

**INVERELL SHIRE COUNCIL**  
**NOTICE OF MEETING**  
**CIVIL & ENVIRONMENTAL SERVICES COMMITTEE**

8 June, 2017

A Civil & Environmental Services Committee Meeting will be held in the Committee Room, Administrative Centre, 144 Otho Street, Inverell on Wednesday, 14 June, 2017, commencing at 8.30 am.

Your attendance at this Civil & Environmental Services Committee Meeting would be appreciated.

**P J HENRY PSM**

**GENERAL MANAGER**

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**A G E N D A**

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<b>SECTION A</b>	<b>APOLOGIES CONFIRMATION OF MINUTES DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS PUBLIC FORUM BUSINESS ARISING FROM PREVIOUS MINUTES</b>
<b>SECTION B</b>	<b>ADVOCACY REPORTS</b>
<b>SECTION C</b>	<b>COMMITTEE REPORTS</b>
<b>SECTION D</b>	<b>DESTINATION REPORTS</b>
<b>SECTION E</b>	<b>INFORMATION REPORTS</b>
<b>SECTION F</b>	<b>GENERAL BUSINESS</b>
<b>SECTION G</b>	<b>CONFIDENTIAL MATTERS (COMMITTEE-OF-THE-WHOLE)</b>

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## Quick Reference Guide

Below is a legend that is common between the:

- Inverell Shire Council Strategic Plan;
- Inverell Shire Council Delivery Plan; and
- Inverell Shire Council Operational Plan.



MINUTES OF THE CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING  
HELD IN THE COMMITTEE ROOM, 144 OTHO STREET, INVERELL ON  
WEDNESDAY, 10 MAY, 2017, COMMENCING AT 8.30 AM.

PRESENT: Cr D F Baker (Chairperson), Crs P J Harmon, M J Peters, S J Berryman and J N McCosker.

Also in attendance: Crs J A Watts, C M Dight, P A King and A A Michael.

Paul Henry (General Manager), Brett McInnes (Director Civil and Environmental Services), Justin Pay (Manager Civil Engineering), Anthony Alliston (Manager Development Services), Michael Bryant (Manager Environmental Engineering) and Sharon Stafford (Executive Assistant).

SECTION A

APOLOGIES:

There were no apologies received.

1. CONFIRMATION OF MINUTES

*RESOLVED (Harmon/Berryman) that the Minutes of the Civil and Environmental Services Committee Meeting held on 12 April, 2017, as circulated to members, be confirmed as a true and correct record of that meeting.*

Cr Peters and Cr McCosker requested that their vote against the motion be recorded.

2. DISCLOSURE OF CONFLICT OF INTERESTS/PECUNIARY AND NON-PECUNIARY INTERESTS

There were no interests declared.

3. PUBLIC FORUM S13.5.6/10

No members of the public were present.

4. BUSINESS ARISING FROM PREVIOUS MINUTES

Nil.

SECTION B  
ADVOCACY REPORTS

MCE-A Cr McCosker

Delungra District Development Council (DDDC)

Cr McCosker advised that he represented Cr Watts at the last meeting of the DDDC. Issues raised included:

- Major drainage issues in the village during the recent heavy rain;
- Traffic speeding through the village, particularly trucks;
- Request for improvements to truck stops between Inverell and Delungra and the Gragin turn-off;
- Fox problem in the village;
- No guide post markers between Inverell and Delungra advising distance to Delungra;

- Request for strategic planting of 10-20 native trees;
- Request for “hump” which has developed on the intersection of Gwydir and Inverell Street to be investigated.

#### SECTION D DESTINATION REPORTS

MEE-A 1. DOG EXERCISE AREA S11.1.2

*RESOLVED (Harmon/Peters) that the Committee recommend to Council that:*

- Sinclair Park is not a location preferred by Council to establish a fenced, off-leash dog exercise area;*
- Further investigations into an alternate site be carried out including costings.*

MCE-A 2. SAPPHIRE WIND FARM - ROAD DILAPIDATION DEED S28.27.2

*RESOLVED (Peters/Berryman) that the Committee recommend to Council that the Sapphire Wind Farm, Road Dilapidation Deed (Inverell) be executed under the common seal of Council.*

EXA-A 3. HERITAGE ADVISOR FUNDING S18.8.3/03

*RESOLVED (Harmon/McCosker) that the information be noted and Mr Adam Marshall be thanked for his approaches in support of Council's Heritage program.*

#### SECTION E INFORMATION REPORTS

1. WORKS UPDATE S28.21.1

*RESOLVED (Berryman/Harmon) that the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 10 May, 2017, be received and noted.*

#### SECTION F GENERAL BUSINESS

MCE-A Cr Dight Truck Stop

Cr Dight requested that consideration be given to the widening of the T intersection truck stop on the Bruxner Way at Yetman.

General Manager Tin Tot Bridge Replacement

The General Manager requested an update in respect of progress with the bridge replacement.

The Manager Environmental Engineering informed the Committee that the contractor is currently fabricating the bridge off-site. The contractor will be on-site for 3-4 weeks in early June to install the bridge. Subject to favourable weather conditions, the project should be completed by September, 2017.

MDS-A Cr Harmon Short Street Development

Cr Harmon noted a development in Short Street and queried whether the use was permissible in that particular zone. The Manager Development Services advised that the development is being

investigated.

General  
Manager

Lake Inverell Reserve

The General Manager invited the Manager Environmental Engineering to table concept plans for a project at Lake Inverell comprising a boardwalk, viewing platform and an extension of paths, to promote greater accessibility, highlight environmental aspects and facilitate eco-tourism at the Reserve.

Council has expressed an interest in the Regional Growth – Environment and Tourism grant program to fund the project.

MCE-A Cr Baker

Amenities Block

Cr Baker advised that the amenities block in Sinclair Park is in need of maintenance and repairs.

Cr Baker

Leave of Absence

Cr Baker advised that she would be requiring a leave of absence for personal reasons for the July Committee meetings.

There being no further business, the meeting closed at 9.25am.

CR D F BAKER

CHAIRPERSON

# CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING

Wednesday, 14 June, 2017

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**TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/6/2017**

<b>ITEM NO:</b>	1.	<b>FILE NO:</b> S30.16.4
<b>DESTINATION 1:</b>	A recognised leader in a broader context	<b>R</b>
<b>SUBJECT:</b>	<b>COMMUNITY ENGAGEMENT - PARKING CHARGES AT ARMIDALE AIRPORT</b>	
<b>PREPARED BY:</b>	Cr Mal Peters	

**SUMMARY:**

Armidale Regional Council is seeking comment from the public on charging for overnight parking at the Armidale Airport. The Committee is being asked to discuss this issue.

**COMMENTARY:**

Councillor's attention is drawn to a recent announcement by the Administrator of Armidale Regional Council that he intends to seek comment from the public on charging for overnight parking at the Armidale Airport. A copy of the article which appeared in *The Armidale Express* on this issue is attached (Appendix 1, B3).

A discussion of this issue is required.

**GENERAL MANAGER'S COMMENT:**

The issue was raised at the Armidale Regional Council meeting held on 24 May, 2017. A copy of the Armidale Regional Council report which prompted the newspaper article is attached (B4).

The Manager of Armidale Airport, Mr Tim Weeks, indicated that 80 per cent of cars using the parking lot are overnight stayers (approximately 127 cars per night). It is a complex issue with 'car pooling' meeting point being a major issue (Costa's, UNE, teachers, etc).

**RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:**

**Strategy:** R.08 Council leads the community by influencing and participating in policy development to the benefit of the Shire through partnerships and alliances with government, regional interests, shire groups and communities.

**Term Achievement:** R.08.01 A targeted program of advocacy and policy discussion is being conducted with the active cooperation of others benefiting interests around social, environmental, economic and infrastructure priorities.

**POLICY IMPLICATIONS:**

Nil.

**CHIEF FINANCIAL OFFICER'S COMMENT:**

Nil.

**LEGAL IMPLICATIONS:**

Nil.

**RECOMMENDATION:**

*A matter for the committee.*



## APPENDIX 1

## The Armidale Express

### Council seeks views on overnight paid parking at Armidale Regional Airport

1 Jun 2017, 1:53 p.m.

Community engagement within the New England Region to gather views and opinions on the possibility of Armidale Regional Council implementing paid overnight parking at the Armidale Regional Airport has been approved by the Administrator Dr Ian Tiley.

Paid parking at the Armidale Regional Airport has been a topic of conversation for some time. Most other airports that offer a daily commercial passenger service to multiple destinations have already implemented a paid parking program.

The Administrator Dr Ian Tiley said the time was right to explore a more equitable and fairer system to provide a means of ongoing funding and maintaining infrastructure at the Armidale Regional Airport.

“Council is undertaking major infrastructure at the Armidale Regional Airport including a terminal and apron extension which will require council to borrow and service loans,” said Dr Tiley.

“The majority of people who park at the airport either stay overnight or between three and five days. The current parking arrangements at the airport are not keeping up with demand. Passengers are spilling out into grass areas and on verges.”

The current parking arrangements at the airport are not keeping up with demand. - Ian Tiley

“The cost to provide airport infrastructure including additional parking should not be a burden borne primarily by the ratepayers of Armidale Regional Council but one which is more effectively shared across the greater New England region which benefits from the high quality airline services provided by the Armidale Regional Airport. Paid overnight parking offers a fairer way to introduce a ‘user pays’ system for parking.”

Short-term and day parking at the airport would still be free if the proposal proceeds. Vehicles parked overnight may incur a fee of around \$10 per day. Council is exploring possible discounts for extended parking periods.

Consultation has commenced and will conclude on Friday, June 23. Feedback from the community about the proposal can be left at council’s online engagement hub at [yoursay.armidale.nsw.gov.au](http://yoursay.armidale.nsw.gov.au) or submissions can be emailed to [council@armidale.nsw.gov.au](mailto:council@armidale.nsw.gov.au). Submissions can also be mailed to Armidale Regional Council PO Box 75A Armidale, NSW 2350 or dropped off at our offices in Armidale and Guyra. A display will also be placed at the airport for passengers to provide feedback.

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<b>Item:</b>	7.3.6	<b>Ref:</b> AINT/2017/08125
<b>Title:</b>	FOR DECISION: Paid for Parking - Community Engagement Strategy	
		<b>Container:</b> ARC17/2000
<b>Author:</b>	Tim Weeks, Airport Manager	
<b>Attachments:</b>	1. Engagement Strategy - Paid Overnight Airport Parking	

**RECOMMENDATION:**

- a) That community engagement be undertaken with stakeholders located within the New England Region to inform and to consult upon the proposal to implement Paid Overnight Parking at Armidale Regional Airport.
- b) That community feedback, concerns and recommendations be incorporated into a summary report to be used to inform council's decision to implement paid overnight parking.

