparation of a second Planning Proposal for Lot 8 DP1182315 (Beth Street, White Cliffs) as it may have been dedicated as a public reserve requiring the consent of the Minister to achieve reclassification. 3. Subject to the receipt of a gateway determination from the Department of Planning and Environment, proceed with both Planning Proposals and consultation is undertaken with the community and government agencies in accordance with Schedule 1, Division 1, Clause 4 of the Environmental Planning and Assessment Act 1979 and any directions of the Gateway Determination. 4. Endorse Council staff organising a Public Hearing pursuant to Section 29 of the Local Government Act 1993 at the end of the public exhibition period of both the Planning Proposals. 5. Should no objections be received, a copy of this report and any other relevant information (including the Planning Proposal(s)) is sent to the NSW Department of Planning and Environment and/or NSW Parliamentary Counsels Office, in accordance with the Environmental Planning & Assessment Act 1979 to request the Minister for Planning (or a delegate on their behalf) undertake the appropriate actions to secure the making of the Amendment to the Central Darling Local Environmental Plan 2012.	Greg Hill;#57		IN PROGRESS
June	28/06/2023	SHIRE SERVICES 11 REPORTS	11	URBAN AND RURAL ADDRESSING PROJECT	20-06-2023	1. Receive the report 2. Endorse the adoption of the Urban and Rural Project street addresses and numbering for use on the councils rates and addressing systems as listed in the attachment report item 11.2 pages 159 - 220 3. Inform Commonwealth and State agencies of the new street addressing and numbering to assist the local community. (a) Endorse the submission of the new street addresses and numbering to the Geographic names board.	Glenda Dunn;#100;#Reece Wilson;#29		IN PROGRESS
June	28/06/2023	SHIRE SERVICES 11 REPORTS	12	REGIONAL AND LOCAL ROADS REPAIR PROGRAM 2023-24	25-06-2023	1. Receive and note the report. 2. That the General Manager issue a press release on this project given the significant investment that is occurring.	Greg Hill;#57		IN PROGRESS