**Introduction:**

Paid parking at Armidale Regional Airport presents an opportunity to better manage and to slow the demand for parking; reducing the financial burden upon residents through the introduction of a 'user-pays' system.

As Armidale Regional Airport serves a catchment area including Walcha, Uralla, Glen Innes, Tenterfield and Inverell Shires and serves ARC towns including Ebor, Guyra, Hillgrove and Wollomombi, it is important that these communities and businesses be informed and consulted on the proposal to introduce paid parking at the Airport.

**Report:**

**Background**

Armidale is the only airport with daily commercial airline services to multiple destinations that does not use paid parking to achieve a user pays revenue source to upgrade and maintain parking facilities.

The greater percentage (80%+) of those parking at the airport stay overnight and a significant number stay from three to five nights or more. The cost to provide parking infrastructure is significant and is a burden that currently falls upon ARC ratepayers. Paid parking offers a more equitable way to introduce the concept of 'user pays'. Revenues achieved after the initial equipment investment will be available to maintain, upgrade and/or expand available parking facilities, without the need to seek additional funding on a regular and ongoing basis.

It is proposed that the attached Engagement Strategy be implemented to both inform and to seek the feedback of key Stakeholders and the general community; and to consider all options to fund future financial needs. Community and stakeholder feedback will be summarised into a report to inform the decision regarding the implementation of paid-for parking.

**Financial Analysis**

The introduction of paid parking will likely result in an initial 30% reduction in overnight parking numbers. This will result from those drivers choosing to park in the privately operated Secure Car Park, those drivers choosing to take a taxi and/or those drivers wishing to avoid the parking fee by availing themselves of the services of friends and family.

Overnight parking in 2016 totalled 27,677 with parking in 2017 estimated to be 30,000.

TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/6/2017

<b>ITEM NO:</b>	1.	<b>FILE NO:</b> S16.7.19/05
<b>DESTINATION 5:</b>	The communities are supported by sustainable services and infrastructure.	<b>S</b>
<b>SUBJECT:</b>	<b>NSW TRAVELLING STOCK RESERVES REVIEW</b>	
<b>PREPARED BY:</b>	David Strugnell, Asset Management Coordinator	

**SUMMARY:**

The New South Wales Government is undertaking a state-wide review of Travelling Stock Reserves (TSRs). A public consultation paper has been released asking for feedback on the use of TSRs for both stock and for other purposes. The Committee is asked to consider a response to the paper.

**COMMENTARY:**

Travelling Stock Reserves (TSRs) are parcels of Crown Land reserved under the *Crown Lands Act 1989* for use by travelling stock. There are more than 6,500 TSRs on Crown Land throughout NSW, covering an area of approximately two million hectares.

In 2012 and 2013, the NSW Government conducted the Crown Lands Management Review which recognised that many TSRs are no longer used for their original purpose and recommended a state-wide review to build an evidence base on which TSRs are used. One of the first actions undertaken has been the issuing of a public consultation paper, which seeks input from stakeholders on the TSRs in their area and for what purposes or values they are important. A copy of this paper is included in Appendix 1 (D6-D22)

The review has categorised TSRs into four broad groups:

- **Category 1** – TSRs that are only used for travelling stock or emergency management and biosecurity purposes. These sites have no other important uses or values. These TSRs would need to remain and be managed for travelling stock purposes;
- **Category 2** – TSRs that are used for travelling stock, emergency management or biosecurity purposes, but are also important and used for a range of other reasons - for example, biodiversity conservation, Aboriginal cultural heritage or recreational purposes. These TSRs will need to remain as TSRs and be managed for their multiple purposes;
- **Category 3** – TSRs that are not used for travelling stock or emergency management, but are important, valued and used for other reasons - for example, biodiversity conservation, Aboriginal cultural heritage or recreational purposes. These TSRs may need to be re-reserved or re-purposed to ensure they are effectively protected and managed for the purposes they are used and valued for; and
- **Category 4** – TSRs that are no longer used or valued for any of the above reasons.

Council controls a number of transport, water and gravel quarry assets that are situated on Travelling Stock Routes. There are also some areas within TSRs where Council may have encouraged recreational uses such as fishing and fossicking. A desktop review has identified the following council interests on TSRs in the Shire.

<b>Description</b>	<b>Use</b>	<b>TSRs</b>
Graman Road	Road	R338, R26305, R14075, R14707, R54074, R53889
Orchard Place	Road	R668, R68617
The Gully Road	Road	R1296
Cicada Place	Road	R1296
Emmaville Road	Road	R55389, R23783, R16953, R23782, R16952
Goonoowigall Road	Road	R1296
Wetzlers Drive	Road	R1296
Coalmine Road	Road	R369, R28605, R41276
Ashford Cemetery Road	Road	R25842
Pindaroi Road	Road	R6313, R6315, R70380, R6314
Gwydir Highway	Road	R24243
Wandera Gravel Pit	Quarry	R43646
Airlie Brake Gravel Pit	Quarry	R337
Weean Gravel Pit	Quarry	R26868
Hatchers Gravel Pit	Quarry	R6315
Ashford Tip Gravel Pit	Quarry	R338
Ashford One Gravel Pit	Quarry	R26305
Valhalla Gravel Pit	Quarry	R19279
Pit 2050 Gravel Pit	Quarry	R45967
Bebo Gravel Pit	Quarry	R55809
Texas Gravel Pit	Quarry	R3238
Bonshaw Tip Gravel Pit	Quarry	R5614
Kia-Ora MR137 Gravel Pit	Quarry	R63952
Pit 2180 Gravel Pit	Quarry	R26574
Rocky Dam One Gravel Pit	Quarry	R32452
Rocky Dam Two Gravel Pit	Quarry	R32452
Coolatai Roadside Gravel Pit	Quarry	R369A
Wallangra Gravel Pit	Quarry	R19280
Beveridge Gravel Pit	Quarry	R19279
Honeysuckle Creek Gravel Pit	Quarry	R19279
Kia-Ora MR187 Gravel Pit	Quarry	R39917
Myall Creek Gravel Pit	Quarry	R23783
Pindari View Gravel Pit	Quarry	R23782
O'Briens Gravel Pit	Quarry	R23783
Emmaville Roadside Gravel Pit	Quarry	R55389
Sawpit Gully Gravel Pit	Quarry	R53889
Arthurs Seat Gravel Pit	Quarry	R82832
Hurricane Hill Gravel Pit	Quarry	R6313
Arrawatta Creek Gravel Pit	Quarry	R6316
Pearsby Gravel Pit	Quarry	R741
Woodridge Gravel Pit	Quarry	R997

Description	Use	TSRs
Fourways Roadside Gravel Pit	Quarry	R23408
Kings Plains Road Gravel Pit	Quarry	R337
Blue Pinch Gravel Pit	Quarry	R11091
White Pinch Gravel Pit	Quarry	R11091
Pit 2250 Gravel Pit	Quarry	R2536
Old Armidale Road Gravel Pit	Quarry	R2536
Bundarra Roadside Gravel Pit	Quarry	R1296
Woodlands Gravel Pit	Quarry	R1296
Cunninghams Hill Gravel Pit	Quarry	R71125
Omar Gravel Pit	Quarry	R52200
Wandera Fossicking Area	Recreation	R43646
Cunninghams Hill Water Distribution Facility	Water Supply	R1296
Staggs Lane Water Distribution Facility	Water Supply	R1296
Fisher Road Water Distribution Facility	Water Supply	R668

Whether the abovementioned TSRs are used for travelling stock is not something that Council can comment on with any authority; however it is sensible to ensure that the uses identified are considered during the review.

At present, the review is seeking specifics on which reserves are used for traveling stock and which have other uses, rather than stakeholder's views on the value or importance of the network as a whole. The paper suggests that further consultation will take place with stakeholders at a later date; however Council may wish to consider a further response to the review paper if it considers there to be other important uses or values provided by the TSRs in Inverell Shire.

#### **RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:**

Strategy: S.08 Provision of safe and efficient networks to ensure connectivity between population centres.

Term Achievement: S.12.02 A sustainable and strategic approach to the management of Council's Assets is undertaken.

#### **POLICY IMPLICATIONS:**

Nil.

#### **CHIEF FINANCIAL OFFICER'S COMMENT:**

Nil.

#### **LEGAL IMPLICATIONS:**

Nil.

#### **RECOMMENDATION:**

*That the Civil and Environmental Services Committee recommend to Council that a submission be made to the Review, identifying those reserves recognised in the desktop review that are used by Council for purposes other than travelling stock.*

<b>ITEM NO:</b>	2.	<b>FILE NO:</b> S28.27.2
<b>DESTINATION 5:</b>	The communities are served by sustainable services and infrastructure	<b>S</b>
<b>SUBJECT:</b>	<b>REQUEST TO CONSIDER PROVISION OF LOADING ZONES IN INVERELL CBD</b>	
<b>PREPARED BY:</b>	Brett McInnes, Director Civil & Environmental Services	

**SUMMARY:**

This report has been initiated by a request from representatives of several freight companies for Council to consider the provision of dedicated loading zones in the CBD. The Committee is being asked to determine a course of action in response to the request.

**COMMENTARY:**

Councillor King previously briefed Council in relation to a representation he had received on behalf of several local freight operators, regarding the provision of dedicated loading zones in the Inverell CBD. A copy of the associated correspondence has been included in Appendix 2 (D23-D25) for the information of committee members.

Access for service vehicles to the CBD is not a new issue for Council, with reference to the matter appearing in traffic studies undertaken in the mid 80's, early 90's, 2008 and 2009. In general, the traffic studies emphasised the extensive laneway network servicing the CBD and suggested this should be relied upon for delivery arrangements. However, the 2009 traffic study which focused exclusively on the Inverell CBD, acknowledged the limitations associated with laneway deliveries and recommended consideration is given to the provision of dedicated loading zones. The relevant extract from the *2009 CBD Traffic Study* has been included in Appendix 3 (D26-D27). The matter was also discussed during the development of the *Town Centre Renewal Plan* in 2013, when consideration was given to what role an at-grade centre median would play in catering for service vehicles.

The 2009 *Inverell CBD Parking and Traffic Study* was tabled at Council's Services Committee meeting on the 24 February 2009, where it was received and noted. There has been no subsequent action to implement dedicated loading zones in the Inverell CBD. A review of Council's records would indicate that since 2009, Council has received one formal representation regarding the provision of a loading zone in the CBD (Vivian Street).

The correspondence from the freight operators highlighted the logistical issues associated with delivering from rear laneways and double parking in the main street. Concern was also raised in relation to increasing traffic volumes in the CBD and how this limits their operations.

Traffic counters were placed out over a three week period during May 2017 in the CBD. The results of these counts and a comparison to historical counts are provided in the table below:

DATE	LOCATION	AVG.VPD
Jan 2008	Otho Street (Byron to Evans)	5120
Dec 2014	Otho Street (Byron to Evans)	4576
May 2017	Otho Street (Byron to Evans)	4388
Aug 2003	Byron Street (Lawrence to Vivian)	8000



Dec 2014	Byron Street (Lawrence to Vivian)	8000
May 2017	Byron Street (Lawrence to Vivian)	7343
Dec 2008	Byron Street (Vivian to Otho)	5700
May 2017	Byron Street (Vivian to Otho)	7850

Caution should be applied when drawing conclusions from traffic counts alone, as they do not provide information as to what percentage of vehicles are actually stopping in the CBD.

Should Council wish to implement a traffic regulatory mechanism such as a loading zone, it is necessary to first refer the matter to the Local Traffic Committee. Council's engineering staff would also need to investigate any proposal prior to referring the matter to the Local Traffic Committee.

As has been the case in the past, the issue revolves around finding a balance between the need to provide for freight deliveries to the commercial sector and the demand for on street parking in the CBD.

**RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:**

**Strategy:** S.10 Maintain and enhance a safe, efficient and effective local road network.

**Term Achievement:** S.10.01 Road network capacity, safety and efficiency are improved and traffic congestion is reduced.

**Operational Objective:** S.10.01.01 A program is being implemented to address deficiencies and areas of congestion in the local road network.

**POLICY IMPLICATIONS:**

Nil.

**CHIEF FINANCIAL OFFICER'S COMMENT:**

Nil.

**LEGAL IMPLICATIONS:**

Nil.

**RECOMMENDATION:**

*That the committee determine what action it wishes to take in response to the request to consider the provision of dedicated loading zones in the Inverell CBD.*

<b>ITEM NO:</b>	3.	<b>FILE NO:</b> S30.17.5
<b>DESTINATION 5:</b>	The communities are served by sustainable services and infrastructure	<b>S</b>
<b>SUBJECT:</b>	<b>FINDINGS FROM OFFICE OF TRANSPORT SAFETY INVESTIGATIONS - SCHOOL BUS STOPS</b>	

**PREPARED BY:**

Manager Civil Engineering, Justin Pay

**SUMMARY:**

Council is in receipt of correspondence from Roads and Maritime Services, outlining the findings from the Office of Transport Safety Investigations, regarding a fatal crash involving a child pedestrian in the south of New South Wales in August last year. The correspondence outlines recommendations specific to road authorities. The committee is requested to receive and note this information and endorse the recommended approach to complying with the recommendations.

**COMMENTARY:**

A copy of the correspondence from Roads and Maritime Services relating to the findings from the Office of Transport Safety Investigations (OTSI) is provided for the information of the Committee in Appendix 4 (D32-D35).

As a road authority, Council has a responsibility to manage its road network in a fashion that provides for the safety of all users, particularly vulnerable users such as school bus passengers. The findings and recommendations of OTSI are aimed at guiding road authorities to make informed decisions regarding road safety.

Of particular note are the recommendations specific to Roads authorities, which are:

- Road authorities shall make their local experienced bodies of knowledge, such as engineers and traffic committees, available to advise parents, bus operators and the community to select suitable non-designated bus pick-up and drop-off points and the associated crossing locations to be used by children;
- Where possible, roads authorities shall explore opportunities for children to embark and disembark on the same roadside, and close to their residence. This can be achieved by children staying on a bus for the entire loop route and remove the need to cross a road. Where this is not practical, the roads authority should assist in the selection of suitable crossing locations; and
- Roads authorities shall adopt the Centre for Road Safety guidance.

Council currently utilises its Local Traffic Committee (LTC) for its primary mandated function, which is to provide advice on delegated traffic management functions. To a lesser extent, the Inverell LTC is relied upon to provide optional advice in relation to road safety matters. To facilitate efficient provision of advice, Council Engineers have liaised directly with Bus Operators and parents regarding informal bus stops. If required, advice can also be directly sought from RMS and local Police representatives regarding such matters. It is considered that this approach is consistent with the recommendations provided for road authorities and it is proposed to continue in this manner accordingly. Council currently utilise the Centre for Road Safety guides and publications when providing road safety advice and will continue to do so regarding informal bus stops.

It is important to note that Council does not currently have any specific budget vote for construction, ongoing maintenance or upgrading of informal bus stops. Funding is available under State Government funding programs for formal bus stops and Council does apply for this funding on an annual basis.

**RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:**

**Strategy:** S.08 Civil infrastructure is secured, maintained and used to optimum benefit.

**Term Achievement:** S.08.01 An asset management strategy is in operation for civil infrastructure that optimises its use and maintains it to agreed standards fit for its contemporary purpose.

**Operational Objective:** S.08.01.01 An Asset Management Strategy for Civil assets is developed, maintained and implemented.



**POLICY IMPLICATIONS:**

Nil.

**CHIEF FINANCIAL OFFICER'S COMMENT:**

Nil.

**LEGAL IMPLICATIONS:**

Nil.

**RECOMMENDATION:**

*That the Committee recommend to Council that;*

- i. The information be received and noted;*
- ii. The recommended approach for providing advice regarding informal bus stops be endorsed; and*
- iii. Correspondence is forwarded to local school bus operators, informing them that Council has technical and engineering resources available to provide advice regarding informal bus stops.*

<b>ITEM NO:</b>	4.	<b>FILE NO:</b> S28.10.5
<b>DESTINATION 5:</b>	The communities are served by sustainable services and infrastructure	<b>S</b>
<b>SUBJECT:</b>	<b>LIST OF SUGGESTED IMPROVEMENTS BONSHAW - 2017</b>	
<b>PREPARED BY:</b>	Manager Civil Engineering, Justin Pay	

**SUMMARY:**

Council is in receipt of a "wish list" of matters to be considered for the village of Bonshaw. Council staff have reviewed the list to determine what matters can be actioned under current maintenance votes.

**COMMENTARY:**

During Questions Without Notice at the May meeting of the Economic and Community Sustainability Committee meeting, Councillor Dight tabled a "wish list" of matters to be considered for the village of Bonshaw. The list is included in Appendix 5 (D36) for the information of the Committee.

Council's Manager Civil Engineering and Supervisor Northern Area undertook an inspection of Bonshaw during the first week of June to assess the issues raised in the list and discuss the matters with some local residents. The below commentary is summarised under the headings from the list and is intended to advise the committee regarding what items are actionable within Council's existing maintenance votes.

**Village Maintenance Issues**

Most of the items listed under the heading Village Maintenance Issues will be actioned as part of Council's ongoing maintenance program, these works will be completed in the following months. Items six and seven, regarding blocking of a lane and compensation for mowing of a park will

require further investigation and discussion between Council and the community. Council has previously made representations and grant funding applications to improve mobile phone coverage in the area and Council will continue to advocate for the improvement of services in the area.

#### **Hall Maintenance Issues**

The requested repairs of side stairs and windows will be actioned by Council's Northern maintenance crew in coming months. There are no funds currently allocated to cater for the requests for air conditioning and an internal toilet in Council's budget. These are potential future delivery plan items.

#### **Village amenities – the park and public toilets**

Signage of the existing public toilets will be improved with some vegetation removed in order to improve access to existing facility. It should be noted that at the time of inspection the toilets were in a well maintained condition. Council's northern staff will continue to monitor the condition of the facility to determine if more frequent maintenance is required.

The other items raised under this heading are unfunded at this time. If these items were to be considered then a cost benefit analysis should be undertaken and the matters considered against other priorities across the Shire.

#### **Making Bonshaw look loved**

The request for an appropriate species of trees as an avenue will be further discussed with local residents with a view to supply and plant trees at the next available opportunity.

#### **Bonshaw Tip**

These items will be addressed when the facility is converted to a transfer station.

All other items listed are currently unfunded and require further consideration as potential future delivery plan items.

#### **RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:**

**Strategy:** S.05 Attractive and vibrant town centres, local centres and community meeting places are provided.

**Term Achievement:** S.05.01 Local centres, community facilities and prominent meeting places are increasingly valued and recognised by the community as a focus of their village and feature of the Shire.

**Operational Objective:** S.05.01.01 Engage the Shire's communities in identifying and creating community places that are valued and used.

#### **POLICY IMPLICATIONS:**

Nil.

#### **CHIEF FINANCIAL OFFICER'S COMMENT:**

#### **LEGAL IMPLICATIONS:**

Nil.

**RECOMMENDATION:**

*That the Committee recommend to Council that the noted items be actioned within existing maintenance votes and further consideration be given to the subsequent items as potential future Delivery Plan items.*

<b>ITEM NO:</b>	5.	<b>FILE NO:</b> S18.6.63
<b>DESTINATION 5:</b>	The communities are served by sustainable services and infrastructure	<b>S</b>
<b>SUBJECT:</b>	<b>DRAFT INVERELL PUBLIC OPEN SPACE STRATEGY</b>	
<b>PREPARED BY:</b>	Anthony Alliston, Manager Development Services	

**SUMMARY:**

This report is intended to provide the Civil and Environmental Services Committee with background and an update on the status of the Draft Inverell Public Open Space Strategy following the information report presented to the Ordinary Meeting of Council in May, 2017.

The Committee is being asked to recommend to Council to endorse the Draft Inverell Public Open Space Strategy to be placed on public exhibition.

**BACKGROUND:**

For many years Council has been contending with requests from various community organisations, user-groups and individuals in respect of the use, management and upgrade of Inverell's public open spaces. In recognition of Council's role to ensure the Inverell Shire's open space network is effectively and sustainably managed for current and future residents, Council resolved to prepare an "Open Space Strategy" for Inverell.

On 24 September, 2014, Council resolved to seek expressions of interest for the preparation of an Inverell Public Open Space Strategy and on 25 March 2015 Council resolved to engage ROSS Planning Pty Ltd to prepare the strategy.

The intent of the Inverell Public Open Space Strategy is to provide Council with an overarching frame-work to direct public open space planning and management in a co-ordinated, sustainable and more effective manner. It would also assist the community in understanding the current intentions, and in some cases, what the future intentions are for the parks and reserves in the study area.

As part of the Inverell Public Open Space Strategy, Council's Manager Development Services in conjunction with ROSS Planning prepared a Communications Strategy (which was endorsed by Council on 22 July, 2015) consisting of six (6) stages including:

1. Communication Initiation - including initial discussions with Councillors;
2. Targeted Consultation - including internal and external stakeholders;
3. Issues Paper - a succinct summary of the public open space audit and targeted consultation;
4. Draft Open Space Strategy - draft prepared and reviewed by Council Staff – **(Current stage)**;
5. Exhibition of Draft Open Space Strategy **(Next step)**; and
6. Finalisation of Draft Open Space Strategy.

A copy of the Draft Inverell Public Open Space Strategy has been provided to the Committee members under a separate cover.

**PROJECT UPDATE:**

Since engaging ROSS Planning in March, 2015 and in accordance with the Inverell Public Open Space Strategy Brief, the following tasks have been completed:

1. Project Start-up Meeting with key Council Staff and Councillors;
2. Preparation and adoption of the Communications Strategy;
3. Newspaper advertising, Web-site and Facebook notifications;
4. Audit of public open space in Inverell;
5. Targeted engagement with the community including Sports Council and key user groups;
6. Community on-line surveys;
7. Preparation of an "Issues Paper"; and
8. Preparation of the "Draft Inverell Public Open Space Strategy".

Since the completion of the first version of the Draft Inverell Public Open Space Strategy in February 2016 there has been some delay in finalising the Draft document. This has been primarily due to the focus on the upgrade works at the Inverell Sporting Complex, which is Council's most significant sporting venue. Grant funding for this \$1.18M project was received under the Club Grants Category 3 and substantial resources have been required to ensure this project is completed by the deadline, which is the end of December, 2017.

ROSS Planning have also assisted Council with this project by developing the design of an athletics precinct.

**SUMMARY OF THE DRAFT INVERELL PUBLIC OPEN SPACE STRATEGY DOCUMENT:**

The Draft Inverell Public Open Space Strategy is broken up into six sections which are summarised below:

1. Introduction – This section outlines the purpose of the strategy, how it was developed, defines and describes the different types of public open space and highlights the benefits of public open space including the benefits to personal health, the environment, the community and the economy.
2. Influences on public open space – This section includes the policies, plans and strategies under which public open space is managed, the community profile and participation, and industry trends that all influence how public open space is used, planned and managed.
3. Public open space in Inverell – This section provides a classification framework to each public open space area identified through the public open space audit. This framework is designed to allocate a grading to Inverell's public open space in relation to current improvements, use and future requirements. This is reflected in the vision for public open space and the local guiding principles.
4. Public open space assessment – This is the largest of the six sections and includes an assessment of Inverell's Public Open Space including dividing the township into precincts and providing a comprehensive summary of each precinct, area of public open space, and the connections between each.
5. Strategic options – The connectivity, activation of open space and the commercial use of open space are discussed under this section.
6. Recommendations – This final section includes overarching recommendations for the planning and management of Inverell's Public Open Space as well as park specific recommendations.

The Strategy also includes appendices to support the information provided in the body of the strategy.

It is also intended that Council's Manager Development Services will deliver a brief presentation to the Committee to facilitate discussion on the key aspects of the Draft Strategy.

**CONCLUSION:**

The Draft Inverell Public Open Space Strategy has now been completed in accordance with the endorsed Inverell Public Open Space Strategy Brief.

In accordance with Stage five (5) of the Inverell Public Open Space "Communications Strategy" the Committee is being asked to recommend to Council that the Draft Inverell Public Open Space Strategy be placed on public exhibition.

**RELATIONSHIP TO STRATEGIC PLAN, DELIVERY PLAN AND OPERATIONAL PLAN:**

**Strategy:** S.05 Attractive and vibrant town centres, local centres and community meeting places are provided.

**Term Achievement:** S.05.01 Local centres, community facilities and prominent meeting places are increasingly valued and recognised by the community as a focus of their village and feature of the Shire.

**Operational Objective:** S.05.01.01 Engage the Shire's communities in identifying and creating community places that are valued and used.

**POLICY IMPLICATIONS:**

Nil.

**CHIEF FINANCIAL OFFICERS COMMENT:**

Nil.

**LEGAL IMPLICATIONS:**

Nil.

**RECOMMENDATION:**

*That the Committee recommend to Council that the Draft Inverell Public Open Space Strategy be placed on public exhibition.*

## APPENDIX 1



# NSW Travelling Stock Reserves Review

## Public consultation paper

A collaborative project between:  
Local Land Services  
Department of Industry — Lands

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## Executive summary

Travelling Stock Reserves (TSRs) are parcels of Crown land that were reserved for the movement of stock over 150 years ago. TSRs are an important and iconic part of the NSW landscape.

However, the use of TSRs have changed over time – once used solely to move livestock from farms to markets or railheads, now they have multiple uses, such as grazing in times of drought, recreation and conservation. TSRs also hold significance to many Aboriginal communities.

The government is committed to maintaining a viable, well maintained and connected TSR network for the future. However, there is currently no comprehensive evidence base about which TSRs are used and how they are valued at a local level. This review will help build that evidence base by seeking advice and local knowledge from the communities involved.

This consultation paper is divided into two parts, and seeks your feedback on:

1. the uses and community values surrounding TSR's in each region
2. the criteria used to assess individual proposals to access TSR's for other uses.

Your views will help to ensure the TSR network is maintained and managed effectively in accordance with the needs of all stakeholders associated with TSRs in NSW.

In parallel to this paper, a targeted pilot assessment of TSRs will be conducted in three local government areas – Tamworth, Tweed and Federation. The information collected will help inform how TSRs are currently used, how they may be used by communities in the future and how they are valued throughout the state.

This process will involve a further level of assessment and direct public consultation with local stakeholders.

No decisions about the future ownership or management of TSRs will be made during this review process.





## 1. About TSRs

TSRs are parcels of Crown land reserved under the *Crown Lands Act 1989* for use by travelling stock. TSRs have been an integral part of rural life in Australia for more than 150 years and were originally set aside to move livestock from farms to markets or railheads.

Today, there are more than 6,500 TSRs on Crown land throughout NSW, covering an area of approximately two million hectares.

The government is committed to maintaining a viable, well maintained and connected TSR network for the future. This review will help build the evidence base about which TSRs are used at a local level, how they are used, and what values they are important for. This information will feed into decisions under other government reforms, including the Crown land negotiation program.

This review is not about a sell off of TSRs. No decisions about the future ownership or management of TSRs will be made during this review process.

### What are TSR used for?

TSRs are an important asset and a significant part of our communities.

In addition to being used by travelling stock, TSRs have a range of economic, cultural, recreational and environmental uses and values. Many TSRs are used for multiple purposes concurrently.

- **Economic** — TSRs support a range of industries, including the farming and apiary industries. TSRs are also used for environmental and cultural tourism.
- **Cultural** — TSRs hold values for both Aboriginal and European cultural heritage – many routes are believed to have followed pathways used traditionally by Aboriginal people for travel and trade. TSRs provide benefits to Aboriginal people as the TSR network enables them to maintain connections to Country and maintain traditional practices, access and manage cultural sites and to pass on knowledge to future generations.
- **Aboriginal rights and interests** — Aboriginal people may have rights under the *Native Title Act 1993* (Cth), or a right to claim (or undetermined claims) in TSRs under the *Aboriginal Land Rights Act 1983* (ALRA). There are approximately 8,700 undetermined Aboriginal land claims under the ALRA affecting TSRs.
- **Recreational** — TSRs are used for a range of approved recreational activities, including camping, horse riding and provide access for fishing and walking trails.
- **Environmental** — TSRs contain significant environmental values including important remnants of native vegetation in highly cleared landscapes, endangered ecological communities and habitat for threatened species, such as koalas. The long, linear nature of the TSR network ensures that these species can move through and disperse across the landscape.



## How are TSR owned or managed?

TSRs are parcels of Crown land reserved under the *Crown Lands Act 1989* for use by travelling stock. TSRs are managed:

- directly by Local Land Services pursuant to the Local Land Services Act 2013
- by the NSW Department of Industry — Lands on behalf of the Crown as owner
- indirectly by a board or a local council appointed under s.93 or s.95 of the *Crown Lands Act 1989* as trust manager.

NSW Department of Industry — Lands manages about 73 per cent of all TSR land either directly or indirectly (via tenures granted under Crown lands legislation). This makes up about 1,400,000 hectares out of a total of 1,900,000 hectares.

Local Land Services is responsible for the care, control and management of the remaining 27 per cent of TSR land across the state, or about 500,000 hectares of TSR land. Local Land Services control is mostly concentrated in the Central and Eastern Division where 89 per cent of all TSR land is under Local Land Services' management.

Reserve trusts and local councils manage about 0.014 per cent of TSR land or 280 hectares.

Approximately 1.5 million hectares, or 75 per cent of the TSR network in NSW is in the Western Division. TSRs in the Western Division differ from those in the Central and Eastern Divisions in the way they are managed and how they are used.

TSRs in the Western Division are generally covered by Western Lands Leases under the *Western Lands Act 1901*. As a result, the care, control and management of TSRs in the Western Division are managed by the lease holders, and not by Local Land Services or any other manager.

The exception to this is stock watering points on TSRs in the Western Division. Stock watering points are maintained by Local Land Services and are excluded from Western Lands Leases. Approximately 0.05 per cent or 82,000 hectares of TSR land in the Western Division is allocated for stock watering points.





## Why are we conducting this review?

TSRs were set aside for the purposes of travelling stock more than 150 years ago. While some TSRs are still important for moving stock, many TSRs are no longer used for their original purpose. There are a number of reasons for this including historical reasons, improvements in technology and farming practices, or changes in towns as populations have grown.

As a result, some TSRs may not effectively contribute to the social, economic and cultural fabric of the community in their current form. We also do not have a consistent, comprehensive evidence base about which TSRs are used, what they are used for, what their values are and the management arrangements that produce the best outcomes.

In 2012 and 2013, the NSW Government conducted the first major review of Crown land in more than 25 years – the Crown Lands Management Review. The review recognised that many TSRs are no longer used for the original purpose and recommended a statewide review of TSRs to build an evidence base on which TSRs are used, and how.

To address this, the Government committed to undertaking a statewide review of TSRs. This review is being conducted by Local Land Services and NSW Department of Industry. The NSW Traveling Stock Reserves State Planning Framework 2016-21 provides the overarching principles for Local Land Services' management of TSRs. This framework will guide the development of regional TSR management plans based on allocating primary land use classifications and management principles.

As part of this review of Crown land, TSRs will be examined in consultation with stakeholders and users of TSRs. This will help the NSW Government understand how TSRs can best be owned and managed so they continue to meet the needs of the public, local communities, Aboriginal communities and the State. This will ensure we have a viable, well managed TSR network for the future.

This review process will ensure the Government is well informed about TSRs before any decisions are made about their future ownership and management. This review is not about a sell off of TSRs.

No decisions about the future ownership or management of TSRs will be made during this review process.





## 2. About this TSR review

A strong evidence base is needed to inform and sustain the TSR network in NSW into the future. This review seeks evidence from the public on the uses and values of TSR through:

### **Evidence collation**

The first stage will involve collecting evidence from the public on the uses and values of TSR through:

- publishing and receiving submissions through this review paper
- conducting a pilot assessment of TSRs in three local government areas – Tamworth, Tweed and Federation. The pilot will involve an on the ground assessment of the uses and values of individual parcels of TSRs in conjunction with targeted local stakeholders.

A separate Local Land Services project will assess the conservation values of all TSR in NSW via a \$4.75 million Environmental Trust Grant.

The assessment will focus on identifying 'High Conservation Value' TSRs. The information collected through this assessment will be considered in the TSR review.

### **About this review paper**

This paper seeks your input on the specific TSRs you may use for travelling stock, as well as TSRs that are used or valued for other purposes. In both cases we want to know why you think those TSRs are important and whether you think those TSRs are needed for the purposes of travelling stock or other values into the future.

This consultation process is the first phase of collecting evidence on each specific TSR.

This review paper also seeks your feedback on criteria used to assess the impacts of proposals to access TSRs on the travelling stock network.

No decisions about the future ownership and management of TSRs will be made during this review process.

### 3. Your input on local TSR

The purpose of this review paper is to seek your input on the TSRs that you are familiar with, and what purpose or values they are important for.

TSRs can be categorised into four broad groups:

- **Category 1** – TSRs that are only used for travelling stock or emergency management and biosecurity purposes. These sites have no other important uses or values. These TSRs would need to remain and be managed for travelling stock purposes.
- **Category 2** – TSRs that are used for travelling stock, emergency management or biosecurity purposes, but are also important and used for a range of other reasons - for example, biodiversity conservation, Aboriginal cultural heritage or recreational purposes. These TSRs will need to remain as TSRs and be managed for their multiple purposes.
- **Category 3** – TSRs that are not used for travelling stock or emergency management, but are important, valued and used for other reasons - for example, biodiversity conservation, Aboriginal cultural heritage or recreational purposes. These TSRs may need to be re-reserved or re-purposed to ensure they are effectively protected and managed for the purposes they are used and valued for.
- **Category 4** – TSRs that are no longer used or valued for any of the above reasons.

### Evidence

This TSR review will be supported by robust evidence. Broadly, evidence will be required to determine:

- the use history of the TSR
- the potential future use of the TSR for those or other purposes and the suitability of the land for those purposes (for example, geography, topography, vegetation, cultural purposes)
- the connectivity of the TSR to other TSRs (i.e. does it form part of a route or network)
- if there are current barriers to use, what they are and how these should be addressed
- the values associated with those TSR; for example, Aboriginal culture and heritage values to be assessed in relation to future use.
- those TSRs which may fit into Categories 1, 2, 3 or 4 above.





#### Connectivity of TSRs - Gunnedah TSRs

Many TSRs make up a connected network and are used for travelling stock. In most places, the public and Crown road network are used to connect otherwise unconnected parcels of TSRs. Maintaining a connected TSR network in NSW is a priority for the government as it ensures connectivity for travelling stock, biodiversity,

Aboriginal cultural heritage and a range of other reasons.

The TSR network around Gunnedah is an example of a network that is regularly used for travelling stock. From January to December 2016, the North West Local Land Services has issued:

- nearly 1,400 cattle grazing permits for approximately 77,000 head of stock
- approximately 185 cattle walking permits for 67,000 head of stock
- approximately 105 sheep grazing permits for 37,000 head of stock
- approximately 5 sheep walking permits for 7,000 head of stock.

The route traverses relatively flat terrain, making it suitable for stock to travel, contains suitable vegetation for grazing and has a number of watering points, providing adequate water supplies for travelling stock.



### **Category 1 – Which TSR are used for travelling stock purposes, emergency management or biosecurity?**

We seek your advice on whether the TSRs in your region are currently used for the purposes of travelling stock or emergency management, and whether they are likely to be used in future for these purposes.

Moving stock was the original reason parcels of Crown land were reserved as TSRs. Where TSRs are still used for travelling stock, access for stock should remain the primary purpose for the reserve.

Stock watering points are also dispersed throughout the network and used to water and camp stock travelling along the route.

In addition to those used for travelling stock, many TSRs have the potential to be used as refuge during a natural disaster, in an emergency or for biosecurity risk management. For example:

- in times of drought, TSRs may be used as an alternative source of fodder for livestock
- during floods, TSRs on higher ground could be used to house stock
- TSRs can be used as an emergency refuge during bushfires, and
- TSRs could potentially be used for a 'stand still' during a biosecurity outbreak.

We will require evidence that supports the current use and evidence that would support an assessment of the future use of the TSR.

Some examples of the type of evidence that could be used for this assessment include:

- permits issued by Local Land Services over each TSR or network
- an assessment of the geography and topography of the land (for example, whether the TSR has vegetation toxic to cattle, or a network runs through a steep, rocky terrain that is unsuitable for travelling stock, or is on higher ground and therefore a potential flood refuge)
- assessment of the local road network to determine whether it effectively connects gaps in the TSR network
- assessment of bushfire trails in local regions.

#### Discussion points

- Which TSR in your region are currently or likely in the next 10 years to be required for the purposes of:
  - o a travelling stock route?
  - o emergency management refuge (for example, during floods, bushfires, drought)?
  - o for biosecurity purposes?
  - o a stock watering place?
- How often do you they get used for travelling stock or emergency management purposes?
- Are there any TSR that are no longer used for these purposes? If so, which TSR are they? Why are they no longer used for these purposes?



#### Wallambi TSR

The Wallambi TSR is an enclosed TSR on a regularly used TSR network in the Tamworth Local Government Area.

The TSR contains a stock watering point and is regularly used as a camping and watering point for stock travelling along the route.





#### Kamilaroi Highway TSRs - Boggabilla

The long TSR along the Kamilaroi Hwy is an example of a TSR with a high conservation value which is also used by stock.

The TSR has protected a significant strand of Inland Grey Box in what is now a heavily cleared agricultural landscape.

Inland Grey Box Woodland has now been listed as an endangered ecological community under NSW legislation. Koalas and a range of other endangered species have also been recorded in this TSR.

### Category 2 – Which TSRs are used for travelling stock and other purposes?

We recognise that many TSRs that are still used by travelling stock are also important and used for a range of other reasons.

For example, many TSRs are important for Aboriginal cultural heritage, recreational, biodiversity and environmental conservation values as well as grazing and travelling stock.

We want to know which TSRs in your region are important for multiple reasons.

#### Discussion points

- Which TSRs in your region are used for travelling stock, emergency management as well as being valued for other purposes?
- What are these other values?
- How do these multiple purposes co-exist (i.e. occur on the same TSR)?
- What evidence is required to determine the uses and values associated with these TSRs?
- Which TSRs are important for environmental and conservation values?
- Which TSR have had environmental works undertaken on them, including works undertaken by community volunteer groups such as Landcare?
- Which TSR are important for Aboriginal cultural heritage values?



### Category 3 - which TSRs are not required for travelling stock purposes but are important for other reasons?

There may be TSRs that are not or cannot be used for travelling stock. These may be TSRs that are isolated; are located in an unsuitable landscape; or have vegetation that is toxic to cattle and sheep. For example:

- The TSR network in the Moonbi Ranges of the Tamworth Local Government Area covers steep and rocky terrain, making it unsuitable for travelling stock.
- The Kootingal TSR in the Tamworth Local Government Area contains rock fern — native vegetation which is toxic to cattle, and so cannot be used for travelling or grazing.

While these TSRs may no longer be needed for traveling stock purposes, they may still be important for a range of other reasons such as biodiversity, Aboriginal communities or public recreation.

TSRs that are not required for stock purposes could be re purposed and re reserved to ensure that the land can be more effectively managed for its primary use.

We seek your views on which TSR are not used for travelling stock, but are important for other purposes.

#### Discussion points

- Are there any TSR in your region that are not used for travelling stock or emergency management but are used for other purposes? If so, what are they used for? And why are they important for this use?
- Should these TSR continue to be reserved as a TSR? Or can they be better managed with alternate reserve purposes?



#### Kyffins TSR

In addition to being used for travelling stock, Kyffins TSR in the Federation Local Government Area is important for a range of other reasons including:

- recreational – the site is used to provide access to recreational fishing spots, bushwalking and bird watching
- Aboriginal cultural heritage
- native vegetation.



#### **Moonbie Ranges**

A long stretch of Crown land is reserved as a TSR across the Moonbie Ranges in the Tamworth Local Government Area.

The landscape in the Moonbie Ranges is unsuitable for travelling stock and as such the TSR is rarely used for the original purpose it was set aside for.

However, the ranges contain corridors of native vegetation. Some TSRs in the Moonbie Ranges are also covered by Aboriginal land claims.



### **Category 4 – Which TSRs are not used?**

There may be some TSRs that are not used or required. We seek your advice on whether there are any TSRs in your local region that are not required for any priority purpose. This would include TSRs that are not required for:

- travelling stock
- emergency management or biosecurity
- Aboriginal cultural heritage, Aboriginal land rights, or interests
- environmental conservation or biodiversity
- recreation.

#### **Discussion points**

- Are there any TSRs that are not used or required for any priority purpose? If so, which TSRs are these?



## 4. Proposals to access TSR land

From time to time, the Government receives applications from individuals and organisations seeking access to a TSR to do something unrelated to travelling stock or its related purpose.

For instance, applications can be sought to:

- compulsory acquire the land
- purchase the TSR
- seek a lease, license or permit over TSR land
- seek an easement over TSR land.

Applications can be for a number of reasons, including:

- To build electricity, water, or sewerage infrastructure. In these cases, the land can be compulsorily acquired, or an easement can be granted over TSR land.
- Providing access to private properties — in some circumstances, TSRs provide the only access to private properties, and so access must be granted to these landholders to allow them to access their properties via a TSR.
- Integrate the TSR into long term agricultural operations.
- For state significant development projects which require access over or utilisation of a TSR to undertake the approved activity. These could be projects to develop new educational facilities or hospitals.

All proposals are assessed in accordance with the requirements of the *Crown Lands Act 1989*, *Western Lands Act 1901* and the *Local Lands Services Act 2013*. Criteria are required to assess the impacts of the proposal on the TSR and support any decisions made about the pocket of land in question.

This section sets out the criteria we propose to consider when we receive proposals that may impact on a TSR. We seek your views on the criteria and process.

Specific questions against the criteria have been set out below.

### Criteria for assessing proposals that may impact TSR land

A proposal to seek access to Crown land reserved as a TSR will be assessed as to whether the proposal will materially harm the TSR network, and the broader social, economic and environmental impacts and benefits of the proposal.

All proposals are assessed in accordance with the requirements of the *Crown Lands Act 1989*, *Western Lands Act 1901* and the *Local Lands Services Act 2013*. This process does not apply to permits issued by Local Land Services under the *Local Land Services Act 2013*. All proposals are assessed on a case-by-case basis.





**A key part of the assessment process is to consider** whether the proposal is likely to materially harm the TSR network in accordance with the criteria below.

1. Would not significantly impact on the integrity of the existing TSR network at a local or regional scale. This might include considering how large the TSR is, the location of the TSR and the zoning of the land surrounding the TSR.
2. Would not affect a TSR, or part of the TSR, which is critical for public use.
3. Would not cause any fragmentation to the TSR network.
4. Would not make the TSR route unusable for travelling stock, if the TSR, or part of the TSR, is used for stock movement. This may include considering whether a proposal would prohibit access to a parcel of land that is critical to the use of the TSR corridor in that area.
5. Would not significantly deteriorate the conservation values, cultural values, heritage values or other public values of the network of TSRs, the TSR or part of the TSR.
6. Would not result in overuse of pasture and water in other TSR.
7. Would not set any adverse precedent.
8. Would resolve existing encroachments by neighbouring landowners on condition that compensation is paid or other land made available to offset damage done to the TSR.
9. Is for emergency management purposes or ancillary infrastructure such as fire trails and access.

**It is also important to consider** the broader social, environmental and economic impacts and benefits of proposal on TSR land. This would include assessing whether the impacts on the TSR are outweighed by other considerations, including whether the proposal:

1. Is in the public interest as it would facilitate economic growth or jobs creation for the local or broader NSW community.
2. Would advance the economic, social or environmental well-being of the community.
3. Would advance public health and safety outcomes.
4. Would facilitate the construction or extension of public infrastructure such as public railway, highways and roads, or an approved state significant development or state significant infrastructure project.

**Note:** These criteria will generally not apply to TSRs in the Western Division. TSRs in the Western Division are generally covered by Western Land Leases.

#### **Discussion points**

Are these proposed criteria adequate for considering whether a proposal might impact on a TSR?

## 5. How to have your say

We encourage you to provide a response to this TSR review paper. Responses are due by 5 pm Thursday 22 June 2017 and can be submitted in a number of ways including:

**Online:** [www.haveyoursay.nsw.gov.au](http://www.haveyoursay.nsw.gov.au)

**Email:** [tsr.feedback@lls.nsw.gov.au](mailto:tsr.feedback@lls.nsw.gov.au)

**Post:** Local Land Services, State Operations  
PO Box 2105, Dubbo NSW 2830.

It is intended that all submissions will be made publicly available, unless the author specifically requests confidentiality. Please note confidential submissions may still be subject to a request for release under the *Government Information (Public Access) Act 2009*.

The government will publish a summary of the submissions received on this review paper.

To assist you in having your say, the government has created an online mapping tool to allow you to investigate the TSRs in your local area. The web link to access this tool and instructions on how to use the tool are available at: <https://trade.maps.arcgis.com/apps/webappviewer/index.html?id=2f2a0f1efae14f7cb79cf900d012ccc3>.





## 6. Next Steps

### Pilot assessment

This consultation paper is one component of the broader TSR consultation process.

In parallel with this consultation paper, the NSW Government will undertake a more detailed assessment of TSRs in three pilot local government areas – Tamworth, Tweed and Federation.

The pilot will start in mid May and is expected to be completed by the end of June.

The pilot will involve targeted consultation with key local stakeholders in each area about the TSRs they use, and the purposes they use them for.

The pilot will:

- explore the questions posed in Part 3 at a local level in consultation with local stakeholders
- test the evidence that should be used to support the assessment
- test best ways to engage with local stakeholders
- test the process for conducting the assessment
- consider any lessons learnt from the process.

Further information on the pilots can be sought from your nearest Local Land Services office.

Results from the pilot assessment will be considered prior to any detailed assessment of TSRs across the state.

### Statewide assessment of TSRs

Following the pilot, TSRs will be assessed across the State. The statewide assessment will determine the future TSR network required for the State, and will use evidence provided through:

- this consultation process
- the results of TSR conservation assessments under the Environmental Trust Project
- advice from targeted stakeholder consultation.

The pilot will provide insight into how the statewide assessment should be conducted. The statewide assessment is expected to begin in 2017 and will occur on a region by region basis.



## APPENDIX 2



**COMBINED  
FREIGHT**

Jaeteg Pty Ltd ATF Ellis Family Trust  
 ABN 39 700 532 728

164 Ashford Rd Inverell NSW 2360  
 Ph 02 6722 1979 Fax 02 6722 1955

10<sup>th</sup> April 2017

Mr Paul King  
 Inverell Shire Council  
 144 Otho St  
 Inverell NSW 2360

Dear Mr King

We would like you to bring to the councils attention, the lack of designated loading zones in Byron and Otho streets.

Over the past few years business in Inverell has grown and with that growth comes increased traffic within the business district. We service the business houses in Inverell through delivery of freight. We attempt to use back lane access where possible but not all businesses allow deliveries in the back door, nor do all businesses have appropriate back door access for deliveries. A significant amount of our deliveries must therefore be done through the front entrance and it is becoming increasingly frustrating to be able to park anywhere near to the businesses in Byron & Otho Street.

The problems we are faced with are:

- The ever increasing amount of daily traffic, which is good for town, but often leaving no empty parking spaces, for couriers, to be able to service the business houses.
- People not parking correctly between the lines. Not only do they park on the line reducing the space for someone else, but more and more park over the line using both spaces, having no concern for other street users.
- Double parking is not really suited, as even with all good intentions of being quick, it only takes something to hold you up, and the double parked vehicle becomes a problem to the parked vehicles or the street traffic.

We believe loading zones are an essential part of a continually growing town. Deliveries of freight are a vital part of any business. Without freight business could not operate. Courier drivers should not be asked to illegally double park because there are no loading zones. We would like to propose loading zones be placed next to the disabled car parking spaces where appropriate with the following suggestions:-

- Four loading zones in Byron St, between Lawrence and Otho Streets, with one of these being in close vicinity to the Telstra shop.

- Two loading zones in Otho St, between Byron St and the pedestrian crossing in Otho St. In that half block there are two banks, Diagnostic Imaging, Optometrists and Newsagent, all creating large traffic flow.

Also, access for deliveries should be taken into account when new developments or new businesses are commencing, even in established areas of town. The type of freight which will be coming into the business should be considered particularly if there is going to be any palletised freight to ensure that the business will be in a position to allow easy delivery, preferably without the use of a forklift. Some businesses have very poor facilities for delivery of pallets, for example Target.

Last but not least, we would like to see the use of a parking officer more often, to educate some of the drivers in parking correctly.

Attached are signatures from ourselves, Williams Freight, Reimers, & Wilsons who all are required to deliver freight in the Inverell CBD and who all agree with the provision of loading zones within the Inverell Business District.

We would hope that you will consider our suggestion so Inverell can move forward with efficient and timely deliveries of essential freight to the business houses.

Thank you for your time and we hope that you can bring this to Councils attention on our behalf.

Regards



Julie Ellis





**COMBINED  
FREIGHT**

Jaeteg Pty Ltd ATF Ellis Family Trust  
ABN 39 700 532 728

164 Ashford Rd Inverell NSW 2360  
Ph 02 6722 1979 Fax 02 6722 1955

T. Matthe	T. Matthe	<del>John</del>	F. DREY
X. Brumby	R. Brumby	Myke	D. Wilson
L. J. Bell	L. J. Bell	Sal	S. Wilson
<del>M. Sorensen</del>	<del>M. Sorensen</del>	W. B.	R. Wilson
D. Sorensen	D. Sorensen	B. B.	K. Wilson
R. Green	R. Green	P. Dunlop	P. Dunlop
Jack Colley	Jack Colley	J. Sipple	J. Sipple
Williams	Freight Tarmac	R. Reimers	R. REIMERS
<del>N. Williams</del>	N. Williams.	M.	P. REIMERS
C. Williams	C. Williams		
B. VIOLEN	B. VIOLEN		
E. HOLDER	E. HOLDER		
J. Williams.	J. Williams.		
K. Warren	K. Warren		

## APPENDIX 3

Gennaoui Consulting Pty Ltd

Inverell CBD Parking & Traffic Study

The overall peak for off-street spaces was about 61 percent. Parking facilities with peak parking occupancies exceeding 70 percent during the survey included the Country Fair Complex and the site of the Old Commonwealth Bank (off Campbell Street).

### 4.7 Loading Facilities

There are no designated on-street loading zones in the CBD. It is understood that often this omission result in double parking by delivery vehicles particularly along Otho Street, between Byron Street and Evans Street, and in Byron Street, between Otho Street and Lawrence Street. These activities affect traffic flows and pedestrian safety.

In the Inverell traffic study (Gennaoui, 2008), it was suggested that consideration be given for a greater usage of the rear laneways for deliveries to retail and commercial developments where possible. The suitability of the laneways servicing developments fronting Otho Street and Byron Lane is assessed below.

**Byron Lane** provides rear access to establishments fronting the eastern side of Byron Street. Byron Lane has a width of about 4 to 5 m with traffic restricted to one-way northbound. No Standing restrictions apply on both sides of the lane. It is difficult to provide loading areas to most developments from the laneway except for the Australian Hotel which has adequate loading areas for medium rigid trucks. Medium and large rigid trucks cannot access most properties from the laneway. Loading can only be made directly from the laneway or from Byron Street. This lane carries very low traffic and whilst the loading from the laneway is not likely to have a negative impact, it is considered that the provision of loading zones in Byron Street between Vivian Street and Lawrence Street would facilitate deliveries and minimise the double parking of delivery vehicles.

**Campbell Lane** has a width of about 4 to 5 m and could service establishments fronting the southern side of Otho Street. Traffic is restricted to one-way westbound. Most developments fronting Otho Street have adequate access from the laneway with on-site areas suitable for at least Small Rigid Trucks and possibly Medium Rigid Trucks. There is no reason why the majority of service vehicles cannot access the sites via this laneway. Delivery vehicles to the motel can access the site from Otho Street.

**Otho Lane** provides access to the rear of establishments fronting the northern side of Otho Street. Otho Lane also has a width of about 4 to 5 m with traffic restricted to one-way westbound. Most developments fronting Otho Street have adequate access from the laneway with many with on-site areas suitable for at least Small Rigid Trucks. There is no reason why the majority of service vehicles cannot access these sites via this laneway.

Large rigid trucks making deliveries to establishments along Otho Street and Byron Street cannot access developments from the rear; they should be allowed to do so along Otho Street and Byron Street at all times except between 9.00 am and 6.00pm. Furthermore, consideration could be given for the conversion of two adjacent spaces on each side of Otho Street, between Byron Street and Evans Street and in each section of Byron Street, between Otho Street and Mansfield Street, to Loading Zones until 11.00am for vehicles not larger than small rigid trucks. Where appropriate, it is important that signposting be introduced advising delivery drivers about this arrangement. It is recommended that the implementation of the rear lane delivery arrangements be enforced with police assistance.

## **4.8 Recommended Parking Improvements**

### **4.8.1 Short Term Improvements**

The following measures are recommended for implementation in the short term:

- The Pasterfield car park should be sealed and line marked in accordance to the Australian Standards (2004). Furthermore, appropriate signage indicating Council's ownership be place at the entry driveway.
- The Country Fair car park should be resurfaced and line marked in accordance to the Australian Standards (2004).
- The Turnham car park should be redesigned to allow internal access between all areas; it should also be resurfaced and line marked.
- Woolworths should be approached to provide one way circulation within their car park.
- Conversion of about 25 percent of all 2-hour spaces to 3-hour limits, but not along Byron Street, and Otho Street between Byron Street and Evans Street.

### **4.8.2 Amendment to Parking Code**

- The parking rates for the following land uses within the CBD be adopted to cater for all future demands;
  - For bulky goods developments, the recommended parking rate is 2.9 spaces per 100m<sup>2</sup> GFA
  - For office/service commercial developments the recommended parking rate is 3.8 spaces per 100m<sup>2</sup> GFA
- The parking rates for all other land uses remain as noted in Council's DCP N°9.
- Council's code must ensure that adequate employee parking is provided on site by specifying the ratio between employee (long stay) and visitor parking (short stay). The following proportions are recommended:
  - For all retail developments: 65% short stay and 35% for long stay parking
  - For office/service commercial developments: 20% short stay and 80% for long stay parking
  - For medical centres: 60% short stay and 40% for long stay parking
  - For restaurants/café's: 70% short stay and 30% for long stay parking
  - For light industrial: 15% short stay and 85% for long stay parking

### **4.8.3 Improvement to Loading Facilities**

- Conversion of two adjacent 2-hour spaces on the eastern side of Byron Street to Loading Zones between Vivian Street and Lawrence Street to cater for small rigid trucks only.
- Conversion of two adjacent 2-hour spaces on each side of Otho Street, between Byron Street and Evans Street and in remaining section of Byron Street, between Otho Street and Mansfield Street, to Loading Zones until 11.00am to cater for small rigid trucks only.
- Permit large rigid trucks which cannot access developments from the rear of establishments along Otho Street and Byron Street to do so along Otho Street and Byron Street at all time except between 9.00 am and 6.00pm.
- Where appropriate, signposting be introduced advising delivery drivers about these arrangements. It is recommended that the implementation of the rear lane delivery arrangements be enforced with police assistance.

## APPENDIX 4



Transport  
Roads & Maritime  
Services

4 May 2017

Mr Paul Henry,  
General Manager  
Inverell Shire Council  
PO Box 138  
INVERELL NSW 2360



Dear Mr Henry,

I would like to raise with you the findings of a recent Office of Transport Safety Investigations (OTSI) report into a fatal crash involving a child pedestrian in the south of New South Wales in August last year, for consideration within Council.

The child alighted from a school bus at an informal school bus stop (that is, one that is not appointed under the Passenger Transport Regulation 2007, and not signposted) and was fatally injured while crossing a rural road. As you would know, there are hundreds of informal school bus stops across rural NSW on both Roads and Maritime and council managed roads.

OTSI has investigated the crash and made a series of general findings and specific recommendations. Both the general findings and the recommendations highlight school bus safety as a community issue.

I have listed the general findings, recommendations specifically targeted to roads authorities, and other recommendations that have some relevance to both Roads and Maritime Services and councils in our management of the road network and in the influence we can have on others involved in school bus safety.

The complete OTSI report can be found at:  
[http://www.otsi.nsw.gov.au/bus/Coolagolite\\_FINAL\\_as\\_Tabled.pdf](http://www.otsi.nsw.gov.au/bus/Coolagolite_FINAL_as_Tabled.pdf)

#### General Findings

- Contemporary safety risk management technique recommends, wherever possible, that risks are eliminated. Where risks cannot be eliminated, suitable risk controls must be in place to make the situation safe.
- To prevent children being exposed to the risks associated with crossing rural roads during their travel to and from school, OTSI recommends that rural communities work together to enable children to remain on rural loop bus routes whereby children are only picked up or dropped off near, and on the same roadside, as their residence.
- Where this option is not practical, then careful consideration must be made when determining suitable children pick-up and drop-off points to minimise the risk to children crossing rural

Roads and Maritime Services

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[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) | 13 17 82



roads. The location of a bus pick-up or drop-off point will greatly influence where children cross a road. Persons involved in assessing a suitable crossing location must consider vehicle approach speeds, sighting distances, road topography, sighting obstructions, vehicle braking distances and a child's capability to cross a road on their own.

To assist on this issue, Roads and Maritime has worked with Centre for Road Safety to produce Advice for Choosing Locations for Informal School Bus Stops which can be found at: <http://roadsafety.transport.nsw.gov.au/downloads/advice-for-choosing-locations-of-informal-school-bus-stops.pdf>

- Adult supervision must be provided in cases where children do not hold the required capabilities to cross a road on their own. Current guidance suggests adults hold the hands of children near roads up to the age of 8 years old (TfNSW) and other guidance suggest up to the age of 10 years old (NSW Education road safety website).

Comprehensive advice for parents and carers about children using roads can be found at [www.safetytown.com.au/parents](http://www.safetytown.com.au/parents).

- It is imperative that the whole community clearly understand the key elements that determine a suitable non-designated bus pick-up and drop-off point, and more importantly, what determines a suitable location for children to cross the road from one safe place to another safe place, then safe passage to their residence.

#### Recommendations Specific to Roads authorities

- Roads authorities shall make their local experienced body of knowledge, such as engineers and the traffic committees, available to advise parents, bus operators and the community to select suitable non-designated bus pick-up and drop-off points and the associated crossing locations to be used by children.

Guidelines for councils that outline the role of Local Traffic Committees can be found at: [http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/ltrguidev13\\_i.pdf](http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/ltrguidev13_i.pdf)

The primary role of Local Traffic Committees is to provide advice to councils on the implementation of delegated traffic management functions. The guidelines also allow for Traffic Committees to provide advice on local safety issues (see Section 8).

- Where possible, roads authorities shall explore opportunities for children to embark and disembark on the same roadside, and close to their residence. This can be achieved by children staying on a bus for the entire loop route and remove the need to cross a road. Where this is not practical, the roads authorities should to assist in the selection of suitable crossing locations.
- Roads authorities shall adopt the CRMS guidance.

#### Other Relevant Recommendations

- CRMS, in consultation with RMS, shall reinforce the public message for the community to select suitable crossing locations for children. The Department of Education should be a catalyst for this information. Additionally, reinforce the public message for the community to

#### Roads and Maritime Services

drive cautiously on rural roads at times when school children may be waiting for, embarking or disembarking from school buses and possibly crossing rural roads.

- RMS will re-enforce to local councils that the LTC is a source of technical support. RMS to ensure the LTC continues to provide an additional body of knowledge to assist the community to deliver suitable crossing locations for children and bus pick-up and drop-off locations.
- Where possible through the rural and regional bus service contracts, TfNSW shall explore opportunities for children to embark and disembark on the same roadside, and close to their residence. This can be achieved by children staying on a bus for the entire loop route and remove the need to cross a road.
- RMS, in consultation with CRMS, shall reinforce the public message for the community to select suitable crossing locations for children. Additionally, reinforce the public message for the community to drive cautiously on rural roads at times when school children may be waiting for, embarking or disembarking from school buses and possibly crossing rural roads.
- Bus operators seek a broader body of knowledge, such as advice from roads authorities and the LTC, in their risk assessment activities.
- One of the cornerstones of safety risk management is learning from lessons obtained from past incidents and accidents. The bus industry should review the contributing factors of previous bus industry incidents to expand their knowledge of hazardous situations. Bus operators must regularly reflect on past incidents and continuously inform their risk management framework.
- Bus operators shall explore opportunities for children to embark and disembark on the same roadside, and close to their residence. This can be achieved by children staying on a bus for the entire loop route and remove the need to cross a road, however, careful consideration to ensure that new risks are not introduced to traffic.
- When this option (3.41) is not practical, the bus operator in consultation with the road authority and the community, shall apply a robust risk-based assessment considering parameters such as road speed, safe sighting distances, vehicle braking distances and child human factors when assessing non-designated bus pick-up and drop-off points and locations where children will be required to cross a road.
- Children may not always have the capabilities to cross a road safely. Current guidance suggests adults hold the hands of children near roads up to the age of 8 years old (TfNSW) and other guidance suggest up to the age of 10 years old (NSW Education road safety website). Where a child is recognised as not yet ready to cross roads on their own, and safe arrangements are not in place, then it is imperative that an adult, parent or guardian is present to ensure a child is aided to cross the road safely, using recognised safe sighting distance guidance. If a parent or guardian is not available, then they must ensure a capable adult is present for this task.

I trust these recommendations will provide Council with context and additional guidance where Council becomes involved in school bus safety issues.

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Finally, I would like to draw Council's attention to Austroads Guide to Road Design Part 3: Geometric Design (re-issued in 2016) which can be found at:  
<https://www.onlinepublications.austroads.com.au/items/AGRD03-16>. Section 4.12 of the Guide provides road design guidance and other considerations for bus stops, including school bus stops.

Yours sincerely



John Alexander  
Regional Manager Northern

## APPENDIX 5

### **Suggestions for Improvements to Bonshaw from the Local Community – May 2017**

Thank you for the invitation from some of the current Inverell Shire Councillors for our community to generate a 'wish list' for our village. There has been input from several locals via a meeting held in Bonshaw on 8<sup>th</sup> May along with submission of ideas from a number of others who were unable to attend, as well as inclusion of issues raised with Councillor Paul King who visited Bonshaw Public School recently. (15 residents have had input to the ideas below). The ideas have been categorised into the following headings & left in dot points.

#### **Village Maintenance Issues**

1. Drainage: there are several spots in the village where there are problems causing damage to roads & erosion: blockages, no weed spraying or slashing so water building up, erosion making big holes, gravel washing onto road (eg: Hill St, Spark St, Texas St near causeway, near Telecom box at shop)
2. Slashing & spraying: different slasher drivers do different areas & some areas are getting missed.
3. Hole in pipe between 2 septic trenches beside hall needs repairing, after being run over by council slasher last year
4. walkway between Bruxner & Texas St – is a gazetted street that has been cordoned off from vehicles & asphalted but has never been maintained as a pathway so is covered in burrs.
5. Guide posts are needed to warn drivers of dangerous steep drain & culvert in several spots along Bruxner near shop.
6. The lane between the hall & Bruxner way could be blocked off as is only adding a mowing job & a place for litter – the only use is for people accessing the Toilet block.
7. School currently maintains & mows the park – it is seeking an agreement for something in return - eg: dirt, mulch etc
8. A sign to Texas at the Bruxner – Ashford Rd T-piece (people often stop to ask directions at the shop)
9. Telstra tower – thanks to Council for helping with implementation. Unfortunately, at present while coverage in Bonshaw is great, it is still patchy and worse in places even within 3km of the village.

#### **Hall Maintenance & Improvements**

- Repairs list includes replacing side stairs, fixing windows painted shut, replacing a window in the kitchen (Hall Committee has complete list of R&M jobs)
- Council has received previous applications for an internal bathroom & toilet at the hall – this remains a priority
- Air-conditioning would significantly improve the function of the Hall – at present, the ceiling fans have to be turned off whilst anyone is speaking as they are too noisy & the Hall has no heating for winter

#### **Village Amenities – the park & public toilets**

- the park beside the school could be improved to become a welcoming rest area with a dry composting toilet (as possibly a better location for the village public toilet than the Hall Toilets)
- Public toilets: dirty & need better sign posting. Apparently cleaned every Friday but regularly dirty - need cleaning more often (maybe a local resident could be paid to maintain or see suggestion under Village Amenities heading)
- Shade trees for the park & possibly some other basic amenities for travellers and locals (eg: bbq)
- Rest area at Bruxner / Ashford T junction - needs bins, possibly a toilet - grotty
- Bin at weir & toilet - does council check & clean the area / TSR?
- Tennis courts: Council has received previous applications to restore our courts & restart our night competition

#### **Major Infrastructure**

- Bonshaw weir crossing upgrade: NSW approach is still submerged when river height falls below weir bridge, sometimes doubling the number of days the crossing is impassable. (There is currently QLD funding around for river crossings & bridges)

#### **Making Bonshaw look loved**

- Local community with support from Council should hold a Make Bonshaw Beautiful Day
- Attractive Bonshaw signage promoting our local assets (perhaps our school children could have input?)
- An appropriate species of trees as an avenue along the Main Street & possibly some hardy hedges along the main street would make a big difference
- Sue Towns owns the block adjoining Bruxner Way opposite the Store & has the block for sale. She is happy for the dilapidated building to be used for demolition / fire training.
- Large map on a notice board with directions to major centres & other places in between

#### **Bonshaw Tip**

- Road to tip gets lots of traffic - huge dust problem - solution is sealing road to at least the top of the hill - particularly if tip is going to become a transfer station - possibly should be sealed all the way.
- biggest issue is illegal dumping – particularly of farm waste, from both QLD & NSW...camera??, fines - what are Councils intentions with maintaining the tip as it remains a disgrace.
- Unsupervised burning is a risk for neighbours
- Would Council consider opting for big containers for waste that can be taken away to be emptied?

Community members who attended the meeting suggested for the maintenance issues listed, residents need a meeting with the appropriate Council foreman/ supervisor to agree on what needs to be done. It would also be good to get an agreed Plan for Improvements to Bonshaw with Council & a process towards implementation with this list as a starting point (the issue was raised of this process occurring in late 2015 with some of the Councillors of the time visiting & requesting a wish list with no further progress occurring in that instance).

If Council wishes to follow up, contact can be made via the Hall Committee who facilitated this meeting.





**TO CIVIL & ENVIRONMENTAL SERVICES COMMITTEE MEETING 14/6/2017**

<b>ITEM NO:</b>	1.	<b>FILE NO:</b> S28.21.1
<b>DESTINATION 5:</b>	The communities are served by sustainable services and infrastructure.	<b>S</b>
<b>SUBJECT:</b>	<b>WORKS UPDATE</b>	
<b>PREPARED BY:</b>	Justin Pay, Manager Civil Engineering	

**SUMMARY:**

This report is intended to keep Council updated on the capital works and maintenance programs.

**COMMENTARY:****MR 137 Ashford Road Pavement Widening and Rehabilitation – Near the property “St Hilary”**

This project recommenced early May, 2017 with the drainage and earthworks now complete. Works are progressing on the sub base layer with the haulage of the base material expected to commence early June, 2017. Project completion is expected at the end of June, 2017.

**MR 137 Ashford Road Pavement Widening and Rehabilitation – Roadside Memorial Stage 2**

The project is now complete. A bitumen seal was placed early May, 2017, with the line marking completed last week. This project was the final stage in the widening and rehabilitation of a several kilometre section of Ashford Road commencing north of Nullamanna Road, past Byron Station Lane to the property “Rob Lea”, south of Wandera.

**MR 187 Yetman Road Pavement Widening and Rehabilitation – Near the property “Ulupna”**

Works commenced mid May 2017 on a 1.9 kilometre section of the Yetman Road adjacent the property “Ulupna”, 48 kilometres north of Inverell. The project involves the widening and rehabilitation of the existing pavement, substantially improving the ride quality of this section of road. Project duration is six weeks with an expected completion date at the end of June, 2017. This project is the first of extensive works programmed on the section of Yetman Road between Graman and Wallangra. At the completion of this project the works crew will move and start works near “Cucumber Creek” and work towards Wallangra.

**SR 199 Auburn Vale Road Pavement Widening and Rehabilitation – McBrides Lane to Masons Lane – Stage 1**

Works commenced at the end of May, 2017 on the first of a two stage construction of Auburn Vale Road, stage one being from McBrides Lane to Masons Lane.

The project involves the widening and rehabilitation of a section of Auburn Vale Road, including the redesign of the Coopers Lane Intersection. Project duration for stage one is ten weeks with an expected completion date at the end of July, 2017. Stage two from Masons Lane to Minnamurra Lane is expected to commence after the completion of stage one.

**Gilchrist Street Kerb and Gutter Renewal – Jack Street to Bannockburn Road**

The project is now complete. A bitumen seal was placed late May, 2017.

### **Tin Tot - Neil McCosker Bridge Replacement**

Construction plans are now finalised for the bridge and approaches. Works are well underway to cast the pre-cast concrete bridge components. The bridge construction contractors are currently onsite, with an estimated construction time frame of 6 weeks. Construction of the bridge approaches by Council staff will follow completion of the bridge, with project completion programmed for August 2017.

### **Maintenance Grading**

Maintenance grading works were undertaken on the following roads during May 2017:

SR 16 Keetah Road	4.0km
SR 91 Gunyan Road	3.0km
SR 215 Schwenkes Lane	1.9km
SR 238 Woodstock Road	14.5km

Total 23.4km

### **Reactive /Spot Grading**

No reactive /spot grading works were undertaken during May 2017.

### **Heavy Patching**

No heavy patching works were undertaken during May 2017.

### **2016/2017 Gravel Resheeting Program**

The 2016/2017 Gravel Resheeting program continues in the northern section of the Shire. Segments of the following roads were completed in May 2017:

SR 41 Karoola Road  
 SR 43 Puckawidgi Road

### **Other Maintenance Activities**

Councils State, Regional and Local Roads, Urban and Village Street maintenance activities, such as bitumen patching, drainage and shoulder repairs as well as vegetation control, are continuing as required. Town maintenance will continue as programmed.

<b>ITEM NO:</b>	2.	<b>FILE NO:</b> S3.15.13
<b>DESTINATION 5:</b>	The communities are served by sustainable services and infrastructure	<b>S</b>
<b>SUBJECT:</b>	<b>ISSUES RAISED AT RECENT DELUNGRA DISTRICT DEVELOPMENT COMMITTEE</b>	
<b>PREPARED BY:</b>	Manager Civil Engineering, Justin Pay	

### **SUMMARY:**

At the May, 2017 meeting of the Civil and Environmental Services Committee, Councillor McCosker provided an advocacy report outlining issues raised by the Delungra District Development Committee following their meeting which he had attended. This report is intended to update the Committee on how these matters are being addressed.

**COMMENTARY:**

The issues raised by Cr McCosker on behalf of Delungra District Development Committee were:

1. Major drainage concerns in the village during the recent heavy rain;
2. Traffic Speeding through the village, particularly trucks;
3. Request for improvements to truck stops between Inverell and Delungra and the Gragin turn-off;
4. Fox problem in the village;
5. No guide post markers between Inverell and Delungra;
6. Request for strategic planting of 10-20 native trees; and
7. Intersection Gwydir Street and Inverell Street.

Each of the issues have been investigated and the proposed course of action regarding each is listed below:

1. Major drainage concerns in the village during the recent heavy rain

The Manager of Civil Engineering has discussed this issue with the present and previous presidents of DDDC on several occasions. Some minor works have been undertaken in the previous 12 months to alleviate some of the issues. It should be noted that the recent weather pattern included several significant rainfall events that Council's drainage system is not designed to cater for. The cause of a majority of this issue relates to property accesses (driveways) that do not have adequate drainage, that is, they have concrete slab or other gravel based slab crossings in the place of pipe culverts. Council's current position is that each property owner is responsible for their access crossing and the cost to upgrade to pipe culverts would be born by each resident/owner. In the past Delungra residents have been unwilling to meet these costs.

The plan to mitigate the issue is to undertake routine maintenance of the drainage system in the village. This will ensure that the system functions to the full capacity of its design. However, as with all of Council drainage infrastructure, significant rainfall events may be greater than the capacity of the system.

2. Traffic Speeding through the village, particularly trucks

Council installed traffic classifiers in two locations on the Gwydir highway between 18/5/2017 and 1/6/2017. The locations were near the 50km/h sign east of Gwydir Street and near the bowling club. The mean average traffic speeds were 49.4km/h and 53.2km/h respectively. These results clearly show that speeding is not an issue through the village and no further action is planned at this stage.

3. Request for improvements to truck stops between Inverell and Delungra and the Gragin turn-off

Through previous discussion with heavy haulage operators, the need for upgrades to truck stop infrastructure has been raised. Council has previously sought funding under various programs to address some of these issues.

Council has received informal notice that the next round of the State Government Fixing County Roads Program and the Federal Governments Heavy Vehicle Safety Program will be open for applications later this year. An application will be lodged under these programs for a project to improve this and other truck stop facilities in the Shire.

4. Fox problem in the village

Fox pest control is a responsibility of Local Land Services and Council has forwarded details of this matter accordingly.

5. No guide post markers between Inverell and Delungra

This matter has been investigated and all advisory signage for west bound traffic on the Gwydir highway between Inverell and Delungra refers to Warialda. This is due to Roads and Maritime Services guidelines, which stipulate the required size of a town centre associated with this type of signage. Unfortunately, due to Delungra's population, no action is possible.

6. Request for strategic planting of 10-20 native trees

Council staff will liaise with the President of DDDC to determine appropriate species and planting locations, with the trees to be supplied at the next favourable planting opportunity.

7. Intersection Gwydir Street and Inverell Street

An investigation of this matter revealed there is a clear road pavement defect at this location. Council maintenance staff have attempted several low-cost solutions over recent years, with varying levels of success. Heavy patching works are programmed for the 2017/2018 financial year in order to rectify the current issues.

**RECOMMENDATION:**

*That the items contained in the Information Reports to the Civil & Environmental Services Committee Meeting held on Wednesday, 14 June, 2017, be received and noted.*